06-Ker-58, PM T31.7/R55.6
06-Ker-99, PM 21.2/26.2
Program Code 20.10.400.200
EA 06-48460
November 2012

FINAL TRAFFIC STUDY REPORT

Volume II

(Part 1 of 2)

for the

CENTENNIAL CORRIDOR PROJECT

on Route 58 in Bakersfield

between Cottonwood Road

and Interstate 5

APPROVAL RECOMMENDED:

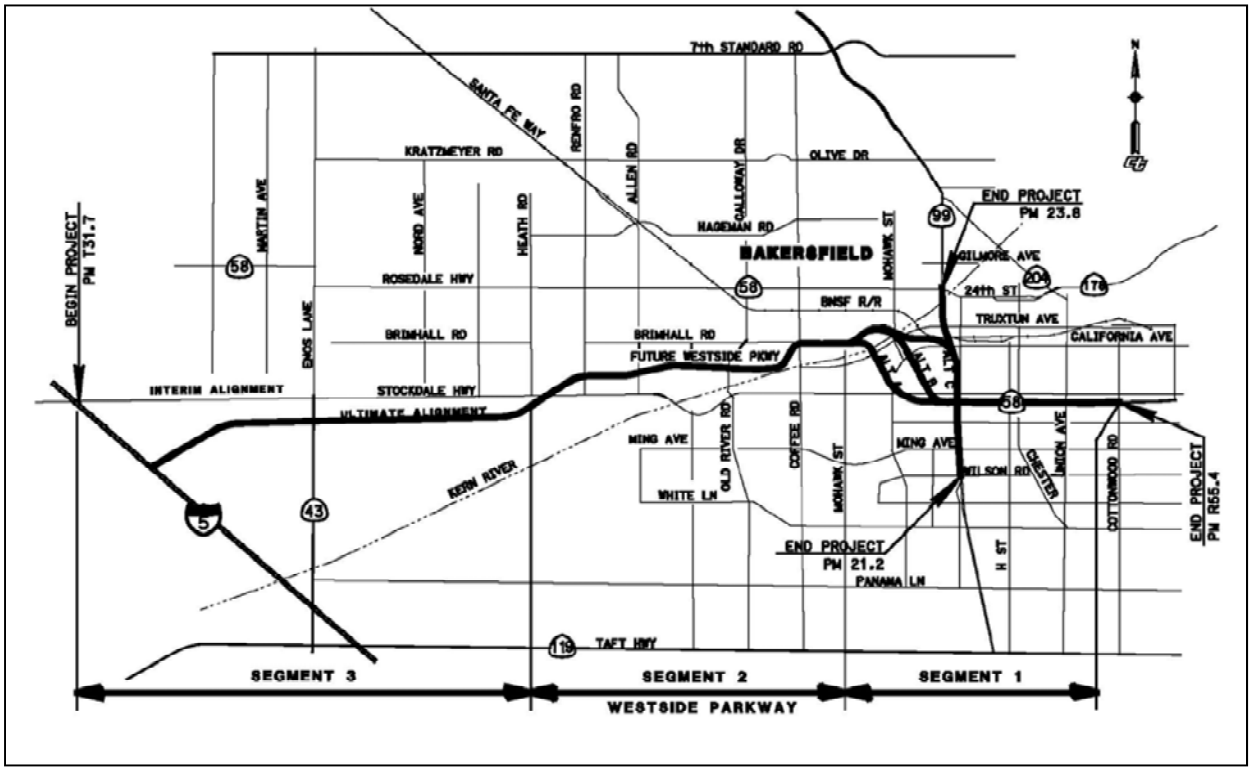
Steven Milton, P.E. *- Project Manager*

APPROVED:

Sharri Bender Ehlert *–District 6 Director* 1/9/2013 *Date*

06-Ker-58, PM T31.7/R55.4
06-Ker-99, PM 21.2/23.8
Program Code 20.10.400.200
EA 06-48460
August 2012

VICINITY MAP



on Route 58 in Bakersfield

between Interstate 5

and Cottonwood Road

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STEAM 2.0 Model Output

EXISTING CONDITIONS

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TECHNICAL MEMORANDUM

Date: December 3, 2010

To: Steve McDonald and Koko Widyatmoko, Caltrans
Steve Crouch, TRIP Corridor Manager
Curt Hatton, Caltrans Project Manager
Ravi Puttagunta, TRIP PMC (Parsons)
Jim Billings and Traci Gleason, HNTB

From: Rob Hananouchi, Bill Penney, and Fred Choa, Fehr & Peers

Subject: ***Centennial Corridor Project–Existing Conditions Freeway Analysis Results Updated Based on TRIP/Caltrans Comments***

RS08-2569

The purpose of this technical memorandum is to present the existing conditions freeway analysis results for the Centennial Corridor Project. Based on comments received from Caltrans and TRIP/Parsons (see Attachment 1) we have updated this formal submittal for the Centennial Corridor Project–Existing Conditions Freeway Analysis Results.

EXISTING TRAFFIC VOLUMES

The traffic counts for the majority of the freeway analysis locations were collected on October 28, 2008. The exceptions are the southbound SR 99 ramps at Ming Avenue (PM only), southbound SR 99 on-ramp at Airport Drive, and the Rosedale Highway/Buck Owens Boulevard interchange ramps. The first two locations were counted on November 20, 2008 and December 9 and 10, 2008. The last location uses data collected for the Rosedale Widening project on November 6 and 8, 2007.

The SR 58 mainline was counted between Real Road and SR 99. The SR 99 mainline was counted between Ming Avenue and SR 58. For both of these mainline segments, the morning peak hour started at 7:15 AM and the afternoon peak hour started at 4:45 PM.

Truck volumes were collected at all locations counted in 2008. For the purposes of the counts, trucks were considered to be all heavy vehicles with two or more axles including delivery vans, buses, and recreational vehicles.

ANALYSIS METHODOLOGY

The freeway study area includes State Route (SR) 99 from south of White Lane to north of Airport Road and SR 58 from SR 99 to east of Union Avenue (SR 204). Using the method described in the *Highway Capacity Manual* (pages 22-4 and 22-5), the freeway segments were divided into basic, merge, diverge, and weave analysis locations. We have analyzed the freeway basic, merge, and diverge sections according to the procedures in the *Highway Capacity Manual.* For weave sections, we used the Leisch Method as specified in Section 504.7 of the *Highway Design Manual.*

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Under existing conditions, the traffic volumes, peak hour factors, and truck percentages are based on either field collected data or adjusted data that was approved by Caltrans and TRIP/parsons before being used in the freeway operations analysis. The adjusted peak hour factors and truck percentages were based on discussions at traffic focus meetings and

Distances for acceleration lanes (merge), deceleration lanes (diverge), and weaving lengths (weave) were determined from aerial photographs. For weave sections, the weaving volumes were developed using select link volumes from the KernCOG Regional Travel Demand Forecasting (TDF) Model. Figure 1 shows the freeway lane configurations under existing conditions, and Figure 2 shows the existing conditions traffic volumes.

The *Highway Capacity Manual* equations for freeway basic, merge, and diverge section analysis were incorporated in an Excel spreadsheet for ease of data entry and comparison among multiple locations. For comparison, we have provided HCS+ software results for three study locations in Attachment 4 (i.e. one basic, one merge, and one diverge section).

The only weave section under existing conditions is eastbound SR 58 between SR 99 and H Street. This segment is a "two-sided" weave. That is, the ramp from Real Road functions as a left-side on-ramp, and the H Street off-ramp is on the right side. So, traffic from Real Road exiting to H Street must weave across the mainline. The Leisch Method for a two-sided weave section is described in *Procedure for Analysis and Design of Weaving Sections* (Jack E. Leisch, October 1985), which also describes the one-sided weave analysis method presented in the *Highway Design Manual.*

The peak hour volumes used in the analysis of each ramp were determined by the peak hour at each individual ramp. The peak hour ramp volumes were used to balance the mainline volumes between interchanges.

The freeway mainline volumes between other interchanges were calculated by adding and/or subtracting the peak hour volumes at the on-ramps and off-ramps as described in the previous paragraph.

For the Rosedale Highway intersections, the truck volumes assumed for the Rosedale Widening intersection analysis were used. Truck percentages were calculated as the truck volume divided by total volume.

Peak hour factors (PHF) were calculated for each ramp and the mainline segment between interchanges based on field collected data and adjusted to ensure balanced traffic volumes. As a guideline, the PHF calculation was adjusted when necessary based on the following volume thresholds documented on page 5-4 of the Synchro 6 User Guide:

- Volume approach is greater than 2,000 vehicles per hour, PHF = 0.95
- Volume approach is between 1,000 to 2,000 vehicles per hour, PHF = 0.93
- Volume approach is between 500 to 1,000 vehicles per hour, PHF = 0.92
- Volume approach is between 200 to 500 vehicles per hour, PHF = 0.87
- Volume approach is between 100 to 200 vehicles per hour, PHF = 0.83
- Volume approach is between 1 to 100 vehicles per hour, PHF = 0.78

EXISTING CONDITIONS ANALYSIS RESULTS

Tables 1 through 4 below present the freeway analysis results for the study area under existing conditions. Attachment 2 lists the HCM basic, merge, and diverge calculations, and Attachment 3 provides the Leisch weave calculations.

For eastbound SR 58 (see Table 1), the section between Chester Avenue and Union Avenue generally has the highest peak hour volumes in the study area. As a result, the density is the highest in this section. During both the AM and PM peak hours, the Union Avenue off-ramp in this section operates at LOS E. All other analysis locations operate at LOS D during both the AM and PM peak hours, except for the basic mainline section between the Union Avenue off- and on-ramps which operates at LOS C during the AM peak hour.

Table 1
Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 58 Eastbound

Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
SR-99 to H St	3	Weave[2]	D	-	-	D	-	-
H St Off-ramp to Chester Ave On-ramp	2	Basic	D	29.0	63.5	D	27.0	64.3
Chester Ave On-ramp	2	Merge	D	34.9	52.5	D	33.8	53.3
Chester Ave to Union Ave	2	Basic	D	34.3	60.3	D	33.7	60.7
Union Ave Off-ramp	2	Diverge	E	38.5	56.2	E	38.1	56.8
Union Ave Off-ramp to On-ramp	2	Basic	C	24.7	64.9	D	27.4	64.2
Union Ave SB On-ramp	2	Merge	D	29.1	55.4	D	31.8	54.3
Union Ave NB On-ramp	2	Merge	D	30.5	55.3	D	33.5	53.6
Union Ave to Cottonwood Rd	2	Basic	D	28.1	63.9	D	33.2	61.0

Notes:
1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.
2. Weave section analysis was performed using the Leisch Method, which does not provide density or speed estimates.

Source: Fehr & Peers, 2010.

For westbound SR 58 (see Table 2), all locations operate at LOS D or better except at the Brundage Lane off-ramp (AM peak hour) and Chester Avenue off-ramp (AM and PM peak hour) which operate at LOS E.

The majority of analysis locations on northbound SR 99 operate at LOS C or better (see Table 3). The following seven locations operate at LOS D.

- White Lane to Ming Avenue (AM peak hour)
- Ming Avenue on-ramp (AM peak hour)

- SR 58 off-ramp (PM peak hour)
- SR 58 on-ramp (AM peak hour)
- SR 58 to California Avenue (AM Peak Hour)
- California Avenue to Rosedale Highway (AM peak hour)
- Rosedale Highway off-ramp (PM peak hour)

In addition, five locations operate at LOS E or F during the AM and PM peak hour:

- White Lane eastbound on-ramp (AM peak hour)
- White Lane westbound on-ramp (AM peak hour)
- SR 58 off-ramp (AM peak hour)
- California Avenue off-ramp (AM peak hour)
- Rosedale Highway off-ramp (AM peak hour)

Table 2
Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 58 Westbound

Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
Cottonwood Rd to Union Ave	2	Basic	D	30.4	62.8	D	26.9	64.4
Brundage Ln Off-ramp	2	Diverge	E	35.7	50.9	D	32.7	51.3
Brundage Ln Off-ramp to On-ramp	2	Basic	C	24.8	64.9	C	23.6	65.0
Brundage Ln On-ramp	2	Merge	D	29.4	55.3	D	28.5	55.6
Union Ave SB On-ramp	2	Merge	D	31.3	54.4	D	31.0	54.5
Chester Ave Off-ramp	2	Diverge	E	35.2	57.0	E	35.0	57.1
Chester Ave Off-ramp to H St On-ramp	2	Basic	C	24.7	64.9	C	24.8	64.9
H St On-ramp	2	Merge	D	29.8	55.5	D	31.0	55.0
H St to SR-99	2	Basic	D	27.9	64.0	D	29.4	63.3
SR-99 NB Off-ramp	2	Diverge	D	33.6	58.2	D	34.8	58.4
SR-99 NB Off-ramp to SB Off-ramp	2	Basic	B	17.0	65.0	C	18.6	65.0
SR-99 SB Off-ramp	2	Diverge	C	22.2	49.9	C	24.1	49.5

Notes:
1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.

Source: Fehr & Peers, 2010.

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Table 3 – Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 99 Northbound

Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
Panama Ln to White Ln	3	Basic	C	21.9	65.0	B	15.1	65.0
White Ln Off-ramp	3	Diverge	C	27.3	61.2	C	21.0	60.8
White Ln Off-ramp to On-ramp	3	Basic	C	20.6	65.0	B	13.1	65.0
White Ln EB On-ramp	3	Merge	E	35.6	53.9	C	25.0	58.1
White Ln WB On-ramp	3	Merge	E	35.3	54.0	C	23.9	58.6
White Ln to Ming Ave	3	Basic	D	34.9	59.8	C	21.5	65.0
Ming Ave Off-ramp	4	Diverge	C	27.6	59.4	C	20.4	59.6
Ming Ave Off-ramp to On-ramp	4	Basic	C	22.8	65.0	B	14.6	65.0
Ming Ave On-ramp	4	Merge	D	31.2	57.3	C	24.0	59.5
SR-58 Off-ramp	4	Diverge	E	40.6	61.4	D	30.0	62.4
SR-58 Off-ramp to Wible Rd On-ramp	4	Basic	C	21.0	65.0	B	13.6	65.0
Wible Rd On-ramp	4	Merge	C	23.3	59.0	B	17.7	60.2
SR-58 On-ramp	4	Merge	D	31.1	57.4	C	24.8	59.4
SR-58 to California Ave	4	Basic	D	28.8	63.6	C	20.9	65.0
California Ave Off-ramp	4	Diverge	E	36.7	60.9	C	27.0	62.4
California Ave Off-ramp to On-ramp	4	Basic	C	23.4	65.0	B	18.0	65.0
California Ave EB On-ramp	4	Merge	C	25.3	58.5	C	22.2	59.4
California Ave WB On-ramp	4	Merge	C	24.8	58.5	C	21.4	59.5
California Ave to Rosedale Hwy	4	Basic	D	26.5	64.5	C	22.1	65.0
Rosedale Hwy Off-ramp	4	Diverge	E	38.2	59.5	D	34.3	59.2
Buck Owens Blvd Off-ramp	4	Diverge	C	26.3	57.7	B	18.9	59.9
Buck Owens Blvd Off-ramp to On-ramp	4	Basic	B	16.5	65.0	B	13.6	65.0
Buck Owens Blvd On-ramp	4	Merge	B	18.6	60.0	B	17.8	60.2
Airport Dr Off-ramp	4	Diverge	C	27.9	59.2	C	23.8	60.3
Airport Dr to Golden State Ave	3	Basic	B	14.4	65.0	B	14.2	65.0

Notes:

1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.

Source: Fehr & Peers, 2010.

The majority of analysis locations on southbound SR 99 operate at LOS C or better (see Table 4). The following locations operate at LOS D.

- Airport Drive on-ramp (PM peak hour)
- Rosedale Highway off-ramp (PM peak hour)
- Rosedale Highway westbound on-ramp (PM peak hour)
- Rosedale Highway eastbound on-ramp (PM peak hour)
- Rosedale Highway to California Avenue (PM peak hour)
- California Avenue off-ramp (AM peak hour)
- California Avenue on-ramp (PM peak hour)
- California Avenue to SR 58 (PM peak hour)
- SR 58 off-ramp (AM peak hour)
- Ming Avenue to White Lane (PM peak hour)

In addition, the PM peak hour has three locations with LOS E or F conditions. The California Avenue off-ramp and the Ming Avenue off-ramp operate at LOS E due to high mainline and ramp volumes. The SR 58 off-ramp operates at LOS F because both the off-ramp volume and the mainline volume in the right two lanes exceed their capacity. The PM peak hour field observations found slower free-flow speeds at the, California Avenue off-ramp and SR 58 off-ramp. Additionally, traffic was observed to be queued onto the auxiliary lane at the White Lane off-ramp. This latter observation is not reflected in the analysis results since arterial operations on White Lane cause the queues.

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Table 4 – Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 99 Southbound

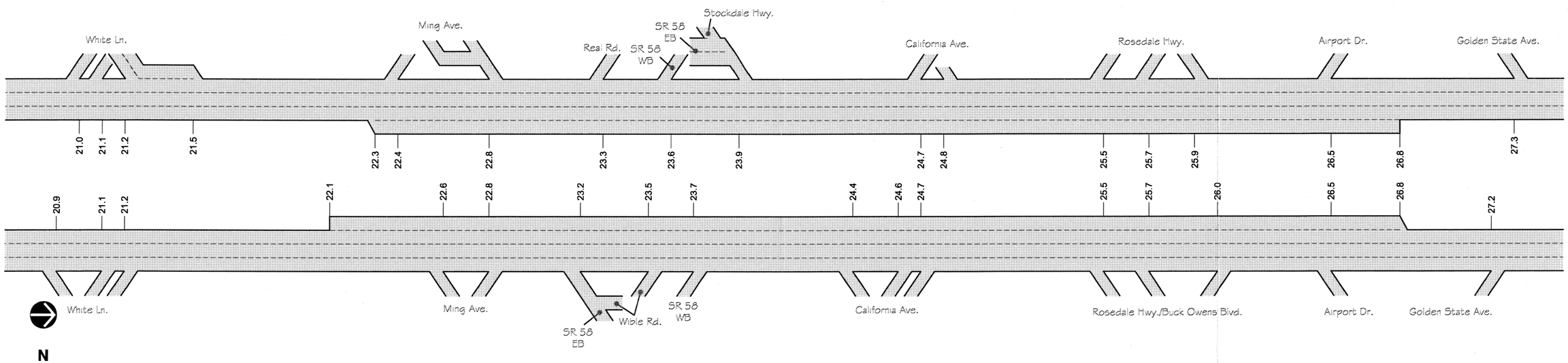
Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
Golden State Ave to Airport Dr	3	Basic	C	19.8	65.0	C	19.7	65.0
Airport Dr On-ramp	4	Merge	C	23.9	59.5	D	29.2	58.1
Airport Dr to Rosedale Hwy	4	Basic	C	19.4	65.0	C	22.6	65.0
Rosedale Hwy Off-ramp	4	Diverge	C	25.4	62.6	D	28.5	62.4
Rosedale Hwy Off-ramp to On-ramp	4	Basic	B	16.7	65.0	C	19.7	65.0
Rosedale Hwy WB On-ramp	4	Merge	C	21.9	59.5	D	28.9	57.9
Rosedale Hwy EB On-ramp	4	Merge	C	25.9	58.9	D	32.4	56.6
Rosedale Hwy to California Ave	4	Basic	C	23.4	65.0	D	30.5	62.7
California Ave Off-ramp	4	Diverge	D	31.8	61.2	E	37.1	61.1
California Ave Off-ramp to On-ramp	4	Basic	C	18.7	65.0	C	25.2	64.8
California Ave On-ramp	4	Merge	C	20.4	59.6	D	29.9	57.4
California Ave to SR-58	4	Basic	C	20.0	65.0	D	29.4	63.3
SR-58 Off-ramp	4	Diverge	D	31.0	61.9	F	-	-
SR-58 Off-ramp to On-ramp	4	Basic	B	13.2	65.0	C	20.1	65.0
SR-58 On-ramp	4	Merge	C	20.5	59.8	C	27.3	58.2
Real Rd On-ramp	4	Merge	B	18.3	60.1	C	24.6	58.6
Ming Ave Off-ramp	4	Diverge	C	24.7	62.1	E	36.2	60.0
Ming Ave Off-ramp to On-ramp	4	Basic	B	14.8	65.0	C	19.5	65.0
Ming Ave On-ramp	3	Merge	C	22.0	58.9	D	29.3	57.0
Ming Ave to White Ln	3	Basic	C	21.4	65.0	D	30.6	62.6
White Ln Off-ramp	3	Diverge	B	15.1	59.1	C	24.7	57.3
White Ln On-ramp to Off-ramp	3	Basic	B	13.5	65.0	B	17.7	65.0
White Ln WB On-ramp	3	Merge	B	16.1	59.6	C	20.1	58.9
White Ln EB On-ramp	3	Merge	B	16.2	59.8	C	20.0	59.2
White Ln to Panama Ln	3	Basic	B	14.7	65.0	C	19.1	65.0

Notes:

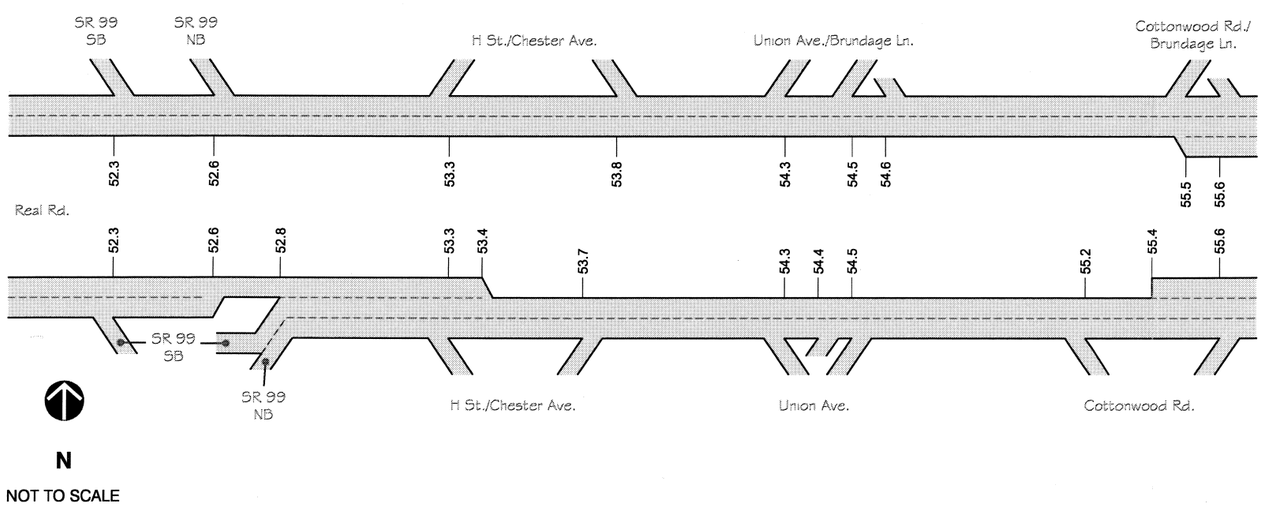
1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.

Source: Fehr & Peers, 2010.

State Route 99 - White Ln. to Golden State Ave.



State Route 58 - Real Rd. to Cottonwood Rd.



LEGEND

6.0 Post-mile

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Nov 25, 2009 TR
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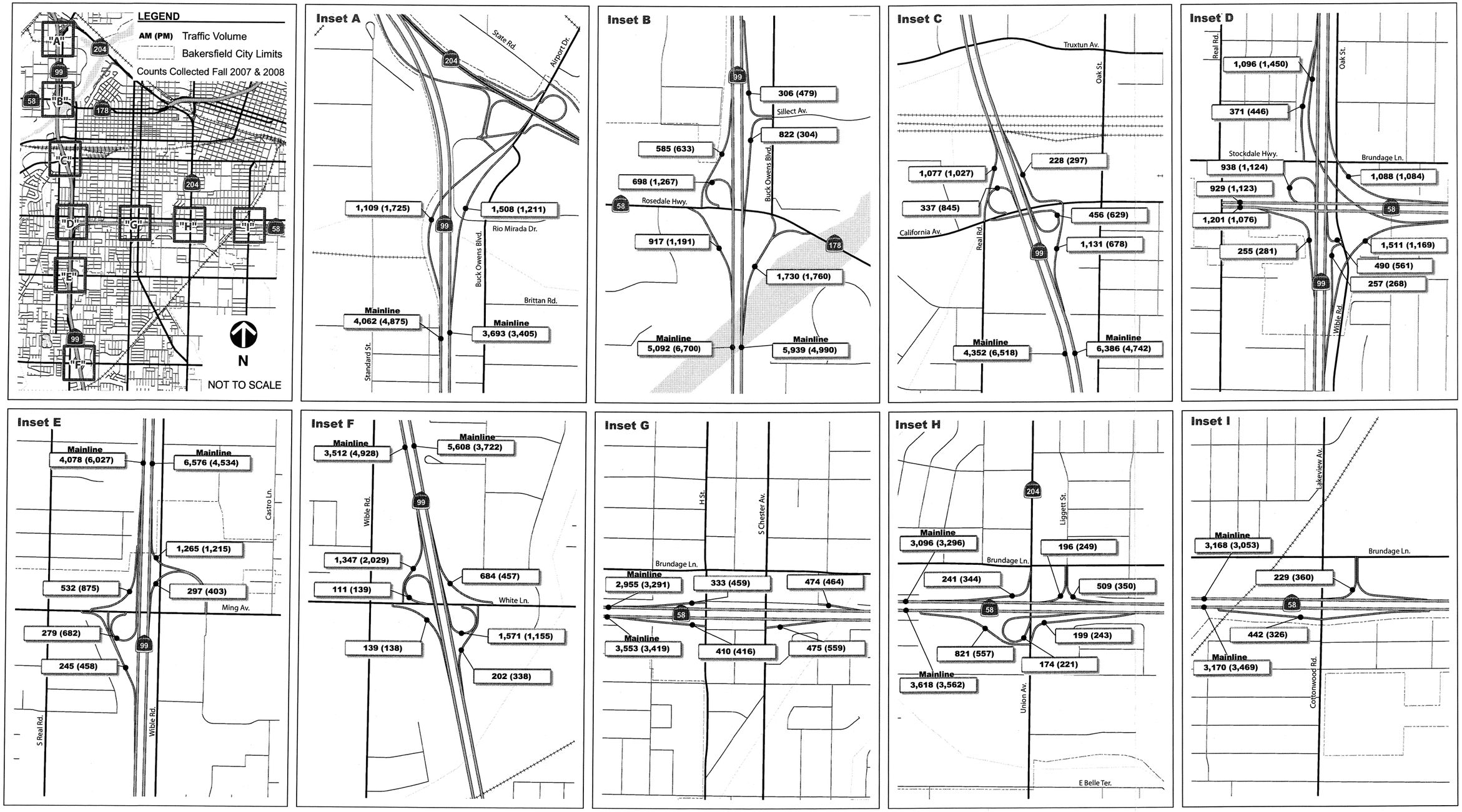
LANE CONFIGURATIONS - EXISTING CONDITIONS

FIGURE 1

DRAFT



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PEAK HOUR FREEWAY VOLUMES - EXISTING CONDITIONS

FIGURE 2

ATTACHMENT 1 – RESPONSES TO COMMENTS

THOMAS ROADS IMPROVEMENT PROGRAM

ENVIRONMENTAL PROCESS COMMENT/RESOLUTION FORM

REPORT: Existing Conditions Freeway and Intersection Analysis	PROJECT: Centennial Corridor Project
SUBMITTAL: ☐ Screencheck ☐ Preliminary ☒ Draft ☐ Final ☐ Other:	CONSULTANT'S TRAFFIC MANAGER: Fred Choa, Fehr & Peers
REVIEW TYPE: ☐ City ☐ County ☒ Caltrans ☐ HNTB ☐ Other: Parsons	PHONE: (916)773-1900 EMAIL: f.choa@fehrandpeers.com
SUBMITTAL DATE: December 3, 2010 DUE DATE:	SCHEDULED JRT MEETING DATE:
REVIEWER: Koko Widyatmoko, Caltrans	DISCIPLINE: Traffic Engineering

No.	Page / Ref.	Reviewer's Comment	InitialDisp.	Consultants Response	Final Disp.	LS or NDC
1	1	The wording on the first sentence of second paragraph on the first page, under Analysis Methodology is improper, since not all the volume numbers are field collected data. The methodology on how volumes on other location are developed should be explained as well.	C	For locations where data was not field collected, a description will be included that explains how the volume numbers were developed.		
2	2	We suggest deleting the word "…due to problems with the counting equipment" on first paragraph on second page, under Existing Traffic Volumes. Instead, list the actual date that the data was collected on that particular location.	C	This sentence will be removed and will be replaced with the actual date when the data was collected for each location.		
3	3	All procedures and explanation on how the data/number acquired or developed should be mentioned under Analysis Methodology tab instead under Existing Traffic Volumes tab.	C	The discussion of the procedures and explanations on how the data was acquired or developed will be moved from the Existing Traffic Volumes section to the Analysis Methodology section.		
4	3	Peak Hour Factor should be acquired based on calculation and verified with field observation.	C	The discussion of the Peak Hour Factor was updated to discuss how they were calculated and adjusted when necessary.		

FINAL DISPOSITION CONCURRENCE: Signature indicates acknowledgement of concurrence to final dispositions ONLY and does not signify final approval of report.

REVIEWER SIGN & DATE: _____

CONSULTANT'S ENVIRO. MANAGER SIGN & DATE: _____

CONSULTANTS INITIAL DISPOSITION CODES: **C** = Will Comply **D** = Discuss **N** = No Change **A** = Agency Action Required
TRIP FINAL DISPOSITION CODES: **D** = Done or Approved **N/C** = No Change Required
LS =Revise in Later Submittal **NDC** = Revise Immediately

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ATTACHMENT 2 – HCM CALCULATIONS

HCM 2000
Basic Freeway Segments
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Flow Rate Calculation*											*Speed Calculation*		*Results*	
	Freeway/ Direction	From/To	Analysis Time Period	Volume (vph)	PHF	Lanes	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcphpl)	Measured FFS (mph)	S (mph)	Density, D (pcplpm)	Level of Service
B-2	SR-58 EB	H St Off to Chester Ave On	AM	3,143	0.90	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,842	65.0	63.5	**29.0**	**D**
B-3	SR-58 EB	Chester Ave to Union Ave	AM	3,618	0.92	2	Level	10%	0%	1.5	1.2	0.952	1.00	2,065	65.0	60.3	**34.3**	**D**
B-4	SR-58 EB	Union Ave Off to On	AM	2,797	0.92	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,604	65.0	64.9	**24.7**	**C**
B-5	SR-58 EB	Union Ave to Cottonwood Rd	AM	3,170	0.93	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,798	65.0	63.9	**28.1**	**D**
B-6	SR-58 WB	Cottonwood Rd to Union Ave	AM	3,168	0.88	2	Level	12%	0%	1.5	1.2	0.943	1.00	1,908	65.0	62.8	**30.4**	**D**
B-7	SR-58 WB	Brundage Ln Off to On	AM	2,659	0.88	2	Level	13%	0%	1.5	1.2	0.939	1.00	1,609	65.0	64.9	**24.8**	**C**
B-8	SR-58 WB	Chester Ave Off to H St On	AM	2,622	0.88	2	Level	15%	0%	1.5	1.2	0.930	1.00	1,602	65.0	64.9	**24.7**	**C**
B-9	SR-58 WB	H St to SR-99	AM	2,955	0.88	2	Level	13%	0%	1.5	1.2	0.939	1.00	1,788	65.0	64.0	**27.9**	**D**
B-10	SR-58 WB	SR-99 NB Off to SB Off	AM	1,867	0.88	2	Level	8%	0%	1.5	1.2	0.962	1.00	1,103	65.0	65.0	**17.0**	**B**
B-11	SR-99 NB	Panama Ln to White Ln	AM	3,555	0.88	3	Level	11%	0%	1.5	1.2	0.948	1.00	1,421	65.0	65.0	**21.9**	**C**
B-12	SR-99 NB	White Ln Off to On	AM	3,353	0.88	3	Level	11%	0%	1.5	1.2	0.948	1.00	1,340	65.0	65.0	**20.6**	**C**
B-13	SR-99 NB	White Ln to Ming Ave	AM	5,608	0.94	3	Level	10%	0%	1.5	1.2	0.952	1.00	2,088	65.0	59.8	**34.9**	**D**
B-14	SR-99 NB	Ming Ave Off to On	AM	5,311	0.94	4	Level	10%	0%	1.5	1.2	0.952	1.00	1,483	65.0	65.0	**22.8**	**C**
B-15	SR-99 NB	SR-58 Off to Wible On	AM	4,808	0.92	4	Level	9%	0%	1.5	1.2	0.957	1.00	1,365	65.0	65.0	**21.0**	**C**
B-16	SR-99 NB	SR-58 to California Ave	AM	6,386	0.92	4	Level	11%	0%	1.5	1.2	0.948	1.00	1,831	65.0	63.6	**28.8**	**D**
B-17	SR-99 NB	California Ave Off to On	AM	5,255	0.92	4	Level	13%	0%	1.5	1.2	0.939	1.00	1,521	65.0	65.0	**23.4**	**C**
B-18	SR-99 NB	California Ave to Rosedale Hwy	AM	5,939	0.92	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,711	65.0	64.5	**26.5**	**D**
B-19	SR-99 NB	Buck Owens Blvd Off to On	AM	3,387	0.86	4	Level	18%	0%	1.5	1.2	0.917	1.00	1,073	65.0	65.0	**16.5**	**B**
B-20	SR-99 NB	Airport Dr Off to Golden State Blvd On	AM	2,185	0.88	3	Level	26%	0%	1.5	1.2	0.885	1.00	935	65.0	65.0	**14.4**	**B**
B-21	SR-99 SB	Golden State Ave Off to Airport Dr On	AM	2,953	0.83	3	Level	17%	0%	1.5	1.2	0.922	1.00	1,287	65.0	65.0	**19.8**	**C**
B-22	SR-99 SB	Airport Dr to Rosedale Hwy	AM	4,062	0.86	4	Level	14%	0%	1.5	1.2	0.935	1.00	1,263	65.0	65.0	**19.4**	**C**
B-23	SR-99 SB	Rosedale Hwy Off to On	AM	3,477	0.86	4	Level	15%	0%	1.5	1.2	0.930	1.00	1,087	65.0	65.0	**16.7**	**B**
B-24	SR-99 SB	Rosedale Hwy to California Ave	AM	5,092	0.89	4	Level	13%	0%	1.5	1.2	0.939	1.00	1,523	65.0	65.0	**23.4**	**C**
B-25	SR-99 SB	California Ave Off to On	AM	4,015	0.89	4	Level	15%	0%	1.5	1.2	0.930	1.00	1,212	65.0	65.0	**18.7**	**C**
B-26	SR-99 SB	California Ave to SR-58	AM	4,352	0.90	4	Level	15%	0%	1.5	1.2	0.930	1.00	1,300	65.0	65.0	**20.0**	**C**
B-27	SR-99 SB	SR-58 Off to On	AM	2,885	0.90	4	Level	14%	0%	1.5	1.2	0.935	1.00	857	65.0	65.0	**13.2**	**B**
B-28	SR-99 SB	Ming Ave Off to On	AM	3,267	0.91	4	Level	15%	0%	1.5	1.2	0.930	1.00	965	65.0	65.0	**14.8**	**B**
B-29	SR-99 SB	Ming Ave to White Ln	AM	3,512	0.90	3	Level	14%	0%	1.5	1.2	0.935	1.00	1,392	65.0	65.0	**21.4**	**C**
B-30	SR-99 SB	White Ln Off to On	AM	2,165	0.90	3	Level	19%	0%	1.5	1.2	0.913	1.00	878	65.0	65.0	**13.5**	**B**
B-31	SR-99 SB	White Ln to Panama Ln	AM	2,415	0.92	3	Level	18%	0%	1.5	1.2	0.917	1.00	954	65.0	65.0	**14.7**	**B**

HCM 2000
Merge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Freeway Data*			*Freeway Volume Adjustment*									
	Freeway/ Direction	On-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	AM	2	65.0	3,143	0.90	Level	11%	0%	1.5	1.20	0.948	1.00	3,684
M-2	SR-58 EB	Union Ave SB On	AM	2	65.0	2,797	0.92	Level	11%	0%	1.5	1.20	0.948	1.00	3,207
M-3	SR-58 EB	Union Ave NB On	AM	2	65.0	2,971	0.92	Level	11%	0%	1.5	1.20	0.948	1.00	3,407
M-4	SR-58 WB	Brundage Ln On	AM	2	65.0	2,659	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,218
M-5	SR-58 WB	Union Ave SB On	AM	2	65.0	2,855	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,455
M-6	SR-58 WB	H St On	AM	2	65.0	2,622	0.88	Level	15%	0%	1.5	1.20	0.930	1.00	3,203
M-7	SR-99 NB	White Ln EB On	AM	3	65.0	3,353	0.88	Level	11%	0%	1.5	1.20	0.948	1.00	4,020
M-8	SR-99 NB	White Ln WB On	AM	3	65.0	4,924	0.88	Level	10%	0%	1.5	1.20	0.952	1.00	5,875
M-9	SR-99 NB	Ming Ave On	AM	4	65.0	5,311	0.94	Level	10%	0%	1.5	1.20	0.952	1.00	5,933
M-10	SR-99 NB	Wible On	AM	4	65.0	4,808	0.92	Level	9%	0%	1.5	1.20	0.957	1.00	5,461
M-11	SR-99 NB	SR-58 On	AM	4	65.0	5,298	0.92	Level	9%	0%	1.5	1.20	0.957	1.00	6,018
M-12	SR-99 NB	California Ave EB On	AM	4	65.0	5,255	0.92	Level	13%	0%	1.5	1.20	0.939	1.00	6,083
M-13	SR-99 NB	California Ave WB On	AM	4	65.0	5,711	0.92	Level	13%	0%	1.5	1.20	0.939	1.00	6,611
M-14	SR-99 NB	Buck Owens Blvd On	AM	4	65.0	3,387	0.86	Level	18%	0%	1.5	1.20	0.917	1.00	4,293
M-15	SR-99 SB	Airport Dr On	AM	4	65.0	2,953	0.83	Level	17%	0%	1.5	1.20	0.922	1.00	3,860
M-16	SR-99 SB	Rosedale Hwy WB On	AM	4	65.0	3,477	0.86	Level	15%	0%	1.5	1.20	0.930	1.00	4,346
M-17	SR-99 SB	Rosedale Hwy EB On	AM	4	65.0	4,175	0.86	Level	14%	0%	1.5	1.20	0.935	1.00	5,194
M-18	SR-99 SB	California Ave On	AM	4	65.0	4,015	0.89	Level	15%	0%	1.5	1.20	0.930	1.00	4,850
M-19	SR-99 SB	SR-58 On	AM	4	65.0	2,885	0.90	Level	14%	0%	1.5	1.20	0.935	1.00	3,430
M-20	SR-99 SB	Real Rd On	AM	4	65.0	3,823	0.90	Level	13%	0%	1.5	1.20	0.939	1.00	4,524
M-21	SR-99 SB	Ming Ave On	AM	3	65.0	3,267	0.91	Level	15%	0%	1.5	1.20	0.930	1.00	3,859
M-22	SR-99 SB	White Ln WB On	AM	3	65.0	2,165	0.90	Level	19%	0%	1.5	1.20	0.913	1.00	2,634
M-23	SR-99 SB	White Ln EB On	AM	3	65.0	2,276	0.90	Level	19%	0%	1.5	1.20	0.913	1.00	2,769

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*On-Ramp Data*							*On-Ramp Volume Adjustment*								
	Freeway/ Direction	On-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Accel Lane (ft) L_{A1}	L_{A2}	L_{Aeff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	Right	1	45.0	475	540		540	0.88	Level	4%	0%	1.5	1.2	0.980	1.00	551
M-2	SR-58 EB	Union Ave SB On	Right	1	25.0	174	480		480	0.81	Level	9%	0%	1.5	1.2	0.957	1.00	224
M-3	SR-58 EB	Union Ave NB On	Right	1	45.0	199	540		540	0.86	Level	13%	0%	1.5	1.2	0.939	1.00	246
M-4	SR-58 WB	Brundage Ln On	Right	1	25.0	196	480		480	0.82	Level	12%	0%	1.5	1.2	0.943	1.00	253
M-5	SR-58 WB	Union Ave SB On	Right	1	25.0	241	540		540	0.84	Level	10%	0%	1.5	1.2	0.952	1.00	301
M-6	SR-58 WB	H St On	Right	1	45.0	333	540		540	0.90	Level	4%	0%	1.5	1.2	0.980	1.00	377
M-7	SR-99 NB	White Ln EB On	Right	1	25.0	1,571	360		360	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,900
M-8	SR-99 NB	White Ln WB On	Right	1	45.0	684	530		530	0.86	Level	6%	0%	1.5	1.2	0.971	1.00	819
M-9	SR-99 NB	Ming Ave On	Right	1	45.0	1,265	560		560	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	1,459
M-10	SR-99 NB	Wible On	Right	1	25.0	490	550		550	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	581
M-11	SR-99 NB	SR-58 On	Right	1	55.0	1,088	560		560	0.86	Level	23%	0%	1.5	1.2	0.897	1.00	1,411
M-12	SR-99 NB	California Ave EB On	Right	1	25.0	456	500		500	0.86	Level	5%	0%	1.5	1.2	0.976	1.00	543
M-13	SR-99 NB	California Ave WB On	Right	1	45.0	228	540		540	0.84	Level	7%	0%	1.5	1.2	0.966	1.00	281
M-14	SR-99 NB	Buck Owens Blvd On	Right	1	25.0	306	500		500	0.84	Level	13%	0%	1.5	1.2	0.939	1.00	388
M-15	SR-99 SB	Airport Dr On	Right	1	45.0	1,109	500		500	0.88	Level	5%	0%	1.5	1.2	0.976	1.00	1,292
M-16	SR-99 SB	Rosedale Hwy WB On	Right	1	25.0	698	540		540	0.86	Level	10%	0%	1.5	1.2	0.952	1.00	852
M-17	SR-99 SB	Rosedale Hwy EB On	Right	1	45.0	917	630		630	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,109
M-18	SR-99 SB	California Ave On	Right	1	25.0	337	490		490	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	389
M-19	SR-99 SB	SR-58 On	Right	1	25.0	938	610		610	0.88	Level	9%	0%	1.5	1.2	0.957	1.00	1,114
M-20	SR-99 SB	Real Rd On	Right	1	45.0	255	540		540	0.89	Level	2%	0%	1.5	1.2	0.990	1.00	289
M-21	SR-99 SB	Ming Ave On	Right	1	45.0	245	550		550	0.88	Level	4%	0%	1.5	1.2	0.980	1.00	284
M-22	SR-99 SB	White Ln WB On	Right	1	25.0	111	390		390	0.87	Level	9%	0%	1.5	1.2	0.957	1.00	133
M-23	SR-99 SB	White Ln EB On	Right	1	45.0	139	520		520	0.87	Level	7%	0%	1.5	1.2	0.966	1.00	165

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information *Adjacent Upstream Ramp Data*

	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	No											
M-2	SR-58 EB	Union Ave SB On	No											
M-3	SR-58 EB	Union Ave NB On	No											
M-4	SR-58 WB	Brundage Ln On	No											
M-5	SR-58 WB	Union Ave SB On	No											
M-6	SR-58 WB	H St On	No											
M-7	SR-99 NB	White Ln EB On	Off	1,250	202	0.87	Level	8%	0%	1.5	1.2	0.962	1.00	241
M-8	SR-99 NB	White Ln WB On	On	680	1,571	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,900
M-9	SR-99 NB	Ming Ave On	No											
M-10	SR-99 NB	Wible On	No											
M-11	SR-99 NB	SR-58 On	No											
M-12	SR-99 NB	California Ave EB On	No											
M-13	SR-99 NB	California Ave WB On	No											
M-14	SR-99 NB	Buck Owens Blvd On	No											
M-15	SR-99 SB	Airport Dr On	No											
M-16	SR-99 SB	Rosedale Hwy WB On	No											
M-17	SR-99 SB	Rosedale Hwy EB On	No											
M-18	SR-99 SB	California Ave On	No											
M-19	SR-99 SB	SR-58 On	No											
M-20	SR-99 SB	Real Rd On	No											
M-21	SR-99 SB	Ming Ave On	Off	2,870	811	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	935
M-22	SR-99 SB	White Ln WB On	Off	1,520	1,347	0.86	Level	5%	0%	1.5	1.2	0.976	1.00	1,605
M-23	SR-99 SB	White Ln EB On	On	600	111	0.87	Level	9%	0%	1.5	1.2	0.957	1.00	133

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*												*v_{12} Estimation*						
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-2	L_{EQ} 25-3	P_{FM} Equations 1	P_{FM} Equations 2	P_{FM} Equations 3	P_{FM}	v_{12} (pcph)
M-1	SR-58 EB	Chester Ave On	No														0.593			1.000	3,684
M-2	SR-58 EB	Union Ave SB On	No														0.591			1.000	3,207
M-3	SR-58 EB	Union Ave NB On	No														0.593			1.000	3,407
M-4	SR-58 WB	Brundage Ln On	No														0.591			1.000	3,218
M-5	SR-58 WB	Union Ave SB On	No														0.593			1.000	3,455
M-6	SR-58 WB	H St On	No														0.593			1.000	3,203
M-7	SR-99 NB	White Ln EB On	On	680	684	0.86	Level	6%	0%	1.5	1.2	0.971	1.00	819	332	5,531	0.588	0.724		0.588	2,362
M-8	SR-99 NB	White Ln WB On	No												1,619		0.592			0.592	3,480
M-9	SR-99 NB	Ming Ave On	No														0.593			0.174	1,033
M-10	SR-99 NB	Wible On	No														0.593			0.390	2,132
M-11	SR-99 NB	SR-58 On	No														0.593			0.155	933
M-12	SR-99 NB	California Ave EB On	No														0.592			0.373	2,268
M-13	SR-99 NB	California Ave WB On	No														0.593			0.316	2,092
M-14	SR-99 NB	Buck Owens Blvd On	No														0.592			0.392	1,684
M-15	SR-99 SB	Airport Dr On	No														0.592			0.180	696
M-16	SR-99 SB	Rosedale Hwy WB On	No														0.593			0.352	1,530
M-17	SR-99 SB	Rosedale Hwy EB On	No														0.595			0.235	1,222
M-18	SR-99 SB	California Ave On	No														0.591			0.388	1,880
M-19	SR-99 SB	SR-58 On	No														0.595			0.351	1,203
M-20	SR-99 SB	Real Rd On	No														0.593			0.315	1,427
M-21	SR-99 SB	Ming Ave On	No												1,082		0.593	0.850		0.593	2,288
M-22	SR-99 SB	White Ln WB On	On	600	139	0.87	Level	7%	0%	1.5	1.2	0.966	1.00	165	-330	1,093	0.588	0.784		0.588	1,550
M-23	SR-99 SB	White Ln EB On	No												810		0.592			0.592	1,639

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*												
	Freeway/ Direction	On-ramp	v_{Fi} (pcph)	Max v_{Fi} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	v_{R12a} (pcph)	Max v_{R12a} (pcph)	LOS F?
M-1	SR-58 EB	Chester Ave On	3,684	4,800	No	4,235	4,800	No	0	No	No	3,684	4,235	4,600	No
M-2	SR-58 EB	Union Ave SB On	3,207	4,800	No	3,432	4,800	No	0	No	No	3,207	3,432	4,600	No
M-3	SR-58 EB	Union Ave NB On	3,407	4,800	No	3,653	4,800	No	0	No	No	3,407	3,653	4,600	No
M-4	SR-58 WB	Brundage Ln On	3,218	4,800	No	3,471	4,800	No	0	No	No	3,218	3,471	4,600	No
M-5	SR-58 WB	Union Ave SB On	3,455	4,800	No	3,756	4,800	No	0	No	No	3,455	3,756	4,600	No
M-6	SR-58 WB	H St On	3,203	4,800	No	3,580	4,800	No	0	No	No	3,203	3,580	4,600	No
M-7	SR-99 NB	White Ln EB On	4,020	7,200	No	5,920	7,200	No	1,658	No	No	2,362	4,262	4,600	No
M-8	SR-99 NB	White Ln WB On	5,875	7,200	No	6,694	7,200	No	2,395	No	No	3,480	4,299	4,600	No
M-9	SR-99 NB	Ming Ave On	5,933	9,600	No	7,392	9,600	No	2,450	No	Yes	2,373	3,832	4,600	No
M-10	SR-99 NB	Wible On	5,461	9,600	No	6,042	9,600	No	1,664	No	Yes	2,185	2,766	4,600	No
M-11	SR-99 NB	SR-58 On	6,018	9,600	No	7,428	9,600	No	2,543	No	Yes	2,407	3,818	4,600	No
M-12	SR-99 NB	California Ave EB On	6,083	9,600	No	6,627	9,600	No	1,908	No	Yes	2,433	2,977	4,600	No
M-13	SR-99 NB	California Ave WB On	6,611	9,600	No	6,892	9,600	No	2,259	No	Yes	2,644	2,925	4,600	No
M-14	SR-99 NB	Buck Owens Blvd On	4,293	9,600	No	4,681	9,600	No	1,304	No	Yes	1,717	2,105	4,600	No
M-15	SR-99 SB	Airport Dr On	3,860	9,600	No	5,152	9,600	No	1,582	No	Yes	1,544	2,836	4,600	No
M-16	SR-99 SB	Rosedale Hwy WB On	4,346	9,600	No	5,198	9,600	No	1,408	No	Yes	1,739	2,591	4,600	No
M-17	SR-99 SB	Rosedale Hwy EB On	5,194	9,600	No	6,303	9,600	No	1,986	No	Yes	2,078	3,187	4,600	No
M-18	SR-99 SB	California Ave On	4,850	9,600	No	5,238	9,600	No	1,485	No	Yes	1,940	2,329	4,600	No
M-19	SR-99 SB	SR-58 On	3,430	9,600	No	4,544	9,600	No	1,114	No	Yes	1,372	2,486	4,600	No
M-20	SR-99 SB	Real Rd On	4,524	9,600	No	4,813	9,600	No	1,548	No	Yes	1,810	2,099	4,600	No
M-21	SR-99 SB	Ming Ave On	3,859	7,200	No	4,143	7,200	No	1,571	No	No	2,288	2,572	4,600	No
M-22	SR-99 SB	White Ln WB On	2,634	7,200	No	2,767	7,200	No	1,084	No	No	1,550	1,683	4,600	No
M-23	SR-99 SB	White Ln EB On	2,769	7,200	No	2,934	7,200	No	1,130	No	No	1,639	1,805	4,600	No

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	On-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. M_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
M-1	SR-58 EB	Chester Ave On	551	2,100	No	**34.9**	**D**	0.542	52.5	0.0	52.5
M-2	SR-58 EB	Union Ave SB On	224	1,900	No	**29.1**	**D**	0.418	55.4	0.0	55.4
M-3	SR-58 EB	Union Ave NB On	246	2,100	No	**30.5**	**D**	0.423	55.3	0.0	55.3
M-4	SR-58 WB	Brundage Ln On	253	1,900	No	**29.4**	**D**	0.423	55.3	0.0	55.3
M-5	SR-58 WB	Union Ave SB On	301	1,900	No	**31.3**	**D**	0.461	54.4	0.0	54.4
M-6	SR-58 WB	H St On	377	2,100	No	**29.8**	**D**	0.412	55.5	0.0	55.5
M-7	SR-99 NB	White Ln EB On	1,900	1,900	No	**35.6**	**E**	0.580	51.7	60.8	53.9
M-8	SR-99 NB	White Ln WB On	819	2,100	No	**35.3**	**E**	0.561	52.1	57.9	54.0
M-9	SR-99 NB	Ming Ave On	1,459	2,100	No	**31.2**	**D**	0.451	54.6	60.4	57.3
M-10	SR-99 NB	Wible On	581	1,900	No	**23.3**	**C**	0.355	56.8	60.9	59.0
M-11	SR-99 NB	SR-58 On	1,411	2,200	No	**31.1**	**D**	0.437	55.0	60.3	57.4
M-12	SR-99 NB	California Ave EB On	543	1,900	No	**25.3**	**C**	0.373	56.4	60.2	58.5
M-13	SR-99 NB	California Ave WB On	281	2,100	No	**24.8**	**C**	0.345	57.1	59.7	58.5
M-14	SR-99 NB	Buck Owens Blvd On	388	1,900	No	**18.6**	**B**	0.328	57.5	62.2	60.0
M-15	SR-99 SB	Airport Dr On	1,292	2,100	No	**23.9**	**C**	0.342	57.1	62.6	59.5
M-16	SR-99 SB	Rosedale Hwy WB On	852	1,900	No	**21.9**	**C**	0.346	57.0	62.1	59.5
M-17	SR-99 SB	Rosedale Hwy EB On	1,109	2,100	No	**25.9**	**C**	0.359	56.7	61.2	58.9
M-18	SR-99 SB	California Ave On	389	1,900	No	**20.4**	**C**	0.337	57.3	61.6	59.6
M-19	SR-99 SB	SR-58 On	1,114	1,900	No	**20.5**	**C**	0.337	57.2	63.1	59.8
M-20	SR-99 SB	Real Rd On	289	2,100	No	**18.3**	**B**	0.304	58.0	61.9	60.1
M-21	SR-99 SB	Ming Ave On	284	2,100	No	**22.0**	**C**	0.323	57.6	61.1	58.9
M-22	SR-99 SB	White Ln WB On	133	1,900	No	**16.1**	**B**	0.322	57.6	62.9	59.6
M-23	SR-99 SB	White Ln EB On	165	2,100	No	**16.2**	**B**	0.298	58.1	62.7	59.8

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Freeway Data*				*Freeway Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	AM	2	65.0	3,618	0.92	Level	10%	0%	1.5	1.20	0.952	1.00	4,129
D-3	SR-58 WB	Brundage Ln Off	AM	2	65.0	3,168	0.88	Level	12%	0%	1.5	1.20	0.943	1.00	3,816
D-4	SR-58 WB	Chester Ave Off	AM	2	65.0	3,096	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,747
D-5	SR-58 WB	SR-99 NB Off	AM	2	65.0	2,955	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,576
D-6	SR-58 WB	SR-99 SB Off	AM	2	65.0	1,867	0.88	Level	8%	0%	1.5	1.20	0.962	1.00	2,206
D-7	SR-99 NB	White Ln Off	AM	3	65.0	3,555	0.88	Level	11%	0%	1.5	1.20	0.948	1.00	4,262
D-8	SR-99 NB	Ming Ave Off	AM	4	65.0	5,608	0.94	Level	10%	0%	1.5	1.20	0.952	1.00	6,264
D-9	SR-99 NB	SR-58 Off	AM	4	65.0	6,576	0.93	Level	9%	0%	1.5	1.20	0.957	1.00	7,389
D-10	SR-99 NB	California Ave Off	AM	4	65.0	6,386	0.92	Level	11%	0%	1.5	1.20	0.948	1.00	7,323
D-11	SR-99 NB	Rosedale Hwy Off	AM	4	65.0	5,939	0.92	Level	12%	0%	1.5	1.20	0.943	1.00	6,843
D-12	SR-99 NB	Buck Owens Blvd Off	AM	4	65.0	4,209	0.92	Level	15%	0%	1.5	1.20	0.930	1.00	4,918
D-13	SR-99 NB	Airport Dr Off	AM	4	65.0	3,693	0.86	Level	17%	0%	1.5	1.20	0.922	1.00	4,659
D-14	SR-99 SB	Rosedale Hwy Off	AM	4	65.0	4,062	0.86	Level	14%	0%	1.5	1.20	0.935	1.00	5,054
D-15	SR-99 SB	California Ave Off	AM	4	65.0	5,092	0.89	Level	13%	0%	1.5	1.20	0.939	1.00	6,093
D-16	SR-99 SB	SR-58 Off	AM	4	65.0	4,352	0.90	Level	15%	0%	1.5	1.20	0.930	1.00	5,198
D-17	SR-99 SB	Ming Ave Off	AM	4	65.0	4,078	0.91	Level	12%	0%	1.5	1.20	0.943	1.00	4,750
D-18	SR-99 SB	White Ln Off	AM	3	65.0	3,512	0.90	Level	14%	0%	1.5	1.20	0.935	1.00	4,175

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Off-Ramp Data*							*Off-Ramp Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Decel Lane (ft) L_{D1}	L_{D2}	L_{Deff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	Right	1	45.0	821	140		140	0.90	Level	4%	0%	1.5	1.2	0.980	1.00	930
D-3	SR-58 WB	Brundage Ln Off	Right	1	25.0	509	150		150	0.88	Level	8%	0%	1.5	1.2	0.962	1.00	602
D-4	SR-58 WB	Chester Ave Off	Right	1	45.0	474	140		140	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	562
D-5	SR-58 WB	SR-99 NB Off	Right	1	55.0	1,088	160		160	0.86	Level	23%	0%	1.5	1.2	0.897	1.00	1,411
D-6	SR-58 WB	SR-99 SB Off	Right	1	25.0	938	110		110	0.88	Level	9%	0%	1.5	1.2	0.957	1.00	1,114
D-7	SR-99 NB	White Ln Off	Right	1	45.0	202	140		140	0.87	Level	8%	0%	1.5	1.2	0.962	1.00	241
D-8	SR-99 NB	Ming Ave Off	Right	1	25.0	297	200		200	0.88	Level	5%	0%	1.5	1.2	0.976	1.00	346
D-9	SR-99 NB	SR-58 Off	Right	1	55.0	1,768	140		140	0.90	Level	7%	0%	1.5	1.2	0.966	1.00	2,033
D-10	SR-99 NB	California Ave Off	Right	1	45.0	1,131	140		140	0.88	Level	2%	0%	1.5	1.2	0.990	1.00	1,298
D-11	SR-99 NB	Rosedale Hwy Off	Right	1	45.0	1,730	140		140	0.90	Level	5%	0%	1.5	1.2	0.976	1.00	1,970
D-12	SR-99 NB	Buck Owens Blvd Off	Right	1	25.0	822	140		140	0.84	Level	7%	0%	1.5	1.2	0.966	1.00	1,013
D-13	SR-99 NB	Airport Dr Off	Right	1	45.0	1,508	300		300	0.84	Level	4%	0%	1.5	1.2	0.980	1.00	1,831
D-14	SR-99 SB	Rosedale Hwy Off	Right	1	45.0	585	140		140	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	707
D-15	SR-99 SB	California Ave Off	Right	1	45.0	1,077	140		140	0.88	Level	2%	0%	1.5	1.2	0.990	1.00	1,236
D-16	SR-99 SB	SR-58 Off	Right	1	55.0	1,467	160		160	0.88	Level	15%	0%	1.5	1.2	0.930	1.00	1,792
D-17	SR-99 SB	Ming Ave Off	Right	1	45.0	811	210		210	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	935
D-18	SR-99 SB	White Ln Off	Right	2	45.0	1,347	140	1,150	1,430	0.86	Level	5%	0%	1.5	1.2	0.976	1.00	1,605

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Upstream Ramp Data*											
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	No											
D-3	SR-58 WB	Brundage Ln Off	No											
D-4	SR-58 WB	Chester Ave Off	No											
D-5	SR-58 WB	SR-99 NB Off	No											
D-6	SR-58 WB	SR-99 SB Off	No											
D-7	SR-99 NB	White Ln Off	No											
D-8	SR-99 NB	Ming Ave Off	No											
D-9	SR-99 NB	SR-58 Off	No											
D-10	SR-99 NB	California Ave Off	No											
D-11	SR-99 NB	Rosedale Hwy Off	No											
D-12	SR-99 NB	Buck Owens Blvd Off	No											
D-13	SR-99 NB	Airport Dr Off	No											
D-14	SR-99 SB	Rosedale Hwy Off	No											
D-15	SR-99 SB	California Ave Off	No											
D-16	SR-99 SB	SR-58 Off	No											
D-17	SR-99 SB	Ming Ave Off	No											
D-18	SR-99 SB	White Ln Off	On	5,270	243	0.88	Level	4%	0%	1.5	1.2	0.980	1.00	282

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*													*v_{12} Estimation*			
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-13	L_{EQ} 25-14	P_{FD}	v_{12} (pcph)
D-2	SR-58 EB	Union Ave Off	No														1.000	4,129
D-3	SR-58 WB	Brundage Ln Off	No														1.000	3,816
D-4	SR-58 WB	Chester Ave Off	No														1.000	3,747
D-5	SR-58 WB	SR-99 NB Off	No														1.000	3,576
D-6	SR-58 WB	SR-99 SB Off	No														1.000	2,206
D-7	SR-99 NB	White Ln Off	On	1,250	1,571	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,900		2,055	0.642	2,824
D-8	SR-99 NB	Ming Ave Off	No														0.436	2,926
D-9	SR-99 NB	SR-58 Off	No														0.436	4,368
D-10	SR-99 NB	California Ave Off	No														0.436	3,925
D-11	SR-99 NB	Rosedale Hwy Off	No														0.436	4,095
D-12	SR-99 NB	Buck Owens Blvd Off	No														0.436	2,716
D-13	SR-99 NB	Airport Dr Off	No														0.436	3,064
D-14	SR-99 SB	Rosedale Hwy Off	No														0.436	2,602
D-15	SR-99 SB	California Ave Off	No														0.436	3,354
D-16	SR-99 SB	SR-58 Off	No														0.436	3,277
D-17	SR-99 SB	Ming Ave Off	No														0.436	2,599
D-18	SR-99 SB	White Ln Off	On	1,520	111	0.87	Level	9%	0%	1.5	1.2	0.957	1.00	133	6,256	314	0.450	2,762

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*											
	Freeway/ Direction	Off-ramp	v_{Fi} (pcph)	Max v_{Fi} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	Max v_{12} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?
D-2	SR-58 EB	Union Ave Off	4,129	4,800	No	0	No	No	4,129	4,400	No	3,199	4,800	No
D-3	SR-58 WB	Brundage Ln Off	3,816	4,800	No	0	No	No	3,816	4,400	No	3,214	4,800	No
D-4	SR-58 WB	Chester Ave Off	3,747	4,800	No	0	No	No	3,747	4,400	No	3,185	4,800	No
D-5	SR-58 WB	SR-99 NB Off	3,576	4,800	No	0	No	No	3,576	4,400	No	2,166	4,800	No
D-6	SR-58 WB	SR-99 SB Off	2,206	4,800	No	0	No	No	2,206	4,400	No	1,093	4,800	No
D-7	SR-99 NB	White Ln Off	4,262	7,200	No	1,438	No	No	2,824	4,400	No	4,020	7,200	No
D-8	SR-99 NB	Ming Ave Off	6,264	9,600	No	1,669	No	No	2,926	4,400	No	5,918	9,600	No
D-9	SR-99 NB	SR-58 Off	7,389	9,600	No	1,510	No	No	4,368	4,400	No	5,356	9,600	No
D-10	SR-99 NB	California Ave Off	7,323	9,600	No	1,699	No	No	3,925	4,400	No	6,025	9,600	No
D-11	SR-99 NB	Rosedale Hwy Off	6,843	9,600	No	1,374	No	No	4,095	4,400	No	4,872	9,600	No
D-12	SR-99 NB	Buck Owens Blvd Off	4,918	9,600	No	1,101	No	No	2,716	4,400	No	3,905	9,600	No
D-13	SR-99 NB	Airport Dr Off	4,659	9,600	No	798	No	No	3,064	4,400	No	2,828	9,600	No
D-14	SR-99 SB	Rosedale Hwy Off	5,054	9,600	No	1,226	No	No	2,602	4,400	No	4,346	9,600	No
D-15	SR-99 SB	California Ave Off	6,093	9,600	No	1,370	No	No	3,354	4,400	No	4,857	9,600	No
D-16	SR-99 SB	SR-58 Off	5,198	9,600	No	961	No	No	3,277	4,400	No	3,406	9,600	No
D-17	SR-99 SB	Ming Ave Off	4,750	9,600	No	1,076	No	No	2,599	4,400	No	3,815	9,600	No
D-18	SR-99 SB	White Ln Off	4,175	7,200	No	1,413	No	No	2,762	4,400	No	2,570	7,200	No

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	Off-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. D_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
D-2	SR-58 EB	Union Ave Off	930	2,100	No	**38.5**	**E**	0.382	56.2	0.0	56.2
D-3	SR-58 WB	Brundage Ln Off	602	1,900	No	**35.7**	**E**	0.612	50.9	0.0	50.9
D-4	SR-58 WB	Chester Ave Off	562	2,100	No	**35.2**	**E**	0.349	57.0	0.0	57.0
D-5	SR-58 WB	SR-99 NB Off	1,411	2,200	No	**33.6**	**D**	0.295	58.2	0.0	58.2
D-6	SR-58 WB	SR-99 SB Off	1,114	1,900	No	**22.2**	**C**	0.658	49.9	0.0	49.9
D-7	SR-99 NB	White Ln Off	241	2,100	No	**27.3**	**C**	0.320	57.6	69.6	61.2
D-8	SR-99 NB	Ming Ave Off	346	1,900	No	**27.6**	**C**	0.589	51.4	68.7	59.4
D-9	SR-99 NB	SR-58 Off	2,033	2,200	No	**40.6**	**E**	0.351	56.9	69.3	61.4
D-10	SR-99 NB	California Ave Off	1,298	2,100	No	**36.7**	**E**	0.415	55.5	68.6	60.9
D-11	SR-99 NB	Rosedale Hwy Off	1,970	2,100	No	**38.2**	**E**	0.475	54.1	69.8	59.5
D-12	SR-99 NB	Buck Owens Blvd Off	1,013	1,900	No	**26.3**	**C**	0.649	50.1	70.9	57.7
D-13	SR-99 NB	Airport Dr Off	1,831	2,100	No	**27.9**	**C**	0.463	54.4	71.3	59.2
D-14	SR-99 SB	Rosedale Hwy Off	707	2,100	No	**25.4**	**C**	0.362	56.7	70.4	62.6
D-15	SR-99 SB	California Ave Off	1,236	2,100	No	**31.8**	**D**	0.409	55.6	69.9	61.2
D-16	SR-99 SB	SR-58 Off	1,792	2,200	No	**31.0**	**D**	0.329	57.4	71.3	61.9
D-17	SR-99 SB	Ming Ave Off	935	2,100	No	**24.7**	**C**	0.382	56.2	71.0	62.1
D-18	SR-99 SB	White Ln Off	1,605	4,100	No	**15.1**	**B**	0.442	54.8	69.7	59.1

HCM 2000
Basic Freeway Segments
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Flow Rate Calculation*											*Speed Calculation*		*Results*	
	Freeway/ Direction	From/To	Analysis Time Period	Volume (vph)	PHF	Lanes	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcphpl)	Measured FFS (mph)	S (mph)	Density, D (pcplpm)	Level of Service
B-2	SR-58 EB	H St Off to Chester Ave On	PM	3,003	0.92	2	Level	13%	0%	1.5	1.2	0.939	1.00	1,738	65.0	64.3	**27.0**	**D**
B-3	SR-58 EB	Chester Ave to Union Ave	PM	3,562	0.92	2	Level	11%	0%	1.5	1.2	0.948	1.00	2,042	65.0	60.7	**33.7**	**D**
B-4	SR-58 EB	Union Ave Off to On	PM	3,005	0.90	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,761	65.0	64.2	**27.4**	**D**
B-5	SR-58 EB	Union Ave to Cottonwood Rd	PM	3,469	0.90	2	Level	10%	0%	1.5	1.2	0.952	1.00	2,024	65.0	61.0	**33.2**	**D**
B-6	SR-58 WB	Cottonwood Rd to Union Ave	PM	3,053	0.92	2	Level	9%	0%	1.5	1.2	0.957	1.00	1,734	65.0	64.4	**26.9**	**D**
B-7	SR-58 WB	Brundage Ln Off to On	PM	2,703	0.92	2	Level	9%	0%	1.5	1.2	0.957	1.00	1,535	65.0	65.0	**23.6**	**C**
B-8	SR-58 WB	Chester Ave Off to H St On	PM	2,832	0.92	2	Level	9%	0%	1.5	1.2	0.957	1.00	1,608	65.0	64.9	**24.8**	**C**
B-9	SR-58 WB	H St to SR-99	PM	3,291	0.92	2	Level	8%	0%	1.5	1.2	0.962	1.00	1,860	65.0	63.3	**29.4**	**D**
B-10	SR-58 WB	SR-99 NB Off to SB Off	PM	2,207	0.92	2	Level	2%	0%	1.5	1.2	0.990	1.00	1,211	65.0	65.0	**18.6**	**C**
B-11	SR-99 NB	Panama Ln to White Ln	PM	2,448	0.90	3	Level	16%	0%	1.5	1.2	0.926	1.00	979	65.0	65.0	**15.1**	**B**
B-12	SR-99 NB	White Ln Off to On	PM	2,110	0.90	3	Level	18%	0%	1.5	1.2	0.917	1.00	852	65.0	65.0	**13.1**	**B**
B-13	SR-99 NB	White Ln to Ming Ave	PM	3,722	0.94	3	Level	12%	0%	1.5	1.2	0.943	1.00	1,399	65.0	65.0	**21.5**	**C**
B-14	SR-99 NB	Ming Ave Off to On	PM	3,319	0.93	4	Level	13%	0%	1.5	1.2	0.939	1.00	950	65.0	65.0	**14.6**	**B**
B-15	SR-99 NB	SR-58 Off to Wible On	PM	3,097	0.93	4	Level	12%	0%	1.5	1.2	0.943	1.00	882	65.0	65.0	**13.6**	**B**
B-16	SR-99 NB	SR-58 to California Ave	PM	4,742	0.93	4	Level	13%	0%	1.5	1.2	0.939	1.00	1,358	65.0	65.0	**20.9**	**C**
B-17	SR-99 NB	California Ave Off to On	PM	4,064	0.93	4	Level	14%	0%	1.5	1.2	0.935	1.00	1,169	65.0	65.0	**18.0**	**B**
B-18	SR-99 NB	California Ave to Rosedale Hwy	PM	4,990	0.92	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,437	65.0	65.0	**22.1**	**C**
B-19	SR-99 NB	Buck Owens Blvd Off to On	PM	2,926	0.89	4	Level	15%	0%	1.5	1.2	0.930	1.00	884	65.0	65.0	**13.6**	**B**
B-20	SR-99 NB	Airport Dr Off to Golden State Blvd On	PM	2,194	0.87	3	Level	20%	0%	1.5	1.2	0.909	1.00	925	65.0	65.0	**14.2**	**B**
B-21	SR-99 SB	Golden State Ave Off to Airport Dr On	PM	3,150	0.89	3	Level	17%	0%	1.5	1.2	0.922	1.00	1,280	65.0	65.0	**19.7**	**C**
B-22	SR-99 SB	Airport Dr to Rosedale Hwy	PM	4,875	0.88	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,468	65.0	65.0	**22.6**	**C**
B-23	SR-99 SB	Rosedale Hwy Off to On	PM	4,242	0.88	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,277	65.0	65.0	**19.7**	**C**
B-24	SR-99 SB	Rosedale Hwy to California Ave	PM	6,700	0.92	4	Level	10%	0%	1.5	1.2	0.952	1.00	1,912	65.0	62.7	**30.5**	**D**
B-25	SR-99 SB	California Ave Off to On	PM	5,673	0.92	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,634	65.0	64.8	**25.2**	**C**
B-26	SR-99 SB	California Ave to SR-58	PM	6,518	0.92	4	Level	10%	0%	1.5	1.2	0.952	1.00	1,860	65.0	63.3	**29.4**	**D**
B-27	SR-99 SB	SR-58 Off to On	PM	4,622	0.92	4	Level	8%	0%	1.5	1.2	0.962	1.00	1,306	65.0	65.0	**20.1**	**C**
B-28	SR-99 SB	Ming Ave Off to On	PM	4,470	0.92	4	Level	9%	0%	1.5	1.2	0.957	1.00	1,269	65.0	65.0	**19.5**	**C**
B-29	SR-99 SB	Ming Ave to White Ln	PM	4,928	0.89	3	Level	8%	0%	1.5	1.2	0.962	1.00	1,920	65.0	62.6	**30.6**	**D**
B-30	SR-99 SB	White Ln Off to On	PM	2,899	0.89	3	Level	12%	0%	1.5	1.2	0.943	1.00	1,151	65.0	65.0	**17.7**	**B**
B-31	SR-99 SB	White Ln to Panama Ln	PM	3,176	0.90	3	Level	11%	0%	1.5	1.2	0.948	1.00	1,241	65.0	65.0	**19.1**	**C**

HCM 2000
Merge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA Agency or Company TRIP
Analysis Year Existing (2008) Date 3.3.10
Analyst BP Project Description Centennial Corridor Study

General Information				*Freeway Data*			*Freeway Volume Adjustment*									
	Freeway/ Direction	On-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	PM	2	65.0	3,003	0.92	Level	13%	0%	1.5	1.2	0.939	1.00	3,476
M-2	SR-58 EB	Union Ave SB On	PM	2	65.0	3,005	0.90	Level	11%	0%	1.5	1.2	0.948	1.00	3,523
M-3	SR-58 EB	Union Ave NB On	PM	2	65.0	3,226	0.90	Level	10%	0%	1.5	1.2	0.952	1.00	3,764
M-4	SR-58 WB	Brundage Ln On	PM	2	65.0	2,703	0.92	Level	9%	0%	1.5	1.2	0.957	1.00	3,070
M-5	SR-58 WB	Union Ave SB On	PM	2	65.0	2,952	0.92	Level	8%	0%	1.5	1.2	0.962	1.00	3,337
M-6	SR-58 WB	H St On	PM	2	65.0	2,832	0.92	Level	9%	0%	1.5	1.2	0.957	1.00	3,217
M-7	SR-99 NB	White Ln EB On	PM	3	65.0	2,110	0.90	Level	18%	0%	1.5	1.2	0.917	1.00	2,555
M-8	SR-99 NB	White Ln WB On	PM	3	65.0	3,265	0.90	Level	13%	0%	1.5	1.2	0.939	1.00	3,864
M-9	SR-99 NB	Ming Ave On	PM	4	65.0	3,319	0.93	Level	13%	0%	1.5	1.2	0.939	1.00	3,801
M-10	SR-99 NB	Wible On	PM	4	65.0	3,097	0.93	Level	12%	0%	1.5	1.2	0.943	1.00	3,530
M-11	SR-99 NB	SR-58 On	PM	4	65.0	3,658	0.93	Level	11%	0%	1.5	1.2	0.948	1.00	4,150
M-12	SR-99 NB	California Ave EB On	PM	4	65.0	4,064	0.93	Level	14%	0%	1.5	1.2	0.935	1.00	4,676
M-13	SR-99 NB	California Ave WB On	PM	4	65.0	4,693	0.93	Level	13%	0%	1.5	1.2	0.939	1.00	5,374
M-14	SR-99 NB	Buck Owens Blvd On	PM	4	65.0	2,926	0.89	Level	15%	0%	1.5	1.2	0.930	1.00	3,534
M-15	SR-99 SB	Airport Dr On	PM	4	65.0	3,150	0.89	Level	17%	0%	1.5	1.2	0.922	1.00	3,840
M-16	SR-99 SB	Rosedale Hwy WB On	PM	4	65.0	4,242	0.88	Level	12%	0%	1.5	1.2	0.943	1.00	5,110
M-17	SR-99 SB	Rosedale Hwy EB On	PM	4	65.0	5,509	0.88	Level	11%	0%	1.5	1.2	0.948	1.00	6,605
M-18	SR-99 SB	California Ave On	PM	4	65.0	5,673	0.92	Level	12%	0%	1.5	1.2	0.943	1.00	6,536
M-19	SR-99 SB	SR-58 On	PM	4	65.0	4,622	0.92	Level	8%	0%	1.5	1.2	0.962	1.00	5,225
M-20	SR-99 SB	Real Rd On	PM	4	65.0	5,746	0.92	Level	7%	0%	1.5	1.2	0.966	1.00	6,464
M-21	SR-99 SB	Ming Ave On	PM	3	65.0	4,470	0.92	Level	9%	0%	1.5	1.2	0.957	1.00	5,077
M-22	SR-99 SB	White Ln WB On	PM	3	65.0	2,899	0.89	Level	12%	0%	1.5	1.2	0.943	1.00	3,453
M-23	SR-99 SB	White Ln EB On	PM	3	65.0	3,038	0.89	Level	11%	0%	1.5	1.2	0.948	1.00	3,601

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*On-Ramp Data*							*On-Ramp Volume Adjustment*								
	Freeway/ Direction	On-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Accel Lane (ft) L_{A1}	L_{A2}	L_{Aeff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	Right	1	45.0	559	540		540	0.90	Level	3%	0%	1.5	1.2	0.985	1.00	630
M-2	SR-58 EB	Union Ave SB On	Right	1	25.0	221	480		480	0.91	Level	3%	0%	1.5	1.2	0.985	1.00	247
M-3	SR-58 EB	Union Ave NB On	Right	1	45.0	243	540		540	0.91	Level	6%	0%	1.5	1.2	0.971	1.00	275
M-4	SR-58 WB	Brundage Ln On	Right	1	25.0	249	480		480	0.90	Level	3%	0%	1.5	1.2	0.985	1.00	281
M-5	SR-58 WB	Union Ave SB On	Right	1	25.0	344	540		540	0.90	Level	2%	0%	1.5	1.2	0.990	1.00	386
M-6	SR-58 WB	H St On	Right	1	45.0	459	540		540	0.90	Level	2%	0%	1.5	1.2	0.990	1.00	515
M-7	SR-99 NB	White Ln EB On	Right	1	25.0	1,155	360		360	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	1,370
M-8	SR-99 NB	White Ln WB On	Right	1	45.0	457	530		530	0.86	Level	1%	0%	1.5	1.2	0.995	1.00	534
M-9	SR-99 NB	Ming Ave On	Right	1	45.0	1,215	560		560	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	1,388
M-10	SR-99 NB	Wible On	Right	1	25.0	561	550		550	0.90	Level	2%	0%	1.5	1.2	0.990	1.00	630
M-11	SR-99 NB	SR-58 On	Right	1	55.0	1,084	560		560	0.88	Level	19%	0%	1.5	1.2	0.913	1.00	1,349
M-12	SR-99 NB	California Ave EB On	Right	1	25.0	629	500		500	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	718
M-13	SR-99 NB	California Ave WB On	Right	1	45.0	297	540		540	0.86	Level	0%	0%	1.5	1.2	1.000	1.00	345
M-14	SR-99 NB	Buck Owens Blvd On	Right	1	25.0	479	500		500	0.84	Level	10%	0%	1.5	1.2	0.952	1.00	599
M-15	SR-99 SB	Airport Dr On	Right	1	45.0	1,725	500		500	0.86	Level	2%	0%	1.5	1.2	0.990	1.00	2,026
M-16	SR-99 SB	Rosedale Hwy WB On	Right	1	25.0	1,267	540		540	0.88	Level	6%	0%	1.5	1.2	0.971	1.00	1,483
M-17	SR-99 SB	Rosedale Hwy EB On	Right	1	45.0	1,191	630		630	0.88	Level	7%	0%	1.5	1.2	0.966	1.00	1,401
M-18	SR-99 SB	California Ave On	Right	1	25.0	845	490		490	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	965
M-19	SR-99 SB	SR-58 On	Right	1	25.0	1,124	610		610	0.90	Level	3%	0%	1.5	1.2	0.985	1.00	1,268
M-20	SR-99 SB	Real Rd On	Right	1	45.0	281	540		540	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	321
M-21	SR-99 SB	Ming Ave On	Right	1	45.0	458	550		550	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	523
M-22	SR-99 SB	White Ln WB On	Right	1	25.0	139	390		390	0.87	Level	1%	0%	1.5	1.2	0.995	1.00	161
M-23	SR-99 SB	White Ln EB On	Right	1	45.0	138	520		520	0.86	Level	2%	0%	1.5	1.2	0.990	1.00	162

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Upstream Ramp Data*											
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	No											
M-2	SR-58 EB	Union Ave SB On	No											
M-3	SR-58 EB	Union Ave NB On	No											
M-4	SR-58 WB	Brundage Ln On	No											
M-5	SR-58 WB	Union Ave SB On	No											
M-6	SR-58 WB	H St On	No											
M-7	SR-99 NB	White Ln EB On	Off	1,250	338	0.90	Level	4%	0%	1.5	1.2	0.980	1.00	383
M-8	SR-99 NB	White Ln WB On	On	680	1,155	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	1,370
M-9	SR-99 NB	Ming Ave On	No											
M-10	SR-99 NB	Wible On	No											
M-11	SR-99 NB	SR-58 On	No											
M-12	SR-99 NB	California Ave EB On	No											
M-13	SR-99 NB	California Ave WB On	No											
M-14	SR-99 NB	Buck Owens Blvd On	No											
M-15	SR-99 SB	Airport Dr On	No											
M-16	SR-99 SB	Rosedale Hwy WB On	No											
M-17	SR-99 SB	Rosedale Hwy EB On	No											
M-18	SR-99 SB	California Ave On	No											
M-19	SR-99 SB	SR-58 On	No											
M-20	SR-99 SB	Real Rd On	No											
M-21	SR-99 SB	Ming Ave On	Off	2,870	1,557	0.90	Level	1%	0%	1.5	1.2	0.995	1.00	1,739
M-22	SR-99 SB	White Ln WB On	Off	1,520	2,029	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	2,340
M-23	SR-99 SB	White Ln EB On	On	600	139	0.87	Level	1%	0%	1.5	1.2	0.995	1.00	161

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*												*v_{12} Estimation*						
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-2	L_{EQ} 25-3	P_{FM} Equations 1	2	3	P_{FM}	v_{12} (pcph)
M-1	SR-58 EB	Chester Ave On	No														0.593			1.000	3,476
M-2	SR-58 EB	Union Ave SB On	No														0.591			1.000	3,523
M-3	SR-58 EB	Union Ave NB On	No														0.593			1.000	3,764
M-4	SR-58 WB	Brundage Ln On	No														0.591			1.000	3,070
M-5	SR-58 WB	Union Ave SB On	No														0.593			1.000	3,337
M-6	SR-58 WB	H St On	No														0.593			1.000	3,217
M-7	SR-99 NB	White Ln EB On	On	680	457	0.86	Level	1%	0%	1.5	1.2	0.995	1.00	534	-95	3,606	0.588	0.751		0.588	1,502
M-8	SR-99 NB	White Ln WB On	No												1,128		0.592			0.592	2,289
M-9	SR-99 NB	Ming Ave On	No														0.593			0.183	696
M-10	SR-99 NB	Wible On	No														0.593			0.384	1,357
M-11	SR-99 NB	SR-58 On	No														0.593			0.163	675
M-12	SR-99 NB	California Ave EB On	No														0.592			0.351	1,641
M-13	SR-99 NB	California Ave WB On	No														0.593			0.308	1,658
M-14	SR-99 NB	Buck Owens Blvd On	No														0.592			0.366	1,293
M-15	SR-99 SB	Airport Dr On	No														0.592			0.088	340
M-16	SR-99 SB	Rosedale Hwy WB On	No														0.593			0.273	1,396
M-17	SR-99 SB	Rosedale Hwy EB On	No														0.595			0.199	1,313
M-18	SR-99 SB	California Ave On	No														0.591			0.316	2,064
M-19	SR-99 SB	SR-58 On	No														0.595			0.331	1,732
M-20	SR-99 SB	Real Rd On	No														0.593			0.311	2,014
M-21	SR-99 SB	Ming Ave On	No												1,394		0.593	0.831		0.593	3,010
M-22	SR-99 SB	White Ln WB On	On	600	138	0.86	Level	2%	0%	1.5	1.2	0.990	1.00	162	-149	1,071	0.588	0.773		0.588	2,032
M-23	SR-99 SB	White Ln EB On	No												988		0.592			0.592	2,132

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*												
	Freeway/ Direction	On-ramp	v_{Fi} (pcph)	Max v_{Fi} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	v_{R12a} (pcph)	Max v_{R12a} (pcph)	LOS F?
M-1	SR-58 EB	Chester Ave On	3,476	4,700	No	4,107	4,700	No	0	No	No	3,476	4,107	4,600	No
M-2	SR-58 EB	Union Ave SB On	3,523	4,700	No	3,769	4,700	No	0	No	No	3,523	3,769	4,600	No
M-3	SR-58 EB	Union Ave NB On	3,764	4,700	No	4,039	4,700	No	0	No	No	3,764	4,039	4,600	No
M-4	SR-58 WB	Brundage Ln On	3,070	4,700	No	3,351	4,700	No	0	No	No	3,070	3,351	4,600	No
M-5	SR-58 WB	Union Ave SB On	3,337	4,700	No	3,723	4,700	No	0	No	No	3,337	3,723	4,600	No
M-6	SR-58 WB	H St On	3,217	4,700	No	3,732	4,700	No	0	No	No	3,217	3,732	4,600	No
M-7	SR-99 NB	White Ln EB On	2,555	7,050	No	3,925	7,050	No	1,054	No	No	1,502	2,871	4,600	No
M-8	SR-99 NB	White Ln WB On	3,864	7,050	No	4,398	7,050	No	1,575	No	No	2,289	2,823	4,600	No
M-9	SR-99 NB	Ming Ave On	3,801	9,400	No	5,188	9,400	No	1,552	No	Yes	1,520	2,908	4,600	No
M-10	SR-99 NB	Wible On	3,530	9,400	No	4,159	9,400	No	1,087	No	Yes	1,412	2,042	4,600	No
M-11	SR-99 NB	SR-58 On	4,150	9,400	No	5,499	9,400	No	1,737	No	Yes	1,660	3,009	4,600	No
M-12	SR-99 NB	California Ave EB On	4,676	9,400	No	5,394	9,400	No	1,517	No	Yes	1,870	2,589	4,600	No
M-13	SR-99 NB	California Ave WB On	5,374	9,400	No	5,720	9,400	No	1,858	No	Yes	2,150	2,495	4,600	No
M-14	SR-99 NB	Buck Owens Blvd On	3,534	9,400	No	4,133	9,400	No	1,120	No	Yes	1,414	2,012	4,600	No
M-15	SR-99 SB	Airport Dr On	3,840	9,400	No	5,866	9,400	No	1,750	No	Yes	1,536	3,562	4,600	No
M-16	SR-99 SB	Rosedale Hwy WB On	5,110	9,400	No	6,593	9,400	No	1,857	No	Yes	2,044	3,527	4,600	No
M-17	SR-99 SB	Rosedale Hwy EB On	6,605	9,400	No	8,005	9,400	No	2,646	No	Yes	2,642	4,043	4,600	No
M-18	SR-99 SB	California Ave On	6,536	9,400	No	7,501	9,400	No	2,236	No	Yes	2,615	3,580	4,600	No
M-19	SR-99 SB	SR-58 On	5,225	9,400	No	6,492	9,400	No	1,747	No	Yes	2,090	3,358	4,600	No
M-20	SR-99 SB	Real Rd On	6,464	9,400	No	6,785	9,400	No	2,225	No	Yes	2,586	2,907	4,600	No
M-21	SR-99 SB	Ming Ave On	5,077	7,050	No	5,600	7,050	No	2,067	No	No	3,010	3,533	4,600	No
M-22	SR-99 SB	White Ln WB On	3,453	7,050	No	3,613	7,050	No	1,421	No	No	2,032	2,192	4,600	No
M-23	SR-99 SB	White Ln EB On	3,601	7,050	No	3,763	7,050	No	1,469	No	No	2,132	2,294	4,600	No

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	On-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. M_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
M-1	SR-58 EB	Chester Ave On	630	2,100	No	**33.8**	**D**	0.509	53.3	0.0	53.3
M-2	SR-58 EB	Union Ave SB On	247	1,900	No	**31.8**	**D**	0.466	54.3	0.0	54.3
M-3	SR-58 EB	Union Ave NB On	275	2,100	No	**33.5**	**D**	0.494	53.6	0.0	53.6
M-4	SR-58 WB	Brundage Ln On	281	1,900	No	**28.5**	**D**	0.408	55.6	0.0	55.6
M-5	SR-58 WB	Union Ave SB On	386	1,900	No	**31.0**	**D**	0.455	54.5	0.0	54.5
M-6	SR-58 WB	H St On	515	2,100	No	**31.0**	**D**	0.435	55.0	0.0	55.0
M-7	SR-99 NB	White Ln EB On	1,370	1,900	No	**25.0**	**C**	0.372	56.4	63.0	58.1
M-8	SR-99 NB	White Ln WB On	534	2,100	No	**23.9**	**C**	0.339	57.2	61.1	58.6
M-9	SR-99 NB	Ming Ave On	1,388	2,100	No	**24.0**	**C**	0.342	57.1	62.7	59.5
M-10	SR-99 NB	Wible On	630	1,900	No	**17.7**	**B**	0.324	57.6	63.0	60.2
M-11	SR-99 NB	SR-58 On	1,349	2,200	No	**24.8**	**C**	0.338	57.2	62.3	59.4
M-12	SR-99 NB	California Ave EB On	718	1,900	No	**22.2**	**C**	0.348	57.0	61.8	59.4
M-13	SR-99 NB	California Ave WB On	345	2,100	No	**21.4**	**C**	0.320	57.6	61.0	59.5
M-14	SR-99 NB	Buck Owens Blvd On	599	1,900	No	**17.8**	**B**	0.325	57.5	63.0	60.2
M-15	SR-99 SB	Airport Dr On	2,026	2,100	No	**29.2**	**D**	0.413	55.5	62.7	58.1
M-16	SR-99 SB	Rosedale Hwy WB On	1,483	1,900	No	**28.9**	**D**	0.427	55.2	61.3	57.9
M-17	SR-99 SB	Rosedale Hwy EB On	1,401	2,100	No	**32.4**	**D**	0.486	53.8	59.7	56.6
M-18	SR-99 SB	California Ave On	965	1,900	No	**29.9**	**D**	0.436	55.0	59.7	57.4
M-19	SR-99 SB	SR-58 On	1,268	1,900	No	**27.3**	**C**	0.403	55.7	61.2	58.2
M-20	SR-99 SB	Real Rd On	321	2,100	No	**24.6**	**C**	0.344	57.1	59.8	58.6
M-21	SR-99 SB	Ming Ave On	523	2,100	No	**29.3**	**D**	0.405	55.7	59.4	57.0
M-22	SR-99 SB	White Ln WB On	161	1,900	No	**20.1**	**C**	0.336	57.3	61.7	58.9
M-23	SR-99 SB	White Ln EB On	162	2,100	No	**20.0**	**C**	0.313	57.8	61.5	59.2

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA Agency or Company TRIP
Analysis Year Existing (2008) Date 3.3.10
Analyst BP Project Description Centennial Corridor Study

General Information				*Freeway Data*				*Freeway Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	PM	2	65.0	3,562	0.92	Level	11%	0.0%	1.5	1.2	0.948	1.00	4,085
D-3	SR-58 WB	Brundage Ln Off	PM	2	65.0	3,053	0.92	Level	9%	0.0%	1.5	1.2	0.957	1.00	3,468
D-4	SR-58 WB	Chester Ave Off	PM	2	65.0	3,296	0.92	Level	8%	0.0%	1.5	1.2	0.962	1.00	3,726
D-5	SR-58 WB	SR-99 NB Off	PM	2	65.0	3,291	0.92	Level	8%	0.0%	1.5	1.2	0.962	1.00	3,720
D-6	SR-58 WB	SR-99 SB Off	PM	2	65.0	2,207	0.92	Level	2%	0.0%	1.5	1.2	0.990	1.00	2,423
D-7	SR-99 NB	White Ln Off	PM	3	65.0	2,448	0.90	Level	16%	0.0%	1.5	1.2	0.926	1.00	2,938
D-8	SR-99 NB	Ming Ave Off	PM	4	65.0	3,722	0.94	Level	12%	0.0%	1.5	1.2	0.943	1.00	4,197
D-9	SR-99 NB	SR-58 Off	PM	4	65.0	4,534	0.93	Level	10%	0.0%	1.5	1.2	0.952	1.00	5,119
D-10	SR-99 NB	California Ave Off	PM	4	65.0	4,742	0.93	Level	13%	0.0%	1.5	1.2	0.939	1.00	5,430
D-11	SR-99 NB	Rosedale Hwy Off	PM	4	65.0	4,990	0.92	Level	12%	0.0%	1.5	1.2	0.943	1.00	5,749
D-12	SR-99 NB	Buck Owens Blvd Off	PM	4	65.0	3,230	0.92	Level	15%	0.0%	1.5	1.2	0.930	1.00	3,774
D-13	SR-99 NB	Airport Dr Off	PM	4	65.0	3,405	0.89	Level	15%	0.0%	1.5	1.2	0.930	1.00	4,113
D-14	SR-99 SB	Rosedale Hwy Off	PM	4	65.0	4,875	0.88	Level	12%	0.0%	1.5	1.2	0.943	1.00	5,872
D-15	SR-99 SB	California Ave Off	PM	4	65.0	6,700	0.92	Level	10%	0.0%	1.5	1.2	0.952	1.00	7,647
D-16	SR-99 SB	SR-58 Off	PM	4	65.0	6,518	0.92	Level	10%	0.0%	1.5	1.2	0.952	1.00	7,439
D-17	SR-99 SB	Ming Ave Off	PM	4	65.0	6,027	0.92	Level	7%	0.0%	1.5	1.2	0.966	1.00	6,780
D-18	SR-99 SB	White Ln Off	PM	3	65.0	4,928	0.89	Level	8%	0.0%	1.5	1.2	0.962	1.00	5,759

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Off-Ramp Data*							*Off-Ramp Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Decel Lane (ft) L_{D1}	L_{D2}	L_{Deff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	Right	1	45.0	557	140		140	0.90	Level	12%	0.0%	1.5	1.2	0.943	1.00	656
D-3	SR-58 WB	Brundage Ln Off	Right	1	25.0	350	150		150	0.88	Level	5%	0.0%	1.5	1.2	0.976	1.00	408
D-4	SR-58 WB	Chester Ave Off	Right	1	45.0	464	140		140	0.90	Level	2%	0.0%	1.5	1.2	0.990	1.00	521
D-5	SR-58 WB	SR-99 NB Off	Right	1	55.0	1,084	160		160	0.90	Level	19%	0.0%	1.5	1.2	0.913	1.00	1,319
D-6	SR-58 WB	SR-99 SB Off	Right	1	25.0	1,124	110		110	0.88	Level	3%	0.0%	1.5	1.2	0.985	1.00	1,296
D-7	SR-99 NB	White Ln Off	Right	1	45.0	338	140		140	0.90	Level	4%	0.0%	1.5	1.2	0.980	1.00	383
D-8	SR-99 NB	Ming Ave Off	Right	1	25.0	403	200		200	0.90	Level	1%	0.0%	1.5	1.2	0.995	1.00	450
D-9	SR-99 NB	SR-58 Off	Right	1	55.0	1,437	140		140	0.92	Level	5%	0.0%	1.5	1.2	0.976	1.00	1,601
D-10	SR-99 NB	California Ave Off	Right	1	45.0	678	140		140	0.90	Level	1%	0.0%	1.5	1.2	0.995	1.00	757
D-11	SR-99 NB	Rosedale Hwy Off	Right	1	45.0	1,760	140		140	0.90	Level	6%	0.0%	1.5	1.2	0.971	1.00	2,014
D-12	SR-99 NB	Buck Owens Blvd Off	Right	1	25.0	304	140		140	0.88	Level	11%	0.0%	1.5	1.2	0.948	1.00	364
D-13	SR-99 NB	Airport Dr Off	Right	1	45.0	1,211	300		300	0.88	Level	4%	0.0%	1.5	1.2	0.980	1.00	1,404
D-14	SR-99 SB	Rosedale Hwy Off	Right	1	45.0	633	140		140	0.92	Level	9%	0.0%	1.5	1.2	0.957	1.00	719
D-15	SR-99 SB	California Ave Off	Right	1	45.0	1,027	140		140	0.92	Level	1%	0.0%	1.5	1.2	0.995	1.00	1,122
D-16	SR-99 SB	SR-58 Off	Right	1	55.0	1,896	160		160	0.92	Level	16%	0.0%	1.5	1.2	0.926	1.00	2,226
D-17	SR-99 SB	Ming Ave Off	Right	1	45.0	1,557	210		210	0.90	Level	1%	0.0%	1.5	1.2	0.995	1.00	1,739
D-18	SR-99 SB	White Ln Off	Right	2	45.0	2,029	140	1,150	1,430	0.88	Level	3%	0.0%	1.5	1.2	0.985	1.00	2,340

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information | *Adjacent Upstream Ramp Data*

	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	No											
D-3	SR-58 WB	Brundage Ln Off	No											
D-4	SR-58 WB	Chester Ave Off	No											
D-5	SR-58 WB	SR-99 NB Off	No											
D-6	SR-58 WB	SR-99 SB Off	No											
D-7	SR-99 NB	White Ln Off	No											
D-8	SR-99 NB	Ming Ave Off	No											
D-9	SR-99 NB	SR-58 Off	No											
D-10	SR-99 NB	California Ave Off	No											
D-11	SR-99 NB	Rosedale Hwy Off	No											
D-12	SR-99 NB	Buck Owens Blvd Off	No											
D-13	SR-99 NB	Airport Dr Off	No											
D-14	SR-99 SB	Rosedale Hwy Off	No											
D-15	SR-99 SB	California Ave Off	No											
D-16	SR-99 SB	SR-58 Off	No											
D-17	SR-99 SB	Ming Ave Off	No											
D-18	SR-99 SB	White Ln Off	On	5,270	458	0.95	Level	1%	0.0%	1.5	1.2	0.995	1.00	485

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*													*v_{12} Estimation*			
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-13	L_{EQ} 25-14	P_{FD}	v_{12} (pcph)
D-2	SR-58 EB	Union Ave Off	No														1.000	4,085
D-3	SR-58 WB	Brundage Ln Off	No														1.000	3,468
D-4	SR-58 WB	Chester Ave Off	No														1.000	3,726
D-5	SR-58 WB	SR-99 NB Off	No														1.000	3,720
D-6	SR-58 WB	SR-99 SB Off	No														1.000	2,423
D-7	SR-99 NB	White Ln Off	On	1,250	1,155	0.86	Level	4.0%	0.0%	1.5	1.2	0.980	1.00	1,370		1,498	0.669	2,092
D-8	SR-99 NB	Ming Ave Off	No														0.436	2,084
D-9	SR-99 NB	SR-58 Off	No														0.436	3,135
D-10	SR-99 NB	California Ave Off	No														0.436	2,795
D-11	SR-99 NB	Rosedale Hwy Off	No														0.436	3,643
D-12	SR-99 NB	Buck Owens Blvd Off	No														0.436	1,851
D-13	SR-99 NB	Airport Dr Off	No														0.436	2,585
D-14	SR-99 SB	Rosedale Hwy Off	No														0.436	2,966
D-15	SR-99 SB	California Ave Off	No														0.436	3,967
D-16	SR-99 SB	SR-58 Off	No														0.436	4,499
D-17	SR-99 SB	Ming Ave Off	No														0.436	3,937
D-18	SR-99 SB	White Ln Off	On	1,520	139	0.87	Level	1.0%	0.0%	1.5	1.2	0.995	1.00	161	18,936	1,572	0.450	3,878

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*											
	Freeway/ Direction	Off-ramp	v_{Fi} (pcph)	Max v_{Fi} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	Max v_{12} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?
D-2	SR-58 EB	Union Ave Off	4,085	4,700	No	0	No	No	4,085	4,400	No	3,429	4,700	No
D-3	SR-58 WB	Brundage Ln Off	3,468	4,700	No	0	No	No	3,468	4,400	No	3,060	4,700	No
D-4	SR-58 WB	Chester Ave Off	3,726	4,700	No	0	No	No	3,726	4,400	No	3,205	4,700	No
D-5	SR-58 WB	SR-99 NB Off	3,720	4,700	No	0	No	No	3,720	4,400	No	2,401	4,700	No
D-6	SR-58 WB	SR-99 SB Off	2,423	4,700	No	0	No	No	2,423	4,400	No	1,126	4,700	No
D-7	SR-99 NB	White Ln Off	2,938	7,050	No	846	No	No	2,092	4,400	No	2,555	7,050	No
D-8	SR-99 NB	Ming Ave Off	4,197	9,400	No	1,057	No	No	2,084	4,400	No	3,747	9,400	No
D-9	SR-99 NB	SR-58 Off	5,119	9,400	No	992	No	No	3,135	4,400	No	3,518	9,400	No
D-10	SR-99 NB	California Ave Off	5,430	9,400	No	1,318	No	No	2,795	4,400	No	4,673	9,400	No
D-11	SR-99 NB	Rosedale Hwy Off	5,749	9,400	No	1,053	No	No	3,643	4,400	No	3,735	9,400	No
D-12	SR-99 NB	Buck Owens Blvd Off	3,774	9,400	No	962	No	No	1,851	4,400	No	3,410	9,400	No
D-13	SR-99 NB	Airport Dr Off	4,113	9,400	No	764	No	No	2,585	4,400	No	2,709	9,400	No
D-14	SR-99 SB	Rosedale Hwy Off	5,872	9,400	No	1,453	No	No	2,966	4,400	No	5,153	9,400	No
D-15	SR-99 SB	California Ave Off	7,647	9,400	No	1,840	No	No	3,967	4,400	No	6,525	9,400	No
D-16	SR-99 SB	SR-58 Off	7,439	9,400	No	1,470	No	No	4,499	4,400	Yes	5,213	9,400	No
D-17	SR-99 SB	Ming Ave Off	6,780	9,400	No	1,422	No	No	3,937	4,400	No	5,042	9,400	No
D-18	SR-99 SB	White Ln Off	5,759	7,050	No	1,880	No	No	3,878	4,400	No	3,418	7,050	No

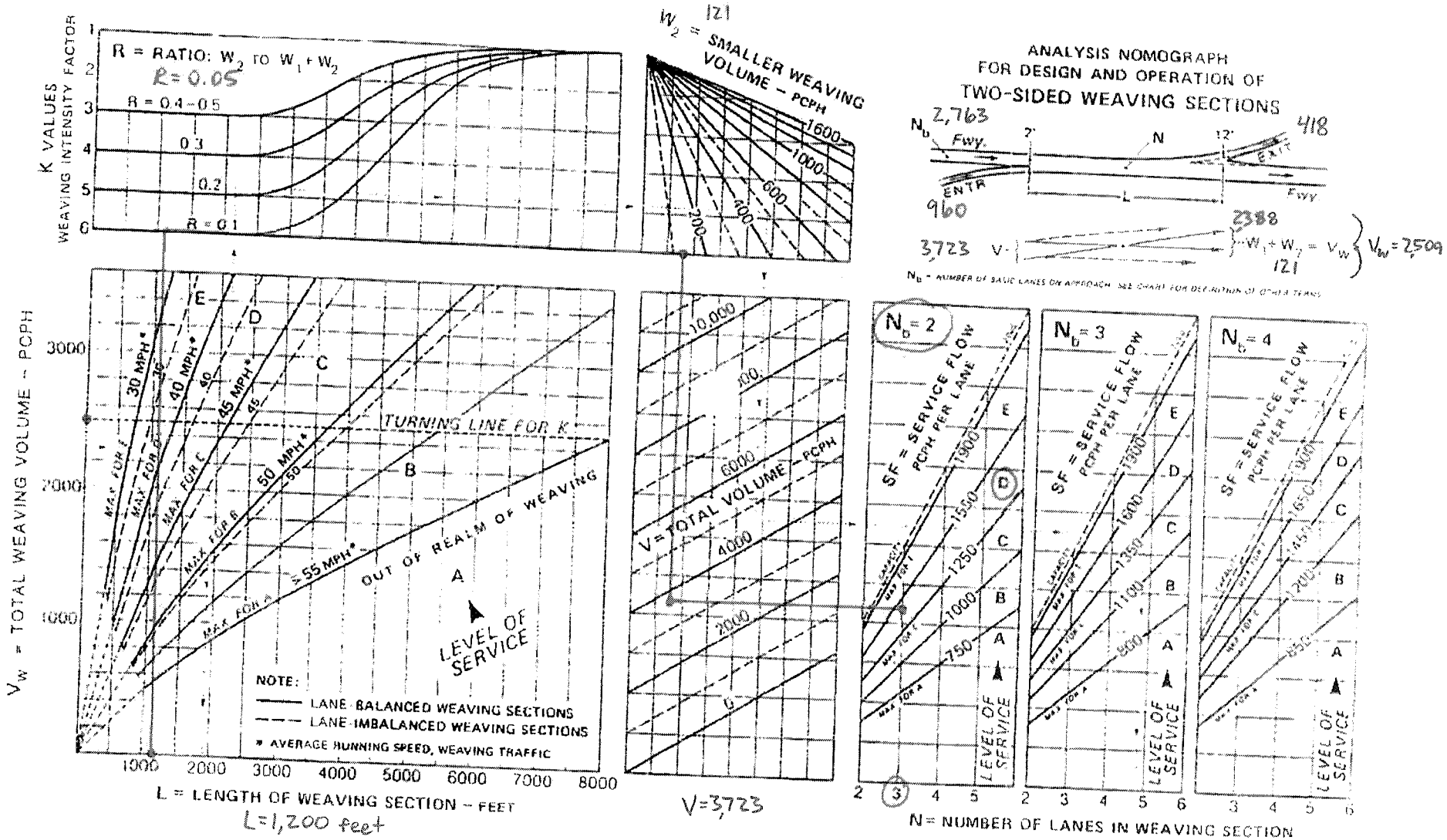
HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	Off-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. D_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
D-2	SR-58 EB	Union Ave Off	656	2,100	No	**38.1**	**E**	0.357	56.8	0.0	56.8
D-3	SR-58 WB	Brundage Ln Off	408	1,900	No	**32.7**	**D**	0.595	51.3	0.0	51.3
D-4	SR-58 WB	Chester Ave Off	521	2,100	No	**35.0**	**E**	0.345	57.1	0.0	57.1
D-5	SR-58 WB	SR-99 NB Off	1,319	2,200	No	**34.8**	**D**	0.287	58.4	0.0	58.4
D-6	SR-58 WB	SR-99 SB Off	1,296	1,900	No	**24.1**	**C**	0.675	49.5	0.0	49.5
D-7	SR-99 NB	White Ln Off	383	2,100	No	**21.0**	**C**	0.332	57.4	71.3	60.8
D-8	SR-99 NB	Ming Ave Off	450	1,900	No	**20.4**	**C**	0.599	51.2	71.1	59.6
D-9	SR-99 NB	SR-58 Off	1,601	2,200	No	**30.0**	**D**	0.312	57.8	71.3	62.4
D-10	SR-99 NB	California Ave Off	757	2,100	No	**27.0**	**C**	0.366	56.6	70.1	62.4
D-11	SR-99 NB	Rosedale Hwy Off	2,014	2,100	No	**34.3**	**D**	0.479	54.0	71.1	59.2
D-12	SR-99 NB	Buck Owens Blvd Off	364	1,900	No	**18.9**	**B**	0.591	51.4	71.3	59.9
D-13	SR-99 NB	Airport Dr Off	1,404	2,100	No	**23.8**	**C**	0.424	55.2	71.3	60.3
D-14	SR-99 SB	Rosedale Hwy Off	719	2,100	No	**28.5**	**D**	0.363	56.7	69.5	62.4
D-15	SR-99 SB	California Ave Off	1,122	2,100	No	**37.1**	**E**	0.399	55.8	68.0	61.1
D-16	SR-99 SB	SR-58 Off	2,226	2,200	Yes	**-**	**F**	0.368	56.5	69.5	61.0
D-17	SR-99 SB	Ming Ave Off	1,739	2,100	No	**36.2**	**E**	0.454	54.5	69.7	60.0
D-18	SR-99 SB	White Ln Off	2,340	4,100	No	**24.7**	**C**	0.509	53.3	67.9	57.3

ATTACHMENT 3 – LEISCH METHOD CALCULATIONS

CENTENNIAL CORRIDOR
EXISTING AM PEAK HOUR

EASTBOUND SR 58
SR 99 TO H STREET

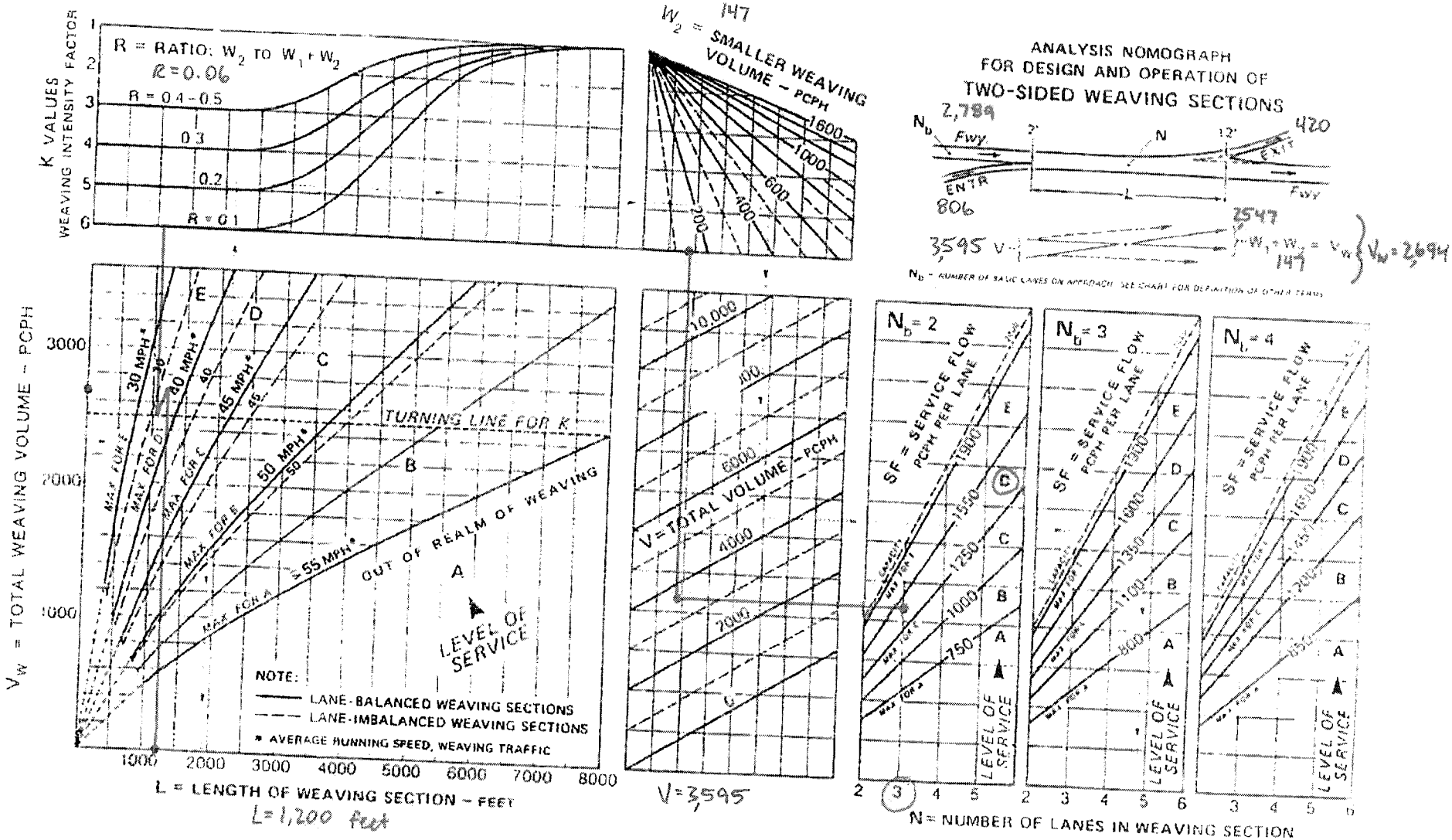


NOMOGRAPH FOR DESIGN AND ANALYSIS OF WEAVING SECTIONS—TWO-SIDED CONFIGURATIONS

NOMOGRAPH 2

CENTENNIAL CORRIDOR
EXISTING PM PEAK HOUR

EASTBOUND SR 58
SR 99 TO H STREET



NOMOGRAPH FOR DESIGN AND ANALYSIS OF WEAVING SECTIONS—TWO-SIDED CONFIGURATIONS

NOMOGRAPH 2

ATTACHMENT 4 – HCS+ SAMPLE RESULTS

HCS+: Basic Freeway Segments Release 5.3

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BP
Agency or Company:	Fehr & Peers
Date Performed:	4/21/2010
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-58 Eastbound
From/To:	Chester Avenue to Union Avenue
Jurisdiction:	Bakersfield
Analysis Year:	Existing
Description:	Centennial Corridor Study

Flow Inputs and Adjustments

Volume, V	3618	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	983	v
Trucks and buses	10	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.952	
Driver population factor, fp	1.00	
Flow rate, vp	2065	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2065	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.3	mi/h
Number of lanes, N	2	
Density, D	34.3	pc/mi/ln

Level of service, LOS D

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	BP
Agency/Co.:	Fehr & Peers
Date performed:	4/21/2010
Analysis time period:	AM Peak Hour
Freeway/Dir of Travel:	SR-58 Westbound
Junction:	H Street
Jurisdiction:	Bakersfield
Analysis Year:	Existing
Description:	Centennial Corridor Study

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2622	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	333	vph
Length of first accel/decel lane	540	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2622	333		vph
Peak-hour factor, PHF	0.88	0.90		
Peak 15-min volume, v15	745	93		v
Trucks and buses	15	4		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5*	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.930	0.980	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3203	377	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3203 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3580	4700	No
v_3 or v_{av34}	0 pc/h	(Equation 25-4 or 25-5)	
Is v_3 or v_{av34} > 2700 pc/h?		No	
Is v_3 or v_{av34} > 1.5 v_{12}/2		No	
If yes, v_{12A} = 3203		(Equation 25-8)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3203	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 29.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M_S = 0.412	
Space mean speed in ramp influence area,	S_R = 55.5	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 55.5	mph

HCS+: Ramps and Ramp Junctions Release 5.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	BP
Agency/Co.:	Fehr & Peers
Date performed:	4/21/2010
Analysis time period:	AM Peak Hour
Freeway/Dir of Travel:	SR-58 Eastbound
Junction:	Union Avenue
Jurisdiction:	Bakersfield
Analysis Year:	Existing
Description:	Centennial Corridor Study

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3618	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	821	vph
Length of first accel/decel lane	140	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	3618		821			vph
Peak-hour factor, PHF	0.92		0.90			
Peak 15-min volume, v15	983		228			v
Trucks and buses	10		4			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.952	0.980	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4129	930	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4129 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4129	4700	No
$v_{FO} = v_F - v_R$	3199	4700	No
v_R	930	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 25-15 or 25-16)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12}/2 No

If yes, v_{12A} = 4129 (Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4129	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 38.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable,	D_S = 0.382	
Space mean speed in ramp influence area,	S_R = 56.2	mph
Space mean speed in outer lanes,	S_O = N/A	mph
Space mean speed for all vehicles,	S = 56.2	mph

FEHR & PEERS
TRANSPORTATION CONSULTANTS

TECHNICAL MEMORANDUM

Date: April 22, 2010

To: Steve McDonald and Koko Widyatmoko, Caltrans
Curt Hatton, Caltrans Project Manager
Ravi Puttagunta, TRIP PMC (Parsons)
Doug Slakey / Bruce Tafoya, TRIP Corridor Manager
Mike Kraman, Jim Billings, Luis Porrello, and Traci Gleason, HNTB

From: Mike Beattie, Bill Penney, and Fred Choa, Fehr & Peers

Subject: ***Centennial Corridor – Existing Conditions Analysis Results Updated Based on TRIP/Caltrans Comments***

RS08-2569

The purpose of this technical memorandum is to present the existing conditions freeway analysis results for the Centennial Corridor Project. Based on comments received on the December 4, 2009, technical memorandum, we have updated the peak hour factors and volumes. It should be noted that the truck percentages and lanes are consistent with the previous submittal.

ANALYSIS METHODOLOGY

The freeway study area includes State Route (SR) 99 from south of White Lane to north of Airport Road and SR 58 from SR 99 to east of Union Avenue (SR 204). Using the method described in the *Highway Capacity Manual* (pages 22-4 and 22-5), the freeway segments were divided into basic, merge, diverge, and weave analysis locations. We have analyzed the freeway basic, merge, and diverge sections according to the procedures in the *Highway Capacity Manual*. For weave sections, we used the Leisch Method as specified in Section 504.7 of the *Highway Design Manual*.

Under existing conditions, the traffic volumes, peak hour factors, and truck percentages are based on field collected data. Distances for acceleration lanes (merge), deceleration lanes (diverge), and weaving lengths (weave) were determined from aerial photographs. For weave sections, the weaving volumes were developed using select link volumes from the KernCOG regional Travel Demand Forecasting (TDF) model. Figure 1 shows the freeway lane configurations under existing conditions, and Figure 2 shows the existing conditions traffic volumes.

The *Highway Capacity Manual* equations for freeway basic, merge, and diverge section analysis were incorporated in an Excel spreadsheet for ease of data entry and comparison among multiple locations. For comparison, we have provided HCS+ software results for three study locations in Attachment 3 (i.e. one basic, one merge, and one diverge section).

The only weave section under existing conditions is eastbound SR 58 between SR 99 and H Street. This segment is a "two-sided" weave. That is, the ramp from Real Road functions as a left-side on-ramp, and the H Street off-ramp is on the right side. So, traffic from Real Road exiting to H Street must weave across the mainline. The Leisch Method for a two-sided weave section is described in *Procedure for Analysis and Design of Weaving Sections* (Jack E. Leisch,

October 1985), which also describes the one-sided weave analysis method presented in the *Highway Design Manual.*

EXISTING TRAFFIC VOLUMES

The traffic counts for the majority of the freeway analysis locations were collected on October 28, 2008. The exceptions are the southbound SR 99 ramps at Ming Avenue (PM only), southbound SR 99 on-ramp at Airport Drive, and the Rosedale Highway/Buck Owens Boulevard interchange ramps. The first two locations were counted after October 28, 2008 due to problems with the counting equipment. The last location uses data collected for the Rosedale Widening project on November 6 and 8, 2007.

The peak hour volumes used in the analysis of each ramp were determined by the peak hour at each individual ramp. The peak hour ramp volumes were used to balance the mainline volumes between interchanges.

The SR 58 mainline was counted between Real Road and SR 99. The SR 99 mainline was counted between Ming Avenue and SR 58. For both of these mainline segments, the morning peak hour started at 7:15 AM and the afternoon peak hour started at 4:45 PM. The freeway mainline volumes between other interchanges were calculated by adding and/or subtracting the peak hour volumes at the on-ramps and off-ramps as described in the previous paragraph.

Peak hour factors (PHF) were calculated for each ramp and the mainline segment between interchanges. The PHF calculation was based on the following volume thresholds documented on page 5-4 of the Synchro 6 User Guide:

- Volume approach is greater than 2,000 vehicles per hour, PHF = 0.95
- Volume approach is between 1,000 to 2,000 vehicles per hour, PHF = 0.93
- Volume approach is between 500 to 1,000 vehicles per hour, PHF = 0.92
- Volume approach is between 200 to 500 vehicles per hour, PHF = 0.87
- Volume approach is between 100 to 200 vehicles per hour, PHF = 0.83
- Volume approach is between 1 to 100 vehicles per hour, PHF = 0.78

Truck volumes were collected at all locations counted in 2008. For the purposes of the counts, trucks were considered to be all heavy vehicles with two or more axles including delivery vans, buses, and recreational vehicles. For the Rosedale Highway intersections, the truck volumes assumed for the Rosedale Widening intersection analysis were used. Truck percentages were calculated as the truck volume divided by total volume.

EXISTING CONDITIONS ANALYSIS RESULTS

Tables 1 through 4 below present the freeway analysis results for the study area under existing conditions. Attachment 1 lists the HCM basic, merge, and diverge calculations, and Attachment 2 provides the Leisch weave calculations.

For eastbound SR 58 (see Table 1), the section between Chester Avenue and Union Avenue generally has the highest peak hour volumes in the study area. As a result, the density is the highest in this section. During both the AM and PM peak hours, the Union Avenue off-ramp in this section operates at LOS E. All other analysis locations operate at LOS D during both the AM and PM peak hours, except for the basic mainline section between the Union Avenue off- and on-ramps which operates at LOS C during the AM peak hour.

Table 1 – Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 58 Eastbound

Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
SR-99 to H St	3	Weave[2]	D	-	-	D	-	-
H St Off-ramp to Chester Ave On-ramp	2	Basic	D	29.0	63.5	D	27.0	64.3
Chester Ave On-ramp	2	Merge	D	34.9	52.5	D	33.8	53.3
Chester Ave to Union Ave	2	Basic	D	34.3	60.3	D	33.7	60.7
Union Ave Off-ramp	2	Diverge	E	38.5	56.2	E	38.1	56.8
Union Ave Off-ramp to On-ramp	2	Basic	C	24.7	64.9	D	27.4	64.2
Union Ave SB On-ramp	2	Merge	D	29.1	55.4	D	31.8	54.3
Union Ave NB On-ramp	2	Merge	D	30.5	55.3	D	33.5	53.6
Union Ave to Cottonwood Rd	2	Basic	D	28.1	63.9	D	33.2	61.0

Notes:

1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.
2. Weave section analysis was performed using the Leisch Method, which does not provide density or speed estimates.

Source: Fehr & Peers, 2010.

For westbound SR 58 (see Table 2), all locations operate at LOS D or better except at the Brundage Lane off-ramp (AM peak hour) and Chester Avenue off-ramp (AM and PM peak hour) which operate at LOS E.

Table 2 – Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 58 Westbound

Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
Cottonwood Rd to Union Ave	2	Basic	D	30.4	62.8	D	26.9	64.4
Brundage Ln Off-ramp	2	Diverge	E	35.7	50.9	D	32.7	51.3
Brundage Ln Off-ramp to On-ramp	2	Basic	C	24.8	64.9	C	23.6	65.0
Brundage Ln On-ramp	2	Merge	D	29.4	55.3	D	28.5	55.6
Union Ave SB On-ramp	2	Merge	D	31.3	54.4	D	31.0	54.5
Chester Ave Off-ramp	2	Diverge	E	35.2	57.0	E	35.0	57.1
Chester Ave Off-ramp to H St On-ramp	2	Basic	C	24.7	64.9	C	24.8	64.9
H St On-ramp	2	Merge	D	29.8	55.5	D	31.0	55.0
H St to SR-99	2	Basic	D	27.9	64.0	D	29.4	63.3
SR-99 NB Off-ramp	2	Diverge	D	33.6	58.2	D	34.8	58.4
SR-99 NB Off-ramp to SB Off-ramp	2	Basic	B	17.0	65.0	C	18.6	65.0
SR-99 SB Off-ramp	2	Diverge	C	22.2	49.9	C	24.1	49.5

Notes:
1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.

Source: Fehr & Peers, 2010.

The majority of analysis locations on northbound SR 99 operate at LOS C or better (see Table 3). The following seven locations operate at LOS D.

- White Lane to Ming Avenue (AM peak hour)
- Ming Avenue on-ramp (AM peak hour)
- SR 58 off-ramp (PM peak hour)
- SR 58 on-ramp (AM peak hour)
- SR 58 to California Avenue (AM Peak Hour)
- California Avenue to Rosedale Highway (AM peak hour)
- Rosedale Highway off-ramp (PM peak hour)

In addition, five locations operate at LOS E or F during the AM and PM peak hour:

- White Lane eastbound on-ramp (AM peak hour)
- White Lane westbound on-ramp (AM peak hour)
- SR 58 off-ramp (AM peak hour)
- California Avenue off-ramp (AM peak hour)
- Rosedale Highway off-ramp (AM peak hour)

Table 3 – Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 99 Northbound

Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
Panama Ln to White Ln	3	Basic	C	21.9	65.0	B	15.1	65.0
White Ln Off-ramp	3	Diverge	C	27.3	61.2	C	21.0	60.8
White Ln Off-ramp to On-ramp	3	Basic	C	20.6	65.0	B	13.1	65.0
White Ln EB On-ramp	3	Merge	E	35.6	53.9	C	25.0	58.1
White Ln WB On-ramp	3	Merge	E	35.3	54.0	C	23.9	58.6
White Ln to Ming Ave	3	Basic	D	34.9.	59.8	C	21.5	65.0
Ming Ave Off-ramp	4	Diverge	C	27.6	59.4	C	20.4	59.6
Ming Ave Off-ramp to On-ramp	4	Basic	C	22.8	65.0	B	14.6	65.0
Ming Ave On-ramp	4	Merge	D	31.2	57.3	C	24.0	59.5
SR-58 Off-ramp	4	Diverge	E	40.6	61.4	D	30.0	62.4
SR-58 Off-ramp to Wible Rd On-ramp	4	Basic	C	21.0	65.0	B	13.6	65.0
Wible Rd On-ramp	4	Merge	C	23.3	59.0	B	17.7	60.2
SR-58 On-ramp	4	Merge	D	31.1	57.4	C	24.8	59.4
SR-58 to California Ave	4	Basic	D	28.8	63.6	C	20.9	65.0
California Ave Off-ramp	4	Diverge	E	36.7	60.9	C	27.0	62.4
California Ave Off-ramp to On-ramp	4	Basic	C	23.4	65.0	B	18.0	65.0
California Ave EB On-ramp	4	Merge	C	25.3	58.5	C	22.2	59.4
California Ave WB On-ramp	4	Merge	C	24.8	58.5	C	21.4	59.5
California Ave to Rosedale Hwy	4	Basic	D	26.5	64.5	C	22.1	65.0
Rosedale Hwy Off-ramp	4	Diverge	E	38.2	59.5	D	34.3	59.2
Buck Owens Blvd Off-ramp	4	Diverge	C	26.3	57.7	B	18.9	59.9
Buck Owens Blvd Off-ramp to On-ramp	4	Basic	B	16.5	65.0	B	13.6	65.0
Buck Owens Blvd On-ramp	4	Merge	B	18.6	60.0	B	17.8	60.2
Airport Dr Off-ramp	4	Diverge	C	27.9	59.2	C	23.8	60.3
Airport Dr to Golden State Ave	3	Basic	B	14.4	65.0	B	14.2	65.0

Notes:

1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.

Source: Fehr & Peers, 2010.

The majority of analysis locations on southbound SR 99 operate at LOS C or better (see Table 4). The following locations operate at LOS D.

- Airport Drive on-ramp (PM peak hour)
- Rosedale Highway off-ramp (PM peak hour)
- Rosedale Highway westbound on-ramp (PM peak hour)
- Rosedale Highway eastbound on-ramp (PM peak hour)
- Rosedale Highway to California Avenue (PM peak hour)
- California Avenue off-ramp (AM peak hour)
- California Avenue on-ramp (PM peak hour)
- California Avenue to SR 58 (PM peak hour)
- SR 58 off-ramp (AM peak hour)
- Ming Avenue to White Lane (PM peak hour)

In addition, the PM peak hour has three locations with LOS E or F conditions. The California Avenue off-ramp and the Ming Avenue off-ramp operate at LOS E due to high mainline and ramp volumes. The SR 58 off-ramp operates at LOS F because both the off-ramp volume and the mainline volume in the right two lanes exceed their capacity. The PM peak hour field observations found slower free-flow speeds at the, California Avenue off-ramp and SR 58 off-ramp. Additionally, traffic was observed to be queued onto the auxiliary lane at the White Lane off-ramp. This latter observation is not reflected in the analysis results since arterial operations on White Lane cause the queues.

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Table 4 – Freeway Mainline and Ramp Junction Level of Service
Existing Conditions: SR 99 Southbound

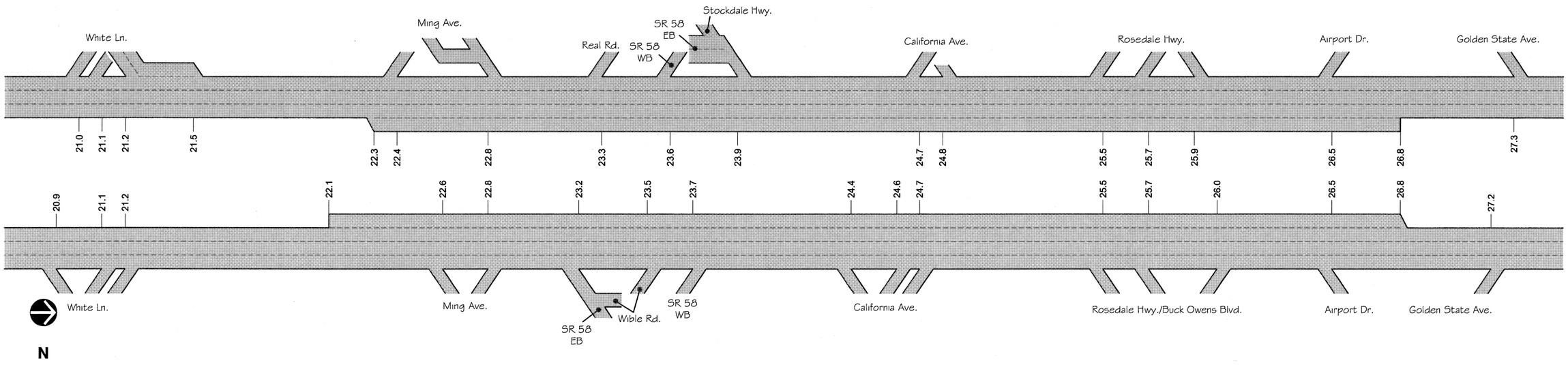
Location	Lanes	Type	AM Peak Hour			PM Peak Hour		
			LOS	Density[1]	Speed[1]	LOS	Density[1]	Speed[1]
Golden State Ave to Airport Dr	3	Basic	C	19.8	65.0	C	19.7	65.0
Airport Dr On-ramp	4	Merge	C	23.9	59.5	D	29.2	58.1
Airport Dr to Rosedale Hwy	4	Basic	C	19.4	65.0	C	22.6	65.0
Rosedale Hwy Off-ramp	4	Diverge	C	25.4	62.6	D	28.5	62.4
Rosedale Hwy Off-ramp to On-ramp	4	Basic	B	16.7	65.0	C	19.7	65.0
Rosedale Hwy WB On-ramp	4	Merge	C	21.9	59.5	D	28.9	57.9
Rosedale Hwy EB On-ramp	4	Merge	C	25.9	58.9	D	32.4	56.6
Rosedale Hwy to California Ave	4	Basic	C	23.4	65.0	D	30.5	62.7
California Ave Off-ramp	4	Diverge	D	31.8	61.2	E	37.1	61.1
California Ave Off-ramp to On-ramp	4	Basic	C	18.7	65.0	C	25.2	64.8
California Ave On-ramp	4	Merge	C	20.4	59.6	D	29.9	57.4
California Ave to SR-58	4	Basic	C	20.0	65.0	D	29.4	63.3
SR-58 Off-ramp	4	Diverge	D	31.0	61.9	F	-	-
SR-58 Off-ramp to On-ramp	4	Basic	B	13.2	65.0	C	20.1	65.0
SR-58 On-ramp	4	Merge	C	20.5	59.8	C	27.3	58.2
Real Rd On-ramp	4	Merge	B	18.3	60.1	C	24.6	58.6
Ming Ave Off-ramp	4	Diverge	C	24.7	62.1	E	36.2	60.0
Ming Ave Off-ramp to On-ramp	4	Basic	B	14.8	65.0	C	19.5	65.0
Ming Ave On-ramp	3	Merge	C	22.0	58.9	D	29.3	57.0
Ming Ave to White Ln	3	Basic	C	21.4	65.0	D	30.6	62.6
White Ln Off-ramp	3	Diverge	B	15.1	59.1	C	24.7	57.3
White Ln On-ramp to Off-ramp	3	Basic	B	13.5	65.0	B	17.7	65.0
White Ln WB On-ramp	3	Merge	B	16.1	59.6	C	20.1	58.9
White Ln EB On-ramp	3	Merge	B	16.2	59.8	C	20.0	59.2
White Ln to Panama Ln	3	Basic	B	14.7	65.0	C	19.1	65.0

Notes:

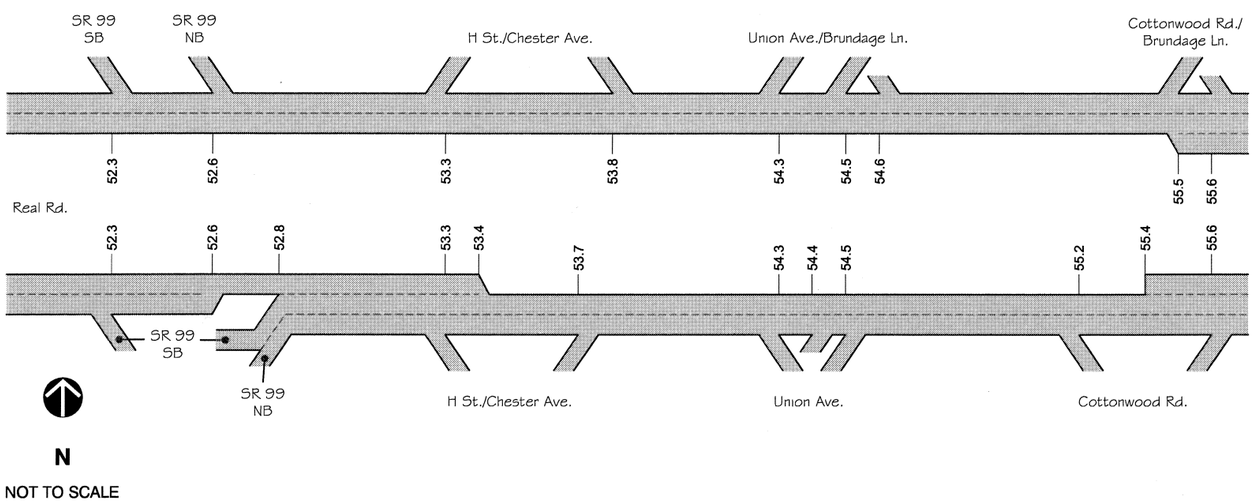
1. Density is reported in vehicles per lane per mile, and speed is reported in miles per hour. Both were calculated per Highway Capacity Manual 2000.

Source: Fehr & Peers, 2010.

State Route 99 - White Ln. to Golden State Ave.



State Route 58 - Real Rd. to Cottonwood Rd.



LEGEND

6.0 Post-mile

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Nov 25, 2009 TR
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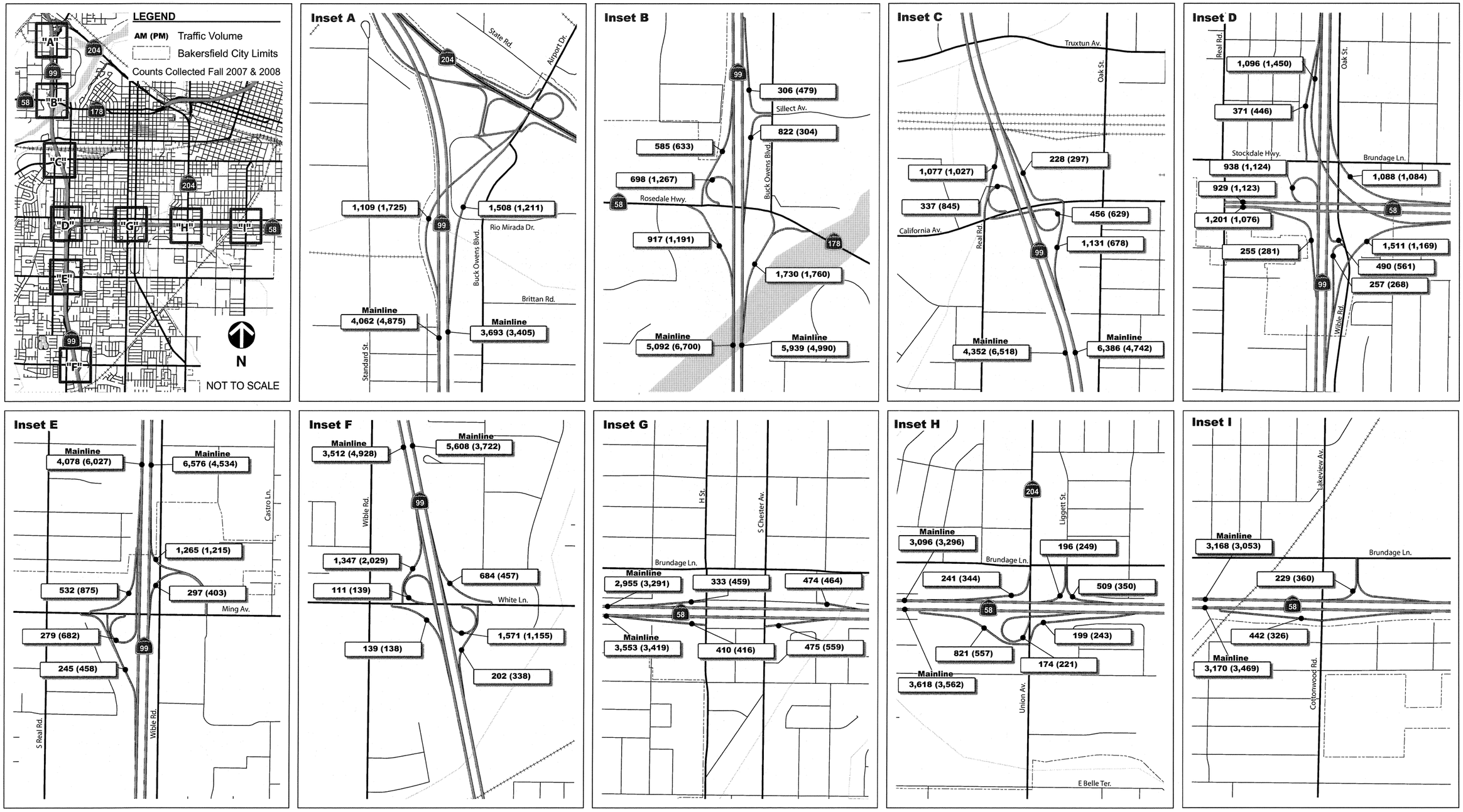
LANE CONFIGURATIONS - EXISTING CONDITIONS

FIGURE 1

DRAFT



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PEAK HOUR FREEWAY VOLUMES - EXISTING CONDITIONS

FIGURE 2

ATTACHMENT 1 – HCM CALCULATIONS

HCM 2000
Basic Freeway Segments
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Flow Rate Calculation*											*Speed Calculation*		*Results*	
	Freeway/ Direction	From/To	Analysis Time Period	Volume (vph)	PHF	Lanes	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcphpl)	Measured FFS (mph)	S (mph)	Density, D (pcplpm)	Level of Service
B-2	SR-58 EB	H St Off to Chester Ave On	AM	3,143	0.90	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,842	65.0	63.5	**29.0**	**D**
B-3	SR-58 EB	Chester Ave to Union Ave	AM	3,618	0.92	2	Level	10%	0%	1.5	1.2	0.952	1.00	2,065	65.0	60.3	**34.3**	**D**
B-4	SR-58 EB	Union Ave Off to On	AM	2,797	0.92	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,604	65.0	64.9	**24.7**	**C**
B-5	SR-58 EB	Union Ave to Cottonwood Rd	AM	3,170	0.93	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,798	65.0	63.9	**28.1**	**D**
B-6	SR-58 WB	Cottonwood Rd to Union Ave	AM	3,168	0.88	2	Level	12%	0%	1.5	1.2	0.943	1.00	1,908	65.0	62.8	**30.4**	**D**
B-7	SR-58 WB	Brundage Ln Off to On	AM	2,659	0.88	2	Level	13%	0%	1.5	1.2	0.939	1.00	1,609	65.0	64.9	**24.8**	**C**
B-8	SR-58 WB	Chester Ave Off to H St On	AM	2,622	0.88	2	Level	15%	0%	1.5	1.2	0.930	1.00	1,602	65.0	64.9	**24.7**	**C**
B-9	SR-58 WB	H St to SR-99	AM	2,955	0.88	2	Level	13%	0%	1.5	1.2	0.939	1.00	1,788	65.0	64.0	**27.9**	**D**
B-10	SR-58 WB	SR-99 NB Off to SB Off	AM	1,867	0.88	2	Level	8%	0%	1.5	1.2	0.962	1.00	1,103	65.0	65.0	**17.0**	**B**
B-11	SR-99 NB	Panama Ln to White Ln	AM	3,555	0.88	3	Level	11%	0%	1.5	1.2	0.948	1.00	1,421	65.0	65.0	**21.9**	**C**
B-12	SR-99 NB	White Ln Off to On	AM	3,353	0.88	3	Level	11%	0%	1.5	1.2	0.948	1.00	1,340	65.0	65.0	**20.6**	**C**
B-13	SR-99 NB	White Ln to Ming Ave	AM	5,608	0.94	3	Level	10%	0%	1.5	1.2	0.952	1.00	2,088	65.0	59.8	**34.9**	**D**
B-14	SR-99 NB	Ming Ave Off to On	AM	5,311	0.94	4	Level	10%	0%	1.5	1.2	0.952	1.00	1,483	65.0	65.0	**22.8**	**C**
B-15	SR-99 NB	SR-58 Off to Wible On	AM	4,808	0.92	4	Level	9%	0%	1.5	1.2	0.957	1.00	1,365	65.0	65.0	**21.0**	**C**
B-16	SR-99 NB	SR-58 to California Ave	AM	6,386	0.92	4	Level	11%	0%	1.5	1.2	0.948	1.00	1,831	65.0	63.6	**28.8**	**D**
B-17	SR-99 NB	California Ave Off to On	AM	5,255	0.92	4	Level	13%	0%	1.5	1.2	0.939	1.00	1,521	65.0	65.0	**23.4**	**C**
B-18	SR-99 NB	California Ave to Rosedale Hwy	AM	5,939	0.92	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,711	65.0	64.5	**26.5**	**D**
B-19	SR-99 NB	Buck Owens Blvd Off to On	AM	3,387	0.86	4	Level	18%	0%	1.5	1.2	0.917	1.00	1,073	65.0	65.0	**16.5**	**B**
B-20	SR-99 NB	Airport Dr Off to Golden State Blvd On	AM	2,185	0.88	3	Level	26%	0%	1.5	1.2	0.885	1.00	935	65.0	65.0	**14.4**	**B**
B-21	SR-99 SB	Golden State Ave Off to Airport Dr On	AM	2,953	0.83	3	Level	17%	0%	1.5	1.2	0.922	1.00	1,287	65.0	65.0	**19.8**	**C**
B-22	SR-99 SB	Airport Dr to Rosedale Hwy	AM	4,062	0.86	4	Level	14%	0%	1.5	1.2	0.935	1.00	1,263	65.0	65.0	**19.4**	**C**
B-23	SR-99 SB	Rosedale Hwy Off to On	AM	3,477	0.86	4	Level	15%	0%	1.5	1.2	0.930	1.00	1,087	65.0	65.0	**16.7**	**B**
B-24	SR-99 SB	Rosedale Hwy to California Ave	AM	5,092	0.89	4	Level	13%	0%	1.5	1.2	0.939	1.00	1,523	65.0	65.0	**23.4**	**C**
B-25	SR-99 SB	California Ave Off to On	AM	4,015	0.89	4	Level	15%	0%	1.5	1.2	0.930	1.00	1,212	65.0	65.0	**18.7**	**C**
B-26	SR-99 SB	California Ave to SR-58	AM	4,352	0.90	4	Level	15%	0%	1.5	1.2	0.930	1.00	1,300	65.0	65.0	**20.0**	**C**
B-27	SR-99 SB	SR-58 Off to On	AM	2,885	0.90	4	Level	14%	0%	1.5	1.2	0.935	1.00	857	65.0	65.0	**13.2**	**B**
B-28	SR-99 SB	Ming Ave Off to On	AM	3,267	0.91	4	Level	15%	0%	1.5	1.2	0.930	1.00	965	65.0	65.0	**14.8**	**B**
B-29	SR-99 SB	Ming Ave to White Ln	AM	3,512	0.90	3	Level	14%	0%	1.5	1.2	0.935	1.00	1,392	65.0	65.0	**21.4**	**C**
B-30	SR-99 SB	White Ln Off to On	AM	2,165	0.90	3	Level	19%	0%	1.5	1.2	0.913	1.00	878	65.0	65.0	**13.5**	**B**
B-31	SR-99 SB	White Ln to Panama Ln	AM	2,415	0.92	3	Level	18%	0%	1.5	1.2	0.917	1.00	954	65.0	65.0	**14.7**	**B**

HCM 2000
Merge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Freeway Data*				*Freeway Volume Adjustment*							
	Freeway/ Direction	On-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	AM	2	65.0	3,143	0.90	Level	11%	0%	1.5	1.20	0.948	1.00	3,684
M-2	SR-58 EB	Union Ave SB On	AM	2	65.0	2,797	0.92	Level	11%	0%	1.5	1.20	0.948	1.00	3,207
M-3	SR-58 EB	Union Ave NB On	AM	2	65.0	2,971	0.92	Level	11%	0%	1.5	1.20	0.948	1.00	3,407
M-4	SR-58 WB	Brundage Ln On	AM	2	65.0	2,659	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,218
M-5	SR-58 WB	Union Ave SB On	AM	2	65.0	2,855	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,455
M-6	SR-58 WB	H St On	AM	2	65.0	2,622	0.88	Level	15%	0%	1.5	1.20	0.930	1.00	3,203
M-7	SR-99 NB	White Ln EB On	AM	3	65.0	3,353	0.88	Level	11%	0%	1.5	1.20	0.948	1.00	4,020
M-8	SR-99 NB	White Ln WB On	AM	3	65.0	4,924	0.88	Level	10%	0%	1.5	1.20	0.952	1.00	5,875
M-9	SR-99 NB	Ming Ave On	AM	4	65.0	5,311	0.94	Level	10%	0%	1.5	1.20	0.952	1.00	5,933
M-10	SR-99 NB	Wible On	AM	4	65.0	4,808	0.92	Level	9%	0%	1.5	1.20	0.957	1.00	5,461
M-11	SR-99 NB	SR-58 On	AM	4	65.0	5,298	0.92	Level	9%	0%	1.5	1.20	0.957	1.00	6,018
M-12	SR-99 NB	California Ave EB On	AM	4	65.0	5,255	0.92	Level	13%	0%	1.5	1.20	0.939	1.00	6,083
M-13	SR-99 NB	California Ave WB On	AM	4	65.0	5,711	0.92	Level	13%	0%	1.5	1.20	0.939	1.00	6,611
M-14	SR-99 NB	Buck Owens Blvd On	AM	4	65.0	3,387	0.86	Level	18%	0%	1.5	1.20	0.917	1.00	4,293
M-15	SR-99 SB	Airport Dr On	AM	4	65.0	2,953	0.83	Level	17%	0%	1.5	1.20	0.922	1.00	3,860
M-16	SR-99 SB	Rosedale Hwy WB On	AM	4	65.0	3,477	0.86	Level	15%	0%	1.5	1.20	0.930	1.00	4,346
M-17	SR-99 SB	Rosedale Hwy EB On	AM	4	65.0	4,175	0.86	Level	14%	0%	1.5	1.20	0.935	1.00	5,194
M-18	SR-99 SB	California Ave On	AM	4	65.0	4,015	0.89	Level	15%	0%	1.5	1.20	0.930	1.00	4,850
M-19	SR-99 SB	SR-58 On	AM	4	65.0	2,885	0.90	Level	14%	0%	1.5	1.20	0.935	1.00	3,430
M-20	SR-99 SB	Real Rd On	AM	4	65.0	3,823	0.90	Level	13%	0%	1.5	1.20	0.939	1.00	4,524
M-21	SR-99 SB	Ming Ave On	AM	3	65.0	3,267	0.91	Level	15%	0%	1.5	1.20	0.930	1.00	3,859
M-22	SR-99 SB	White Ln WB On	AM	3	65.0	2,165	0.90	Level	19%	0%	1.5	1.20	0.913	1.00	2,634
M-23	SR-99 SB	White Ln EB On	AM	3	65.0	2,276	0.90	Level	19%	0%	1.5	1.20	0.913	1.00	2,769

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*On-Ramp Data*							*On-Ramp Volume Adjustment*								
	Freeway/ Direction	On-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Accel Lane (ft) L_{A1}	L_{A2}	L_{Aeff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	Right	1	45.0	475	540		540	0.88	Level	4%	0%	1.5	1.2	0.980	1.00	551
M-2	SR-58 EB	Union Ave SB On	Right	1	25.0	174	480		480	0.81	Level	9%	0%	1.5	1.2	0.957	1.00	224
M-3	SR-58 EB	Union Ave NB On	Right	1	45.0	199	540		540	0.86	Level	13%	0%	1.5	1.2	0.939	1.00	246
M-4	SR-58 WB	Brundage Ln On	Right	1	25.0	196	480		480	0.82	Level	12%	0%	1.5	1.2	0.943	1.00	253
M-5	SR-58 WB	Union Ave SB On	Right	1	25.0	241	540		540	0.84	Level	10%	0%	1.5	1.2	0.952	1.00	301
M-6	SR-58 WB	H St On	Right	1	45.0	333	540		540	0.90	Level	4%	0%	1.5	1.2	0.980	1.00	377
M-7	SR-99 NB	White Ln EB On	Right	1	25.0	1,571	360		360	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,900
M-8	SR-99 NB	White Ln WB On	Right	1	45.0	684	530		530	0.86	Level	6%	0%	1.5	1.2	0.971	1.00	819
M-9	SR-99 NB	Ming Ave On	Right	1	45.0	1,265	560		560	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	1,459
M-10	SR-99 NB	Wible On	Right	1	25.0	490	550		550	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	581
M-11	SR-99 NB	SR-58 On	Right	1	55.0	1,088	560		560	0.86	Level	23%	0%	1.5	1.2	0.897	1.00	1,411
M-12	SR-99 NB	California Ave EB On	Right	1	25.0	456	500		500	0.86	Level	5%	0%	1.5	1.2	0.976	1.00	543
M-13	SR-99 NB	California Ave WB On	Right	1	45.0	228	540		540	0.84	Level	7%	0%	1.5	1.2	0.966	1.00	281
M-14	SR-99 NB	Buck Owens Blvd On	Right	1	25.0	306	500		500	0.84	Level	13%	0%	1.5	1.2	0.939	1.00	388
M-15	SR-99 SB	Airport Dr On	Right	1	45.0	1,109	500		500	0.88	Level	5%	0%	1.5	1.2	0.976	1.00	1,292
M-16	SR-99 SB	Rosedale Hwy WB On	Right	1	25.0	698	540		540	0.86	Level	10%	0%	1.5	1.2	0.952	1.00	852
M-17	SR-99 SB	Rosedale Hwy EB On	Right	1	45.0	917	630		630	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,109
M-18	SR-99 SB	California Ave On	Right	1	25.0	337	490		490	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	389
M-19	SR-99 SB	SR-58 On	Right	1	25.0	938	610		610	0.88	Level	9%	0%	1.5	1.2	0.957	1.00	1,114
M-20	SR-99 SB	Real Rd On	Right	1	45.0	255	540		540	0.89	Level	2%	0%	1.5	1.2	0.990	1.00	289
M-21	SR-99 SB	Ming Ave On	Right	1	45.0	245	550		550	0.88	Level	4%	0%	1.5	1.2	0.980	1.00	284
M-22	SR-99 SB	White Ln WB On	Right	1	25.0	111	390		390	0.87	Level	9%	0%	1.5	1.2	0.957	1.00	133
M-23	SR-99 SB	White Ln EB On	Right	1	45.0	139	520		520	0.87	Level	7%	0%	1.5	1.2	0.966	1.00	165

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Upstream Ramp Data*											
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	No											
M-2	SR-58 EB	Union Ave SB On	No											
M-3	SR-58 EB	Union Ave NB On	No											
M-4	SR-58 WB	Brundage Ln On	No											
M-5	SR-58 WB	Union Ave SB On	No											
M-6	SR-58 WB	H St On	No											
M-7	SR-99 NB	White Ln EB On	Off	1,250	202	0.87	Level	8%	0%	1.5	1.2	0.962	1.00	241
M-8	SR-99 NB	White Ln WB On	On	680	1,571	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,900
M-9	SR-99 NB	Ming Ave On	No											
M-10	SR-99 NB	Wible On	No											
M-11	SR-99 NB	SR-58 On	No											
M-12	SR-99 NB	California Ave EB On	No											
M-13	SR-99 NB	California Ave WB On	No											
M-14	SR-99 NB	Buck Owens Blvd On	No											
M-15	SR-99 SB	Airport Dr On	No											
M-16	SR-99 SB	Rosedale Hwy WB On	No											
M-17	SR-99 SB	Rosedale Hwy EB On	No											
M-18	SR-99 SB	California Ave On	No											
M-19	SR-99 SB	SR-58 On	No											
M-20	SR-99 SB	Real Rd On	No											
M-21	SR-99 SB	Ming Ave On	Off	2,870	811	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	935
M-22	SR-99 SB	White Ln WB On	Off	1,520	1,347	0.86	Level	5%	0%	1.5	1.2	0.976	1.00	1,605
M-23	SR-99 SB	White Ln EB On	On	600	111	0.87	Level	9%	0%	1.5	1.2	0.957	1.00	133

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*												*v_{12} Estimation*						
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-2	L_{EQ} 25-3	P_{FM} Equations 1	2	3	P_{FM}	v_{12} (pcph)
M-1	SR-58 EB	Chester Ave On	No														0.593			1.000	3,684
M-2	SR-58 EB	Union Ave SB On	No														0.591			1.000	3,207
M-3	SR-58 EB	Union Ave NB On	No														0.593			1.000	3,407
M-4	SR-58 WB	Brundage Ln On	No														0.591			1.000	3,218
M-5	SR-58 WB	Union Ave SB On	No														0.593			1.000	3,455
M-6	SR-58 WB	H St On	No														0.593			1.000	3,203
M-7	SR-99 NB	White Ln EB On	On	680	684	0.86	Level	6%	0%	1.5	1.2	0.971	1.00	819	332	5,531	0.588	0.724		0.588	2,362
M-8	SR-99 NB	White Ln WB On	No												1,619		0.592			0.592	3,480
M-9	SR-99 NB	Ming Ave On	No														0.593			0.174	1,033
M-10	SR-99 NB	Wible On	No														0.593			0.390	2,132
M-11	SR-99 NB	SR-58 On	No														0.593			0.155	933
M-12	SR-99 NB	California Ave EB On	No														0.592			0.373	2,268
M-13	SR-99 NB	California Ave WB On	No														0.593			0.316	2,092
M-14	SR-99 NB	Buck Owens Blvd On	No														0.592			0.392	1,684
M-15	SR-99 SB	Airport Dr On	No														0.592			0.180	696
M-16	SR-99 SB	Rosedale Hwy WB On	No														0.593			0.352	1,530
M-17	SR-99 SB	Rosedale Hwy EB On	No														0.595			0.235	1,222
M-18	SR-99 SB	California Ave On	No														0.591			0.388	1,880
M-19	SR-99 SB	SR-58 On	No														0.595			0.351	1,203
M-20	SR-99 SB	Real Rd On	No														0.593			0.315	1,427
M-21	SR-99 SB	Ming Ave On	No												1,082		0.593	0.850		0.593	2,288
M-22	SR-99 SB	White Ln WB On	On	600	139	0.87	Level	7%	0%	1.5	1.2	0.966	1.00	165	-330	1,093	0.588	0.784		0.588	1,550
M-23	SR-99 SB	White Ln EB On	No												810		0.592			0.592	1,639

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*												
	Freeway/ Direction	On-ramp	v_{FI} (pcph)	Max v_{FI} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	v_{R12a} (pcph)	Max v_{R12a} (pcph)	LOS F?
M-1	SR-58 EB	Chester Ave On	3,684	4,800	No	4,235	4,800	No	0	No	No	3,684	4,235	4,600	No
M-2	SR-58 EB	Union Ave SB On	3,207	4,800	No	3,432	4,800	No	0	No	No	3,207	3,432	4,600	No
M-3	SR-58 EB	Union Ave NB On	3,407	4,800	No	3,653	4,800	No	0	No	No	3,407	3,653	4,600	No
M-4	SR-58 WB	Brundage Ln On	3,218	4,800	No	3,471	4,800	No	0	No	No	3,218	3,471	4,600	No
M-5	SR-58 WB	Union Ave SB On	3,455	4,800	No	3,756	4,800	No	0	No	No	3,455	3,756	4,600	No
M-6	SR-58 WB	H St On	3,203	4,800	No	3,580	4,800	No	0	No	No	3,203	3,580	4,600	No
M-7	SR-99 NB	White Ln EB On	4,020	7,200	No	5,920	7,200	No	1,658	No	No	2,362	4,262	4,600	No
M-8	SR-99 NB	White Ln WB On	5,875	7,200	No	6,694	7,200	No	2,395	No	No	3,480	4,299	4,600	No
M-9	SR-99 NB	Ming Ave On	5,933	9,600	No	7,392	9,600	No	2,450	No	Yes	2,373	3,832	4,600	No
M-10	SR-99 NB	Wible On	5,461	9,600	No	6,042	9,600	No	1,664	No	Yes	2,185	2,766	4,600	No
M-11	SR-99 NB	SR-58 On	6,018	9,600	No	7,428	9,600	No	2,543	No	Yes	2,407	3,818	4,600	No
M-12	SR-99 NB	California Ave EB On	6,083	9,600	No	6,627	9,600	No	1,908	No	Yes	2,433	2,977	4,600	No
M-13	SR-99 NB	California Ave WB On	6,611	9,600	No	6,892	9,600	No	2,259	No	Yes	2,644	2,925	4,600	No
M-14	SR-99 NB	Buck Owens Blvd On	4,293	9,600	No	4,681	9,600	No	1,304	No	Yes	1,717	2,105	4,600	No
M-15	SR-99 SB	Airport Dr On	3,860	9,600	No	5,152	9,600	No	1,582	No	Yes	1,544	2,836	4,600	No
M-16	SR-99 SB	Rosedale Hwy WB On	4,346	9,600	No	5,198	9,600	No	1,408	No	Yes	1,739	2,591	4,600	No
M-17	SR-99 SB	Rosedale Hwy EB On	5,194	9,600	No	6,303	9,600	No	1,986	No	Yes	2,078	3,187	4,600	No
M-18	SR-99 SB	California Ave On	4,850	9,600	No	5,238	9,600	No	1,485	No	Yes	1,940	2,329	4,600	No
M-19	SR-99 SB	SR-58 On	3,430	9,600	No	4,544	9,600	No	1,114	No	Yes	1,372	2,486	4,600	No
M-20	SR-99 SB	Real Rd On	4,524	9,600	No	4,813	9,600	No	1,548	No	Yes	1,810	2,099	4,600	No
M-21	SR-99 SB	Ming Ave On	3,859	7,200	No	4,143	7,200	No	1,571	No	No	2,288	2,572	4,600	No
M-22	SR-99 SB	White Ln WB On	2,634	7,200	No	2,767	7,200	No	1,084	No	No	1,550	1,683	4,600	No
M-23	SR-99 SB	White Ln EB On	2,769	7,200	No	2,934	7,200	No	1,130	No	No	1,639	1,805	4,600	No

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	On-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. M_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
M-1	SR-58 EB	Chester Ave On	551	2,100	No	**34.9**	**D**	0.542	52.5	0.0	52.5
M-2	SR-58 EB	Union Ave SB On	224	1,900	No	**29.1**	**D**	0.418	55.4	0.0	55.4
M-3	SR-58 EB	Union Ave NB On	246	2,100	No	**30.5**	**D**	0.423	55.3	0.0	55.3
M-4	SR-58 WB	Brundage Ln On	253	1,900	No	**29.4**	**D**	0.423	55.3	0.0	55.3
M-5	SR-58 WB	Union Ave SB On	301	1,900	No	**31.3**	**D**	0.461	54.4	0.0	54.4
M-6	SR-58 WB	H St On	377	2,100	No	**29.8**	**D**	0.412	55.5	0.0	55.5
M-7	SR-99 NB	White Ln EB On	1,900	1,900	No	**35.6**	**E**	0.580	51.7	60.8	53.9
M-8	SR-99 NB	White Ln WB On	819	2,100	No	**35.3**	**E**	0.561	52.1	57.9	54.0
M-9	SR-99 NB	Ming Ave On	1,459	2,100	No	**31.2**	**D**	0.451	54.6	60.4	57.3
M-10	SR-99 NB	Wible On	581	1,900	No	**23.3**	**C**	0.355	56.8	60.9	59.0
M-11	SR-99 NB	SR-58 On	1,411	2,200	No	**31.1**	**D**	0.437	55.0	60.3	57.4
M-12	SR-99 NB	California Ave EB On	543	1,900	No	**25.3**	**C**	0.373	56.4	60.2	58.5
M-13	SR-99 NB	California Ave WB On	281	2,100	No	**24.8**	**C**	0.345	57.1	59.7	58.5
M-14	SR-99 NB	Buck Owens Blvd On	388	1,900	No	**18.6**	**B**	0.328	57.5	62.2	60.0
M-15	SR-99 SB	Airport Dr On	1,292	2,100	No	**23.9**	**C**	0.342	57.1	62.6	59.5
M-16	SR-99 SB	Rosedale Hwy WB On	852	1,900	No	**21.9**	**C**	0.346	57.0	62.1	59.5
M-17	SR-99 SB	Rosedale Hwy EB On	1,109	2,100	No	**25.9**	**C**	0.359	56.7	61.2	58.9
M-18	SR-99 SB	California Ave On	389	1,900	No	**20.4**	**C**	0.337	57.3	61.6	59.6
M-19	SR-99 SB	SR-58 On	1,114	1,900	No	**20.5**	**C**	0.337	57.2	63.1	59.8
M-20	SR-99 SB	Real Rd On	289	2,100	No	**18.3**	**B**	0.304	58.0	61.9	60.1
M-21	SR-99 SB	Ming Ave On	284	2,100	No	**22.0**	**C**	0.323	57.6	61.1	58.9
M-22	SR-99 SB	White Ln WB On	133	1,900	No	**16.1**	**B**	0.322	57.6	62.9	59.6
M-23	SR-99 SB	White Ln EB On	165	2,100	No	**16.2**	**B**	0.298	58.1	62.7	59.8

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Freeway Data*			*Freeway Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	AM	2	65.0	3,618	0.92	Level	10%	0%	1.5	1.20	0.952	1.00	4,129
D-3	SR-58 WB	Brundage Ln Off	AM	2	65.0	3,168	0.88	Level	12%	0%	1.5	1.20	0.943	1.00	3,816
D-4	SR-58 WB	Chester Ave Off	AM	2	65.0	3,096	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,747
D-5	SR-58 WB	SR-99 NB Off	AM	2	65.0	2,955	0.88	Level	13%	0%	1.5	1.20	0.939	1.00	3,576
D-6	SR-58 WB	SR-99 SB Off	AM	2	65.0	1,867	0.88	Level	8%	0%	1.5	1.20	0.962	1.00	2,206
D-7	SR-99 NB	White Ln Off	AM	3	65.0	3,555	0.88	Level	11%	0%	1.5	1.20	0.948	1.00	4,262
D-8	SR-99 NB	Ming Ave Off	AM	4	65.0	5,608	0.94	Level	10%	0%	1.5	1.20	0.952	1.00	6,264
D-9	SR-99 NB	SR-58 Off	AM	4	65.0	6,576	0.93	Level	9%	0%	1.5	1.20	0.957	1.00	7,389
D-10	SR-99 NB	California Ave Off	AM	4	65.0	6,386	0.92	Level	11%	0%	1.5	1.20	0.948	1.00	7,323
D-11	SR-99 NB	Rosedale Hwy Off	AM	4	65.0	5,939	0.92	Level	12%	0%	1.5	1.20	0.943	1.00	6,843
D-12	SR-99 NB	Buck Owens Blvd Off	AM	4	65.0	4,209	0.92	Level	15%	0%	1.5	1.20	0.930	1.00	4,918
D-13	SR-99 NB	Airport Dr Off	AM	4	65.0	3,693	0.86	Level	17%	0%	1.5	1.20	0.922	1.00	4,659
D-14	SR-99 SB	Rosedale Hwy Off	AM	4	65.0	4,062	0.86	Level	14%	0%	1.5	1.20	0.935	1.00	5,054
D-15	SR-99 SB	California Ave Off	AM	4	65.0	5,092	0.89	Level	13%	0%	1.5	1.20	0.939	1.00	6,093
D-16	SR-99 SB	SR-58 Off	AM	4	65.0	4,352	0.90	Level	15%	0%	1.5	1.20	0.930	1.00	5,198
D-17	SR-99 SB	Ming Ave Off	AM	4	65.0	4,078	0.91	Level	12%	0%	1.5	1.20	0.943	1.00	4,750
D-18	SR-99 SB	White Ln Off	AM	3	65.0	3,512	0.90	Level	14%	0%	1.5	1.20	0.935	1.00	4,175

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Off-Ramp Data*							*Off-Ramp Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Decel Lane (ft) L_{D1}	L_{D2}	L_{Deff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	Right	1	45.0	821	140		140	0.90	Level	4%	0%	1.5	1.2	0.980	1.00	930
D-3	SR-58 WB	Brundage Ln Off	Right	1	25.0	509	150		150	0.88	Level	8%	0%	1.5	1.2	0.962	1.00	602
D-4	SR-58 WB	Chester Ave Off	Right	1	45.0	474	140		140	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	562
D-5	SR-58 WB	SR-99 NB Off	Right	1	55.0	1,088	160		160	0.86	Level	23%	0%	1.5	1.2	0.897	1.00	1,411
D-6	SR-58 WB	SR-99 SB Off	Right	1	25.0	938	110		110	0.88	Level	9%	0%	1.5	1.2	0.957	1.00	1,114
D-7	SR-99 NB	White Ln Off	Right	1	45.0	202	140		140	0.87	Level	8%	0%	1.5	1.2	0.962	1.00	241
D-8	SR-99 NB	Ming Ave Off	Right	1	25.0	297	200		200	0.88	Level	5%	0%	1.5	1.2	0.976	1.00	346
D-9	SR-99 NB	SR-58 Off	Right	1	55.0	1,768	140		140	0.90	Level	7%	0%	1.5	1.2	0.966	1.00	2,033
D-10	SR-99 NB	California Ave Off	Right	1	45.0	1,131	140		140	0.88	Level	2%	0%	1.5	1.2	0.990	1.00	1,298
D-11	SR-99 NB	Rosedale Hwy Off	Right	1	45.0	1,730	140		140	0.90	Level	5%	0%	1.5	1.2	0.976	1.00	1,970
D-12	SR-99 NB	Buck Owens Blvd Off	Right	1	25.0	822	140		140	0.84	Level	7%	0%	1.5	1.2	0.966	1.00	1,013
D-13	SR-99 NB	Airport Dr Off	Right	1	45.0	1,508	300		300	0.84	Level	4%	0%	1.5	1.2	0.980	1.00	1,831
D-14	SR-99 SB	Rosedale Hwy Off	Right	1	45.0	585	140		140	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	707
D-15	SR-99 SB	California Ave Off	Right	1	45.0	1,077	140		140	0.88	Level	2%	0%	1.5	1.2	0.990	1.00	1,236
D-16	SR-99 SB	SR-58 Off	Right	1	55.0	1,467	160		160	0.88	Level	15%	0%	1.5	1.2	0.930	1.00	1,792
D-17	SR-99 SB	Ming Ave Off	Right	1	45.0	811	210		210	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	935
D-18	SR-99 SB	White Ln Off	Right	2	45.0	1,347	140	1,150	1,430	0.86	Level	5%	0%	1.5	1.2	0.976	1.00	1,605

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Upstream Ramp Data*											
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	No											
D-3	SR-58 WB	Brundage Ln Off	No											
D-4	SR-58 WB	Chester Ave Off	No											
D-5	SR-58 WB	SR-99 NB Off	No											
D-6	SR-58 WB	SR-99 SB Off	No											
D-7	SR-99 NB	White Ln Off	No											
D-8	SR-99 NB	Ming Ave Off	No											
D-9	SR-99 NB	SR-58 Off	No											
D-10	SR-99 NB	California Ave Off	No											
D-11	SR-99 NB	Rosedale Hwy Off	No											
D-12	SR-99 NB	Buck Owens Blvd Off	No											
D-13	SR-99 NB	Airport Dr Off	No											
D-14	SR-99 SB	Rosedale Hwy Off	No											
D-15	SR-99 SB	California Ave Off	No											
D-16	SR-99 SB	SR-58 Off	No											
D-17	SR-99 SB	Ming Ave Off	No											
D-18	SR-99 SB	White Ln Off	On	5,270	243	0.88	Level	4%	0%	1.5	1.2	0.980	1.00	282

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*													*v_{12} Estimation*			
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-13	L_{EQ} 25-14	P_{FD}	v_{12} (pcph)
D-2	SR-58 EB	Union Ave Off	No														1.000	4,129
D-3	SR-58 WB	Brundage Ln Off	No														1.000	3,816
D-4	SR-58 WB	Chester Ave Off	No														1.000	3,747
D-5	SR-58 WB	SR-99 NB Off	No														1.000	3,576
D-6	SR-58 WB	SR-99 SB Off	No														1.000	2,206
D-7	SR-99 NB	White Ln Off	On	1,250	1,571	0.86	Level	8%	0%	1.5	1.2	0.962	1.00	1,900		2,055	0.642	2,824
D-8	SR-99 NB	Ming Ave Off	No														0.436	2,926
D-9	SR-99 NB	SR-58 Off	No														0.436	4,368
D-10	SR-99 NB	California Ave Off	No														0.436	3,925
D-11	SR-99 NB	Rosedale Hwy Off	No														0.436	4,095
D-12	SR-99 NB	Buck Owens Blvd Off	No														0.436	2,716
D-13	SR-99 NB	Airport Dr Off	No														0.436	3,064
D-14	SR-99 SB	Rosedale Hwy Off	No														0.436	2,602
D-15	SR-99 SB	California Ave Off	No														0.436	3,354
D-16	SR-99 SB	SR-58 Off	No														0.436	3,277
D-17	SR-99 SB	Ming Ave Off	No														0.436	2,599
D-18	SR-99 SB	White Ln Off	On	1,520	111	0.87	Level	9%	0%	1.5	1.2	0.957	1.00	133	6,256	314	0.450	2,762

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*											
	Freeway/ Direction	Off-ramp	v_{FI} (pcph)	Max v_{FI} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	Max v_{12} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?
D-2	SR-58 EB	Union Ave Off	4,129	4,800	No	0	No	No	4,129	4,400	No	3,199	4,800	No
D-3	SR-58 WB	Brundage Ln Off	3,816	4,800	No	0	No	No	3,816	4,400	No	3,214	4,800	No
D-4	SR-58 WB	Chester Ave Off	3,747	4,800	No	0	No	No	3,747	4,400	No	3,185	4,800	No
D-5	SR-58 WB	SR-99 NB Off	3,576	4,800	No	0	No	No	3,576	4,400	No	2,166	4,800	No
D-6	SR-58 WB	SR-99 SB Off	2,206	4,800	No	0	No	No	2,206	4,400	No	1,093	4,800	No
D-7	SR-99 NB	White Ln Off	4,262	7,200	No	1,438	No	No	2,824	4,400	No	4,020	7,200	No
D-8	SR-99 NB	Ming Ave Off	6,264	9,600	No	1,669	No	No	2,926	4,400	No	5,918	9,600	No
D-9	SR-99 NB	SR-58 Off	7,389	9,600	No	1,510	No	No	4,368	4,400	No	5,356	9,600	No
D-10	SR-99 NB	California Ave Off	7,323	9,600	No	1,699	No	No	3,925	4,400	No	6,025	9,600	No
D-11	SR-99 NB	Rosedale Hwy Off	6,843	9,600	No	1,374	No	No	4,095	4,400	No	4,872	9,600	No
D-12	SR-99 NB	Buck Owens Blvd Off	4,918	9,600	No	1,101	No	No	2,716	4,400	No	3,905	9,600	No
D-13	SR-99 NB	Airport Dr Off	4,659	9,600	No	798	No	No	3,064	4,400	No	2,828	9,600	No
D-14	SR-99 SB	Rosedale Hwy Off	5,054	9,600	No	1,226	No	No	2,602	4,400	No	4,346	9,600	No
D-15	SR-99 SB	California Ave Off	6,093	9,600	No	1,370	No	No	3,354	4,400	No	4,857	9,600	No
D-16	SR-99 SB	SR-58 Off	5,198	9,600	No	961	No	No	3,277	4,400	No	3,406	9,600	No
D-17	SR-99 SB	Ming Ave Off	4,750	9,600	No	1,076	No	No	2,599	4,400	No	3,815	9,600	No
D-18	SR-99 SB	White Ln Off	4,175	7,200	No	1,413	No	No	2,762	4,400	No	2,570	7,200	No

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	Off-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. D_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
D-2	SR-58 EB	Union Ave Off	930	2,100	No	**38.5**	**E**	0.382	56.2	0.0	56.2
D-3	SR-58 WB	Brundage Ln Off	602	1,900	No	**35.7**	**E**	0.612	50.9	0.0	50.9
D-4	SR-58 WB	Chester Ave Off	562	2,100	No	**35.2**	**E**	0.349	57.0	0.0	57.0
D-5	SR-58 WB	SR-99 NB Off	1,411	2,200	No	**33.6**	**D**	0.295	58.2	0.0	58.2
D-6	SR-58 WB	SR-99 SB Off	1,114	1,900	No	**22.2**	**C**	0.658	49.9	0.0	49.9
D-7	SR-99 NB	White Ln Off	241	2,100	No	**27.3**	**C**	0.320	57.6	69.6	61.2
D-8	SR-99 NB	Ming Ave Off	346	1,900	No	**27.6**	**C**	0.589	51.4	68.7	59.4
D-9	SR-99 NB	SR-58 Off	2,033	2,200	No	**40.6**	**E**	0.351	56.9	69.3	61.4
D-10	SR-99 NB	California Ave Off	1,298	2,100	No	**36.7**	**E**	0.415	55.5	68.6	60.9
D-11	SR-99 NB	Rosedale Hwy Off	1,970	2,100	No	**38.2**	**E**	0.475	54.1	69.8	59.5
D-12	SR-99 NB	Buck Owens Blvd Off	1,013	1,900	No	**26.3**	**C**	0.649	50.1	70.9	57.7
D-13	SR-99 NB	Airport Dr Off	1,831	2,100	No	**27.9**	**C**	0.463	54.4	71.3	59.2
D-14	SR-99 SB	Rosedale Hwy Off	707	2,100	No	**25.4**	**C**	0.362	56.7	70.4	62.6
D-15	SR-99 SB	California Ave Off	1,236	2,100	No	**31.8**	**D**	0.409	55.6	69.9	61.2
D-16	SR-99 SB	SR-58 Off	1,792	2,200	No	**31.0**	**D**	0.329	57.4	71.3	61.9
D-17	SR-99 SB	Ming Ave Off	935	2,100	No	**24.7**	**C**	0.382	56.2	71.0	62.1
D-18	SR-99 SB	White Ln Off	1,605	4,100	No	**15.1**	**B**	0.442	54.8	69.7	59.1

HCM 2000
Basic Freeway Segments
Capacity Analysis

Jurisdiction Bakersfield, CA
Analysis Year Existing (2008)
Analyst BP

Agency or Company TRIP
Date 3.3.10
Project Description Centennial Corridor Study

General Information				*Flow Rate Calculation*											*Speed Calculation*		*Results*	
	Freeway/ Direction	From/To	Analysis Time Period	Volume (vph)	PHF	Lanes	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcphpl)	Measured FFS (mph)	S (mph)	Density, D (pcplpm)	Level of Service
B-2	SR-58 EB	H St Off to Chester Ave On	PM	3,003	0.92	2	Level	13%	0%	1.5	1.2	0.939	1.00	1,738	65.0	64.3	**27.0**	**D**
B-3	SR-58 EB	Chester Ave to Union Ave	PM	3,562	0.92	2	Level	11%	0%	1.5	1.2	0.948	1.00	2,042	65.0	60.7	**33.7**	**D**
B-4	SR-58 EB	Union Ave Off to On	PM	3,005	0.90	2	Level	11%	0%	1.5	1.2	0.948	1.00	1,761	65.0	64.2	**27.4**	**D**
B-5	SR-58 EB	Union Ave to Cottonwood Rd	PM	3,469	0.90	2	Level	10%	0%	1.5	1.2	0.952	1.00	2,024	65.0	61.0	**33.2**	**D**
B-6	SR-58 WB	Cottonwood Rd to Union Ave	PM	3,053	0.92	2	Level	9%	0%	1.5	1.2	0.957	1.00	1,734	65.0	64.4	**26.9**	**D**
B-7	SR-58 WB	Brundage Ln Off to On	PM	2,703	0.92	2	Level	9%	0%	1.5	1.2	0.957	1.00	1,535	65.0	65.0	**23.6**	**C**
B-8	SR-58 WB	Chester Ave Off to H St On	PM	2,832	0.92	2	Level	9%	0%	1.5	1.2	0.957	1.00	1,608	65.0	64.9	**24.8**	**C**
B-9	SR-58 WB	H St to SR-99	PM	3,291	0.92	2	Level	8%	0%	1.5	1.2	0.962	1.00	1,860	65.0	63.3	**29.4**	**D**
B-10	SR-58 WB	SR-99 NB Off to SB Off	PM	2,207	0.92	2	Level	2%	0%	1.5	1.2	0.990	1.00	1,211	65.0	65.0	**18.6**	**C**
B-11	SR-99 NB	Panama Ln to White Ln	PM	2,448	0.90	3	Level	16%	0%	1.5	1.2	0.926	1.00	979	65.0	65.0	**15.1**	**B**
B-12	SR-99 NB	White Ln Off to On	PM	2,110	0.90	3	Level	18%	0%	1.5	1.2	0.917	1.00	852	65.0	65.0	**13.1**	**B**
B-13	SR-99 NB	White Ln to Ming Ave	PM	3,722	0.94	3	Level	12%	0%	1.5	1.2	0.943	1.00	1,399	65.0	65.0	**21.5**	**C**
B-14	SR-99 NB	Ming Ave Off to On	PM	3,319	0.93	4	Level	13%	0%	1.5	1.2	0.939	1.00	950	65.0	65.0	**14.6**	**B**
B-15	SR-99 NB	SR-58 Off to Wible On	PM	3,097	0.93	4	Level	12%	0%	1.5	1.2	0.943	1.00	882	65.0	65.0	**13.6**	**B**
B-16	SR-99 NB	SR-58 to California Ave	PM	4,742	0.93	4	Level	13%	0%	1.5	1.2	0.939	1.00	1,358	65.0	65.0	**20.9**	**C**
B-17	SR-99 NB	California Ave Off to On	PM	4,064	0.93	4	Level	14%	0%	1.5	1.2	0.935	1.00	1,169	65.0	65.0	**18.0**	**B**
B-18	SR-99 NB	California Ave to Rosedale Hwy	PM	4,990	0.92	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,437	65.0	65.0	**22.1**	**C**
B-19	SR-99 NB	Buck Owens Blvd Off to On	PM	2,926	0.89	4	Level	15%	0%	1.5	1.2	0.930	1.00	884	65.0	65.0	**13.6**	**B**
B-20	SR-99 NB	Airport Dr Off to Golden State Blvd On	PM	2,194	0.87	3	Level	20%	0%	1.5	1.2	0.909	1.00	925	65.0	65.0	**14.2**	**B**
B-21	SR-99 SB	Golden State Ave Off to Airport Dr On	PM	3,150	0.89	3	Level	17%	0%	1.5	1.2	0.922	1.00	1,280	65.0	65.0	**19.7**	**C**
B-22	SR-99 SB	Airport Dr to Rosedale Hwy	PM	4,875	0.88	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,468	65.0	65.0	**22.6**	**C**
B-23	SR-99 SB	Rosedale Hwy Off to On	PM	4,242	0.88	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,277	65.0	65.0	**19.7**	**C**
B-24	SR-99 SB	Rosedale Hwy to California Ave	PM	6,700	0.92	4	Level	10%	0%	1.5	1.2	0.952	1.00	1,912	65.0	62.7	**30.5**	**D**
B-25	SR-99 SB	California Ave Off to On	PM	5,673	0.92	4	Level	12%	0%	1.5	1.2	0.943	1.00	1,634	65.0	64.8	**25.2**	**C**
B-26	SR-99 SB	California Ave to SR-58	PM	6,518	0.92	4	Level	10%	0%	1.5	1.2	0.952	1.00	1,860	65.0	63.3	**29.4**	**D**
B-27	SR-99 SB	SR-58 Off to On	PM	4,622	0.92	4	Level	8%	0%	1.5	1.2	0.962	1.00	1,306	65.0	65.0	**20.1**	**C**
B-28	SR-99 SB	Ming Ave Off to On	PM	4,470	0.92	4	Level	9%	0%	1.5	1.2	0.957	1.00	1,269	65.0	65.0	**19.5**	**C**
B-29	SR-99 SB	Ming Ave to White Ln	PM	4,928	0.89	3	Level	8%	0%	1.5	1.2	0.962	1.00	1,920	65.0	62.6	**30.6**	**D**
B-30	SR-99 SB	White Ln Off to On	PM	2,899	0.89	3	Level	12%	0%	1.5	1.2	0.943	1.00	1,151	65.0	65.0	**17.7**	**B**
B-31	SR-99 SB	White Ln to Panama Ln	PM	3,176	0.90	3	Level	11%	0%	1.5	1.2	0.948	1.00	1,241	65.0	65.0	**19.1**	**C**

HCM 2000
Merge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA Agency or Company TRIP
Analysis Year Existing (2008) Date 3.3.10
Analyst BP Project Description Centennial Corridor Study

General Information				*Freeway Data*			*Freeway Volume Adjustment*								
	Freeway/ Direction	On-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	PM	2	65.0	3,003	0.92	Level	13%	0%	1.5	1.2	0.939	1.00	3,476
M-2	SR-58 EB	Union Ave SB On	PM	2	65.0	3,005	0.90	Level	11%	0%	1.5	1.2	0.948	1.00	3,523
M-3	SR-58 EB	Union Ave NB On	PM	2	65.0	3,226	0.90	Level	10%	0%	1.5	1.2	0.952	1.00	3,764
M-4	SR-58 WB	Brundage Ln On	PM	2	65.0	2,703	0.92	Level	9%	0%	1.5	1.2	0.957	1.00	3,070
M-5	SR-58 WB	Union Ave SB On	PM	2	65.0	2,952	0.92	Level	8%	0%	1.5	1.2	0.962	1.00	3,337
M-6	SR-58 WB	H St On	PM	2	65.0	2,832	0.92	Level	9%	0%	1.5	1.2	0.957	1.00	3,217
M-7	SR-99 NB	White Ln EB On	PM	3	65.0	2,110	0.90	Level	18%	0%	1.5	1.2	0.917	1.00	2,555
M-8	SR-99 NB	White Ln WB On	PM	3	65.0	3,265	0.90	Level	13%	0%	1.5	1.2	0.939	1.00	3,864
M-9	SR-99 NB	Ming Ave On	PM	4	65.0	3,319	0.93	Level	13%	0%	1.5	1.2	0.939	1.00	3,801
M-10	SR-99 NB	Wible On	PM	4	65.0	3,097	0.93	Level	12%	0%	1.5	1.2	0.943	1.00	3,530
M-11	SR-99 NB	SR-58 On	PM	4	65.0	3,658	0.93	Level	11%	0%	1.5	1.2	0.948	1.00	4,150
M-12	SR-99 NB	California Ave EB On	PM	4	65.0	4,064	0.93	Level	14%	0%	1.5	1.2	0.935	1.00	4,676
M-13	SR-99 NB	California Ave WB On	PM	4	65.0	4,693	0.93	Level	13%	0%	1.5	1.2	0.939	1.00	5,374
M-14	SR-99 NB	Buck Owens Blvd On	PM	4	65.0	2,926	0.89	Level	15%	0%	1.5	1.2	0.930	1.00	3,534
M-15	SR-99 SB	Airport Dr On	PM	4	65.0	3,150	0.89	Level	17%	0%	1.5	1.2	0.922	1.00	3,840
M-16	SR-99 SB	Rosedale Hwy WB On	PM	4	65.0	4,242	0.88	Level	12%	0%	1.5	1.2	0.943	1.00	5,110
M-17	SR-99 SB	Rosedale Hwy EB On	PM	4	65.0	5,509	0.88	Level	11%	0%	1.5	1.2	0.948	1.00	6,605
M-18	SR-99 SB	California Ave On	PM	4	65.0	5,673	0.92	Level	12%	0%	1.5	1.2	0.943	1.00	6,536
M-19	SR-99 SB	SR-58 On	PM	4	65.0	4,622	0.92	Level	8%	0%	1.5	1.2	0.962	1.00	5,225
M-20	SR-99 SB	Real Rd On	PM	4	65.0	5,746	0.92	Level	7%	0%	1.5	1.2	0.966	1.00	6,464
M-21	SR-99 SB	Ming Ave On	PM	3	65.0	4,470	0.92	Level	9%	0%	1.5	1.2	0.957	1.00	5,077
M-22	SR-99 SB	White Ln WB On	PM	3	65.0	2,899	0.89	Level	12%	0%	1.5	1.2	0.943	1.00	3,453
M-23	SR-99 SB	White Ln EB On	PM	3	65.0	3,038	0.89	Level	11%	0%	1.5	1.2	0.948	1.00	3,601

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*On-Ramp Data*							*On-Ramp Volume Adjustment*								
	Freeway/ Direction	On-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Accel Lane (ft) L_{A1}	L_{A2}	L_{Aeff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	Right	1	45.0	559	540		540	0.90	Level	3%	0%	1.5	1.2	0.985	1.00	630
M-2	SR-58 EB	Union Ave SB On	Right	1	25.0	221	480		480	0.91	Level	3%	0%	1.5	1.2	0.985	1.00	247
M-3	SR-58 EB	Union Ave NB On	Right	1	45.0	243	540		540	0.91	Level	6%	0%	1.5	1.2	0.971	1.00	275
M-4	SR-58 WB	Brundage Ln On	Right	1	25.0	249	480		480	0.90	Level	3%	0%	1.5	1.2	0.985	1.00	281
M-5	SR-58 WB	Union Ave SB On	Right	1	25.0	344	540		540	0.90	Level	2%	0%	1.5	1.2	0.990	1.00	386
M-6	SR-58 WB	H St On	Right	1	45.0	459	540		540	0.90	Level	2%	0%	1.5	1.2	0.990	1.00	515
M-7	SR-99 NB	White Ln EB On	Right	1	25.0	1,155	360		360	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	1,370
M-8	SR-99 NB	White Ln WB On	Right	1	45.0	457	530		530	0.86	Level	1%	0%	1.5	1.2	0.995	1.00	534
M-9	SR-99 NB	Ming Ave On	Right	1	45.0	1,215	560		560	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	1,388
M-10	SR-99 NB	Wible On	Right	1	25.0	561	550		550	0.90	Level	2%	0%	1.5	1.2	0.990	1.00	630
M-11	SR-99 NB	SR-58 On	Right	1	55.0	1,084	560		560	0.88	Level	19%	0%	1.5	1.2	0.913	1.00	1,349
M-12	SR-99 NB	California Ave EB On	Right	1	25.0	629	500		500	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	718
M-13	SR-99 NB	California Ave WB On	Right	1	45.0	297	540		540	0.86	Level	0%	0%	1.5	1.2	1.000	1.00	345
M-14	SR-99 NB	Buck Owens Blvd On	Right	1	25.0	479	500		500	0.84	Level	10%	0%	1.5	1.2	0.952	1.00	599
M-15	SR-99 SB	Airport Dr On	Right	1	45.0	1,725	500		500	0.86	Level	2%	0%	1.5	1.2	0.990	1.00	2,026
M-16	SR-99 SB	Rosedale Hwy WB On	Right	1	25.0	1,267	540		540	0.88	Level	6%	0%	1.5	1.2	0.971	1.00	1,483
M-17	SR-99 SB	Rosedale Hwy EB On	Right	1	45.0	1,191	630		630	0.88	Level	7%	0%	1.5	1.2	0.966	1.00	1,401
M-18	SR-99 SB	California Ave On	Right	1	25.0	845	490		490	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	965
M-19	SR-99 SB	SR-58 On	Right	1	25.0	1,124	610		610	0.90	Level	3%	0%	1.5	1.2	0.985	1.00	1,268
M-20	SR-99 SB	Real Rd On	Right	1	45.0	281	540		540	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	321
M-21	SR-99 SB	Ming Ave On	Right	1	45.0	458	550		550	0.88	Level	1%	0%	1.5	1.2	0.995	1.00	523
M-22	SR-99 SB	White Ln WB On	Right	1	25.0	139	390		390	0.87	Level	1%	0%	1.5	1.2	0.995	1.00	161
M-23	SR-99 SB	White Ln EB On	Right	1	45.0	138	520		520	0.86	Level	2%	0%	1.5	1.2	0.990	1.00	162

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Upstream Ramp Data*											
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
M-1	SR-58 EB	Chester Ave On	No											
M-2	SR-58 EB	Union Ave SB On	No											
M-3	SR-58 EB	Union Ave NB On	No											
M-4	SR-58 WB	Brundage Ln On	No											
M-5	SR-58 WB	Union Ave SB On	No											
M-6	SR-58 WB	H St On	No											
M-7	SR-99 NB	White Ln EB On	Off	1,250	338	0.90	Level	4%	0%	1.5	1.2	0.980	1.00	383
M-8	SR-99 NB	White Ln WB On	On	680	1,155	0.86	Level	4%	0%	1.5	1.2	0.980	1.00	1,370
M-9	SR-99 NB	Ming Ave On	No											
M-10	SR-99 NB	Wible On	No											
M-11	SR-99 NB	SR-58 On	No											
M-12	SR-99 NB	California Ave EB On	No											
M-13	SR-99 NB	California Ave WB On	No											
M-14	SR-99 NB	Buck Owens Blvd On	No											
M-15	SR-99 SB	Airport Dr On	No											
M-16	SR-99 SB	Rosedale Hwy WB On	No											
M-17	SR-99 SB	Rosedale Hwy EB On	No											
M-18	SR-99 SB	California Ave On	No											
M-19	SR-99 SB	SR-58 On	No											
M-20	SR-99 SB	Real Rd On	No											
M-21	SR-99 SB	Ming Ave On	Off	2,870	1,557	0.90	Level	1%	0%	1.5	1.2	0.995	1.00	1,739
M-22	SR-99 SB	White Ln WB On	Off	1,520	2,029	0.88	Level	3%	0%	1.5	1.2	0.985	1.00	2,340
M-23	SR-99 SB	White Ln EB On	On	600	139	0.87	Level	1%	0%	1.5	1.2	0.995	1.00	161

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*												*v_{12} Estimation*						
	Freeway/ Direction	On-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-2	L_{EQ} 25-3	P_{FM} Equations 1	2	3	P_{FM}	v_{12} (pcph)
M-1	SR-58 EB	Chester Ave On	No														0.593			1.000	3,476
M-2	SR-58 EB	Union Ave SB On	No														0.591			1.000	3,523
M-3	SR-58 EB	Union Ave NB On	No														0.593			1.000	3,764
M-4	SR-58 WB	Brundage Ln On	No														0.591			1.000	3,070
M-5	SR-58 WB	Union Ave SB On	No														0.593			1.000	3,337
M-6	SR-58 WB	H St On	No														0.593			1.000	3,217
M-7	SR-99 NB	White Ln EB On	On	680	457	0.86	Level	1%	0%	1.5	1.2	0.995	1.00	534	-95	3,606	0.588	0.751		0.588	1,502
M-8	SR-99 NB	White Ln WB On	No												1,128		0.592			0.592	2,289
M-9	SR-99 NB	Ming Ave On	No														0.593			0.183	696
M-10	SR-99 NB	Wible On	No														0.593			0.384	1,357
M-11	SR-99 NB	SR-58 On	No														0.593			0.163	675
M-12	SR-99 NB	California Ave EB On	No														0.592			0.351	1,641
M-13	SR-99 NB	California Ave WB On	No														0.593			0.308	1,658
M-14	SR-99 NB	Buck Owens Blvd On	No														0.592			0.366	1,293
M-15	SR-99 SB	Airport Dr On	No														0.592			0.088	340
M-16	SR-99 SB	Rosedale Hwy WB On	No														0.593			0.273	1,396
M-17	SR-99 SB	Rosedale Hwy EB On	No														0.595			0.199	1,313
M-18	SR-99 SB	California Ave On	No														0.591			0.316	2,064
M-19	SR-99 SB	SR-58 On	No														0.595			0.331	1,732
M-20	SR-99 SB	Real Rd On	No														0.593			0.311	2,014
M-21	SR-99 SB	Ming Ave On	No												1,394		0.593	0.831		0.593	3,010
M-22	SR-99 SB	White Ln WB On	On	600	138	0.86	Level	2%	0%	1.5	1.2	0.990	1.00	162	-149	1,071	0.588	0.773		0.588	2,032
M-23	SR-99 SB	White Ln EB On	No												988		0.592			0.592	2,132

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*												
	Freeway/ Direction	On-ramp	v_{Fi} (pcph)	Max v_{Fi} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	v_{R12a} (pcph)	Max v_{R12a} (pcph)	LOS F?
M-1	SR-58 EB	Chester Ave On	3,476	4,700	No	4,107	4,700	No	0	No	No	3,476	4,107	4,600	No
M-2	SR-58 EB	Union Ave SB On	3,523	4,700	No	3,769	4,700	No	0	No	No	3,523	3,769	4,600	No
M-3	SR-58 EB	Union Ave NB On	3,764	4,700	No	4,039	4,700	No	0	No	No	3,764	4,039	4,600	No
M-4	SR-58 WB	Brundage Ln On	3,070	4,700	No	3,351	4,700	No	0	No	No	3,070	3,351	4,600	No
M-5	SR-58 WB	Union Ave SB On	3,337	4,700	No	3,723	4,700	No	0	No	No	3,337	3,723	4,600	No
M-6	SR-58 WB	H St On	3,217	4,700	No	3,732	4,700	No	0	No	No	3,217	3,732	4,600	No
M-7	SR-99 NB	White Ln EB On	2,555	7,050	No	3,925	7,050	No	1,054	No	No	1,502	2,871	4,600	No
M-8	SR-99 NB	White Ln WB On	3,864	7,050	No	4,398	7,050	No	1,575	No	No	2,289	2,823	4,600	No
M-9	SR-99 NB	Ming Ave On	3,801	9,400	No	5,188	9,400	No	1,552	No	Yes	1,520	2,908	4,600	No
M-10	SR-99 NB	Wible On	3,530	9,400	No	4,159	9,400	No	1,087	No	Yes	1,412	2,042	4,600	No
M-11	SR-99 NB	SR-58 On	4,150	9,400	No	5,499	9,400	No	1,737	No	Yes	1,660	3,009	4,600	No
M-12	SR-99 NB	California Ave EB On	4,676	9,400	No	5,394	9,400	No	1,517	No	Yes	1,870	2,589	4,600	No
M-13	SR-99 NB	California Ave WB On	5,374	9,400	No	5,720	9,400	No	1,858	No	Yes	2,150	2,495	4,600	No
M-14	SR-99 NB	Buck Owens Blvd On	3,534	9,400	No	4,133	9,400	No	1,120	No	Yes	1,414	2,012	4,600	No
M-15	SR-99 SB	Airport Dr On	3,840	9,400	No	5,866	9,400	No	1,750	No	Yes	1,536	3,562	4,600	No
M-16	SR-99 SB	Rosedale Hwy WB On	5,110	9,400	No	6,593	9,400	No	1,857	No	Yes	2,044	3,527	4,600	No
M-17	SR-99 SB	Rosedale Hwy EB On	6,605	9,400	No	8,005	9,400	No	2,646	No	Yes	2,642	4,043	4,600	No
M-18	SR-99 SB	California Ave On	6,536	9,400	No	7,501	9,400	No	2,236	No	Yes	2,615	3,580	4,600	No
M-19	SR-99 SB	SR-58 On	5,225	9,400	No	6,492	9,400	No	1,747	No	Yes	2,090	3,358	4,600	No
M-20	SR-99 SB	Real Rd On	6,464	9,400	No	6,785	9,400	No	2,225	No	Yes	2,586	2,907	4,600	No
M-21	SR-99 SB	Ming Ave On	5,077	7,050	No	5,600	7,050	No	2,067	No	No	3,010	3,533	4,600	No
M-22	SR-99 SB	White Ln WB On	3,453	7,050	No	3,613	7,050	No	1,421	No	No	2,032	2,192	4,600	No
M-23	SR-99 SB	White Ln EB On	3,601	7,050	No	3,763	7,050	No	1,469	No	No	2,132	2,294	4,600	No

HCM 2000
Merge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	On-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. M_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
M-1	SR-58 EB	Chester Ave On	630	2,100	No	**33.8**	**D**	0.509	53.3	0.0	53.3
M-2	SR-58 EB	Union Ave SB On	247	1,900	No	**31.8**	**D**	0.466	54.3	0.0	54.3
M-3	SR-58 EB	Union Ave NB On	275	2,100	No	**33.5**	**D**	0.494	53.6	0.0	53.6
M-4	SR-58 WB	Brundage Ln On	281	1,900	No	**28.5**	**D**	0.408	55.6	0.0	55.6
M-5	SR-58 WB	Union Ave SB On	386	1,900	No	**31.0**	**D**	0.455	54.5	0.0	54.5
M-6	SR-58 WB	H St On	515	2,100	No	**31.0**	**D**	0.435	55.0	0.0	55.0
M-7	SR-99 NB	White Ln EB On	1,370	1,900	No	**25.0**	**C**	0.372	56.4	63.0	58.1
M-8	SR-99 NB	White Ln WB On	534	2,100	No	**23.9**	**C**	0.339	57.2	61.1	58.6
M-9	SR-99 NB	Ming Ave On	1,388	2,100	No	**24.0**	**C**	0.342	57.1	62.7	59.5
M-10	SR-99 NB	Wible On	630	1,900	No	**17.7**	**B**	0.324	57.6	63.0	60.2
M-11	SR-99 NB	SR-58 On	1,349	2,200	No	**24.8**	**C**	0.338	57.2	62.3	59.4
M-12	SR-99 NB	California Ave EB On	718	1,900	No	**22.2**	**C**	0.348	57.0	61.8	59.4
M-13	SR-99 NB	California Ave WB On	345	2,100	No	**21.4**	**C**	0.320	57.6	61.0	59.5
M-14	SR-99 NB	Buck Owens Blvd On	599	1,900	No	**17.8**	**B**	0.325	57.5	63.0	60.2
M-15	SR-99 SB	Airport Dr On	2,026	2,100	No	**29.2**	**D**	0.413	55.5	62.7	58.1
M-16	SR-99 SB	Rosedale Hwy WB On	1,483	1,900	No	**28.9**	**D**	0.427	55.2	61.3	57.9
M-17	SR-99 SB	Rosedale Hwy EB On	1,401	2,100	No	**32.4**	**D**	0.486	53.8	59.7	56.6
M-18	SR-99 SB	California Ave On	965	1,900	No	**29.9**	**D**	0.436	55.0	59.7	57.4
M-19	SR-99 SB	SR-58 On	1,268	1,900	No	**27.3**	**C**	0.403	55.7	61.2	58.2
M-20	SR-99 SB	Real Rd On	321	2,100	No	**24.6**	**C**	0.344	57.1	59.8	58.6
M-21	SR-99 SB	Ming Ave On	523	2,100	No	**29.3**	**D**	0.405	55.7	59.4	57.0
M-22	SR-99 SB	White Ln WB On	161	1,900	No	**20.1**	**C**	0.336	57.3	61.7	58.9
M-23	SR-99 SB	White Ln EB On	162	2,100	No	**20.0**	**C**	0.313	57.8	61.5	59.2

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

Jurisdiction Bakersfield, CA Agency or Company TRIP
Analysis Year Existing (2008) Date 3.3.10
Analyst BP Project Description Centennial Corridor Study

General Information				*Freeway Data*			*Freeway Volume Adjustment*									
	Freeway/ Direction	Off-ramp	Analysis Time Period	Lanes	S_{FF} (mph)	V (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	PM	2	65.0	3,562	0.92	Level	11%	0.0%	1.5	1.2	0.948	1.00	4,085
D-3	SR-58 WB	Brundage Ln Off	PM	2	65.0	3,053	0.92	Level	9%	0.0%	1.5	1.2	0.957	1.00	3,468
D-4	SR-58 WB	Chester Ave Off	PM	2	65.0	3,296	0.92	Level	8%	0.0%	1.5	1.2	0.962	1.00	3,726
D-5	SR-58 WB	SR-99 NB Off	PM	2	65.0	3,291	0.92	Level	8%	0.0%	1.5	1.2	0.962	1.00	3,720
D-6	SR-58 WB	SR-99 SB Off	PM	2	65.0	2,207	0.92	Level	2%	0.0%	1.5	1.2	0.990	1.00	2,423
D-7	SR-99 NB	White Ln Off	PM	3	65.0	2,448	0.90	Level	16%	0.0%	1.5	1.2	0.926	1.00	2,938
D-8	SR-99 NB	Ming Ave Off	PM	4	65.0	3,722	0.94	Level	12%	0.0%	1.5	1.2	0.943	1.00	4,197
D-9	SR-99 NB	SR-58 Off	PM	4	65.0	4,534	0.93	Level	10%	0.0%	1.5	1.2	0.952	1.00	5,119
D-10	SR-99 NB	California Ave Off	PM	4	65.0	4,742	0.93	Level	13%	0.0%	1.5	1.2	0.939	1.00	5,430
D-11	SR-99 NB	Rosedale Hwy Off	PM	4	65.0	4,990	0.92	Level	12%	0.0%	1.5	1.2	0.943	1.00	5,749
D-12	SR-99 NB	Buck Owens Blvd Off	PM	4	65.0	3,230	0.92	Level	15%	0.0%	1.5	1.2	0.930	1.00	3,774
D-13	SR-99 NB	Airport Dr Off	PM	4	65.0	3,405	0.89	Level	15%	0.0%	1.5	1.2	0.930	1.00	4,113
D-14	SR-99 SB	Rosedale Hwy Off	PM	4	65.0	4,875	0.88	Level	12%	0.0%	1.5	1.2	0.943	1.00	5,872
D-15	SR-99 SB	California Ave Off	PM	4	65.0	6,700	0.92	Level	10%	0.0%	1.5	1.2	0.952	1.00	7,647
D-16	SR-99 SB	SR-58 Off	PM	4	65.0	6,518	0.92	Level	10%	0.0%	1.5	1.2	0.952	1.00	7,439
D-17	SR-99 SB	Ming Ave Off	PM	4	65.0	6,027	0.92	Level	7%	0.0%	1.5	1.2	0.966	1.00	6,780
D-18	SR-99 SB	White Ln Off	PM	3	65.0	4,928	0.89	Level	8%	0.0%	1.5	1.2	0.962	1.00	5,759

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Off-Ramp Data*							*Off-Ramp Volume Adjustment*								
	Freeway/ Direction	Off-ramp	Type	Lanes	S_{FR} (mph)	V_R (vph)	Decel Lane (ft) L_{D1}	L_{D2}	L_{Deff}	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	Right	1	45.0	557	140		140	0.90	Level	12%	0.0%	1.5	1.2	0.943	1.00	656
D-3	SR-58 WB	Brundage Ln Off	Right	1	25.0	350	150		150	0.88	Level	5%	0.0%	1.5	1.2	0.976	1.00	408
D-4	SR-58 WB	Chester Ave Off	Right	1	45.0	464	140		140	0.90	Level	2%	0.0%	1.5	1.2	0.990	1.00	521
D-5	SR-58 WB	SR-99 NB Off	Right	1	55.0	1,084	160		160	0.90	Level	19%	0.0%	1.5	1.2	0.913	1.00	1,319
D-6	SR-58 WB	SR-99 SB Off	Right	1	25.0	1,124	110		110	0.88	Level	3%	0.0%	1.5	1.2	0.985	1.00	1,296
D-7	SR-99 NB	White Ln Off	Right	1	45.0	338	140		140	0.90	Level	4%	0.0%	1.5	1.2	0.980	1.00	383
D-8	SR-99 NB	Ming Ave Off	Right	1	25.0	403	200		200	0.90	Level	1%	0.0%	1.5	1.2	0.995	1.00	450
D-9	SR-99 NB	SR-58 Off	Right	1	55.0	1,437	140		140	0.92	Level	5%	0.0%	1.5	1.2	0.976	1.00	1,601
D-10	SR-99 NB	California Ave Off	Right	1	45.0	678	140		140	0.90	Level	1%	0.0%	1.5	1.2	0.995	1.00	757
D-11	SR-99 NB	Rosedale Hwy Off	Right	1	45.0	1,760	140		140	0.90	Level	6%	0.0%	1.5	1.2	0.971	1.00	2,014
D-12	SR-99 NB	Buck Owens Blvd Off	Right	1	25.0	304	140		140	0.88	Level	11%	0.0%	1.5	1.2	0.948	1.00	364
D-13	SR-99 NB	Airport Dr Off	Right	1	45.0	1,211	300		300	0.88	Level	4%	0.0%	1.5	1.2	0.980	1.00	1,404
D-14	SR-99 SB	Rosedale Hwy Off	Right	1	45.0	633	140		140	0.92	Level	9%	0.0%	1.5	1.2	0.957	1.00	719
D-15	SR-99 SB	California Ave Off	Right	1	45.0	1,027	140		140	0.92	Level	1%	0.0%	1.5	1.2	0.995	1.00	1,122
D-16	SR-99 SB	SR-58 Off	Right	1	55.0	1,896	160		160	0.92	Level	16%	0.0%	1.5	1.2	0.926	1.00	2,226
D-17	SR-99 SB	Ming Ave Off	Right	1	45.0	1,557	210		210	0.90	Level	1%	0.0%	1.5	1.2	0.995	1.00	1,739
D-18	SR-99 SB	White Ln Off	Right	2	45.0	2,029	140	1,150	1,430	0.88	Level	3%	0.0%	1.5	1.2	0.985	1.00	2,340

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Upstream Ramp Data*											
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)
D-2	SR-58 EB	Union Ave Off	No											
D-3	SR-58 WB	Brundage Ln Off	No											
D-4	SR-58 WB	Chester Ave Off	No											
D-5	SR-58 WB	SR-99 NB Off	No											
D-6	SR-58 WB	SR-99 SB Off	No											
D-7	SR-99 NB	White Ln Off	No											
D-8	SR-99 NB	Ming Ave Off	No											
D-9	SR-99 NB	SR-58 Off	No											
D-10	SR-99 NB	California Ave Off	No											
D-11	SR-99 NB	Rosedale Hwy Off	No											
D-12	SR-99 NB	Buck Owens Blvd Off	No											
D-13	SR-99 NB	Airport Dr Off	No											
D-14	SR-99 SB	Rosedale Hwy Off	No											
D-15	SR-99 SB	California Ave Off	No											
D-16	SR-99 SB	SR-58 Off	No											
D-17	SR-99 SB	Ming Ave Off	No											
D-18	SR-99 SB	White Ln Off	On	5,270	458	0.95	Level	1%	0.0%	1.5	1.2	0.995	1.00	485

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Adjacent Downstream Ramp Data*												*v_{12} Estimation*			
	Freeway/ Direction	Off-ramp	Exists?	Distance	Volume (vph)	PHF	Terrain	Truck/ Bus %	RV %	E_T	E_R	f_{HV}	f_P	Flow Rate v_p (pcph)	L_{EQ} 25-13	L_{EQ} 25-14	P_{FD}	v_{12} (pcph)
D-2	SR-58 EB	Union Ave Off	No														1.000	4,085
D-3	SR-58 WB	Brundage Ln Off	No														1.000	3,468
D-4	SR-58 WB	Chester Ave Off	No														1.000	3,726
D-5	SR-58 WB	SR-99 NB Off	No														1.000	3,720
D-6	SR-58 WB	SR-99 SB Off	No														1.000	2,423
D-7	SR-99 NB	White Ln Off	On	1,250	1,155	0.86	Level	4.0%	0.0%	1.5	1.2	0.980	1.00	1,370		1,498	0.669	2,092
D-8	SR-99 NB	Ming Ave Off	No														0.436	2,084
D-9	SR-99 NB	SR-58 Off	No														0.436	3,135
D-10	SR-99 NB	California Ave Off	No														0.436	2,795
D-11	SR-99 NB	Rosedale Hwy Off	No														0.436	3,643
D-12	SR-99 NB	Buck Owens Blvd Off	No														0.436	1,851
D-13	SR-99 NB	Airport Dr Off	No														0.436	2,585
D-14	SR-99 SB	Rosedale Hwy Off	No														0.436	2,966
D-15	SR-99 SB	California Ave Off	No														0.436	3,967
D-16	SR-99 SB	SR-58 Off	No														0.436	4,499
D-17	SR-99 SB	Ming Ave Off	No														0.436	3,937
D-18	SR-99 SB	White Ln Off	On	1,520	139	0.87	Level	1.0%	0.0%	1.5	1.2	0.995	1.00	161	18,936	1,572	0.450	3,878

HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information			*Capacity Checks*											
	Freeway/ Direction	Off-ramp	v_{FI} (pcph)	Max v_{FI} (pcph)	LOS F?	v_3, v_{av34} (pcphpl)	v_3, v_{av34} > 2,700?	v_3, v_{av34} >1.5*v_{12}/2?	v_{12a} (pcph)	Max v_{12} (pcph)	LOS F?	v_{FO} (pcph)	Max v_{FO} (pcph)	LOS F?
D-2	SR-58 EB	Union Ave Off	4,085	4,700	No	0	No	No	4,085	4,400	No	3,429	4,700	No
D-3	SR-58 WB	Brundage Ln Off	3,468	4,700	No	0	No	No	3,468	4,400	No	3,060	4,700	No
D-4	SR-58 WB	Chester Ave Off	3,726	4,700	No	0	No	No	3,726	4,400	No	3,205	4,700	No
D-5	SR-58 WB	SR-99 NB Off	3,720	4,700	No	0	No	No	3,720	4,400	No	2,401	4,700	No
D-6	SR-58 WB	SR-99 SB Off	2,423	4,700	No	0	No	No	2,423	4,400	No	1,126	4,700	No
D-7	SR-99 NB	White Ln Off	2,938	7,050	No	846	No	No	2,092	4,400	No	2,555	7,050	No
D-8	SR-99 NB	Ming Ave Off	4,197	9,400	No	1,057	No	No	2,084	4,400	No	3,747	9,400	No
D-9	SR-99 NB	SR-58 Off	5,119	9,400	No	992	No	No	3,135	4,400	No	3,518	9,400	No
D-10	SR-99 NB	California Ave Off	5,430	9,400	No	1,318	No	No	2,795	4,400	No	4,673	9,400	No
D-11	SR-99 NB	Rosedale Hwy Off	5,749	9,400	No	1,053	No	No	3,643	4,400	No	3,735	9,400	No
D-12	SR-99 NB	Buck Owens Blvd Off	3,774	9,400	No	962	No	No	1,851	4,400	No	3,410	9,400	No
D-13	SR-99 NB	Airport Dr Off	4,113	9,400	No	764	No	No	2,585	4,400	No	2,709	9,400	No
D-14	SR-99 SB	Rosedale Hwy Off	5,872	9,400	No	1,453	No	No	2,966	4,400	No	5,153	9,400	No
D-15	SR-99 SB	California Ave Off	7,647	9,400	No	1,840	No	No	3,967	4,400	No	6,525	9,400	No
D-16	SR-99 SB	SR-58 Off	7,439	9,400	No	1,470	No	No	4,499	4,400	Yes	5,213	9,400	No
D-17	SR-99 SB	Ming Ave Off	6,780	9,400	No	1,422	No	No	3,937	4,400	No	5,042	9,400	No
D-18	SR-99 SB	White Ln Off	5,759	7,050	No	1,880	No	No	3,878	4,400	No	3,418	7,050	No

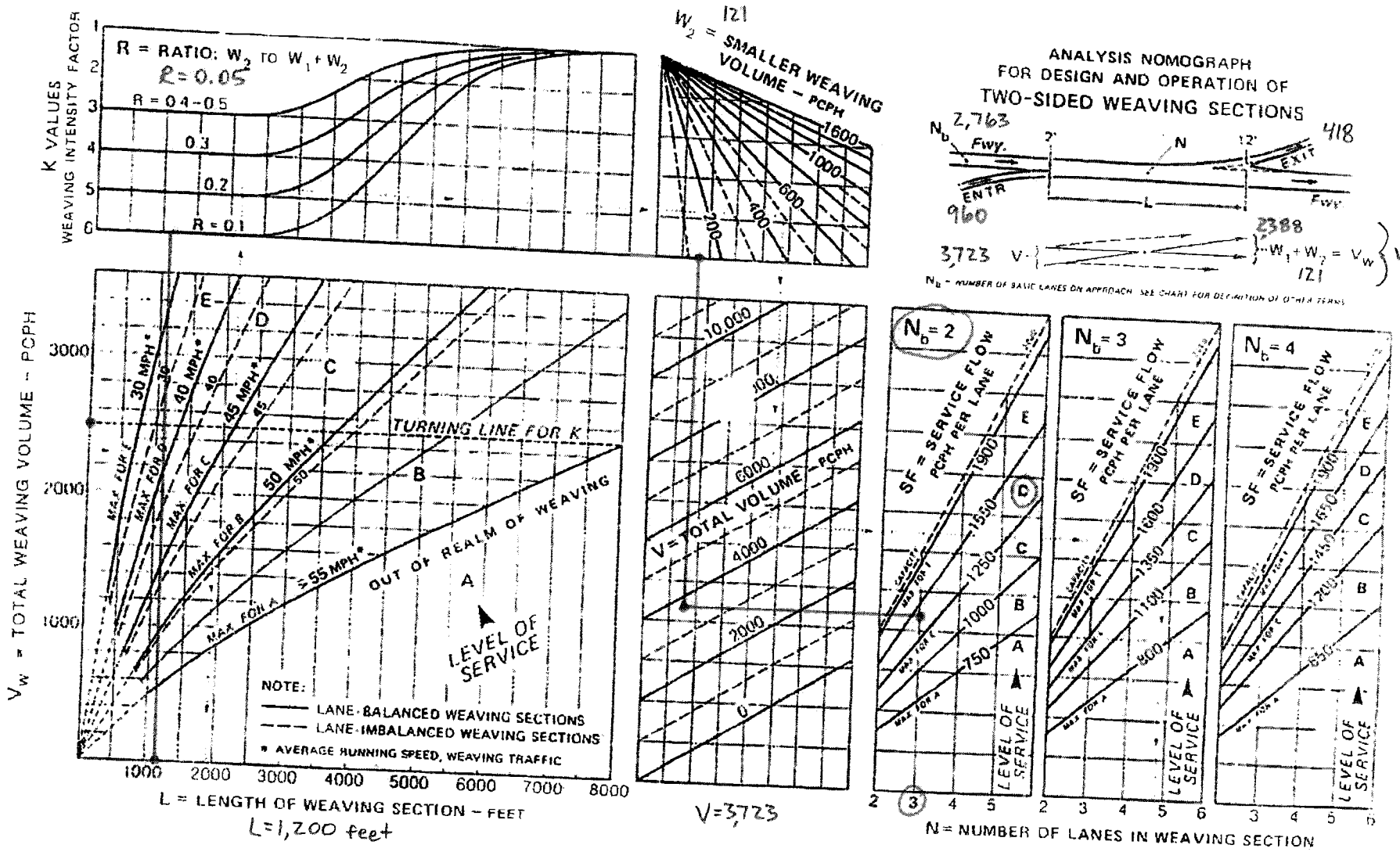
HCM 2000
Diverge Ramp Junctions
Capacity Analysis

General Information						*Results*		*Speed Estimation*			
	Freeway/ Direction	Off-ramp	v_R (pcph)	Max v_R (pcph)	LOS F?	Density, D (pcplpm)	Level of Service	Int. Var. D_S	Inf. Area S_R (mph)	Out Lns. S_O (mph)	All vehs. S (mph)
D-2	SR-58 EB	Union Ave Off	656	2,100	No	**38.1**	**E**	0.357	56.8	0.0	56.8
D-3	SR-58 WB	Brundage Ln Off	408	1,900	No	**32.7**	**D**	0.595	51.3	0.0	51.3
D-4	SR-58 WB	Chester Ave Off	521	2,100	No	**35.0**	**E**	0.345	57.1	0.0	57.1
D-5	SR-58 WB	SR-99 NB Off	1,319	2,200	No	**34.8**	**D**	0.287	58.4	0.0	58.4
D-6	SR-58 WB	SR-99 SB Off	1,296	1,900	No	**24.1**	**C**	0.675	49.5	0.0	49.5
D-7	SR-99 NB	White Ln Off	383	2,100	No	**21.0**	**C**	0.332	57.4	71.3	60.8
D-8	SR-99 NB	Ming Ave Off	450	1,900	No	**20.4**	**C**	0.599	51.2	71.1	59.6
D-9	SR-99 NB	SR-58 Off	1,601	2,200	No	**30.0**	**D**	0.312	57.8	71.3	62.4
D-10	SR-99 NB	California Ave Off	757	2,100	No	**27.0**	**C**	0.366	56.6	70.1	62.4
D-11	SR-99 NB	Rosedale Hwy Off	2,014	2,100	No	**34.3**	**D**	0.479	54.0	71.1	59.2
D-12	SR-99 NB	Buck Owens Blvd Off	364	1,900	No	**18.9**	**B**	0.591	51.4	71.3	59.9
D-13	SR-99 NB	Airport Dr Off	1,404	2,100	No	**23.8**	**C**	0.424	55.2	71.3	60.3
D-14	SR-99 SB	Rosedale Hwy Off	719	2,100	No	**28.5**	**D**	0.363	56.7	69.5	62.4
D-15	SR-99 SB	California Ave Off	1,122	2,100	No	**37.1**	**E**	0.399	55.8	68.0	61.1
D-16	SR-99 SB	SR-58 Off	2,226	2,200	Yes	**-**	**F**	0.368	56.5	69.5	61.0
D-17	SR-99 SB	Ming Ave Off	1,739	2,100	No	**36.2**	**E**	0.454	54.5	69.7	60.0
D-18	SR-99 SB	White Ln Off	2,340	4,100	No	**24.7**	**C**	0.509	53.3	67.9	57.3

ATTACHMENT 2 – LEISCH METHOD CALCULATIONS

CENTENNIAL CORRIDOR
EXISTING AM PEAK HOUR

EASTBOUND SR 58
SR 99 TO H STREET

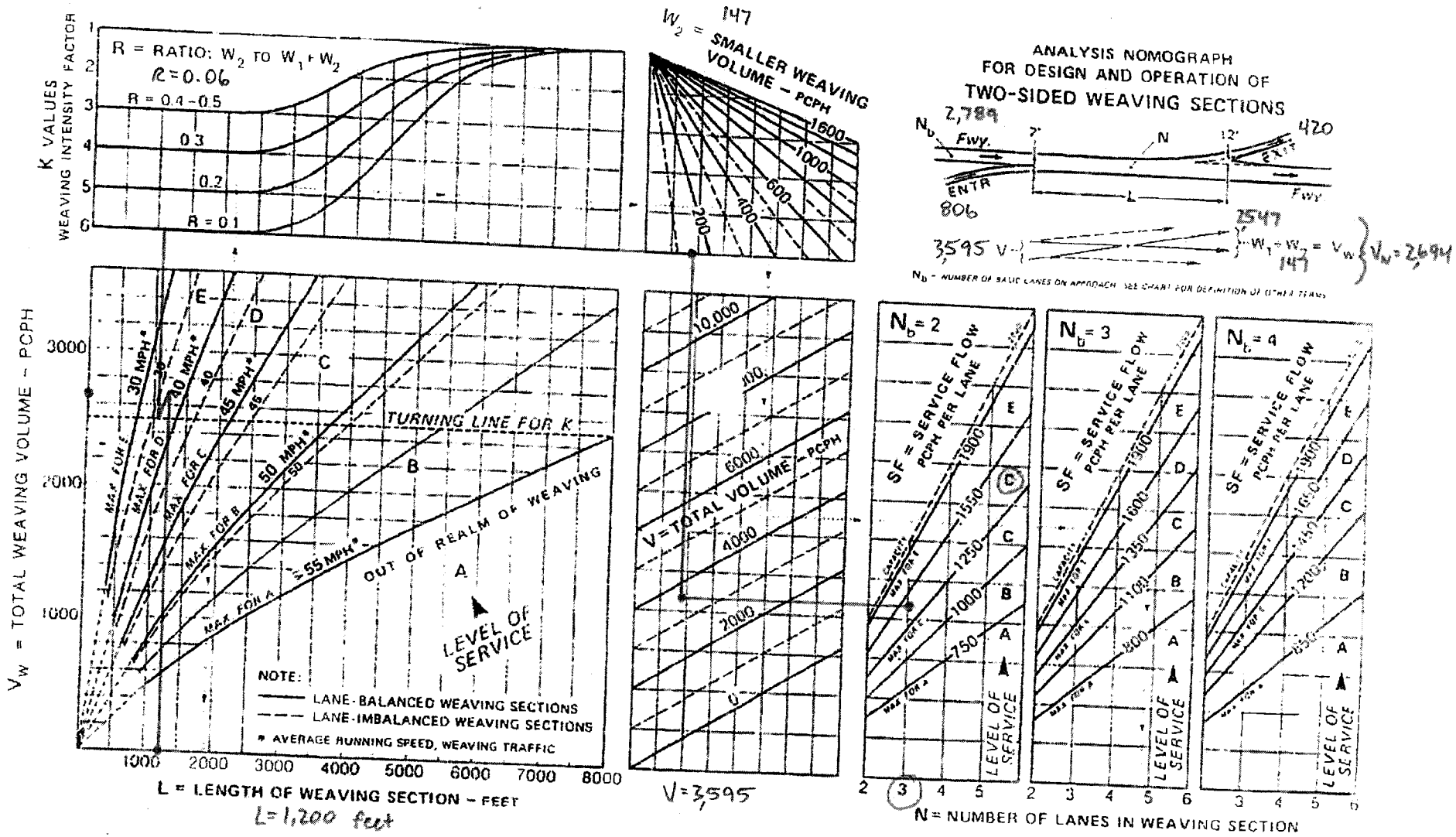


NOMOGRAPH FOR DESIGN AND ANALYSIS OF WEAVING SECTIONS – TWO-SIDED CONFIGURATIONS

NOMOGRAPH 2

CENTENNIAL CORRIDOR
EXISTING PM PEAK HOUR

EASTBOUND SR 58
SR 99 TO H STREET



NOMOGRAPH FOR DESIGN AND ANALYSIS OF WEAVING SECTIONS—TWO-SIDED CONFIGURATIONS

NOMOGRAPH 2

ATTACHMENT 3 – HCS+ SAMPLE RESULTS

HCS+: Basic Freeway Segments Release 5.3

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BP
Agency or Company:	Fehr & Peers
Date Performed:	4/21/2010
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-58 Eastbound
From/To:	Chester Avenue to Union Avenue
Jurisdiction:	Bakersfield
Analysis Year:	Existing
Description:	Centennial Corridor Study

Flow Inputs and Adjustments

Volume, V	3618	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	983	v
Trucks and buses	10	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.952	
Driver population factor, fp	1.00	
Flow rate, vp	2065	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2065	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.3	mi/h
Number of lanes, N	2	
Density, D	34.3	pc/mi/ln

Level of service, LOS D

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Ramps and Ramp Junctions Release 5.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	BP
Agency/Co.:	Fehr & Peers
Date performed:	4/21/2010
Analysis time period:	AM Peak Hour
Freeway/Dir of Travel:	SR-58 Westbound
Junction:	H Street
Jurisdiction:	Bakersfield
Analysis Year:	Existing
Description:	Centennial Corridor Study

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2622	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	333	vph
Length of first accel/decel lane	540	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2622	333		vph
Peak-hour factor, PHF	0.88	0.90		
Peak 15-min volume, v15	745	93		v
Trucks and buses	15	4		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5*	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.930	0.980	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3203	377	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3203 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3580	4700	No
v_3 or v_{av34}	0 pc/h	(Equation 25-4 or 25-5)	
Is v_3 or v_{av34} > 2700 pc/h?		No	
Is v_3 or v_{av34} > 1.5 v_{12}/2		No	
If yes, v_{12A} = 3203		(Equation 25-8)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3203	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 29.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M_S = 0.412	
Space mean speed in ramp influence area,	S_R = 55.5	mph
Space mean speed in outer lanes,	S_O = N/A	mph
Space mean speed for all vehicles,	S = 55.5	mph

HCS+: Ramps and Ramp Junctions Release 5.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	BP
Agency/Co.:	Fehr & Peers
Date performed:	4/21/2010
Analysis time period:	AM Peak Hour
Freeway/Dir of Travel:	SR-58 Eastbound
Junction:	Union Avenue
Jurisdiction:	Bakersfield
Analysis Year:	Existing
Description:	Centennial Corridor Study

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3618	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	821	vph
Length of first accel/decel lane	140	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	3618		821			vph
Peak-hour factor, PHF	0.92		0.90			
Peak 15-min volume, v15	983		228			v
Trucks and buses	10		4			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.952	0.980	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4129	930	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4129 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4129	4700	No
$v_{FO} = v_F - v_R$	3199	4700	No
v_R	930	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 25-15 or 25-16)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12}/2 No

If yes, v_{12A} = 4129 (Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4129	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 38.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, D_S = 0.382

Space mean speed in ramp influence area, S_R = 56.2 mph

Space mean speed in outer lanes, S_O = N/A mph

Space mean speed for all vehicles, S = 56.2 mph

FEHR & PEERS
TRANSPORTATION CONSULTANTS

TECHNICAL MEMORANDUM

Date: December 3, 2010

To: Steve McDonald and Koko Widyatmoko, Caltrans
Steve Crouch, TRIP Corridor Manager
Curt Hatton, Caltrans Project Manager
Ravi Puttagunta, TRIP PMC (Parsons)
Jim Billings and Traci Gleason, HNTB

From: Rob Hananouchi, Bill Penney, and Fred Choa, Fehr & Peers

Subject: ***Centennial Corridor – Existing AM and PM Peak Hour Analysis Results for 54 Study Intersections***
Updated Based on TRIP/Caltrans Comments

RS08-2569

The purpose of this technical memorandum is to present the Existing AM and PM peak hour analysis results for the 54 study intersections included in the Centennial Corridor Project Traffic Operations Report. Based on comments received on the April 14, 2010 submittal, we have made appropriate updates to the existing intersections. This submittal includes the following data:

1) Responses to the comments received on the April 14, 2010 submittal
2) Existing AM peak hour Synchro output – timings and HCS analysis
3) Existing PM peak hour Synchro output – timings and HCS analysis

Level of Service Analysis Methodology

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the least congested operating conditions, to LOS F, with the most congested operating conditions. LOS E represents "at-capacity" operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

The level of service method for signalized intersections analyzes intersection operations based on average control vehicular delay, as described in Chapter 16 of the *2000 Highway Capacity Manual* (*HCM*) by the Transportation Research Board. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using the Synchro 6 analysis software and is correlated to LOS designations.

According to the Metropolitan Bakersfield General Plan, the City of Bakersfield strives to maintain a LOS C at its facilities. Caltrans District 6 aims to maintain a level of service at the LOS C/D cusp threshold (i.e., LOS C) for State facilities.

Existing Intersection AM and PM Peak Hour Operations Analysis

The following sections discuss the Synchro model development process used to determine existing intersection operations.

Synchro Model Development

An AM and PM peak hour Synchro model was developed for the study intersections. The Synchro models were coded with the peak hour volumes, posted speed limit, and signal timings. Traffic signal-related information such as phasing and initial timings (minimum greens, maximum green, gap, etc.) for signalized intersections was obtained from the respective agencies and municipalities. Additional detail such as lane geometries and turn pocket lengths was coded based on field observation.

Model Parameter Adjustments

Default peak hour factor, right-turn on red reductions, and truck percentages were adjusted to reflect field observations.

Peak Hour Factor Assumptions

For the existing conditions analysis, peak hour factors (PHF) were coded into Synchro for each intersection approach as requested by Caltrans / TRIP at our traffic meeting held at Caltrans District 6 offices in Fresno. The PHF for each intersection approach were calculated from the intersection count sheets.

Right-Turn on Red Assumptions

The Synchro software calculates right-turn on red reductions (RTOR) based on the HCM gap acceptance formula for right-turns. To reflect discussions with Caltrans / TRIP, the following manual adjustments to RTOR were coded into Synchro:

- For shared right-turn lanes, the RTOR was manually adjusted to 0%.
- For right-turns with a total right-turning volume less than or equal to 100 vehicles, the RTOR was unadjusted.
- For right-turns with a volume greater than 100 vehicles and a Synchro calculated RTOR greater than 30%, the RTOR was manually adjusted to 30%.
- For right-turns with a volume greater than 100 vehicles and a Synchro calculated RTOR less than 30%, the RTOR was unadjusted.

These manual adjustments were based on field observations and the resulting Synchro delay results compared by the project team for reasonableness and consistency to field observations.

Intersection Analysis Results

The results of the intersection LOS calculations for Existing Conditions are presented in Table 1 for AM Peak Hour Conditions and Table 2 for PM Peak Hour Conditions. Attachment 2 contains the corresponding calculation sheets from Synchro 6 as well as delay and LOS by approach.

Should you have any questions, please feel free to contact either Fred Choa or Bill Penney.

Table 1 - Existing AM Conditions (Updated 12.3.10)
Intersection Level of Service Analysis

	East-West Street	North-South Street	Control	Signal Cycle Length (sec)[1]	EB Approach		WB Approach		NB Approach		SB Approach		Intersection	
					Delay[2]	LOS[3]	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	SR 99 SB Ramps	Airport Drive / State Road	Signalized	U - 133.8 (111.8)	46.3	D	41.9	D	24.9	C	39.0	D	35.9	D
2	SR 99 NB Ramps	Airport Drive / Buck Owens Boulevard	Signalized	U - 85.3 (61.4)			22.1	C	5.9	A			8.8	A
3	Rio Mirada Drive	Buck Owens Boulevard	Signalized	U - 92.1 (56.7)	64.0	E	10.3	B	18.6	B	21.6	C	43.7	D
4	SR 99 NB Ramps	Buck Owens Boulevard / Sillect Avenue	Signalized	U - 152.7 (99.6)	43.1	D	44.3	D	33.3	C	37.0	D	38.9	D
5	Rosedale Highway	Allen Road	Signalized	U - 137.4 (107.3)	36.3	D	31.7	C	42.4	D	40.3	D	37.3	D
6	Rosedale Highway	Calloway Drive	Signalized	C - 140.0	84.9	F	45.5	D	69.7	E	67.0	E	69.0	E
7	Rosedale Highway	Coffee Road	Signalized	C - 140.0	119.2	F	33.8	C	72.6	E	52.5	D	75.7	E
8	Rosedale Highway	Mohawk Street	Unsignalized		0.0	A	52.9	F	62.4	F			62.4	F
9	Rosedale Highway	Camino del Rio Court	Signalized	C - 140.0	23.6	C	18.8	B	185.2	F	62.8	E	28.6	C
10	Rosedale Highway	SR 99 SB Ramps	Signalized	C - 140.0	3.3	A	1.9	A			356.3	F	41.0	D
11	Rosedale Highway	SR 99 NB Ramps	Signalized	C - 140.0	30.9	C	68.3	E	52.0	D	46.0	D	50.9	D
12	24th Street	Oak Street	Signalized	C - 159.4	110.4	F	74.9	E	59.9	E	87.8	F	89.4	F
19	Brimhall Road	Allen Road	Signalized	U - 115.0 (65.3)	21.4	C	19.1	B	18.8	B	23.8	C	21.2	C
22	Stockdale Highway	Allen Road	Signalized	U - 137.0 (109.8)	41.0	D	33.8	C	42.9	D	40.4	D	39.0	D
23	Brimhall Road	Calloway Drive	Signalized	U - 135.0 (95.9)	34.0	C	30.1	C	31.4	C	31.4	C	31.9	C
26	Stockdale Highway	Calloway Drive / Old River Road	Signalized	C - 108.0	29.9	C	29.1	C	43.1	D	41.6	D	36.1	D
27	Brimhall Road	Coffee Road	Signalized	U - 112.7 (94.3)	32.6	C	42.8	D	33.3	C	111.7	F	60.1	E
29	Truxtun Avenue	Coffee Road	Signalized	C - 108.0			39.4	D	74.0	E	70.8	E	67.2	E
30	Stockdale Highway	Coffee Road	Signalized	C - 108.0	115.4	F	160.9	F	103.3	F	78.6	E	112.0	F
35	Truxtun Avenue	Mohawk Street	Signalized	C - 108.0	24.2	C	28.7	C	46.0	D			29.0	C
36	California Avenue	Mohawk Street	Signalized	C - 108.0	41.4	D	57.8	E	23.4	C	34.5	C	30.5	C
37	Stockdale Highway	California Avenue	Signalized	C - 108.0	44.1	D	81.5	F	54.1	D	45.7	D	55.9	E
38	Truxtun Avenue	Oak Street	Signalized	C - 108.0	58.0	E	49.4	D	31.3	C	30.4	C	43.3	D
39	California Avenue	Chester Lane	Signalized	C - 108.0	10.6	B	15.7	B	57.6	E	45.3	D	17.5	B
40	SR 99 SB Ramps	California Avenue / Real Road	Signalized	C - 108.0	26.3	C	17.5	B	103.6	F	89.2	F	49.2	D
41	SR 99 NB Ramps	California Avenue	Signalized	C - 108.0	14.7	B	145.8	F	90.7	F	101.6	F	74.8	E
42	California Avenue	Oak Street	Signalized	C - 108.0	51.4	D	31.4	C	49.2	D	31.8	C	44.1	D
46	California Avenue	Union Avenue	Signalized	U - 112.7 (102.6)	36.8	D	40.5	D	77.8	E	30.5	C	50.0	D
47	Stockdale Highway	Real Road	Signalized	C - 108.0	93.0	F	35.4	D	165.3	F	111.9	F	95.8	F
48	SR 99 SB Ramps	Stockdale Highway	Signalized	C - 108.0	0.5	A	6.9	A			46.9	D	12.2	B
49	Stockdale Highway / Brundage Lane	Oak Street / Wible Road	Signalized	C - 108.0	5.0	A	37.2	D	39.1	D	52.4	D	28.9	C
50	SR 58 EB/WB Ramps	Real Road	Signalized	U - 159.4 (104.0)			19.5	B	38.5	D	27.3	C	27.0	C
51	SR 99 NB Ramps	Wible Road	Signalized	U - 107.8 (70.9)	23.1	C			14.7	B	20.3	C	17.9	B
52	Brundage Lane	H Street	Signalized	C - 82.0	37.0	D	27.5	C	11.0	B	21.3	C	20.7	C
53	SR 58 WB Ramps	H Street	Signalized	C - 82.0			23.8	C	1.4	A	50.7	D	17.1	B
54	SR 58 EB Ramps	H Street	Signalized	C - 82.0	41.6	D			54.0	D	6.1	A	41.1	D
55	Brundage Lane	Chester Avenue	Signalized	C - 82.0	18.4	B	37.9	D	17.2	B	18.8	B	21.0	C
56	SR 58 WB Ramps	Chester Avenue	Signalized	C - 82.0			42.1	D	2.3	A	16.7	B	18.0	B
57	SR 58 EB Ramps	Chester Avenue	Signalized	C - 82.0	50.7	D			28.2	C	7.1	A	28.9	C
58	Brundage Lane	Union Avenue	Signalized	U - 112.2 (89.9)	40.6	D	35.9	D	54.2	D	26.9	C	42.1	D
59	SR 58 WB Ramps	Union Avenue / Brundage Lane	Signalized	U - 103.3 (65.6)	19.0	B	20.0	C	18.2	B	29.8	C	19.7	B
60	SR 58 EB Ramps	Union Avenue	Signalized	U - 59.1 (55.5)	25.4	C			13.6	B	11.9	B	16.2	B
61	Ming Avenue	New Stine Road	Signalized	C - 108.0	76.9	E	40.9	D	46.9	D	36.1	D	56.5	E
62	Ming Avenue	Real Road	Signalized	C - 108.0	23.0	C	16.4	B	45.9	D	51.8	D	25.4	C
63	SR 99 SB Ramps	Ming Avenue	Signalized[4]	C - 108.0	1.9	A	6.6	A	1.4	A	5.1	A	3.4	A
64	Ming Avenue	Wible Road	Signalized	C - 108.0	85.6	F	14.0	B	46.7	D	45.3	D	61.3	E
65	SR 99 NB Ramps	Ming Avenue	Signalized	C - 108.0	10.9	B	45.8	D	50.6	D	74.8	E	26.7	C
66	Ming Avenue	Castro Lane	Signalized	C - 108.0	11.0	B	10.6	B	48.6	D	57.6	E	16.7	B
67	Ming Avenue	H Street	Signalized	C - 82.0	41.0	D	37.6	D	21.1	C	17.7	B	29.6	C
68	Ming Avenue	Chester Avenue	Signalized	U - 113.2 (63.9)	26.4	C	23.9	C	22.5	C	20.9	C	23.7	C
69	White Lane	Wible Road	Signalized	C - 108.0	76.8	E	35.1	D	47.7	D	53.2	D	54.7	D
70	SR 99 SB Ramps	White Lane	Signalized	U - 90.0 (84.5)	24.7	C	16.5	B			21.2	C	22.3	C
71	SR 99 NB Ramps	White Lane	Signalized	U - 55.1 (61.1)	5.5	A	2.8	A	20.3	C			5.4	A
72	White Lane	Hughes Lane	Signalized	C - 108.0	26.8	C	35.3	D	49.2	D	46.2	D	35.9	D

Notes: [1] "U" denotes an actuated-uncoordinated signal. "C" denotes an actuated-coordinated signal. For both uncoordinated and coordinated traffic signals, the value provided indicates the cycle length as given in the signal timing sheets. For uncoordinated signals, the number in parenthesis is the average cycle length as calculated by Synchro.

[2] For signalized and all-way stop-controlled intersections, the overall average intersection delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the movement with the greatest delay is reported in seconds

[3] Level of Service (LOS) based on *Highway Capacity Manual* (Transportation Research Board, 2000) methodology and Synchro 6.0 analysis software.

[4] This signal was installed after the counts were collected.

Bold font and shading indicates unacceptable intersection operations based on the LOS C standard. LOS F conditions are highlighted in bold and red font.

Source: Fehr & Peers, 2010

Table 2 - Existing PM Conditions (Updated 12.3.10)
Intersection Level of Service Analysis

	East-West Street	North-South Street	Control	Signal Cycle Length (sec)[1]	EB Approach Delay[2]	EB Approach LOS[3]	WB Approach Delay	WB Approach LOS	NB Approach Delay	NB Approach LOS	SB Approach Delay	SB Approach LOS	Intersection Delay	Intersection LOS
1	SR 99 SB Ramps	Airport Drive / State Road	Signalized	U - 133.8 (118.9)	52.5	D	53.9	D	28.0	C	43.1	D	42.5	D
2	SR 99 NB Ramps	Airport Drive / Buck Owens Boulevard	Signalized	U - 85.3 (77.4)			31.3	C	14.6	B			21.9	C
3	Rio Mirada Drive	Buck Owens Boulevard	Signalized	U - 92.1 (59.7)	13.0	B	15.4	B	20.2	C	23.5	C	17.8	B
4	SR 99 NB Ramps	Buck Owens Boulevard / Sillect Avenue	Signalized	U - 152.7 (107.5)	46.3	D	46.2	D	30.9	C	36.2	D	37.5	D
5	Rosedale Highway	Allen Road	Signalized	U - 137.4 (133.0)	56.9	E	114.6	F	73.3	E	48.8	D	76.9	E
6	Rosedale Highway	Calloway Drive	Signalized	C - 140.0	46.8	D	44.9	D	197.2	F	110.7	F	91.0	F
7	Rosedale Highway	Coffee Road	Signalized	C - 140.0	64.0	E	74.4	E	61.8	E	57.1	E	65.7	E
8	Rosedale Highway	Mohawk Street	Unsignalized	--	0.0	A	18.2	C	53.2	F			53.2	F
9	Rosedale Highway	Camino del Rio Court	Signalized	C - 140.0	29.6	C	25.9	C	171.5	F	81.3	F	37.0	D
10	Rosedale Highway	SR 99 SB Ramps	Signalized	C - 140.0	3.0	A	5.0	A			389.0	F	44.5	D
11	Rosedale Highway	SR 99 NB Ramps	Signalized	C - 140.0	62.8	E	108.3	F	150.3	F	207.8	F	125.6	F
12	24th Street	Oak Street	Signalized	C - 159.4	81.3	F	127.0	F	84.7	F	88.2	F	100.3	F
19	Brimhall Road	Allen Road	Signalized	U - 115.0 (52.3)	17.5	B	17.0	B	17.9	B	25.0	C	19.9	B
22	Stockdale Highway	Allen Road	Signalized	U - 137.0 (81.1)	24.2	C	26.6	C	33.0	C	28.8	C	27.0	C
23	Brimhall Road	Calloway Drive	Signalized	U - 135.0 (76.6)	25.3	C	26.9	C	25.3	C	24.1	C	25.4	C
26	Stockdale Highway	Calloway Drive / Old River Road	Signalized	C - 108.0	45.9	D	35.0	D	41.3	D	32.8	C	38.5	D
27	Brimhall Road	Coffee Road	Signalized	U - 112.7 (78.1)	30.5	C	31.5	C	114.8	F	40.6	D	72.7	E
29	Truxtun Avenue	Coffee Road	Signalized	C - 108.0			107.5	F	57.4	E	69.2	E	81.2	F
30	Stockdale Highway	Coffee Road	Signalized	C - 108.0	64.6	E	196.3	F	80.5	F	45.2	D	90.2	F
35	Truxtun Avenue	Mohawk Street	Signalized	C - 108.0	28.3	C	39.2	D	63.4	E			41.5	D
36	California Avenue	Mohawk Street	Signalized	C - 108.0	40.5	D	70.7	E	24.4	C	32.3	C	34.3	C
37	Stockdale Highway	California Avenue	Signalized	C - 108.0	84.2	F	100.2	F	42.7	D	87.1	F	81.9	F
38	Truxtun Avenue	Oak Street	Signalized	C - 108.0	81.9	F	62.5	E	32.7	C	107.2	F	74.4	E
39	California Avenue	Chester Lane	Signalized	C - 108.0	24.1	C	17.3	B	54.7	D	59.2	E	27.8	C
40	SR 99 SB Ramps	California Avenue / Real Road	Signalized	C - 108.0	47.8	D	41.7	D	92.4	F	55.4	E	49.9	D
41	SR 99 NB Ramps	California Avenue	Signalized	C - 108.0	3.6	A	13.9	B	91.5	F	218.3	F	25.1	C
42	California Avenue	Oak Street	Signalized	C - 108.0	77.0	E	37.6	D	59.0	E	116.8	F	78.7	E
46	California Avenue	Union Avenue	Signalized	U - 112.7 (97.4)	38.1	D	37.3	D	36.7	D	32.2	C	36.0	D
47	Stockdale Highway	Real Road	Signalized	C - 108.0	57.2	E	32.7	C	261.1	F	114.1	F	93.2	F
48	SR 99 SB Ramps	Stockdale Highway	Signalized	C - 108.0	5.1	A	1.9	A			42.7	D	10.5	B
49	Stockdale Highway / Brundage Lane	Oak Street / Wible Road	Signalized	C - 108.0	18.5	B	51.2	D	44.0	D	48.6	D	38.8	D
50	SR 58 EB/WB Ramps	Real Road	Signalized	U - 159.4 (98.5)			25.7	C	37.0	D	24.4	C	27.3	C
51	SR 99 NB Ramps	Wible Road	Signalized	U - 107.8 (80.8)	28.4	C			15.1	B	42.0	D	32.2	C
52	Brundage Lane	H Street	Signalized	C - 88.0	49.6	D	41.0	D	18.7	B	34.2	C	35.3	D
53	SR 58 WB Ramps	H Street	Signalized	C - 88.0			88.3	F	5.7	A	68.8	E	56.3	E
54	SR 58 EB Ramps	H Street	Signalized	C - 88.0	57.7	E			54.9	D	1.7	A	27.2	C
55	Brundage Lane	Chester Avenue	Signalized	C - 88.0	57.5	E	41.2	D	17.7	B	20.0	C	30.7	C
56	SR 58 WB Ramps	Chester Avenue	Signalized	C - 88.0			36.3	D	6.2	A	26.9	C	23.9	C
57	SR 58 EB Ramps	Chester Avenue	Signalized	C - 88.0	43.2	D			26.1	C	12.8	B	22.2	C
58	Brundage Lane	Union Avenue	Signalized	U - 112.2 (94.0)	39.9	D	35.6	D	32.2	C	46.4	D	39.6	D
59	SR 58 WB Ramps	Union Avenue / Brundage Lane	Signalized	U - 103.3 (55.3)	13.1	B	13.1	B	17.1	B	30.9	C	15.1	B
60	SR 58 EB Ramps	Union Avenue	Signalized	U - 59.1 (49.8)	16.8	B			8.5	A	10.4	B	10.9	B
61	Ming Avenue	New Stine Road	Signalized	C - 108.0	114.5	F	65.5	E	60.6	E	65.4	E	79.6	E
62	Ming Avenue	Real Road	Signalized	C - 108.0	26.8	C	74.7	E	43.4	D	121.1	F	60.8	E
63	SR 99 SB Ramps	Ming Avenue	Signalized[4]	C - 108.0	3.2	A	7.3	A	15.2	B	133.6	F	29.3	C
64	Ming Avenue	Wible Road	Signalized	C - 108.0	107.5	F	28.5	C	48.8	D	47.6	D	68.1	E
65	SR 99 NB Ramps	Ming Avenue	Signalized	C - 108.0	21.4	C	35.8	D	44.5	D	149.9	F	40.4	D
66	Ming Avenue	Castro Lane	Signalized	C - 108.0	11.5	B	17.3	B	49.5	D	93.2	F	24.7	C
67	Ming Avenue	H Street	Signalized	C - 88.0	43.6	D	53.6	D	23.4	C	23.3	C	35.5	D
68	Ming Avenue	Chester Avenue	Signalized	U - 113.2 (68.1)	26.7	C	25.5	C	22.2	C	22.2	C	24.0	C
69	White Lane	Wible Road	Signalized	C - 108.0	107.4	F	92.6	F	56.7	E	48.1	D	83.3	F
70	SR 99 SB Ramps	White Lane	Signalized	U - 90.0 (90.0)	117.7	F	30.8	C			131.9	F	109.5	F
71	SR 99 NB Ramps	White Lane	Signalized	U - 55.1 (51.1)	7.1	A	4.1	A	15.5	B			6.9	A
72	White Lane	Hughes Lane	Signalized	C - 108.0	30.3	C	35.2	D	57.7	E	43.2	D	38.3	D

Notes: [1] "U" denotes an actuated-uncoordinated signal. "C" denotes an actuated-coordinated signal. For both uncoordinated and coordinated traffic signals, the value provided indicates the cycle length as given in the signal timing sheets. For uncoordinated signals, the number in parenthesis is the average cycle length as calculated by Synchro.

[2] For signalized and all-way stop-controlled intersections, the overall average intersection delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the movement with the greatest delay is reported in seconds

[3] Level of Service (LOS) based on *Highway Capacity Manual* (Transportation Research Board, 2000) methodology and Synchro 6.0 analysis software.

[4] This signal was installed after the counts were collected.

Bold font and shading indicates unacceptable intersection operations based on the LOS C standard. LOS F conditions are highlighted in bold and red font.

Source: Fehr & Peers, 2010

Table 2 - Existing PM Conditions (Updated 12.3.10)
Intersection Level of Service Analysis

	East-West Street	North-South Street	Control	Signal Cycle Length (sec)[1]	EB Approach		WB Approach		NB Approach		SB Approach		Intersection	
					Delay[2]	LOS[3]	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	SR 99 SB Ramps	Airport Drive / State Road	Signalized	U - 133.8 (118.9)	52.5	D	53.9	D	28.0	C	43.1	D	42.5	D
2	SR 99 NB Ramps	Airport Drive / Buck Owens Boulevard	Signalized	U - 85.3 (77.4)			31.3	C	14.6	B			21.9	C
3	Rio Mirada Drive	Buck Owens Boulevard	Signalized	U - 92.1 (59.7)	13.0	B	15.4	B	20.2	C	23.5	C	17.8	B
4	SR 99 NB Ramps	Buck Owens Boulevard / Sillect Avenue	Signalized	U - 152.7 (107.5)	46.3	D	46.2	D	30.9	C	36.2	D	37.5	D
5	Rosedale Highway	Allen Road	Signalized	U - 137.4 (133.0)	56.9	E	114.6	F	73.3	E	48.8	D	76.9	E
6	Rosedale Highway	Calloway Drive	Signalized	C - 140.0	46.8	D	44.9	D	197.2	F	110.7	F	91.0	F
7	Rosedale Highway	Coffee Road	Signalized	C - 140.0	64.0	E	74.4	E	61.8	E	57.1	E	65.7	E
8	Rosedale Highway	Mohawk Street	Unsignalized	--	0.0	A	18.2	C	53.2	F			53.2	F
9	Rosedale Highway	Camino del Rio Court	Signalized	C - 140.0	29.6	C	25.9	C	171.5	F	81.3	F	37.0	D
10	Rosedale Highway	SR 99 SB Ramps	Signalized	C - 140.0	3.0	A	5.0	A			389.0	F	44.5	D
11	Rosedale Highway	SR 99 NB Ramps	Signalized	C - 140.0	62.8	E	108.3	F	150.3	F	207.8	F	125.6	F
12	24th Street	Oak Street	Signalized	C - 159.4	81.3	F	127.0	F	84.7	F	88.2	F	100.3	F
19	Brimhall Road	Allen Road	Signalized	U - 115.0 (52.3)	17.5	B	17.0	B	17.9	B	25.0	C	19.9	B
22	Stockdale Highway	Allen Road	Signalized	U - 137.0 (81.1)	24.2	C	26.6	C	33.0	C	28.8	C	27.0	C
23	Brimhall Road	Calloway Drive	Signalized	U - 135.0 (76.6)	25.3	C	26.9	C	25.3	C	24.1	C	25.4	C
26	Stockdale Highway	Calloway Drive / Old River Road	Signalized	C - 108.0	45.9	D	35.0	D	41.3	D	32.8	C	38.5	D
27	Brimhall Road	Coffee Road	Signalized	U - 112.7 (78.1)	30.5	C	31.5	C	114.8	F	40.6	D	72.7	E
29	Truxtun Avenue	Coffee Road	Signalized	C - 108.0			107.5	F	57.4	E	69.2	E	81.2	F
30	Stockdale Highway	Coffee Road	Signalized	C - 108.0	64.6	E	196.3	F	80.5	F	45.2	D	90.2	F
35	Truxtun Avenue	Mohawk Street	Signalized	C - 108.0	28.3	C	39.2	D	63.4	E			41.5	D
36	California Avenue	Mohawk Street	Signalized	C - 108.0	40.5	D	70.7	E	24.4	C	32.3	C	34.3	C
37	Stockdale Highway	California Avenue	Signalized	C - 108.0	84.2	F	100.2	F	42.7	D	87.1	F	81.9	F
38	Truxtun Avenue	Oak Street	Signalized	C - 108.0	81.9	F	62.5	E	32.7	C	107.2	F	74.4	E
39	California Avenue	Chester Lane	Signalized	C - 108.0	24.1	C	17.3	B	54.7	D	59.2	E	27.8	C
40	SR 99 SB Ramps	California Avenue / Real Road	Signalized	C - 108.0	47.8	D	41.7	D	92.4	F	55.4	E	49.9	D
41	SR 99 NB Ramps	California Avenue	Signalized	C - 108.0	3.6	A	13.9	B	91.5	F	218.3	F	25.1	C
42	California Avenue	Oak Street	Signalized	C - 108.0	77.0	E	37.6	D	59.0	E	116.8	F	78.7	E
46	California Avenue	Union Avenue	Signalized	U - 112.7 (97.4)	38.1	D	37.3	D	36.7	D	32.2	C	36.0	D
47	Stockdale Highway	Real Road	Signalized	C - 108.0	57.2	E	32.7	C	261.1	F	114.1	F	93.2	F
48	SR 99 SB Ramps	Stockdale Highway	Signalized	C - 108.0	5.1	A	1.9	A			42.7	D	10.5	B
49	Stockdale Highway / Brundage Lane	Oak Street / Wible Road	Signalized	C - 108.0	18.5	B	51.2	D	44.0	D	48.6	D	38.8	D
50	SR 58 EB/WB Ramps	Real Road	Signalized	U - 159.4 (98.5)			25.7	C	37.0	D	24.4	C	27.3	C
51	SR 99 NB Ramps	Wible Road	Signalized	U - 107.8 (80.8)	28.4	C			15.1	B	42.0	D	32.2	C
52	Brundage Lane	H Street	Signalized	C - 88.0	49.6	D	41.0	D	18.7	B	34.2	C	35.3	D
53	SR 58 WB Ramps	H Street	Signalized	C - 88.0			88.3	F	5.7	A	68.8	E	56.3	E
54	SR 58 EB Ramps	H Street	Signalized	C - 88.0	57.7	E			54.9	D	1.7	A	27.2	C
55	Brundage Lane	Chester Avenue	Signalized	C - 88.0	57.5	E	41.2	D	17.7	B	20.0	C	30.7	C
56	SR 58 WB Ramps	Chester Avenue	Signalized	C - 88.0			36.3	D	6.2	A	26.9	C	23.9	C
57	SR 58 EB Ramps	Chester Avenue	Signalized	C - 88.0	43.2	D			26.1	C	12.8	B	22.2	C
58	Brundage Lane	Union Avenue	Signalized	U - 112.2 (94.0)	39.9	D	35.6	D	32.2	C	46.4	D	39.6	D
59	SR 58 WB Ramps	Union Avenue / Brundage Lane	Signalized	U - 103.3 (55.3)	13.1	B	13.1	B	17.1	B	30.9	C	15.1	B
60	SR 58 EB Ramps	Union Avenue	Signalized	U - 59.1 (49.8)	16.8	B			8.5	A	10.4	B	10.9	B
61	Ming Avenue	New Stine Road	Signalized	C - 108.0	114.5	F	65.5	E	60.6	E	65.4	E	79.6	E
62	Ming Avenue	Real Road	Signalized	C - 108.0	26.8	C	74.7	E	43.4	D	121.1	F	60.8	E
63	SR 99 SB Ramps	Ming Avenue	Signalized[4]	C - 108.0	3.2	A	7.3	A	15.2	B	133.6	F	29.3	C
64	Ming Avenue	Wible Road	Signalized	C - 108.0	107.5	F	28.5	C	48.8	D	47.6	D	68.1	E
65	SR 99 NB Ramps	Ming Avenue	Signalized	C - 108.0	21.4	C	35.8	D	44.5	D	149.9	F	40.4	D
66	Ming Avenue	Castro Lane	Signalized	C - 108.0	11.5	B	17.3	B	49.5	D	93.2	F	24.7	C
67	Ming Avenue	H Street	Signalized	C - 88.0	43.6	D	53.6	D	23.4	C	23.3	C	35.5	D
68	Ming Avenue	Chester Avenue	Signalized	U - 113.2 (68.1)	26.7	C	25.5	C	22.2	C	22.2	C	24.0	C
69	White Lane	Wible Road	Signalized	C - 108.0	107.4	F	92.6	F	56.7	E	48.1	D	83.3	F
70	SR 99 SB Ramps	White Lane	Signalized	U - 90.0 (90.0)	117.7	F	30.8	C			131.9	F	109.5	F
71	SR 99 NB Ramps	White Lane	Signalized	U - 55.1 (51.1)	7.1	A	4.1	A	15.5	B			6.9	A
72	White Lane	Hughes Lane	Signalized	C - 108.0	30.3	C	35.2	D	57.7	E	43.2	D	38.3	D

Notes: [1] "U" denotes an actuated-uncoordinated signal. "C" denotes an actuated-coordinated signal. For both uncoordinated and coordinated traffic signals, the value provided indicates the cycle length as given in the signal timing sheets. For uncoordinated signals, the number in parenthesis is the average cycle length as calculated by Synchro.

[2] For signalized and all-way stop-controlled intersections, the overall average intersection delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the movement with the greatest delay is reported in seconds

[3] Level of Service (LOS) based on *Highway Capacity Manual* (Transportation Research Board, 2000) methodology and Synchro 6.0 analysis software.

[4] This signal was installed after the counts were collected.

Bold font and shading indicates unacceptable intersection operations based on the LOS C standard. LOS F conditions are highlighted in bold and red font.

Source: Fehr & Peers, 2010

ATTACHMENT 1 – RESPONSES TO COMMENTS

ENVIRONMENTAL PROCESS COMMENT/RESOLUTION FORM

REPORT: Existing Conditions Intersection Analysis		**PROJECT:** Centennial Corridor	
SUBMITTAL: ☐ Screencheck ☐ Preliminary ☒ Draft ☐ Final ☐ Other:		**CONSULTANT'S TRAFFIC MANAGER:** Fred Choa, Fehr & Peers	
REVIEW TYPE: ☐ City ☐ County ☐ Caltrans ☐ HNTB ☒ Other: Parsons		**PHONE:** (916)773-1900	**EMAIL:** f.choa@fehrandpeers.com
SUBMITTAL DATE:	**DUE DATE:**	**SCHEDULED JRT MEETING DATE:**	

REVIEWER: Ravi Puttagunta, Parsons	**DISCIPLINE:** Traffic Engineering

No.	Page / Ref.	Reviewer's Comment	InitialDisp.	Consultants Response	Final Disp.	LS or NDC
1	All	The Synchro output printout sheets are not showing correct ***signal cycle lengths***, it is very hard to assuming what signal time used for analysis. If consultants can add a column that shows existing field cycle lengths in the intersection analysis summary table.	C	The intersection analysis summary table will be modified to include a column that shows the signal cycle lengths that are on the signal timings sheets, whether the operations are coordinated or uncoordinated, and resulting field operating cycle lengths. For coordinated signals, both cycle lengths will be the same. For actuated signals, the cycle lengths will be different.		
2	#1	Please verify/check signal phasing for EB / WB left turn for #1 – State Road / Airport Drive.	C	The phasing for the EB and WB approaches operate separately based on field observations and signal timing sheets. The turn-type for the EB and WB phases will be set to split phasing to match these operations.		
3a	#12	#12 Rosedale / Oak Street – name should be 24th Street / Oak Street.	C	The Synchro files and corresponding results summary tables and spreadsheets will be changed to show intersection #12 as 24th Street / Oak Street		
3b	#12	#12 Rosedale / Oak Street – are these results consistent with 24th Street Project existing conditions?	N	Yes, the LOS results are consistent with results provided by RBF for the 24th Street Improvement Project – Existing Conditions Analysis		

CONSULTANTS INITIAL DISPOSITION CODES: **C** = Will Comply **D** = Discuss **N** = No Change **A** = Agency Action Required
TRIP FINAL DISPOSITION CODES: **D** = Done or Approved **N/C** = No Change Required
LS =Revise in Later Submittal **NDC** = Revise Immediately

THOMAS ROADS IMPROVEMENT PROGRAM

No.	Page / Ref.	Reviewer's Comment	InitialDisp.	Consultants Response	Final Disp.	LS or NDC
4	#38	#38 Truxtun Avenue / Oak Street – are these results consistent with 24th Street Project existing conditions?	N	Yes, the level of service results are consistent with the 24th Street Project existing conditions.		
5	#40	Intersection #40 – California Ave. / SR-99 SB Ramps – WBR is not a free conditions (When eastbound left's access to loop, WB rights has to yield, it should be overlap condition).	C	Based on the geometry of the intersection (see attached page), the WBR would operate with **yield control** based on the downstream merge of the Westbound right-turn and Eastbound left-turn traffic. The Synchro files will be updated to show this change and all analysis results tables and spreadsheets will be updated based on the change in operations results.		
6	#41	Please check intersection #41 – California Ave. / SR-99 NB Ramps – WBR lane geometry. Field conditions shows does not match with coding	N	The geometry and corresponding volumes used in the analysis correctly reflect the operating conditions of the five-legged intersection.		
7	Multiple	Following intersections lane geometry not consistent with AM and PM peak hours: a. #50 – SR-58 Ramps & Real Road b. #53 – SR-58 WB on-Ramp & H Street c. #54 – SR-58 EB off-Ramp & H Street d. #55 – Brundage Lane & Chester Avenue e. #58 – Brundage Lane & Union Avenue f. #63 – Ming Avenue & SR-99 SB Ramps g. #64 – Ming Avenue & Wible Road h. #65 – Ming Avenue & SR-99 NB Ramps i. #68 – Ming Avenue & Chester Avenue j. #69 – White Lane & Wible Road	C	The geometries in the Synchro files for all study intersections, including those shown to the left (a. through j.), will be modified to ensure consistency between the AM and PM Synchro files. The comment relates to u-turns that were only counted in the AM or PM peak hour and not the other.		

FINAL DISPOSITION CONCURRENCE: Signature indicates acknowledgement of concurrence to final dispositions ONLY and does not signify final approval of report.

REVIEWER SIGN & DATE: _____

CONSULTANT'S ENVIRO. MANAGER SIGN & DATE: _____

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ATTACHMENT 2 – HCM CALCULATIONS

ATTACHMENT 1 – RESPONSES TO COMMENTS

THOMAS ROADS IMPROVEMENT PROGRAM

ENVIRONMENTAL PROCESS COMMENT/RESOLUTION FORM

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SUBMITTAL:	☐ Screencheck ☐ Preliminary ☒ Draft ☐ Final ☐ Other:	**CONSULTANT'S TRAFFIC MANAGER:**	**Fred Choa, Fehr & Peers**
REVIEW TYPE:	☐ City ☐ County ☐ Caltrans ☐ HNTB ☒ Other: Parsons	**PHONE:** (916)773-1900	**EMAIL:** f.choa@fehrandpeers.com
SUBMITTAL DATE:	**DUE DATE:**	**SCHEDULED JRT MEETING DATE:**	
REVIEWER:	**Ravi Puttagunta, Parsons**	**DISCIPLINE:**	**Traffic Engineering**

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ATTACHMENT 2 – HCM CALCULATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00		0.91	
Frpb, ped/bikes		1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Frt		1.00	0.85	1.00	0.94	0.85	1.00	1.00	0.85		1.00	
Flt Protected		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1719	1538	3335	1612	1440	1719	4940	1538		4919	
Flt Permitted		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00		1.00	
Satd. Flow (perm)		1719	1538	3335	1612	1440	1719	4940	1538		4919	
Volume (vph)	39	0	155	485	57	112	121	745	18	0	1124	30
Peak-hour factor, PHF	0.80	0.80	0.80	0.76	0.76	0.76	0.86	0.86	0.86	0.95	0.95	0.95
Adj. Flow (vph)	49	0	194	638	75	147	141	866	21	0	1183	32
RTOR Reduction (vph)	0	0	39	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	49	155	638	121	101	141	866	10	0	1215	0
Confl. Peds. (#/hr)						2						2
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Split		Perm	Split		Perm	Prot		Perm			
Protected Phases	7	7		8	8		5	2			6	
Permitted Phases			7			8			2			
Actuated Green, G (s)		19.8	19.8	26.8	26.8	26.8	13.3	50.1	50.1		33.1	
Effective Green, g (s)		20.7	20.7	27.7	27.7	27.7	13.0	51.4	51.4		34.4	
Actuated g/C Ratio		0.19	0.19	0.25	0.25	0.25	0.12	0.46	0.46		0.31	
Clearance Time (s)		4.9	4.9	4.9	4.9	4.9	3.7	5.3	5.3		5.3	
Vehicle Extension (s)		8.0	8.0	4.7	4.7	4.7	2.0	3.9	3.9		4.1	
Lane Grp Cap (vph)		318	285	826	399	357	200	2271	707		1514	
v/s Ratio Prot		0.03		c0.19	0.08		c0.08	0.18			c0.25	
v/s Ratio Perm			c0.10			0.07			0.01			
v/c Ratio		0.15	0.54	0.77	0.30	0.28	0.70	0.38	0.01		0.80	
Uniform Delay, d1		38.2	41.3	39.1	34.2	34.0	47.6	19.8	16.4		35.6	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2		1.0	6.8	5.1	0.8	0.8	8.9	0.1	0.0		3.4	
Delay (s)		39.2	48.1	44.3	35.0	34.8	56.4	19.9	16.4		39.0	
Level of Service		D	D	D	D	C	E	B	B		D	
Approach Delay (s)		46.3			41.9			24.9			39.0	
Approach LOS		D			D			C			D	

Intersection Summary

HCM Average Control Delay	35.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	111.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		
Lane Util. Factor		0.88	0.81	0.81		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2707	5700	1211		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2707	5700	1211		
Volume (vph)	0	319	1430	78	0	0
Peak-hour factor, PHF	0.82	0.82	0.84	0.84	0.85	0.85
Adj. Flow (vph)	0	389	1702	93	0	0
RTOR Reduction (vph)	0	11	0	0	0	0
Lane Group Flow (vph)	0	378	1702	93	0	0
Heavy Vehicles (%)	5%	5%	8%	8%	2%	2%
Turn Type		custom		Free		
Protected Phases			2			
Permitted Phases		8		Free		
Actuated Green, G (s)		13.7	37.4	61.4		
Effective Green, g (s)		14.6	38.8	61.4		
Actuated g/C Ratio		0.24	0.63	1.00		
Clearance Time (s)		4.9	5.4			
Vehicle Extension (s)		3.2	5.7			
Lane Grp Cap (vph)		644	3602	1211		
v/s Ratio Prot			c0.30			
v/s Ratio Perm		c0.14		0.08		
v/c Ratio		0.59	0.47	0.08		
Uniform Delay, d1		20.7	5.9	0.0		
Progression Factor		1.00	1.00	1.00		
Incremental Delay, d2		1.4	0.3	0.1		
Delay (s)		22.1	6.2	0.1		
Level of Service		C	A	A		
Approach Delay (s)	22.1		5.9			0.0
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.90			0.93		1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1636			1661		1719	3438	1502	1719	3438	
Flt Permitted		1.00			0.88		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1629			1477		1719	3438	1502	1719	3438	
Volume (vph)	11	185	469	20	46	70	30	245	25	65	32	0
Peak-hour factor, PHF	0.79	0.79	0.79	0.81	0.81	0.81	0.93	0.93	0.93	0.62	0.62	0.62
Adj. Flow (vph)	14	234	594	25	57	86	32	263	27	105	52	0
RTOR Reduction (vph)	0	99	0	0	0	0	0	0	20	0	0	0
Lane Group Flow (vph)	0	743	0	0	168	0	32	263	7	105	52	0
Confl. Peds. (#/hr)	2					2			2			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)		24.4			24.4		2.3	12.9	12.9	6.3	16.9	
Effective Green, g (s)		24.6			24.6		2.3	13.8	13.8	6.3	17.8	
Actuated g/C Ratio		0.43			0.43		0.04	0.24	0.24	0.11	0.31	
Clearance Time (s)		4.2			4.2		4.0	4.9	4.9	4.0	4.9	
Vehicle Extension (s)		1.5			1.5		1.0	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)		707			641		70	837	366	191	1079	
v/s Ratio Prot							0.02	c0.08		c0.06	c0.02	
v/s Ratio Perm		c0.46			0.11				0.00			
v/c Ratio		1.05			0.26		0.46	0.31	0.02	0.55	0.05	
Uniform Delay, d1		16.1			10.3		26.6	17.6	16.3	23.9	13.5	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		48.0			0.1		1.7	0.1	0.0	1.7	0.0	
Delay (s)		64.0			10.3		28.3	17.7	16.3	25.6	13.6	
Level of Service		E			B		C	B	B	C	B	
Approach Delay (s)		64.0			10.3			18.6			21.6	
Approach LOS		E			B			B			C	

Intersection Summary			
HCM Average Control Delay	43.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	56.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		0.95	0.91		0.95	0.97	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.95		1.00	0.95		0.85	1.00	0.94		1.00	0.96
Flt Protected	0.95	1.00		0.95	0.97		1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1687	1697		1633	1485		1441	3099	3200		1719	3243
Flt Permitted	0.95	1.00		0.95	0.97		1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	1687	1697		1633	1485		1441	3099	3200		1719	3243
Volume (vph)	495	224	103	130	0	25	22	190	320	236	46	286
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.93	0.93
Adj. Flow (vph)	589	267	123	148	0	28	25	198	333	246	49	308
RTOR Reduction (vph)	0	0	0	0	0	0	22	0	0	0	0	0
Lane Group Flow (vph)	589	390	0	97	79	0	3	198	579	0	49	406
Confl. Peds. (#/hr)				2			2			2		
Heavy Vehicles (%)	7%	7%	6%	5%	5%	10%	5%	13%	5%	5%	5%	5%
Turn Type	Split			Split			Perm	Prot			Prot	
Protected Phases	4	4		3	3			5	2		1	6
Permitted Phases							3					
Actuated Green, G (s)	36.7	36.7		11.5	11.5		11.5	10.6	30.4		4.8	23.1
Effective Green, g (s)	36.9	36.9		11.2	11.2		11.2	11.8	31.0		4.5	23.7
Actuated g/C Ratio	0.37	0.37		0.11	0.11		0.11	0.12	0.31		0.05	0.24
Clearance Time (s)	4.2	4.2		3.7	3.7		3.7	5.2	4.6		3.7	4.6
Vehicle Extension (s)	4.1	4.1		4.1	4.1		4.1	2.0	5.5		2.0	5.5
Lane Grp Cap (vph)	625	629		184	167		162	367	996		78	772
v/s Ratio Prot	c0.35	0.23		c0.06	0.05			c0.06	c0.18		0.03	0.13
v/s Ratio Perm							0.00					
v/c Ratio	0.94	0.62		0.53	0.47		0.02	0.54	0.58		0.63	0.53
Uniform Delay, d1	30.3	25.6		41.7	41.4		39.3	41.3	28.8		46.7	33.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	23.0	2.2		3.7	3.0		0.1	0.8	1.5		10.8	1.4
Delay (s)	53.3	27.8		45.4	44.5		39.4	42.1	30.3		57.6	34.5
Level of Service	D	C		D	D		D	D	C		E	C
Approach Delay (s)		43.1			44.3				33.3			37.0
Approach LOS		D			D				C			D

Intersection Summary			
HCM Average Control Delay	38.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	99.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR2
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	91
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	98
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	13%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3343	1516	1656	3112	1407	1736	1810	1487	1626	3369	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3343	1516	1656	3112	1407	1736	1810	1487	1626	3369	
Volume (vph)	112	629	44	200	425	122	70	315	228	132	373	46
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	119	669	47	217	462	133	79	354	256	142	401	49
RTOR Reduction (vph)	0	0	20	0	0	40	0	0	77	0	0	0
Lane Group Flow (vph)	119	669	27	217	462	93	79	354	179	142	450	0
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	8%	5%	9%	16%	12%	4%	5%	7%	11%	5%	7%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	9.7	31.6	31.6	17.6	39.5	39.5	7.7	24.2	24.2	11.5	28.0	
Effective Green, g (s)	9.9	34.6	34.6	17.8	42.5	42.5	7.9	27.2	27.2	11.7	31.0	
Actuated g/C Ratio	0.09	0.32	0.32	0.17	0.40	0.40	0.07	0.25	0.25	0.11	0.29	
Clearance Time (s)	4.2	7.0	7.0	4.2	7.0	7.0	4.2	7.0	7.0	4.2	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1	3.1	2.0	2.4	
Lane Grp Cap (vph)	163	1078	489	275	1233	557	128	459	377	177	973	
v/s Ratio Prot	0.07	c0.20		c0.13	0.15		0.05	c0.20		c0.09	c0.13	
v/s Ratio Perm			0.02			0.07			0.12			
v/c Ratio	0.73	0.62	0.05	0.79	0.37	0.17	0.62	0.77	0.48	0.80	0.46	
Uniform Delay, d1	47.4	30.8	25.1	42.9	23.0	20.9	48.2	37.2	34.0	46.7	31.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.4	1.9	0.1	12.9	0.4	0.3	6.1	7.9	1.0	21.3	0.2	
Delay (s)	60.8	32.7	25.2	55.9	23.4	21.3	54.3	45.0	35.0	68.0	31.5	
Level of Service	E	C	C	E	C	C	D	D	C	E	C	
Approach Delay (s)		36.3			31.7			42.4			40.3	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	37.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	107.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3252	1559	1641	3059	1446	1626	3198		3273	3438	1447
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3252	1559	1641	3059	1446	1626	3198		3273	3438	1447
Volume (vph)	152	1106	210	209	627	115	119	341	231	363	691	101
Peak-hour factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89
Adj. Flow (vph)	177	1286	244	232	697	128	135	388	262	408	776	113
RTOR Reduction (vph)	0	0	38	0	0	38	0	0	0	0	0	34
Lane Group Flow (vph)	177	1286	206	232	697	90	135	650	0	408	776	79
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	11%	2%	10%	18%	10%	11%	5%	6%	7%	5%	10%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	20.0	48.1	48.1	22.4	51.3	51.3	15.3	29.9		19.4	34.0	34.0
Effective Green, g (s)	19.4	51.0	51.0	22.6	54.2	54.2	14.7	31.6		18.8	35.7	35.7
Actuated g/C Ratio	0.14	0.36	0.36	0.16	0.39	0.39	0.10	0.23		0.13	0.26	0.26
Clearance Time (s)	3.4	6.9	6.9	4.2	6.9	6.9	3.4	5.7		3.4	5.7	5.7
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	245	1185	568	265	1184	560	171	722		440	877	369
v/s Ratio Prot	0.10	c0.40		c0.14	0.23		0.08	0.20		c0.12	c0.23	
v/s Ratio Perm			0.13			0.06						0.05
v/c Ratio	0.72	1.09	0.36	0.88	0.59	0.16	0.79	0.90		0.93	0.88	0.22
Uniform Delay, d1	57.7	44.5	32.6	57.3	34.1	28.0	61.1	52.7		59.9	50.2	41.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.6	52.5	1.8	25.2	2.2	0.6	19.6	14.8		25.2	11.0	0.5
Delay (s)	66.3	97.0	34.4	82.6	36.2	28.7	80.8	67.4		85.1	61.2	41.6
Level of Service	E	F	C	F	D	C	F	E		F	E	D
Approach Delay (s)		84.9			45.5			69.7			67.0	
Approach LOS		F			D			E			E	

Intersection Summary			
HCM Average Control Delay	69.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3282		3335	3167	1515	3155	4940	1515	3335	4940	1394
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3282		3335	3167	1515	3155	4940	1515	3335	4940	1394
Volume (vph)	210	1361	160	132	801	136	174	679	443	345	748	50
Peak-hour factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	226	1463	172	139	843	143	200	780	509	383	831	56
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	153	0	0	39
Lane Group Flow (vph)	226	1635	0	139	843	100	200	780	356	383	831	17
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	9%	8%	9%	5%	14%	5%	11%	5%	5%	5%	5%	14%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	8.0	57.7		10.1	59.8	59.8	12.9	29.0	29.0	18.6	34.7	34.7
Effective Green, g (s)	9.2	60.7		11.3	62.8	62.8	14.1	32.2	32.2	19.8	37.9	37.9
Actuated g/C Ratio	0.07	0.43		0.08	0.45	0.45	0.10	0.23	0.23	0.14	0.27	0.27
Clearance Time (s)	5.2	7.0		5.2	7.0	7.0	5.2	7.2	7.2	5.2	7.2	7.2
Vehicle Extension (s)	2.0	4.6		2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	211	1423		269	1421	680	318	1136	348	472	1337	377
v/s Ratio Prot	0.07	c0.50		0.04	c0.27		0.06	0.16		c0.11	0.17	
v/s Ratio Perm						0.07			c0.23			0.01
v/c Ratio	1.07	1.15		0.52	0.59	0.15	0.63	0.69	1.02	0.81	0.62	0.04
Uniform Delay, d1	65.4	39.6		61.7	29.0	22.8	60.4	49.3	53.9	58.3	44.8	37.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	82.1	75.7		0.7	1.8	0.5	2.8	2.6	54.1	9.7	1.5	0.1
Delay (s)	147.5	115.3		62.4	30.8	23.2	63.2	51.9	108.0	68.0	46.3	37.8
Level of Service	F	F		E	C	C	E	D	F	E	D	D
Approach Delay (s)		119.2			33.8			72.6			52.5	
Approach LOS		F			C			E			D	

Intersection Summary			
HCM Average Control Delay	75.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			0%
Volume (veh/h)	16	0	2375	22	70	1530	7	2	0	30	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.90	0.90	0.90	0.86	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	0	0	2610	24	78	1700	8	2	0	35	0	0
Pedestrians									2			2
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	0	1710			2612			3630	4489	1319	3201	4473
vC1, stage 1 conf vol								2624	2624		1861	1861
vC2, stage 2 conf vol								1006	1865		1340	2612
vCu, unblocked vol	0	1710			2612			3630	4489	1319	3201	4473
tC, single (s)	0.0	4.1			4.2			7.5	6.5	7.1	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	0.0	2.2			2.3			3.5	4.0	3.4	3.5	4.0
p0 queue free %	0	100			48			88	100	75	100	100
cM capacity (veh/h)	0	367			149			19	24	137	19	1

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	1740	894	78	1133	574	37	0
Volume Left	0	0	0	78	0	0	2	0
Volume Right	0	0	24	0	0	8	35	0
cSH	1700	1700	1700	149	1700	1700	98	1700
Volume to Capacity	0.00	1.02	0.53	0.52	0.67	0.34	0.38	0.00
Queue Length 95th (ft)	0	0	0	64	0	0	38	0
Control Delay (s)	0.0	0.0	0.0	52.9	0.0	0.0	62.4	0.0
Lane LOS				F			F	A
Approach Delay (s)	0.0			2.3			62.4	0.0
Approach LOS							F	A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	0
Peak Hour Factor	0.25
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	856
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	856
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	301
Direction, Lane #	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		0.97	*0.84	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1719	4934		3367	4560	1514	1626	1517		1603	1622	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	1719	4934		3367	4560	1514	1626	1517		1603	1622	1473
Volume (vph)	38	2135	16	191	1767	88	19	4	163	76	4	37
Peak-hour factor, PHF	0.85	0.85	0.85	0.83	0.83	0.83	0.90	0.90	0.90	0.82	0.82	0.82
Adj. Flow (vph)	45	2512	19	230	2129	106	21	4	181	93	5	45
RTOR Reduction (vph)	0	0	0	0	0	28	0	0	0	0	0	42
Lane Group Flow (vph)	45	2531	0	230	2129	78	21	185	0	47	51	3
Confl. Peds. (#/hr)			2			2						2
Heavy Vehicles (%)	5%	5%	6%	4%	5%	5%	11%	2%	7%	7%	2%	8%
Turn Type	Prot			Prot		Perm	Split			Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6						4
Actuated Green, G (s)	8.0	85.1		12.6	89.7	89.7	14.0	14.0		9.4	9.4	9.4
Effective Green, g (s)	8.2	87.4		12.8	92.0	92.0	14.2	14.2		9.6	9.6	9.6
Actuated g/C Ratio	0.06	0.62		0.09	0.66	0.66	0.10	0.10		0.07	0.07	0.07
Clearance Time (s)	4.2	6.3		4.2	6.3	6.3	4.2	4.2		4.2	4.2	4.2
Vehicle Extension (s)	2.0	6.4		2.0	5.5	5.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	101	3080		308	2997	995	165	154		110	111	101
v/s Ratio Prot	0.03	c0.51		0.07	c0.47		0.01	c0.12		0.03	c0.03	
v/s Ratio Perm						0.05						0.00
v/c Ratio	0.45	0.82		0.75	0.71	0.08	0.13	1.20		0.43	0.46	0.03
Uniform Delay, d1	63.7	20.3		62.0	15.4	8.7	57.3	62.9		62.6	62.7	60.9
Progression Factor	1.00	1.00		0.85	0.91	0.57	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	2.6		6.1	1.1	0.1	0.1	136.8		1.0	1.1	0.0
Delay (s)	64.8	22.9		58.9	15.1	5.0	57.4	199.7		63.5	63.8	60.9
Level of Service	E	C		E	B	A	E	F		E	E	E
Approach Delay (s)		23.6			18.8			185.2			62.8	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0				4.0	4.0	
Lane Util. Factor		0.86	0.86		0.91	1.00				0.95	0.95	
Frpb, ped/bikes		1.00	0.99		1.00	0.98				1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00	1.00	
Frt		0.97	0.85		1.00	0.85				1.00	0.85	
Flt Protected		1.00	1.00		1.00	1.00				0.95	1.00	
Satd. Flow (prot)		4544	1270		4940	1437				1573	1434	
Flt Permitted		1.00	1.00		1.00	1.00				0.95	1.00	
Satd. Flow (perm)		4544	1270		4940	1437				1573	1434	
Volume (vph)	0	1457	917	0	1757	698	0	0	0	296	0	289
Peak-hour factor, PHF	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	0	1714	1079	0	2092	831	0	0	0	352	0	344
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2070	701	0	2092	831	0	0	0	352	344	0
Confl. Peds. (#/hr)			2			2						
Heavy Vehicles (%)	2%	4%	8%	2%	5%	10%	2%	2%	2%	9%	2%	7%
Turn Type			Free			Free				Split		
Protected Phases		2			6					4	4	
Permitted Phases			Free			Free						
Actuated Green, G (s)		111.5	140.0		111.5	140.0				20.0	20.0	
Effective Green, g (s)		111.9	140.0		111.9	140.0				20.1	20.1	
Actuated g/C Ratio		0.80	1.00		0.80	1.00				0.14	0.14	
Clearance Time (s)		4.4			4.4					4.1	4.1	
Vehicle Extension (s)		4.5			4.5					4.1	4.1	
Lane Grp Cap (vph)		3632	1270		3948	1437				226	206	
v/s Ratio Prot		0.46			0.42					0.22	c0.24	
v/s Ratio Perm			0.55			c0.58						
v/c Ratio		0.57	0.55		0.53	0.58				1.56	1.67	
Uniform Delay, d1		5.2	0.0		4.9	0.0				60.0	60.0	
Progression Factor		0.72	1.00		0.52	1.00				1.00	1.00	
Incremental Delay, d2		0.4	0.9		0.0	0.2				271.4	321.9	
Delay (s)		4.1	0.9		2.6	0.2				331.4	381.8	
Level of Service		A	A		A	A				F	F	
Approach Delay (s)		3.3			1.9			0.0			356.3	
Approach LOS		A			A			A			F	

Intersection Summary

HCM Average Control Delay	41.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	*0.90	*0.85			0.91	1.00	0.97		1.00	0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.99	1.00		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (prot)	2954	4704			4988	1513	3242		1583	3303		1417
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (perm)	2954	4704			4988	1513	3242		1583	3303		1417
Volume (vph)	323	1430	0	0	1353	397	825	0	905	179	0	277
Peak-hour factor, PHF	0.90	0.90	0.90	0.78	0.78	0.78	0.80	0.80	0.80	0.89	0.89	0.89
Adj. Flow (vph)	359	1589	0	0	1735	509	1031	0	1131	201	0	311
RTOR Reduction (vph)	0	0	0	0	0	9	0	0	0	0	0	3
Lane Group Flow (vph)	359	1589	0	0	1735	500	1031	0	1131	201	0	308
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	10%	3%	2%	2%	4%	6%	8%	2%	2%	6%	2%	14%
Turn Type	Prot					pm+ov	Prot		Free	Prot		custom
Protected Phases	5	2			6	4	8			4		5 7
Permitted Phases						6			Free			
Actuated Green, G (s)	19.0	69.3			45.1	105.0	39.0		140.0	59.9		35.7
Effective Green, g (s)	20.2	70.2			46.0	107.8	40.9		140.0	61.8		37.1
Actuated g/C Ratio	0.14	0.50			0.33	0.77	0.29		1.00	0.44		0.27
Clearance Time (s)	5.2	4.9			4.9	5.9	5.9			5.9		
Vehicle Extension (s)	2.0	4.5			4.5	4.5	3.3			4.5		
Lane Grp Cap (vph)	426	2359			1639	1208	947		1583	1458		376
v/s Ratio Prot	0.12	0.34			c0.35	0.18	c0.32			0.06		0.22
v/s Ratio Perm						0.15			c0.71			
v/c Ratio	0.84	0.67			1.06	0.41	1.09		0.71	0.14		0.82
Uniform Delay, d1	58.4	26.3			47.0	5.4	49.5		0.0	23.3		48.3
Progression Factor	0.92	0.86			1.00	1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2	9.3	1.0			39.6	0.4	56.4		2.8	0.1		12.4
Delay (s)	63.1	23.6			86.6	5.8	106.0		2.8	23.3		60.7
Level of Service	E	C			F	A	F		A	C		E
Approach Delay (s)		30.9			68.3			52.0			46.0	
Approach LOS		C			E			D			D	

Intersection Summary

HCM Average Control Delay	50.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.95	0.95	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99		1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	
Satd. Flow (prot)	1770	3505	1558	3433	3497		1681	1693	1572		1752	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	
Satd. Flow (perm)	1770	3505	1558	3433	3497		1681	1693	1572		1752	
Volume (vph)	33	1920	561	603	1414	19	319	16	484	21	17	17
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	2182	638	685	1607	22	347	17	526	23	18	18
RTOR Reduction (vph)	0	0	106	0	0	0	0	0	105	0	0	0
Lane Group Flow (vph)	38	2182	532	685	1629	0	177	187	421	0	59	0
Confl. Peds. (#/hr)			2			2			2	2		
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases			2						8			
Actuated Green, G (s)	17.6	80.8	80.8	25.0	90.2		24.5	24.5	49.5		7.7	
Effective Green, g (s)	17.8	82.7	82.7	26.2	91.1		26.4	26.4	52.6		8.1	
Actuated g/C Ratio	0.11	0.52	0.52	0.16	0.57		0.17	0.17	0.33		0.05	
Clearance Time (s)	4.2	5.9	5.9	5.2	4.9		5.9	5.9	5.2		4.4	
Vehicle Extension (s)	2.0	5.7	5.7	2.0	5.7		5.6	5.6	2.0		1.0	
Lane Grp Cap (vph)	198	1818	808	564	1999		278	280	558		89	
v/s Ratio Prot	0.02	c0.62		c0.20	0.47		0.11	0.11	c0.12		c0.03	
v/s Ratio Perm			0.34						0.14			
v/c Ratio	0.19	1.20	0.66	1.21	0.81		0.64	0.67	0.75		0.66	
Uniform Delay, d1	64.3	38.4	28.0	66.6	27.4		62.0	62.4	47.6		74.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.2	95.7	4.2	112.1	3.8		7.3	8.6	5.1		13.4	
Delay (s)	64.4	134.0	32.2	178.7	31.2		69.3	71.0	52.7		87.8	
Level of Service	E	F	C	F	C		E	E	D		F	
Approach Delay (s)		110.4			74.9			59.9			87.8	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM Average Control Delay	89.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	159.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3415		1770	1863	1562	1770	3539	1562	1770	1863	1546
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3415		1770	1863	1562	1770	3539	1562	1770	1863	1546
Volume (vph)	22	333	86	35	122	93	22	339	75	146	381	16
Peak-hour factor, PHF	0.79	0.79	0.79	0.72	0.72	0.72	0.90	0.90	0.90	0.83	0.83	0.83
Adj. Flow (vph)	28	422	109	49	169	129	24	377	83	176	459	19
RTOR Reduction (vph)	0	0	0	0	0	89	0	0	59	0	0	6
Lane Group Flow (vph)	28	531	0	49	169	40	24	377	24	176	459	13
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	1.8	16.4		3.4	18.0	18.0	1.8	17.2	17.2	8.3	23.7	23.7
Effective Green, g (s)	1.8	18.4		3.4	20.0	20.0	1.8	19.2	19.2	8.3	25.7	25.7
Actuated g/C Ratio	0.03	0.28		0.05	0.31	0.31	0.03	0.29	0.29	0.13	0.39	0.39
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	49	962		92	571	478	49	1041	459	225	733	608
v/s Ratio Prot	0.02	c0.16		c0.03	0.09		0.01	0.11		c0.10	c0.25	
v/s Ratio Perm						0.03			0.02			0.01
v/c Ratio	0.57	0.55		0.53	0.30	0.08	0.49	0.36	0.05	0.78	0.63	0.02
Uniform Delay, d1	31.4	19.9		30.2	17.3	16.1	31.3	18.2	16.5	27.6	15.9	12.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6	0.4		2.9	0.1	0.0	2.8	0.1	0.0	15.0	1.2	0.0
Delay (s)	41.0	20.3		33.1	17.4	16.1	34.1	18.3	16.5	42.6	17.1	12.1
Level of Service	D	C		C	B	B	C	B	B	D	B	B
Approach Delay (s)		21.4			19.1			18.8			23.8	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.97	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5045		1770	5085	1546	3433	1863	1561	3433	3539	1561
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5045		1770	5085	1546	3433	1863	1561	3433	3539	1561
Volume (vph)	115	882	44	112	503	238	22	77	163	602	115	94
Peak-hour factor, PHF	0.68	0.68	0.68	0.80	0.80	0.80	0.89	0.89	0.89	0.82	0.82	0.82
Adj. Flow (vph)	169	1297	65	140	629	298	25	87	183	734	140	115
RTOR Reduction (vph)	0	0	0	0	0	59	0	0	36	0	0	70
Lane Group Flow (vph)	169	1362	0	140	629	239	25	87	147	734	140	45
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	13.0	33.3		11.7	32.0	32.0	2.6	16.8	16.8	27.0	41.2	41.2
Effective Green, g (s)	13.5	35.3		12.2	34.0	34.0	3.1	18.8	18.8	27.5	43.2	43.2
Actuated g/C Ratio	0.12	0.32		0.11	0.31	0.31	0.03	0.17	0.17	0.25	0.39	0.39
Clearance Time (s)	4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	218	1622		197	1575	479	97	319	267	860	1392	614
v/s Ratio Prot	c0.10	c0.27		0.08	0.12		0.01	0.05		c0.21	0.04	
v/s Ratio Perm						0.15			c0.09			0.03
v/c Ratio	0.78	0.84		0.71	0.40	0.50	0.26	0.27	0.55	0.85	0.10	0.07
Uniform Delay, d1	46.7	34.6		47.1	29.9	30.9	52.2	39.6	41.6	39.2	21.0	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.5	3.8		9.6	0.1	0.3	0.5	0.2	1.4	7.9	0.0	0.0
Delay (s)	61.1	38.5		56.7	29.9	31.2	52.7	39.7	43.0	47.2	21.0	20.8
Level of Service	E	D		E	C	C	D	D	D	D	C	C
Approach Delay (s)		41.0			33.8			42.9			40.4	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	39.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	109.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	2747	3433	3539	1561	3433	5085	1561	3433	5085	1562
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	2747	3433	3539	1561	3433	5085	1561	3433	5085	1562
Volume (vph)	196	797	236	151	300	143	108	541	134	362	1070	126
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.87	0.87	0.87	0.79	0.79	0.79
Adj. Flow (vph)	213	866	257	172	341	162	124	622	154	458	1354	159
RTOR Reduction (vph)	0	0	52	0	0	32	0	0	31	0	0	32
Lane Group Flow (vph)	213	866	205	172	341	130	124	622	123	458	1354	127
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	9.6	27.5	27.5	9.0	26.9	26.9	6.1	23.7	23.7	15.7	33.3	33.3
Effective Green, g (s)	9.6	29.5	29.5	9.0	28.9	28.9	6.1	25.7	25.7	15.7	35.3	35.3
Actuated g/C Ratio	0.10	0.31	0.31	0.09	0.30	0.30	0.06	0.27	0.27	0.16	0.37	0.37
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	344	1089	845	322	1066	470	218	1363	418	562	1872	575
v/s Ratio Prot	c0.06	c0.24		0.05	0.10		0.04	0.12		c0.13	c0.27	
v/s Ratio Perm			0.07			0.08			0.08			0.08
v/c Ratio	0.62	0.80	0.24	0.53	0.32	0.28	0.57	0.46	0.29	0.81	0.72	0.22
Uniform Delay, d1	41.4	30.4	24.8	41.5	25.9	25.5	43.6	29.3	27.9	38.7	26.1	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	3.8	0.1	0.9	0.1	0.1	2.0	0.1	0.1	8.4	1.2	0.1
Delay (s)	43.7	34.3	24.9	42.3	26.0	25.6	45.6	29.4	28.0	47.1	27.3	20.9
Level of Service	D	C	C	D	C	C	D	C	C	D	C	C
Approach Delay (s)		34.0			30.1			31.4			31.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	31.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	95.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5036	1561	3303	4631	1531	3242	5036	1545	3433	5036	1460
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5036	1561	3303	4631	1531	3242	5036	1545	3433	5036	1460
Volume (vph)	114	981	265	188	316	94	83	396	368	295	798	77
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	134	1154	312	221	372	111	94	450	418	369	998	96
RTOR Reduction (vph)	0	0	62	0	0	65	0	0	139	0	0	48
Lane Group Flow (vph)	134	1154	250	221	372	46	94	450	279	369	998	48
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	3%	2%	6%	12%	4%	8%	3%	3%	2%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	7.3	39.0	39.0	11.0	42.7	42.7	10.8	22.4	22.4	14.6	26.2	26.2
Effective Green, g (s)	7.8	41.0	41.0	11.5	44.7	44.7	11.3	24.4	24.4	15.1	28.2	28.2
Actuated g/C Ratio	0.07	0.38	0.38	0.11	0.41	0.41	0.10	0.23	0.23	0.14	0.26	0.26
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	248	1912	593	352	1917	634	339	1138	349	480	1315	381
v/s Ratio Prot	0.04	c0.23		c0.07	0.08		0.03	0.09		c0.11	c0.20	
v/s Ratio Perm			0.16			0.03			0.18			0.03
v/c Ratio	0.54	0.60	0.42	0.63	0.19	0.07	0.28	0.40	0.80	0.77	0.76	0.13
Uniform Delay, d1	48.4	27.0	24.7	46.2	20.2	19.1	44.6	35.5	39.5	44.8	36.8	30.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	1.4	2.2	2.5	0.2	0.2	0.2	0.1	11.3	6.6	2.3	0.1
Delay (s)	49.7	28.4	26.9	48.7	20.4	19.3	44.7	35.6	50.7	51.3	39.0	30.5
Level of Service	D	C	C	D	C	B	D	D	D	D	D	C
Approach Delay (s)		29.9			29.1			43.1			41.6	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.91			1.00	0.91
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00			1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3433	1863	2787	1770	1712	1447	3303	4911			1770	5036
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3433	1863	2787	1770	1712	1447	3303	4911			1770	5036
Volume (vph)	515	32	1031	32	18	10	324	876	20	7	12	1301
Peak-hour factor, PHF	0.86	0.86	0.86	0.79	0.79	0.79	0.82	0.82	0.82	0.84	0.84	0.84
Adj. Flow (vph)	599	37	1199	41	23	13	395	1068	24	8	14	1549
RTOR Reduction (vph)	0	0	237	0	0	11	0	0	0	0	0	0
Lane Group Flow (vph)	599	37	962	41	23	2	395	1092	0	0	22	1549
Confl. Peds. (#/hr)						2			2			
Heavy Vehicles (%)	2%	2%	2%	2%	11%	10%	6%	5%	15%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot	Prot	
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases			2			6						
Actuated Green, G (s)	27.0	35.1	35.1	3.9	12.0	12.0	12.7	33.5			2.1	22.9
Effective Green, g (s)	27.0	37.1	37.1	3.9	14.0	14.0	12.7	35.2			2.1	24.6
Actuated g/C Ratio	0.29	0.39	0.39	0.04	0.15	0.15	0.13	0.37			0.02	0.26
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	5.7			4.0	5.7
Vehicle Extension (s)	1.5	2.0	2.0	1.0	2.0	2.0	1.0	1.0			1.0	1.0
Lane Grp Cap (vph)	983	733	1096	73	254	215	445	1833			39	1314
v/s Ratio Prot	c0.17	0.02		0.02	0.01		c0.12	0.22			0.01	c0.31
v/s Ratio Perm			c0.35			0.00						
v/c Ratio	0.61	0.05	0.88	0.56	0.09	0.01	0.89	0.60			0.56	1.18
Uniform Delay, d1	29.1	17.7	26.5	44.4	34.7	34.2	40.1	23.8			45.6	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.7	0.0	7.9	5.8	0.1	0.0	18.4	0.3			10.7	88.7
Delay (s)	29.8	17.7	34.4	50.1	34.7	34.2	58.5	24.2			56.3	123.5
Level of Service	C	B	C	D	C	C	E	C			E	F
Approach Delay (s)		32.6			42.8			33.3				111.7
Approach LOS		C			D			C				F

Intersection Summary

HCM Average Control Delay	60.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	94.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1501
Flt Permitted	1.00
Satd. Flow (perm)	1501
Volume (vph)	175
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	208
RTOR Reduction (vph)	41
Lane Group Flow (vph)	167
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	6%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	22.9
Effective Green, g (s)	24.6
Actuated g/C Ratio	0.26
Clearance Time (s)	5.7
Vehicle Extension (s)	1.0
Lane Grp Cap (vph)	392
v/s Ratio Prot	
v/s Ratio Perm	0.11
v/c Ratio	0.43
Uniform Delay, d1	29.0
Progression Factor	1.00
Incremental Delay, d2	0.3
Delay (s)	29.3
Level of Service	C
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.75	0.95	0.88	*0.80	0.91
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	2307	3406	2744	2831	5036
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	2307	3406	2744	2831	5036
Volume (vph)	501	307	911	1680	1052	1262
Peak-hour factor, PHF	0.79	0.79	0.90	0.90	0.92	0.92
Adj. Flow (vph)	634	389	1012	1867	1143	1372
RTOR Reduction (vph)	0	15	0	7	0	0
Lane Group Flow (vph)	634	374	1012	1860	1143	1372
Confl. Peds. (#/hr)		2		2		
Heavy Vehicles (%)	3%	4%	6%	2%	2%	3%
Turn Type		pm+ov		pm+ov	Prot	
Protected Phases	4	1	2	4	1	6
Permitted Phases		4		2		
Actuated Green, G (s)	20.5	55.5	36.0	56.5	35.0	75.5
Effective Green, g (s)	22.5	58.0	38.0	60.5	35.5	77.5
Actuated g/C Ratio	0.21	0.54	0.35	0.56	0.33	0.72
Clearance Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Vehicle Extension (s)	2.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)	708	1324	1198	1639	931	3614
v/s Ratio Prot	0.19	0.09	0.30	c0.24	c0.40	0.27
v/s Ratio Perm		0.07		0.44		
v/c Ratio	0.90	0.28	0.84	1.13	1.23	0.38
Uniform Delay, d1	41.6	13.6	32.3	23.8	36.2	5.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.6	0.0	7.4	68.8	112.0	0.3
Delay (s)	55.2	13.7	39.7	92.6	148.3	6.2
Level of Service	E	B	D	F	F	A
Approach Delay (s)	39.4		74.0			70.8
Approach LOS	D		E			E

Intersection Summary

HCM Average Control Delay	67.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91		0.97	0.91		0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1473	3367	4675		3433	4999		3400	4988	1531
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1473	3367	4675		3433	4999		3400	4988	1531
Volume (vph)	729	1068	70	247	815	318	253	1555	169	432	896	435
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	848	1242	81	294	970	379	288	1767	192	502	1042	506
RTOR Reduction (vph)	0	0	24	0	0	0	0	0	0	0	0	101
Lane Group Flow (vph)	848	1242	57	294	1349	0	288	1959	0	502	1042	405
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8									2
Actuated Green, G (s)	19.2	29.4	29.4	11.8	22.0		12.0	34.8		12.0	34.8	34.8
Effective Green, g (s)	19.2	31.4	31.4	11.8	24.0		12.0	36.8		12.0	36.8	36.8
Actuated g/C Ratio	0.18	0.29	0.29	0.11	0.22		0.11	0.34		0.11	0.34	0.34
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	610	1450	428	368	1039		381	1703		378	1700	522
v/s Ratio Prot	c0.25	0.25		0.09	c0.29		0.08	c0.39		c0.15	0.21	
v/s Ratio Perm			0.04									0.26
v/c Ratio	1.39	0.86	0.13	0.80	1.30		0.76	1.15		1.33	0.61	0.78
Uniform Delay, d1	44.4	36.2	28.3	46.9	42.0		46.6	35.6		48.0	29.7	31.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	185.5	6.7	0.6	10.8	141.4		7.4	74.9		164.9	1.7	10.8
Delay (s)	229.9	42.9	28.9	57.7	183.4		54.0	110.5		212.9	31.3	42.7
Level of Service	F	D	C	E	F		D	F		F	C	D
Approach Delay (s)		115.4			160.9			103.3			78.6	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM Average Control Delay	112.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frpb, ped/bikes	1.00	0.99	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1561	3400	3505	3433	2740
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1561	3400	3505	3433	2740
Volume (vph)	2034	601	201	706	318	365
Peak-hour factor, PHF	0.89	0.89	0.77	0.77	0.80	0.80
Adj. Flow (vph)	2285	675	261	917	398	456
RTOR Reduction (vph)	0	139	0	0	0	13
Lane Group Flow (vph)	2285	536	261	917	398	443
Confl. Peds. (#/hr)		2				2
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Turn Type		Perm	Prot			custom
Protected Phases	2		1	6	7	1
Permitted Phases		2				4
Actuated Green, G (s)	70.4	70.4	8.0	82.4	15.6	23.6
Effective Green, g (s)	72.4	72.4	8.0	84.4	15.6	23.6
Actuated g/C Ratio	0.67	0.67	0.07	0.78	0.14	0.22
Clearance Time (s)	6.0	6.0	4.0	6.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	2372	1046	252	2739	496	700
v/s Ratio Prot	c0.65		c0.08	0.26	c0.12	0.05
v/s Ratio Perm		0.34				0.11
v/c Ratio	0.96	0.51	1.04	0.33	0.80	0.63
Uniform Delay, d1	16.6	8.9	50.0	3.5	44.7	38.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.7	1.8	66.3	0.3	8.6	1.4
Delay (s)	28.2	10.7	116.3	3.8	53.3	39.6
Level of Service	C	B	F	A	D	D
Approach Delay (s)	24.2			28.7	46.0	
Approach LOS	C			C	D	

Intersection Summary			
HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	0.88	0.95	0.95		0.97	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1691	2769	1665	1606		3433	5013		1770	4988	1560
Flt Permitted	0.95	0.97	1.00	0.95	0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1691	2769	1665	1606		3433	5013		1770	4988	1560
Volume (vph)	343	77	171	39	13	13	548	1089	96	74	720	303
Peak-hour factor, PHF	0.82	0.82	0.82	0.71	0.71	0.71	0.79	0.79	0.79	0.83	0.83	0.83
Adj. Flow (vph)	418	94	209	55	18	18	694	1378	122	89	867	365
RTOR Reduction (vph)	0	0	41	0	0	0	0	0	0	0	0	72
Lane Group Flow (vph)	254	258	168	46	45	0	694	1500	0	89	867	293
Confl. Peds. (#/hr)			2	2					2			2
Heavy Vehicles (%)	2%	6%	2%	3%	2%	8%	2%	2%	2%	2%	4%	2%
Turn Type	Split		pm+ov	Split			Prot			Prot		Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	19.7	19.7	49.4	5.1	5.1		29.7	58.1		6.8	35.2	35.2
Effective Green, g (s)	21.0	21.0	50.7	5.1	5.1		29.7	59.1		6.8	36.2	36.2
Actuated g/C Ratio	0.19	0.19	0.47	0.05	0.05		0.27	0.55		0.06	0.34	0.34
Clearance Time (s)	5.3	5.3	4.0	4.0	4.0		4.0	5.0		4.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	1.0	1.5	1.5		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	327	329	1402	79	76		944	2743		111	1672	523
v/s Ratio Prot	0.15	c0.15	0.03	0.03	c0.03		c0.20	0.30		c0.05	0.17	
v/s Ratio Perm			0.03									c0.19
v/c Ratio	0.78	0.78	0.12	0.58	0.59		0.74	0.55		0.80	0.52	0.56
Uniform Delay, d1	41.3	41.3	16.1	50.4	50.4		35.6	15.8		49.9	28.9	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.1	10.7	0.0	6.9	8.0		2.6	0.8		31.1	1.2	4.3
Delay (s)	51.4	52.1	16.1	57.3	58.4		38.2	16.6		81.1	30.0	33.7
Level of Service	D	D	B	E	E		D	B		F	C	C
Approach Delay (s)		41.4			57.8			23.4			34.5	
Approach LOS		D			E			C			C	

Intersection Summary

HCM Average Control Delay	30.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4951		3273	4759	1560	3400	4995		3303	4893	1474
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4951		3273	4759	1560	3400	4995		3303	4893	1474
Volume (vph)	800	1162	125	127	1000	112	235	775	83	189	431	332
Peak-hour factor, PHF	0.90	0.90	0.90	0.77	0.77	0.77	0.77	0.77	0.77	0.87	0.87	0.87
Adj. Flow (vph)	889	1291	139	165	1299	145	305	1006	108	217	495	382
RTOR Reduction (vph)	0	0	0	0	0	36	0	0	0	0	0	96
Lane Group Flow (vph)	889	1430	0	165	1299	109	305	1114	0	217	495	286
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	27.6	45.0		8.6	26.0	26.0	10.5	26.1		9.7	25.3	25.3
Effective Green, g (s)	27.6	46.3		8.6	27.3	27.3	10.5	27.4		9.7	26.6	26.6
Actuated g/C Ratio	0.26	0.43		0.08	0.25	0.25	0.10	0.25		0.09	0.25	0.25
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	877	2123		261	1203	394	331	1267		297	1205	363
v/s Ratio Prot	c0.26	0.29		0.05	c0.27		0.09	c0.22		0.07	0.10	
v/s Ratio Perm						0.07						c0.19
v/c Ratio	1.01	0.67		0.63	1.08	0.28	0.92	0.88		0.73	0.41	0.79
Uniform Delay, d1	40.2	24.8		48.2	40.4	32.4	48.3	38.7		47.9	34.1	38.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	33.8	0.7		3.6	50.4	0.1	29.7	8.9		7.7	1.0	15.7
Delay (s)	74.0	25.5		51.8	90.7	32.6	78.0	47.6		55.6	35.2	53.8
Level of Service	E	C		D	F	C	E	D		E	D	D
Approach Delay (s)		44.1			81.5			54.1			45.7	
Approach LOS		D			F			D			D	

Intersection Summary

HCM Average Control Delay	55.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	*0.83	0.95	1.00	*0.85	0.95	1.00	0.97	0.95	1.00	0.97	*0.75	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2938	3539	1583	3008	3539	1560	3433	3539	1560	3433	2794	1573
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2938	3539	1583	3008	3539	1560	3433	3539	1560	3433	2794	1573
Volume (vph)	535	991	163	178	336	49	464	645	554	99	369	497
Peak-hour factor, PHF	0.76	0.76	0.76	0.90	0.90	0.90	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	704	1304	214	198	373	54	546	759	652	105	393	529
RTOR Reduction (vph)	0	0	43	0	0	46	0	0	130	0	0	28
Lane Group Flow (vph)	704	1304	171	198	373	8	546	759	522	105	393	501
Confl. Peds. (#/hr)						2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	3	8		7	4		1	6		5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	30.7	37.0	37.0	9.3	15.6	15.6	18.8	36.4	36.4	7.1	24.7	55.4
Effective Green, g (s)	30.7	38.3	38.3	9.3	16.9	16.9	18.8	37.3	37.3	7.1	25.6	56.3
Actuated g/C Ratio	0.28	0.35	0.35	0.09	0.16	0.16	0.17	0.35	0.35	0.07	0.24	0.52
Clearance Time (s)	4.0	5.3	5.3	4.0	5.3	5.3	4.0	4.9	4.9	4.0	4.9	4.0
Vehicle Extension (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	0.5
Lane Grp Cap (vph)	835	1255	561	259	554	244	598	1222	539	226	662	820
v/s Ratio Prot	0.24	c0.37		0.07	c0.11		0.16	0.21		0.03	0.14	c0.17
v/s Ratio Perm			0.11			0.01			c0.33			0.14
v/c Ratio	0.84	1.04	0.31	0.76	0.67	0.03	0.91	0.62	0.97	0.46	0.59	0.61
Uniform Delay, d1	36.4	34.9	25.2	48.3	42.9	38.6	43.8	29.5	34.8	48.6	36.6	18.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.44	0.34	1.00	1.00	1.00
Incremental Delay, d2	7.5	36.1	0.1	11.4	2.5	0.0	12.0	1.4	23.2	0.6	3.9	1.0
Delay (s)	43.8	71.0	25.3	59.7	45.5	38.7	50.2	14.5	35.1	49.2	40.5	19.1
Level of Service	D	E	C	E	D	D	D	B	D	D	D	B
Approach Delay (s)		58.0			49.4			31.3			30.4	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	43.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95		0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	
Satd. Flow (prot)	1770	5051		1719	5058		1681	1611		1588	1568	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	
Satd. Flow (perm)	1770	5051		1719	5058		1681	1611		1588	1568	
Volume (vph)	24	973	17	21	1315	42	74	25	35	115	11	10
Peak-hour factor, PHF	0.86	0.86	0.86	0.82	0.82	0.82	0.86	0.86	0.86	0.74	0.74	0.74
Adj. Flow (vph)	28	1131	20	26	1604	51	86	29	41	155	15	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	28	1151	0	26	1655	0	80	76	0	94	90	0
Confl. Peds. (#/hr)			2			2	3					3
Heavy Vehicles (%)	2%	2%	24%	5%	2%	2%	2%	2%	3%	8%	9%	10%
Turn Type	Prot			Prot			Split			Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases												
Actuated Green, G (s)	4.5	67.6		2.7	65.8		7.9	7.9		11.8	11.8	
Effective Green, g (s)	4.5	68.6		2.7	66.8		7.9	7.9		12.8	12.8	
Actuated g/C Ratio	0.04	0.64		0.03	0.62		0.07	0.07		0.12	0.12	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		5.0	5.0	
Vehicle Extension (s)	1.0	3.0		1.0	3.0		1.5	1.5		1.5	1.5	
Lane Grp Cap (vph)	74	3208		43	3128		123	118		188	186	
v/s Ratio Prot	c0.02	0.23		0.02	c0.33		c0.05	0.05		c0.06	0.06	
v/s Ratio Perm												
v/c Ratio	0.38	0.36		0.60	0.53		0.65	0.64		0.50	0.48	
Uniform Delay, d1	50.4	9.3		52.1	11.7		48.7	48.7		44.6	44.5	
Progression Factor	1.00	1.00		1.12	1.23		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.3		9.9	0.4		9.0	8.7		0.8	0.7	
Delay (s)	51.6	9.6		68.4	14.8		57.7	57.4		45.4	45.2	
Level of Service	D	A		E	B		E	E		D	D	
Approach Delay (s)		10.6			15.7			57.6			45.3	
Approach LOS		B			B			E			D	

Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00	0.88	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.99	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5003		1770	5085	1532	1736	1712	2733	1752	1543	1481
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5003		1770	5085	1532	1736	1712	2733	1752	1543	1481
Volume (vph)	114	1027	41	89	880	181	72	42	233	256	113	708
Peak-hour factor, PHF	0.81	0.81	0.81	0.91	0.91	0.91	0.77	0.77	0.77	0.88	0.88	0.88
Adj. Flow (vph)	141	1268	51	98	967	199	94	55	303	291	128	805
RTOR Reduction (vph)	0	0	0	0	0	125	0	0	61	0	0	0
Lane Group Flow (vph)	141	1319	0	98	967	74	94	55	243	291	501	432
Confl. Peds. (#/hr)						2	3					3
Heavy Vehicles (%)	2%	3%	5%	2%	2%	3%	4%	11%	4%	3%	5%	2%
Turn Type	Prot			Prot		Perm	Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6			3			4
Actuated Green, G (s)	12.3	41.4		9.6	38.7	38.7	9.0	9.0	9.0	31.0	31.0	31.0
Effective Green, g (s)	12.0	42.7		9.3	40.0	40.0	9.0	9.0	9.0	31.0	31.0	31.0
Actuated g/C Ratio	0.11	0.40		0.09	0.37	0.37	0.08	0.08	0.08	0.29	0.29	0.29
Clearance Time (s)	3.7	5.3		3.7	5.3	5.3	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.5	4.5	4.5	4.5	4.5	7.1	7.1	7.1
Lane Grp Cap (vph)	197	1978		152	1883	567	145	143	228	503	443	425
v/s Ratio Prot	0.08	c0.26		0.06	c0.19		0.05	0.03		0.17	c0.32	
v/s Ratio Perm						0.05			c0.09			0.29
v/c Ratio	0.72	0.67		0.64	0.51	0.13	0.65	0.38	1.06	0.58	1.13	1.02
Uniform Delay, d1	46.4	26.8		47.8	26.4	22.5	48.0	46.9	49.5	32.9	38.5	38.5
Progression Factor	1.06	0.79		0.64	0.64	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.4	1.7		3.8	0.6	0.0	11.7	3.0	77.4	3.9	83.6	47.9
Delay (s)	58.4	22.9		34.2	17.6	9.0	59.6	49.8	126.9	36.8	122.1	86.4
Level of Service	E	C		C	B	A	E	D	F	D	F	F
Approach Delay (s)		26.3			17.5			103.6			89.2	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM Average Control Delay	49.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0
Lane Util. Factor		1.00	0.91	1.00	0.86		0.86	0.95	0.95	1.00		1.00
Frpb, ped/bikes		1.00	1.00	0.98	0.99		0.97	1.00	1.00	0.99		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00
Frt		1.00	1.00	0.85	0.97		0.85	1.00	1.00	0.85		0.92
Flt Protected		0.95	1.00	1.00	1.00		1.00	0.95	0.96	1.00		0.98
Satd. Flow (prot)		1770	5085	1504	4565		1109	1681	1687	1561		1497
Flt Permitted		0.95	1.00	1.00	1.00		1.00	0.95	0.96	1.00		0.76
Satd. Flow (perm)		1770	5085	1504	4565		1109	1681	1687	1561		1163
Volume (vph)	6	16	1038	456	739	216	9	391	27	713	17	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.85	0.85	0.85	0.88	0.88	0.88	0.60	0.60
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	125%	100%	100%
Adj. Flow (vph)	7	19	1207	530	869	254	11	444	31	1013	28	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	33	0	0
Lane Group Flow (vph)	0	26	1207	530	1123	0	11	236	239	980	0	71
Confl. Peds. (#/hr)				4		2	2			2	2	
Heavy Vehicles (%)	2%	2%	2%	5%	2%	7%	22%	2%	6%	2%	12%	2%
Turn Type	Prot	Prot		Free			Perm	Split	Prot	Perm	Perm	
Protected Phases	5	5	2		6			3	3			4
Permitted Phases				Free			6			3	4	
Actuated Green, G (s)		6.6	30.8	108.0	20.1		20.1	56.0	56.0	56.0		8.0
Effective Green, g (s)		6.3	31.7	108.0	21.4		21.4	56.6	56.6	56.6		7.7
Actuated g/C Ratio		0.06	0.29	1.00	0.20		0.20	0.52	0.52	0.52		0.07
Clearance Time (s)		3.7	4.9		5.3		5.3	4.6	4.6	4.6		3.7
Vehicle Extension (s)		2.0	5.1		4.2		4.2	5.0	5.0	5.0		1.5
Lane Grp Cap (vph)		103	1493	1504	905		220	881	884	818		83
v/s Ratio Prot		0.01	c0.24		c0.25			0.14	0.14			
v/s Ratio Perm				0.35			0.01			c0.63		c0.06
v/c Ratio		0.25	0.81	0.35	1.24		0.05	0.27	0.27	1.20		0.86
Uniform Delay, d1		48.6	35.3	0.0	43.3		35.1	14.2	14.3	25.7		49.6
Progression Factor		0.76	0.49	1.00	0.71		0.47	1.00	1.00	1.00		1.00
Incremental Delay, d2		0.3	3.3	0.5	116.2		0.4	0.3	0.3	100.7		52.0
Delay (s)		37.5	20.5	0.5	147.0		16.7	14.6	14.6	126.4		101.6
Level of Service		D	C	A	F		B	B	B	F		F
Approach Delay (s)			14.7		145.8				90.7			101.6
Approach LOS			B		F				F			F

Intersection Summary			
HCM Average Control Delay	74.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR	SBR2
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Volume (vph)	20	6
Peak-hour factor, PHF	0.60	0.60
Growth Factor (vph)	100%	100%
Adj. Flow (vph)	33	10
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	12%	28%
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)		
Approach LOS		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	*0.75	0.95	1.00	0.97	0.91	1.00	*0.75	0.91		1.00	0.91	0.91
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.94	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	2654	3539	1560	3433	4988	1560	2629	4956		1770	3076	1406
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	2654	3539	1560	3433	4988	1560	2629	4956		1770	3076	1406
Volume (vph)	718	928	99	34	483	128	198	541	54	84	186	270
Peak-hour factor, PHF	0.92	0.92	0.92	0.70	0.70	0.70	0.76	0.76	0.76	0.86	0.86	0.86
Adj. Flow (vph)	780	1009	108	49	690	183	261	712	71	98	216	314
RTOR Reduction (vph)	0	0	52	0	0	36	0	0	0	0	0	0
Lane Group Flow (vph)	780	1009	56	49	690	147	261	783	0	98	371	159
Confl. Peds. (#/hr)			2			2			3			2
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	3%	3%	4%	2%	6%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	27.0	54.9	54.9	4.9	32.8	32.8	12.1	21.1		8.1	17.1	17.1
Effective Green, g (s)	27.6	55.8	55.8	5.5	33.7	33.7	12.7	22.0		8.7	18.0	18.0
Actuated g/C Ratio	0.26	0.52	0.52	0.05	0.31	0.31	0.12	0.20		0.08	0.17	0.17
Clearance Time (s)	4.6	4.9	4.9	4.6	4.9	4.9	4.6	4.9		4.6	4.9	4.9
Vehicle Extension (s)	1.5	2.0	2.0	1.0	2.0	2.0	1.0	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	678	1828	806	175	1556	487	309	1010		143	513	234
v/s Ratio Prot	c0.29	c0.29		0.01	c0.14		c0.10	c0.16		0.06	0.12	
v/s Ratio Perm			0.04			0.09						0.11
v/c Ratio	1.15	0.55	0.07	0.28	0.44	0.30	0.84	0.78		0.69	0.72	0.68
Uniform Delay, d1	40.2	17.6	13.1	49.3	29.7	28.2	46.7	40.7		48.3	42.6	42.3
Progression Factor	0.85	0.74	0.47	1.00	1.00	1.00	1.00	1.00		0.86	0.58	0.57
Incremental Delay, d2	72.7	0.3	0.0	0.3	0.9	1.6	17.9	3.4		8.6	3.5	5.0
Delay (s)	106.9	13.3	6.2	49.7	30.6	29.8	64.6	44.1		50.4	28.1	29.1
Level of Service	F	B	A	D	C	C	E	D		D	C	C
Approach Delay (s)		51.4			31.4			49.2			31.8	
Approach LOS		D			C			D			C	

Intersection Summary

HCM Average Control Delay	44.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0			4.0	4.0	
Lane Util. Factor		0.97	0.91			0.97	0.91			1.00	0.91	
Frpb, ped/bikes		1.00	0.99			1.00	0.99			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.98			1.00	0.94			1.00	0.98	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		3367	4797			3277	4617			1689	4859	
Flt Permitted		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (perm)		3367	4797			3277	4617			1689	4859	
Volume (vph)	2	288	254	46	4	144	302	200	3	86	1226	143
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.63	0.63	0.63	0.63	0.86	0.86	0.86	0.86
Adj. Flow (vph)	2	324	285	52	6	229	479	317	3	100	1426	166
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	326	337	0	0	235	796	0	0	103	1592	0
Confl. Peds. (#/hr)				12				11				10
Heavy Vehicles (%)	2%	4%	4%	11%	2%	7%	4%	5%	2%	7%	5%	3%
Turn Type	Prot	Prot			Prot	Prot			Prot	Prot		
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases												
Actuated Green, G (s)		14.1	26.3			11.5	23.7			9.1	31.1	
Effective Green, g (s)		15.3	26.7			12.7	24.1			8.8	31.5	
Actuated g/C Ratio		0.15	0.26			0.12	0.23			0.09	0.31	
Clearance Time (s)		5.2	4.4			5.2	4.4			3.7	4.4	
Vehicle Extension (s)		2.0	5.2			2.0	5.2			2.0	5.2	
Lane Grp Cap (vph)		502	1248			406	1085			145	1492	
v/s Ratio Prot		c0.10	c0.07			0.07	c0.17			0.06	c0.33	
v/s Ratio Perm												
v/c Ratio		0.65	0.27			0.58	0.90dr			0.71	1.07	
Uniform Delay, d1		41.1	30.2			42.4	36.3			45.7	35.5	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		2.2	0.3			1.2	3.2			12.8	43.5	
Delay (s)		43.3	30.5			43.7	39.5			58.4	79.0	
Level of Service		D	C			D	D			E	E	
Approach Delay (s)			36.8				40.5				77.8	
Approach LOS			D				D				E	

Intersection Summary			
HCM Average Control Delay	50.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	102.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	1.00
Frpb, ped/bikes		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		1755	4893	1483
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		1755	4893	1483
Volume (vph)	25	150	828	177
Peak-hour factor, PHF	0.80	0.80	0.80	0.80
Adj. Flow (vph)	31	188	1035	221
RTOR Reduction (vph)	0	0	0	44
Lane Group Flow (vph)	0	219	1035	177
Confl. Peds. (#/hr)				15
Heavy Vehicles (%)	2%	3%	6%	5%
Turn Type	Prot	Prot		Perm
Protected Phases	1	1	6	
Permitted Phases				6
Actuated Green, G (s)		16.0	38.0	38.0
Effective Green, g (s)		15.7	38.4	38.4
Actuated g/C Ratio		0.15	0.37	0.37
Clearance Time (s)		3.7	4.4	4.4
Vehicle Extension (s)		2.0	5.2	5.2
Lane Grp Cap (vph)		269	1831	555
v/s Ratio Prot		c0.12	0.21	
v/s Ratio Perm				0.12
v/c Ratio		0.81	0.57	0.32
Uniform Delay, d1		42.0	25.5	22.8
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		16.2	0.7	0.7
Delay (s)		58.2	26.2	23.5
Level of Service		E	C	C
Approach Delay (s)			30.5	
Approach LOS			C	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95		0.95	0.95			1.00
Frpb, ped/bikes		1.00	1.00	0.98	1.00	1.00		1.00	1.00			0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	1.00		1.00	0.98			0.96
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00
Satd. Flow (prot)		1731	3539	1498	1719	3379		1603	1630			1735
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00
Satd. Flow (perm)		1731	3539	1498	1719	3379		1603	1630			1735
Volume (vph)	20	59	761	597	129	702	24	600	140	49	16	185
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.79	0.79	0.79	0.86	0.86	0.86	0.74	0.74
Adj. Flow (vph)	23	69	885	694	163	889	30	698	163	57	22	250
RTOR Reduction (vph)	0	0	0	141	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	92	885	553	163	919	0	451	467	0	0	379
Confl. Peds. (#/hr)				3			4	6		2	2	
Heavy Vehicles (%)	2%	5%	2%	6%	5%	6%	12%	7%	3%	8%	44%	2%
Turn Type	Prot	Prot		Perm	Prot			Split			Split	
Protected Phases	5	5	2		1	6		3	3		4	4
Permitted Phases				2								
Actuated Green, G (s)		12.8	31.2	31.2	12.8	31.2		25.0	25.0			22.0
Effective Green, g (s)		12.8	32.2	32.2	12.8	32.2		25.0	25.0			22.0
Actuated g/C Ratio		0.12	0.30	0.30	0.12	0.30		0.23	0.23			0.20
Clearance Time (s)		4.0	5.0	5.0	4.0	5.0		4.0	4.0			4.0
Vehicle Extension (s)		1.5	2.0	2.0	1.5	2.0		2.0	2.0			2.0
Lane Grp Cap (vph)		205	1055	447	204	1007		371	377			353
v/s Ratio Prot		0.05	0.25		c0.09	0.27		0.28	c0.29			c0.22
v/s Ratio Perm				c0.37								
v/c Ratio		0.45	0.84	1.24	0.80	0.91		1.22	1.24			1.07
Uniform Delay, d1		44.3	35.5	37.9	46.3	36.5		41.5	41.5			43.0
Progression Factor		1.00	1.00	1.00	0.70	0.56		1.00	1.00			1.00
Incremental Delay, d2		0.6	8.0	124.6	16.5	12.7		119.3	128.2			68.9
Delay (s)		44.9	43.5	162.5	49.1	33.0		160.8	169.7			111.9
Level of Service		D	D	F	D	C		F	F			F
Approach Delay (s)			93.0			35.4			165.3			111.9
Approach LOS			F			D			F			F

Intersection Summary			
HCM Average Control Delay	95.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	79
Peak-hour factor, PHF	0.74
Adj. Flow (vph)	107
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3505	3406		1752	1538
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3505	3406		1752	1538
Volume (vph)	0	765	654	0	80	291
Peak-hour factor, PHF	0.86	0.86	0.83	0.83	0.88	0.88
Adj. Flow (vph)	0	890	788	0	91	331
RTOR Reduction (vph)	0	0	0	0	0	79
Lane Group Flow (vph)	0	890	788	0	91	252
Heavy Vehicles (%)	2%	3%	6%	2%	3%	5%
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		75.6	75.6		23.2	23.2
Effective Green, g (s)		76.2	76.2		23.8	23.8
Actuated g/C Ratio		0.71	0.71		0.22	0.22
Clearance Time (s)		4.6	4.6		4.6	4.6
Vehicle Extension (s)		6.8	7.5		5.5	5.5
Lane Grp Cap (vph)		2473	2403		386	339
v/s Ratio Prot		c0.25	0.23		0.05	
v/s Ratio Perm						c0.16
v/c Ratio		0.36	0.33		0.24	0.74
Uniform Delay, d1		6.3	6.1		34.6	39.3
Progression Factor		0.05	1.09		1.00	1.00
Incremental Delay, d2		0.2	0.3		0.8	10.8
Delay (s)		0.5	6.9		35.4	50.0
Level of Service		A	A		D	D
Approach Delay (s)		0.5	6.9		46.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3505	1545	1671	3319		1752	3505	1515	1752	3343
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1770	3505	1545	1671	3319		1752	3505	1515	1752	3343
Volume (vph)	2	129	434	280	77	318	55	188	393	147	37	153
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.87	0.87	0.87	0.76	0.76	0.76	0.82	0.82
Adj. Flow (vph)	2	152	511	329	89	366	63	247	517	193	45	187
RTOR Reduction (vph)	0	0	0	67	0	0	0	0	0	38	0	0
Lane Group Flow (vph)	0	154	511	262	89	429	0	247	517	155	45	187
Confl. Peds. (#/hr)				2			2			2		
Heavy Vehicles (%)	2%	2%	3%	3%	8%	6%	7%	3%	3%	5%	3%	8%
Turn Type	Prot	Prot		Perm	Prot			Prot		Perm	Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2						8		
Actuated Green, G (s)		26.8	50.1	50.1	8.1	31.4		19.6	27.3	27.3	4.5	12.2
Effective Green, g (s)		26.8	51.1	51.1	8.1	32.4		19.6	28.3	28.3	4.5	13.2
Actuated g/C Ratio		0.25	0.47	0.47	0.07	0.30		0.18	0.26	0.26	0.04	0.12
Clearance Time (s)		4.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0
Vehicle Extension (s)		1.5	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0
Lane Grp Cap (vph)		439	1658	731	125	996		318	918	397	73	409
v/s Ratio Prot		0.09	0.15		c0.05	c0.13		c0.14	0.15		0.03	0.06
v/s Ratio Perm				c0.17						0.10		
v/c Ratio		0.35	0.31	0.36	0.71	0.43		0.78	0.56	0.39	0.62	0.46
Uniform Delay, d1		33.4	17.5	18.0	48.8	30.4		42.1	34.5	32.8	50.9	44.1
Progression Factor		0.29	0.26	0.08	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	0.5	1.3	14.7	1.4		10.4	0.5	0.2	10.4	0.3
Delay (s)		9.9	5.0	2.7	63.5	31.7		52.5	35.0	33.0	61.3	44.4
Level of Service		A	A	A	E	C		D	C	C	E	D
Approach Delay (s)			5.0			37.2			39.1			52.4
Approach LOS			A			D			D			D

Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Volume (vph)	146
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	178
RTOR Reduction (vph)	35
Lane Group Flow (vph)	143
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	3%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	12.2
Effective Green, g (s)	13.2
Actuated g/C Ratio	0.12
Clearance Time (s)	5.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	192
v/s Ratio Prot	
v/s Ratio Perm	c0.09
v/c Ratio	0.74
Uniform Delay, d1	45.8
Progression Factor	1.00
Incremental Delay, d2	12.8
Delay (s)	58.5
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	1.00	0.95		0.97	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.90		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	1524	3068		3367	1810
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	1524	3068		3367	1810
Volume (vph)	303	641	148	343	793	118
Peak-hour factor, PHF	0.88	0.88	0.74	0.74	0.87	0.87
Adj. Flow (vph)	344	728	200	464	911	136
RTOR Reduction (vph)	0	124	0	0	0	0
Lane Group Flow (vph)	344	604	664	0	911	136
Confl. Peds. (#/hr)				2		
Heavy Vehicles (%)	7%	6%	5%	4%	4%	5%
Turn Type		custom			Prot	
Protected Phases	3 1 3 4 8		2		1 4	6
Permitted Phases		3				
Actuated Green, G (s)	23.2	66.1	27.7		38.3	62.5
Effective Green, g (s)	23.8	66.7	29.3		38.9	64.1
Actuated g/C Ratio	0.23	0.64	0.28		0.37	0.62
Clearance Time (s)	4.6		5.6			5.6
Vehicle Extension (s)	2.0		3.5			3.5
Lane Grp Cap (vph)	749	977	864		1259	1116
v/s Ratio Prot	0.11	c0.40	c0.22		c0.27	0.08
v/s Ratio Perm						
v/c Ratio	0.46	0.62	1.04dr		0.72	0.12
Uniform Delay, d1	34.6	11.1	34.2		27.9	8.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	1.2	4.3		2.2	0.1
Delay (s)	34.7	12.3	38.5		30.1	8.3
Level of Service	C	B	D		C	A
Approach Delay (s)	19.5		38.5			27.3
Approach LOS	B		D			C

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0				
Lane Util. Factor	0.97		1.00	0.95	0.95				
Frt	1.00		1.00	1.00	0.92				
Flt Protected	0.95		0.95	1.00	1.00				
Satd. Flow (prot)	3368		1719	3406	3139				
Flt Permitted	0.95		0.95	1.00	1.00				
Satd. Flow (perm)	3368		1719	3406	3139				
Volume (vph)	250	7	220	478	240	0	270	0	0
Peak-hour factor, PHF	0.86	0.86	0.71	0.71	0.79	0.79	0.79	0.92	0.92
Adj. Flow (vph)	291	8	310	673	304	0	342	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	299	0	310	673	646	0	0	0	0
Heavy Vehicles (%)	4%	2%	5%	6%	8%	2%	4%	2%	2%
Turn Type			Prot						
Protected Phases	4		5	2	6				
Permitted Phases									
Actuated Green, G (s)	17.4		16.8	44.0	23.9				
Effective Green, g (s)	17.6		16.5	45.3	24.8				
Actuated g/C Ratio	0.25		0.23	0.64	0.35				
Clearance Time (s)	4.2		3.7	5.3	4.9				
Vehicle Extension (s)	8.0		2.0	4.9	5.7				
Lane Grp Cap (vph)	836		400	2176	1098				
v/s Ratio Prot	c0.09		c0.18	0.20	c0.21				
v/s Ratio Perm									
v/c Ratio	0.36		0.78	0.31	0.59				
Uniform Delay, d1	22.0		25.5	5.8	18.9				
Progression Factor	1.00		1.00	1.00	1.00				
Incremental Delay, d2	1.1		8.3	0.2	1.5				
Delay (s)	23.1		33.8	5.9	20.3				
Level of Service	C		C	A	C				
Approach Delay (s)	23.1			14.7	20.3			0.0	
Approach LOS	C			B	C			A	

Intersection Summary

HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	1.00	0.85	1.00	0.98
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3370		1671	3179			1770	3539	1559	1770	3355
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3370		1671	3179			1770	3539	1559	1770	3355
Volume (vph)	75	347	50	121	244	19	10	71	703	196	23	249
Peak-hour factor, PHF	0.84	0.84	0.84	0.78	0.78	0.78	0.75	0.75	0.75	0.75	0.77	0.77
Adj. Flow (vph)	89	413	60	155	313	24	13	95	937	261	30	323
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	53	0	0
Lane Group Flow (vph)	89	473	0	155	337	0	0	108	937	208	30	363
Confl. Peds. (#/hr)			3			4				2		
Heavy Vehicles (%)	3%	5%	4%	8%	13%	2%	2%	2%	2%	2%	2%	6%
Turn Type	Prot			Prot			Prot	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases										2		
Actuated Green, G (s)	6.7	15.2		9.0	17.5			9.6	39.1	39.1	2.5	32.0
Effective Green, g (s)	6.2	15.6		8.5	17.9			9.1	39.9	39.9	2.0	32.8
Actuated g/C Ratio	0.08	0.19		0.10	0.22			0.11	0.49	0.49	0.02	0.40
Clearance Time (s)	3.5	4.4		3.5	4.4			3.5	4.8	4.8	3.5	4.8
Vehicle Extension (s)	1.0	1.5		1.0	1.5			1.0	1.5	1.5	1.0	1.5
Lane Grp Cap (vph)	132	641		173	694			196	1722	759	43	1342
v/s Ratio Prot	0.05	c0.14		c0.09	0.11			0.06	c0.26		c0.02	0.11
v/s Ratio Perm										0.13		
v/c Ratio	0.67	0.74		0.90	0.49			0.55	0.54	0.27	0.70	0.27
Uniform Delay, d1	36.9	31.3		36.3	28.0			34.5	14.7	12.5	39.7	16.6
Progression Factor	1.00	1.00		0.60	0.49			0.74	0.63	0.46	1.00	1.00
Incremental Delay, d2	10.2	3.8		35.2	0.2			1.7	1.1	0.8	32.8	0.5
Delay (s)	47.1	35.1		56.9	14.0			27.2	10.4	6.6	72.5	17.0
Level of Service	D	D		E	B			C	B	A	E	B
Approach Delay (s)		37.0			27.5				11.0			21.3
Approach LOS		D			C				B			C

Intersection Summary

HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	31
Peak-hour factor, PHF	0.77
Adj. Flow (vph)	40
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	3%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0	4.0			4.0
Lane Util. Factor					1.00	1.00		1.00	0.95			0.95
Frpb, ped/bikes					1.00	0.99		1.00	1.00			0.99
Flpb, ped/bikes					1.00	1.00		1.00	1.00			1.00
Frt					1.00	0.85		1.00	1.00			0.95
Flt Protected					0.98	1.00		0.95	1.00			1.00
Satd. Flow (prot)					1776	1560		1770	3539			3265
Flt Permitted					0.98	1.00		0.45	1.00			1.00
Satd. Flow (perm)					1776	1560		836	3539			3265
Volume (vph)	0	0	0	100	107	90	2	94	890	0	0	298
Peak-hour factor, PHF	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75	0.75	0.79	0.79
Adj. Flow (vph)	0	0	0	125	134	112	3	125	1187	0	0	377
RTOR Reduction (vph)	0	0	0	0	0	93	0	0	0	0	0	21
Lane Group Flow (vph)	0	0	0	0	259	19	0	128	1187	0	0	523
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	2%	5%	4%	2%	2%	2%	2%	2%	2%	4%
Turn Type				Perm		Perm	Prot	Prot				
Protected Phases					8		5	5 7	1 7 2			6
Permitted Phases				8		8						
Actuated Green, G (s)					13.6	13.6		35.0	58.2			14.1
Effective Green, g (s)					14.2	14.2		36.8	59.8			15.0
Actuated g/C Ratio					0.17	0.17		0.45	0.73			0.18
Clearance Time (s)					4.6	4.6						4.9
Vehicle Extension (s)					3.0	3.0						4.0
Lane Grp Cap (vph)					308	270		605	2581			597
v/s Ratio Prot								0.05	c0.34			c0.16
v/s Ratio Perm					0.15	0.01		0.04				
v/c Ratio					0.84	0.07		0.21	0.46			0.88
Uniform Delay, d1					32.8	28.4		13.4	4.5			32.6
Progression Factor					0.43	0.32		0.43	0.20			1.11
Incremental Delay, d2					16.0	0.1		0.0	0.0			14.6
Delay (s)					30.1	9.1		5.8	0.9			50.7
Level of Service					C	A		A	A			D
Approach Delay (s)		0.0			23.8				1.4			50.7
Approach LOS		A			C				A			D

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	132
Peak-hour factor, PHF	0.79
Adj. Flow (vph)	167
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	3
Heavy Vehicles (%)	6%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00						0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00						1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00		1.00	1.00	
Frt	1.00	0.96						0.98		1.00	1.00	
Flt Protected	0.95	1.00						1.00		0.95	1.00	
Satd. Flow (prot)	1770	1736						3443		1770	3438	
Flt Permitted	0.95	1.00						1.00		0.95	1.00	
Satd. Flow (perm)	1770	1736						3443		1770	3438	
Volume (vph)	205	156	49	0	0	0	0	781	128	69	331	0
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.75	0.75	0.75	0.88	0.88	0.88
Adj. Flow (vph)	277	211	66	0	0	0	0	1041	171	78	376	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	277	277	0	0	0	0	0	1212	0	78	376	0
Confl. Peds. (#/hr)			2						2			
Heavy Vehicles (%)	2%	4%	9%	2%	2%	2%	2%	2%	5%	2%	5%	2%
Turn Type	Perm									Prot		
Protected Phases		7						2		1 8	5 6 8	
Permitted Phases	7											
Actuated Green, G (s)	15.0	15.0						27.8		24.5	57.2	
Effective Green, g (s)	16.6	16.6						28.7		24.7	57.4	
Actuated g/C Ratio	0.20	0.20						0.35		0.30	0.70	
Clearance Time (s)	5.6	5.6						4.9				
Vehicle Extension (s)	3.0	3.0						4.0				
Lane Grp Cap (vph)	358	351						1205		533	2407	
v/s Ratio Prot		c0.16						c0.35		0.04	c0.11	
v/s Ratio Perm	0.16											
v/c Ratio	0.77	0.79						1.01		0.15	0.16	
Uniform Delay, d1	30.9	31.0						26.6		20.9	4.1	
Progression Factor	1.00	1.00						1.00		1.66	0.04	
Incremental Delay, d2	10.0	11.2						27.3		0.0	0.0	
Delay (s)	40.9	42.2						54.0		34.9	0.2	
Level of Service	D	D						D		C	A	
Approach Delay (s)		41.6			0.0			54.0			6.1	
Approach LOS		D			A			D			A	

Intersection Summary

HCM Average Control Delay	41.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	0.95		1.00	0.91
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.99		1.00	0.96
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1752	3438	1488	1770	3133			1770	3468		1656	4654
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (perm)	1752	3438	1488	1770	3133			1770	3468		1656	4654
Volume (vph)	176	300	61	47	243	28	22	53	591	64	23	227
Peak-hour factor, PHF	0.81	0.81	0.81	0.82	0.82	0.82	0.71	0.71	0.71	0.71	0.89	0.89
Adj. Flow (vph)	217	370	75	57	296	34	31	75	832	90	26	255
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	217	370	19	57	330	0	0	106	922	0	26	353
Confl. Peds. (#/hr)			2			2				5		
Heavy Vehicles (%)	3%	5%	7%	2%	14%	7%	2%	2%	2%	6%	9%	8%
Turn Type	Prot		Perm	Prot			Prot	Prot			Prot	
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases			4									
Actuated Green, G (s)	12.6	20.8	20.8	4.4	12.6			8.3	38.4		2.6	32.7
Effective Green, g (s)	12.1	21.2	21.2	3.9	13.0			7.8	38.8		2.1	33.1
Actuated g/C Ratio	0.15	0.26	0.26	0.05	0.16			0.10	0.47		0.03	0.40
Clearance Time (s)	3.5	4.4	4.4	3.5	4.4			3.5	4.4		3.5	4.4
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0			1.0	2.0		1.0	2.0
Lane Grp Cap (vph)	259	889	385	84	497			168	1641		42	1879
v/s Ratio Prot	c0.12	0.11		0.03	c0.11			0.06	c0.27		c0.02	0.08
v/s Ratio Perm			0.01									
v/c Ratio	0.84	0.42	0.05	0.68	0.66			0.63	0.56		0.62	0.19
Uniform Delay, d1	34.0	25.3	22.8	38.4	32.4			35.7	15.5		39.6	15.8
Progression Factor	0.51	0.46	0.21	1.00	1.00			0.96	0.86		1.00	1.00
Incremental Delay, d2	16.9	0.1	0.0	15.7	2.6			5.2	1.3		17.6	0.2
Delay (s)	34.3	11.7	4.8	54.2	35.0			39.5	14.7		57.1	16.0
Level of Service	C	B	A	D	D			D	B		E	B
Approach Delay (s)		18.4			37.9				17.2			18.8
Approach LOS		B			D				B			B

Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	87
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	98
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	3
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0	4.0			4.0
Lane Util. Factor					0.95			1.00	0.95			0.95
Frpb, ped/bikes					0.99			1.00	1.00			1.00
Flpb, ped/bikes					1.00			1.00	1.00			1.00
Frt					0.93			1.00	1.00			1.00
Flt Protected					0.99			0.95	1.00			1.00
Satd. Flow (prot)					3213			1753	3505			3343
Flt Permitted					0.99			0.95	1.00			1.00
Satd. Flow (perm)					3213			1753	3505			3343
Volume (vph)	0	0	0	87	181	206	1	59	524	0	0	300
Peak-hour factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86	0.72	0.72	0.72	0.72	0.84	0.84
Adj. Flow (vph)	0	0	0	101	210	240	1	82	728	0	0	357
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	551	0	0	83	728	0	0	357
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	2%	3%	4%	3%	2%	3%	3%	2%	2%	8%
Turn Type				Perm			Prot	Prot				
Protected Phases					3		4 5	4 5	1 2 4			6
Permitted Phases				3								
Actuated Green, G (s)					15.9			27.1	57.8			20.5
Effective Green, g (s)					16.5			28.1	57.5			21.4
Actuated g/C Ratio					0.20			0.34	0.70			0.26
Clearance Time (s)					4.6							4.9
Vehicle Extension (s)					3.0							4.0
Lane Grp Cap (vph)					647			601	2458			872
v/s Ratio Prot								0.05	c0.21			c0.11
v/s Ratio Perm					0.17							
v/c Ratio					0.85			0.14	0.30			0.41
Uniform Delay, d1					31.6			18.6	4.6			25.1
Progression Factor					1.00			1.20	0.01			0.68
Incremental Delay, d2					10.5			0.1	0.0			1.4
Delay (s)					42.1			22.4	0.0			18.4
Level of Service					D			C	A			B
Approach Delay (s)		0.0			42.1				2.3			16.7
Approach LOS		A			D				A			B

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1544
Flt Permitted	1.00
Satd. Flow (perm)	1544
Volume (vph)	57
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	68
RTOR Reduction (vph)	50
Lane Group Flow (vph)	18
Confl. Peds. (#/hr)	10
Heavy Vehicles (%)	2%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	20.5
Effective Green, g (s)	21.4
Actuated g/C Ratio	0.26
Clearance Time (s)	4.9
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	403
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.04
Uniform Delay, d1	22.7
Progression Factor	0.32
Incremental Delay, d2	0.2
Delay (s)	7.4
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	1.00					0.95	1.00		1.00	0.95
Frpb, ped/bikes		1.00	0.99					1.00	0.98		1.00	1.00
Flpb, ped/bikes		1.00	1.00					1.00	1.00		1.00	1.00
Frt		1.00	0.85					1.00	0.85		1.00	1.00
Flt Protected		0.98	1.00					1.00	1.00		0.95	1.00
Satd. Flow (prot)		1815	1560					3539	1501		1704	3438
Flt Permitted		0.98	1.00					1.00	1.00		0.95	1.00
Satd. Flow (perm)		1815	1560					3539	1501		1704	3438
Volume (vph)	94	193	66	0	0	0	0	488	156	2	126	260
Peak-hour factor, PHF	0.78	0.78	0.78	0.92	0.92	0.92	0.70	0.70	0.70	0.91	0.91	0.91
Adj. Flow (vph)	121	247	85	0	0	0	0	697	223	2	138	286
RTOR Reduction (vph)	0	0	68	0	0	0	0	0	45	0	0	0
Lane Group Flow (vph)	0	368	17	0	0	0	0	697	178	0	140	286
Confl. Peds. (#/hr)			2						2			
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	2%	2%	5%	2%	6%	5%
Turn Type	Perm		Perm						Perm	Prot	Prot	
Protected Phases		4						2		1 3	1 3	3 5 6
Permitted Phases	4		4						2			
Actuated Green, G (s)		16.0	16.0					23.2	23.2		28.7	56.8
Effective Green, g (s)		16.6	16.6					24.1	24.1		29.3	57.4
Actuated g/C Ratio		0.20	0.20					0.29	0.29		0.36	0.70
Clearance Time (s)		4.6	4.6					4.9	4.9			
Vehicle Extension (s)		3.0	3.0					4.0	4.0			
Lane Grp Cap (vph)		367	316					1040	441		609	2407
v/s Ratio Prot								c0.20			c0.08	c0.08
v/s Ratio Perm		0.20	0.01						0.12			
v/c Ratio		1.00	0.05					0.67	0.40		0.23	0.12
Uniform Delay, d1		32.7	26.4					25.5	23.2		18.5	4.0
Progression Factor		0.66	0.47					1.00	1.00		0.96	0.48
Incremental Delay, d2		37.9	0.0					3.4	2.7		0.1	0.0
Delay (s)		59.5	12.4					28.9	25.9		17.7	2.0
Level of Service		E	B					C	C		B	A
Approach Delay (s)		50.7			0.0			28.2				7.1
Approach LOS		D			A			C				A

Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.91
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00		1.00	0.91	
Frpb, ped/bikes		1.00	1.00	0.99		1.00	1.00	0.97		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.98	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	
Satd. Flow (prot)		1736	3471	1371		1658	3312	1468		1712	4828	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	
Satd. Flow (perm)		1736	3471	1371		1658	3312	1468		1712	4828	
Volume (vph)	1	101	110	70	6	270	218	287	13	78	1260	148
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.88	0.88	0.88	0.88	0.78	0.78	0.78	0.78
Adj. Flow (vph)	1	117	128	81	7	307	248	326	17	100	1615	190
RTOR Reduction (vph)	0	0	0	70	0	0	0	65	0	0	14	0
Lane Group Flow (vph)	0	118	128	11	0	314	248	261	0	117	1791	0
Confl. Peds. (#/hr)				2				11				2
Heavy Vehicles (%)	2%	4%	4%	16%	2%	9%	9%	7%	2%	6%	4%	19%
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Prot	Prot		
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4				8				
Actuated Green, G (s)		8.8	11.8	11.8		20.9	23.9	23.9		8.8	31.9	
Effective Green, g (s)		8.5	12.7	12.7		20.6	24.8	24.8		8.5	32.8	
Actuated g/C Ratio		0.09	0.14	0.14		0.23	0.28	0.28		0.09	0.36	
Clearance Time (s)		3.7	4.9	4.9		3.7	4.9	4.9		3.7	4.9	
Vehicle Extension (s)		2.0	5.4	5.4		2.0	5.3	5.3		2.0	4.5	
Lane Grp Cap (vph)		164	490	194		380	914	405		162	1761	
v/s Ratio Prot		0.07	0.04			c0.19	0.07			c0.07	c0.37	
v/s Ratio Perm				0.01				c0.18				
v/c Ratio		0.72	0.26	0.06		0.83	0.27	0.64		0.72	1.02	
Uniform Delay, d1		39.5	34.4	33.4		32.9	25.5	28.7		39.6	28.6	
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.8	0.7	0.3		13.1	0.4	5.0		12.6	25.8	
Delay (s)		51.4	35.1	33.7		46.0	25.8	33.7		52.1	54.4	
Level of Service		D	D	C		D	C	C		D	D	
Approach Delay (s)			40.6				35.9				54.2	
Approach LOS			D				D				D	

Intersection Summary

HCM Average Control Delay	42.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	
Lane Util. Factor		1.00	0.91	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.99	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1718	4707	
Flt Permitted		0.95	1.00	
Satd. Flow (perm)		1718	4707	
Volume (vph)	21	69	874	55
Peak-hour factor, PHF	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	77	971	61
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	100	1032	0
Confl. Peds. (#/hr)				2
Heavy Vehicles (%)	2%	6%	9%	11%
Turn Type	Prot	Prot		
Protected Phases	1	1	6	
Permitted Phases				
Actuated Green, G (s)		8.1	31.2	
Effective Green, g (s)		7.8	32.1	
Actuated g/C Ratio		0.09	0.36	
Clearance Time (s)		3.7	4.9	
Vehicle Extension (s)		2.0	5.2	
Lane Grp Cap (vph)		149	1681	
v/s Ratio Prot		0.06	0.22	
v/s Ratio Perm				
v/c Ratio		0.67	0.61	
Uniform Delay, d1		39.8	23.8	
Progression Factor		1.00	1.00	
Incremental Delay, d2		9.0	1.0	
Delay (s)		48.8	24.8	
Level of Service		D	C	
Approach Delay (s)			26.9	
Approach LOS			C	

Intersection Summary

Movement	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1623	3252	1263	1766	3244		1671	1718			1581	
Flt Permitted	0.51	1.00	1.00	0.59	1.00		0.95	1.00			1.00	
Satd. Flow (perm)	870	3252	1263	1105	3244		1671	1718			1581	
Volume (vph)	18	236	87	77	289	8	468	34	7	2	0	32
Peak-hour factor, PHF	0.93	0.93	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.76	0.76	0.76
Adj. Flow (vph)	19	254	94	88	328	9	532	39	8	3	0	42
RTOR Reduction (vph)	0	0	69	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	19	254	25	88	337	0	532	47	0	0	96	0
Confl. Peds. (#/hr)	2		2	2		2	2		2	2		
Heavy Vehicles (%)	11%	11%	25%	2%	11%	2%	8%	6%	15%	2%	2%	3%
Turn Type	Perm		Perm	Perm			Split			Split		
Protected Phases		2			6		8	8		7	7	
Permitted Phases	2		2	6								
Actuated Green, G (s)	15.6	15.6	15.6	15.6	15.6		28.7	28.7			7.0	
Effective Green, g (s)	17.5	17.5	17.5	17.5	17.5		28.9	28.9			7.2	
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27		0.44	0.44			0.11	
Clearance Time (s)	5.9	5.9	5.9	5.9	5.9		4.2	4.2			4.2	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			2.0	
Lane Grp Cap (vph)	232	868	337	295	865		736	757			174	
v/s Ratio Prot		0.08			c0.10		c0.32	0.03			c0.06	
v/s Ratio Perm	0.02		0.02	0.08								
v/c Ratio	0.08	0.29	0.07	0.30	0.39		0.72	0.06			0.55	
Uniform Delay, d1	18.0	19.1	18.0	19.2	19.7		15.1	10.6			27.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.2	0.3	0.1	0.8	0.4		3.8	0.0			2.1	
Delay (s)	18.2	19.4	18.1	19.9	20.1		18.8	10.6			29.8	
Level of Service	B	B	B	B	C		B	B			C	
Approach Delay (s)		19.0			20.0			18.2			29.8	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR2
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	39
Peak-hour factor, PHF	0.76
Adj. Flow (vph)	51
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	3%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0			4.0	
Lane Util. Factor	1.00		1.00					0.91			0.91	
Frpb, ped/bikes	1.00		1.00					1.00			1.00	
Flpb, ped/bikes	1.00		1.00					1.00			1.00	
Frt	1.00		0.85					0.97			0.97	
Flt Protected	0.95		1.00					1.00			1.00	
Satd. Flow (prot)	1752		1482					4707			4580	
Flt Permitted	0.95		1.00					1.00			1.00	
Satd. Flow (perm)	1752		1482					4707			4580	
Volume (vph)	603	0	218	0	0	0	0	919	199	0	816	174
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.88	0.88	0.88
Adj. Flow (vph)	670	0	242	0	0	0	0	1149	249	0	927	198
RTOR Reduction (vph)	0	0	37	0	0	0	0	0	0	0	56	0
Lane Group Flow (vph)	670	0	205	0	0	0	0	1398	0	0	1069	0
Confl. Peds. (#/hr)												2
Heavy Vehicles (%)	3%	2%	9%	2%	2%	2%	2%	6%	13%	2%	10%	9%
Turn Type	Prot		custom									
Protected Phases	4							2			6	
Permitted Phases			4									
Actuated Green, G (s)	23.1		23.1					23.3			23.3	
Effective Green, g (s)	23.3		23.3					24.2			24.2	
Actuated g/C Ratio	0.42		0.42					0.44			0.44	
Clearance Time (s)	4.2		4.2					4.9			4.9	
Vehicle Extension (s)	3.0		3.0					4.0			4.0	
Lane Grp Cap (vph)	736		622					2052			1997	
v/s Ratio Prot	c0.38							c0.30			0.23	
v/s Ratio Perm			0.14									
v/c Ratio	0.91		0.33					0.68			0.54	
Uniform Delay, d1	15.1		10.8					12.6			11.5	
Progression Factor	1.00		1.00					1.00			1.00	
Incremental Delay, d2	15.4		0.3					1.0			0.4	
Delay (s)	30.5		11.2					13.6			11.9	
Level of Service	C		B					B			B	
Approach Delay (s)		25.4			0.0			13.6			11.9	
Approach LOS		C			A			B			B	

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	55.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5010		3433	4966		3433	5085	1560	3433	4757	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5010		3433	4966		3433	5085	1560	3433	4757	
Volume (vph)	526	1507	149	115	851	142	299	1106	90	83	316	206
Peak-hour factor, PHF	0.81	0.81	0.81	0.80	0.80	0.80	0.77	0.77	0.77	0.82	0.82	0.82
Adj. Flow (vph)	649	1860	184	144	1064	178	388	1436	117	101	385	251
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	38	0	0	0
Lane Group Flow (vph)	649	2044	0	144	1242	0	388	1436	79	101	636	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	17.7	41.7		7.7	31.7		12.9	33.4	33.4	6.6	27.1	
Effective Green, g (s)	17.7	43.0		7.7	33.0		12.9	34.7	34.7	6.6	28.4	
Actuated g/C Ratio	0.16	0.40		0.07	0.31		0.12	0.32	0.32	0.06	0.26	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	563	1995		245	1517		410	1634	501	210	1251	
v/s Ratio Prot	0.19	c0.41		0.04	c0.25		0.11	c0.28		0.03	c0.13	
v/s Ratio Perm									0.05			
v/c Ratio	1.15	1.02		0.59	0.82		0.95	0.88	0.16	0.48	0.51	
Uniform Delay, d1	45.1	32.5		48.6	34.7		47.2	34.7	26.2	49.0	33.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	87.7	26.7		2.3	5.0		30.5	5.6	0.1	0.6	0.1	
Delay (s)	132.8	59.2		50.9	39.8		77.7	40.2	26.3	49.7	34.0	
Level of Service	F	E		D	D		E	D	C	D	C	
Approach Delay (s)		76.9			40.9			46.9			36.1	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	56.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91			1.00	*0.80		0.95	0.95	1.00	0.95
Frpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.99			1.00	0.99		1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)		1736	5048			1724	4306		1618	1770	1553	1618
Flt Permitted		0.95	1.00			0.95	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)		1736	5048			1724	4306		1618	1770	1553	1618
Volume (vph)	2	97	1468	56	8	70	1050	40	70	107	134	96
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.88	0.88	0.88	0.88	0.86	0.86	0.86	0.85
Adj. Flow (vph)	2	121	1835	70	9	80	1193	45	81	124	156	113
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	31	0
Lane Group Flow (vph)	0	123	1905	0	0	89	1238	0	81	124	125	113
Confl. Peds. (#/hr)				11				5	8			
Heavy Vehicles (%)	2%	4%	2%	2%	2%	5%	5%	10%	6%	2%	4%	6%
Turn Type	Prot	Prot			Prot	Prot			Split		Perm	Split
Protected Phases	5	5	2		1	1	6		8	8		7
Permitted Phases											8	
Actuated Green, G (s)		9.5	57.1			7.9	55.5		13.3	13.3	13.3	10.6
Effective Green, g (s)		9.5	58.4			7.9	56.8		14.2	14.2	14.2	11.5
Actuated g/C Ratio		0.09	0.54			0.07	0.53		0.13	0.13	0.13	0.11
Clearance Time (s)		4.0	5.3			4.0	5.3		4.9	4.9	4.9	4.9
Vehicle Extension (s)		1.0	2.0			1.0	2.0		2.0	2.0	2.0	1.0
Lane Grp Cap (vph)		153	2730			126	2265		213	233	204	172
v/s Ratio Prot		0.07	c0.38			c0.05	0.29		0.05	0.07		0.07
v/s Ratio Perm											c0.08	
v/c Ratio		0.80	0.70			0.71	0.55		0.38	0.53	0.61	0.66
Uniform Delay, d1		48.3	18.3			48.9	17.0		42.9	43.8	44.3	46.4
Progression Factor		1.00	1.00			1.18	0.68		1.00	1.00	1.00	1.00
Incremental Delay, d2		24.2	1.5			12.8	0.9		0.4	1.2	3.8	6.7
Delay (s)		72.6	19.8			70.5	12.5		43.3	45.0	48.1	53.1
Level of Service		E	B			E	B		D	D	D	D
Approach Delay (s)			23.0				16.4			45.9		
Approach LOS			C				B			D		

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.95	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1656	1515
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1656	1515
Volume (vph)	99	100
Peak-hour factor, PHF	0.85	0.85
Adj. Flow (vph)	116	118
RTOR Reduction (vph)	0	24
Lane Group Flow (vph)	116	94
Confl. Peds. (#/hr)		8
Heavy Vehicles (%)	9%	3%
Turn Type		Perm
Protected Phases	7	
Permitted Phases		7
Actuated Green, G (s)	10.6	10.6
Effective Green, g (s)	11.5	11.5
Actuated g/C Ratio	0.11	0.11
Clearance Time (s)	4.9	4.9
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	176	161
v/s Ratio Prot	c0.07	
v/s Ratio Perm		0.06
v/c Ratio	0.66	0.58
Uniform Delay, d1	46.4	46.0
Progression Factor	1.00	1.00
Incremental Delay, d2	6.6	3.4
Delay (s)	53.0	49.4
Level of Service	D	D
Approach Delay (s)	51.8	
Approach LOS	D	

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1000	1000	1000	1000
Total Lost time (s)		4.0			4.0	4.0				4.0		
Lane Util. Factor		0.91			1.00	0.91				1.00		
Frpb, ped/bikes		1.00			1.00	1.00				0.99		
Flpb, ped/bikes		1.00			1.00	1.00				1.00		
Frt		0.98			1.00	1.00				0.86		
Flt Protected		1.00			0.95	1.00				1.00		
Satd. Flow (prot)		4984			1688	4848				806		
Flt Permitted		1.00			0.95	1.00				1.00		
Satd. Flow (perm)		4984			1688	4848				806		
Volume (vph)	0	1546	185	1	60	592	0	0	0	279	0	0
Peak-hour factor, PHF	0.84	0.84	0.84	0.83	0.83	0.83	0.83	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	1840	220	1	72	713	0	0	0	317	0	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2055	0	0	73	713	0	0	0	317	0	0
Confl. Peds. (#/hr)			2							2		
Heavy Vehicles (%)	2%	2%	3%	2%	7%	7%	2%	2%	2%	6%	2%	2%
Turn Type				Prot	Prot					Free		
Protected Phases		2		1	1	6						
Permitted Phases										Free		
Actuated Green, G (s)		92.0			6.7	108.0				108.0		
Effective Green, g (s)		93.3			6.7	108.0				108.0		
Actuated g/C Ratio		0.86			0.06	1.00				1.00		
Clearance Time (s)		5.3			4.0	2.0						
Vehicle Extension (s)		2.0			1.0	4.0						
Lane Grp Cap (vph)		4306			105	4848				806		
v/s Ratio Prot		0.41			0.04	0.15						
v/s Ratio Perm										0.39		
v/c Ratio		0.48			0.70	0.15				0.39		
Uniform Delay, d1		1.7			49.6	0.0				0.0		
Progression Factor		0.96			1.14	1.00				1.00		
Incremental Delay, d2		0.3			14.3	0.1				1.4		
Delay (s)		1.9			70.9	0.1				1.4		
Level of Service		A			E	A				A		
Approach Delay (s)		1.9				6.6			1.4			5.1
Approach LOS		A				A			A			A

Intersection Summary			
HCM Average Control Delay	3.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1000
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.86
Flt Protected	1.00
Satd. Flow (prot)	848
Flt Permitted	1.00
Satd. Flow (perm)	848
Volume (vph)	532
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	605
RTOR Reduction (vph)	0
Lane Group Flow (vph)	605
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	2%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	108.0
Effective Green, g (s)	108.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	848
v/s Ratio Prot	
v/s Ratio Perm	c0.71
v/c Ratio	0.71
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	5.1
Delay (s)	5.1
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	*0.40			1.00	*0.85		0.97	*0.85	1.00		0.97
Frpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	0.97		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00
Frt	1.00	0.98			1.00	0.99		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	2902			1528	4547		2968	3019	1413		3129
Flt Permitted	0.95	1.00			0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1752	2902			1528	4547		2968	3019	1413		3129
Volume (vph)	153	1457	216	4	37	520	53	55	286	260	6	30
Peak-hour factor, PHF	0.89	0.89	0.89	0.85	0.85	0.85	0.85	0.83	0.83	0.83	0.78	0.78
Adj. Flow (vph)	172	1637	243	5	44	612	62	66	345	313	8	38
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	63	0	0
Lane Group Flow (vph)	172	1880	0	0	49	674	0	66	345	250	0	46
Confl. Peds. (#/hr)			2							14		
Heavy Vehicles (%)	3%	2%	6%	2%	20%	5%	6%	18%	7%	11%	2%	14%
Turn Type	Prot			Prot	Prot			Prot		Perm	Prot	Prot
Protected Phases	5	2		1	1	6		3	8		7	7
Permitted Phases										8		
Actuated Green, G (s)	18.6	59.2			4.7	45.3		11.0	21.8	21.8		3.7
Effective Green, g (s)	18.6	60.5			4.7	46.6		11.0	23.1	23.1		3.7
Actuated g/C Ratio	0.17	0.56			0.04	0.43		0.10	0.21	0.21		0.03
Clearance Time (s)	4.0	5.3			4.0	5.3		4.0	5.3	5.3		4.0
Vehicle Extension (s)	1.5	2.0			1.0	2.0		1.0	2.0	2.0		1.5
Lane Grp Cap (vph)	302	1626			66	1962		302	646	302		107
v/s Ratio Prot	0.10	c0.65			c0.03	0.15		0.02	0.11			0.01
v/s Ratio Perm										c0.18		
v/c Ratio	0.57	1.16			0.74	0.34		0.22	0.53	0.83		0.43
Uniform Delay, d1	41.0	23.8			51.1	20.5		44.6	37.7	40.6		51.1
Progression Factor	0.75	0.57			0.64	0.51		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.3	77.1			25.1	0.4		0.1	0.4	16.1		1.0
Delay (s)	32.0	90.5			57.7	10.8		44.7	38.1	56.6		52.1
Level of Service	C	F			E	B		D	D	E		D
Approach Delay (s)		85.6				14.0			46.7			
Approach LOS		F				B			D			

Intersection Summary

HCM Average Control Delay	61.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	3105	
Flt Permitted	1.00	
Satd. Flow (perm)	3105	
Volume (vph)	126	78
Peak-hour factor, PHF	0.78	0.78
Adj. Flow (vph)	162	100
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	262	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	10%	9%
Turn Type		
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	14.5	
Effective Green, g (s)	15.8	
Actuated g/C Ratio	0.15	
Clearance Time (s)	5.3	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	454	
v/s Ratio Prot	c0.08	
v/s Ratio Perm		
v/c Ratio	0.58	
Uniform Delay, d1	43.0	
Progression Factor	1.00	
Incremental Delay, d2	1.1	
Delay (s)	44.1	
Level of Service	D	
Approach Delay (s)	45.3	
Approach LOS	D	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		*0.80	*0.85	1.00		*0.80	*0.85	1.00	0.91	*0.80	1.00	0.91
Frpb, ped/bikes		1.00	1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.99	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)		2804	4571	1515		2831	4486	1515	1610	2868	1396	1579
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)		2804	4571	1515		2831	4486	1515	1610	2868	1396	1579
Volume (vph)	2	1065	644	40	3	5	400	170	8	30	7	74
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.79	0.79	0.79	0.79	0.70	0.70	0.70	0.88
Adj. Flow (vph)	2	1224	740	46	4	6	506	215	11	43	10	84
RTOR Reduction (vph)	0	0	0	15	0	0	0	43	0	0	10	0
Lane Group Flow (vph)	0	1226	740	31	0	10	506	172	11	43	0	42
Confl. Peds. (#/hr)				2				2			2	2
Heavy Vehicles (%)	2%	3%	6%	5%	2%	2%	8%	5%	2%	6%	14%	4%
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases				2				6			3	
Actuated Green, G (s)		56.2	71.5	71.5		1.2	16.5	16.5	4.6	4.6	4.6	13.4
Effective Green, g (s)		56.2	72.8	72.8		1.2	17.8	17.8	4.6	4.6	4.6	13.4
Actuated g/C Ratio		0.52	0.67	0.67		0.01	0.16	0.16	0.04	0.04	0.04	0.12
Clearance Time (s)		4.0	5.3	5.3		4.0	5.3	5.3	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.0	2.0	2.0		1.0	2.0	2.0	1.5	1.5	1.5	1.5
Lane Grp Cap (vph)		1459	3081	1021		31	739	250	69	122	59	196
v/s Ratio Prot		c0.44	0.16			0.00	0.11		0.01	c0.01		0.03
v/s Ratio Perm				0.02				c0.11			0.00	
v/c Ratio		0.84	0.24	0.03		0.32	0.68	0.69	0.16	0.35	0.01	0.21
Uniform Delay, d1		22.1	6.8	5.9		53.0	42.5	42.5	49.8	50.3	49.5	42.6
Progression Factor		0.63	0.82	0.82		0.75	0.91	0.88	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0	0.0		2.1	4.9	13.8	0.4	0.6	0.0	0.2
Delay (s)		14.4	5.6	4.8		42.1	43.6	51.0	50.2	50.9	49.5	42.8
Level of Service		B	A	A		D	D	D	D	D	D	D
Approach Delay (s)			10.9				45.8			50.6		
Approach LOS			B				D			D		

Intersection Summary			
HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	*0.80	1.00
Frpb, ped/bikes	1.00	1.00
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.97	1.00
Satd. Flow (prot)	2766	1538
Flt Permitted	0.97	1.00
Satd. Flow (perm)	2766	1538
Volume (vph)	19	204
Peak-hour factor, PHF	0.88	0.88
Adj. Flow (vph)	22	232
RTOR Reduction (vph)	0	56
Lane Group Flow (vph)	64	176
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	11%	5%
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	13.4	13.4
Effective Green, g (s)	13.4	13.4
Actuated g/C Ratio	0.12	0.12
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	1.5	1.5
Lane Grp Cap (vph)	343	191
v/s Ratio Prot	0.02	
v/s Ratio Perm		c0.11
v/c Ratio	0.19	0.92
Uniform Delay, d1	42.4	46.8
Progression Factor	1.00	1.00
Incremental Delay, d2	0.1	42.7
Delay (s)	42.5	89.5
Level of Service	D	F
Approach Delay (s)	74.8	
Approach LOS	E	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0		4.0
Lane Util. Factor		1.00	0.91			1.00	0.91		0.95	0.95		0.95
Frpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Frt		1.00	0.99			1.00	0.99		1.00	1.00		1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	0.97		0.95
Satd. Flow (prot)		1730	4773			1770	4743		1618	1691		1633
Flt Permitted		0.95	1.00			0.95	1.00		0.95	0.97		0.95
Satd. Flow (perm)		1730	4773			1770	4743		1618	1691		1633
Volume (vph)	12	45	639	32	3	9	605	32	18	6	0	39
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.88	0.88	0.88	0.88	0.46	0.46	0.46	0.68
Adj. Flow (vph)	15	55	779	39	3	10	688	36	39	13	0	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	70	818	0	0	13	724	0	25	27	0	57
Confl. Peds. (#/hr)				2				2			2	2
Heavy Vehicles (%)	2%	5%	8%	3%	2%	2%	8%	16%	6%	2%	2%	5%
Turn Type	Prot	Prot			Prot	Prot			Split		Perm	Split
Protected Phases	5	5	2		1	1	6		4	4		3
Permitted Phases											4	
Actuated Green, G (s)		6.5	68.1			3.1	64.7		6.8	6.8		12.7
Effective Green, g (s)		6.5	69.4			3.1	66.0		6.8	6.8		12.7
Actuated g/C Ratio		0.06	0.64			0.03	0.61		0.06	0.06		0.12
Clearance Time (s)		4.0	5.3			4.0	5.3		4.0	4.0		4.0
Vehicle Extension (s)		1.0	2.0			1.0	2.0		1.5	1.5		1.0
Lane Grp Cap (vph)		104	3067			51	2899		102	106		192
v/s Ratio Prot		c0.04	c0.17			0.01	c0.15		0.02	c0.02		0.03
v/s Ratio Perm												
v/c Ratio		0.67	0.27			0.25	0.25		0.25	0.25		0.30
Uniform Delay, d1		49.7	8.3			51.3	9.6		48.2	48.2		43.6
Progression Factor		1.07	0.73			1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2		12.5	0.2			1.0	0.2		0.5	0.5		0.3
Delay (s)		65.9	6.3			52.3	9.8		48.6	48.7		43.9
Level of Service		E	A			D	A		D	D		D
Approach Delay (s)			11.0				10.6			48.6		
Approach LOS			B				B			D		

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.86	
Flt Protected	1.00	
Satd. Flow (prot)	1481	
Flt Permitted	1.00	
Satd. Flow (perm)	1481	
Volume (vph)	6	85
Peak-hour factor, PHF	0.68	0.68
Adj. Flow (vph)	9	125
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	134	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	2%	5%
Turn Type		
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	12.7	
Effective Green, g (s)	12.7	
Actuated g/C Ratio	0.12	
Clearance Time (s)	4.0	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	174	
v/s Ratio Prot	c0.09	
v/s Ratio Perm		
v/c Ratio	0.77	
Uniform Delay, d1	46.2	
Progression Factor	1.00	
Incremental Delay, d2	17.2	
Delay (s)	63.5	
Level of Service	E	
Approach Delay (s)	57.6	
Approach LOS	E	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0			4.0	4.0	
Lane Util. Factor		1.00	0.95			1.00	0.95			1.00	0.95	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.99			1.00	0.99			1.00	0.98	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1770	3330			1736	3251			1712	3417	
Flt Permitted		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (perm)		1770	3330			1736	3251			1712	3417	
Volume (vph)	5	144	511	35	1	96	344	21	7	45	580	87
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.82	0.82	0.82	0.82
Adj. Flow (vph)	6	171	608	42	1	114	410	25	9	55	707	106
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	177	650	0	0	115	435	0	0	64	813	0
Confl. Peds. (#/hr)				2				3				2
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	10%	10%	2%	6%	3%	6%
Turn Type	Prot	Prot			Prot	Prot			Prot	Prot		
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases												
Actuated Green, G (s)		10.3	17.8			7.3	14.8			4.6	34.2	
Effective Green, g (s)		10.3	19.1			7.3	16.1			4.6	35.5	
Actuated g/C Ratio		0.13	0.23			0.09	0.20			0.06	0.43	
Clearance Time (s)		4.0	5.3			4.0	5.3			4.0	5.3	
Vehicle Extension (s)		1.0	4.0			1.0	4.0			1.0	4.0	
Lane Grp Cap (vph)		222	776			155	638			96	1479	
v/s Ratio Prot		c0.10	c0.20			0.07	0.13			c0.04	c0.24	
v/s Ratio Perm												
v/c Ratio		0.80	0.84			0.74	0.68			0.67	0.55	
Uniform Delay, d1		34.8	30.0			36.4	30.6			37.9	17.3	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		16.7	8.2			15.3	3.3			12.7	1.5	
Delay (s)		51.5	38.2			51.8	33.8			50.7	18.8	
Level of Service		D	D			D	C			D	B	
Approach Delay (s)			41.0				37.6				21.1	
Approach LOS			D				D				C	

Intersection Summary

HCM Average Control Delay	29.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0
Lane Util. Factor		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		1770	3471	1502
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		1770	3471	1502
Volume (vph)	1	39	315	86
Peak-hour factor, PHF	0.82	0.82	0.82	0.82
Adj. Flow (vph)	1	48	384	105
RTOR Reduction (vph)	0	0	0	60
Lane Group Flow (vph)	0	49	384	45
Confl. Peds. (#/hr)				2
Heavy Vehicles (%)	2%	2%	4%	6%
Turn Type	Prot	Prot		Perm
Protected Phases	1	1	6	
Permitted Phases				6
Actuated Green, G (s)		4.1	33.7	33.7
Effective Green, g (s)		4.1	35.0	35.0
Actuated g/C Ratio		0.05	0.43	0.43
Clearance Time (s)		4.0	5.3	5.3
Vehicle Extension (s)		1.0	4.0	4.0
Lane Grp Cap (vph)		89	1482	641
v/s Ratio Prot		0.03	0.11	
v/s Ratio Perm				0.03
v/c Ratio		0.55	0.26	0.07
Uniform Delay, d1		38.0	15.1	13.9
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		4.1	0.4	0.2
Delay (s)		42.2	15.6	14.1
Level of Service		D	B	B
Approach Delay (s)			17.7	
Approach LOS			B	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0			4.0	4.0	
Lane Util. Factor		1.00	0.95			1.00	0.95			1.00	0.95	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.97			1.00	0.97			1.00	0.99	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1736	3236			1720	3135			1628	3366	
Flt Permitted		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (perm)		1736	3236			1720	3135			1628	3366	
Volume (vph)	4	178	373	87	1	61	216	47	1	63	381	35
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	5	220	460	107	1	76	270	59	1	79	476	44
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	225	567	0	0	77	329	0	0	80	520	0
Confl. Peds. (#/hr)				2				5				4
Heavy Vehicles (%)	2%	4%	7%	13%	2%	5%	13%	6%	2%	11%	5%	14%
Turn Type	Prot	Prot			Prot	Prot			Prot	Prot		
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases												
Actuated Green, G (s)		9.5	21.7			4.1	16.3			4.3	17.9	
Effective Green, g (s)		9.5	22.6			4.1	17.2			4.3	19.2	
Actuated g/C Ratio		0.15	0.35			0.06	0.27			0.07	0.30	
Clearance Time (s)		4.0	4.9			4.0	4.9			4.0	5.3	
Vehicle Extension (s)		1.0	2.0			1.0	2.0			1.0	2.0	
Lane Grp Cap (vph)		258	1145			110	844			110	1011	
v/s Ratio Prot		c0.13	c0.18			0.04	0.10			c0.05	c0.15	
v/s Ratio Perm												
v/c Ratio		0.87	0.50			0.70	0.39			0.73	0.51	
Uniform Delay, d1		26.6	16.2			29.3	19.1			29.2	18.5	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		25.3	0.1			14.5	0.1			18.2	0.2	
Delay (s)		51.9	16.3			43.8	19.2			47.5	18.7	
Level of Service		D	B			D	B			D	B	
Approach Delay (s)			26.4				23.9				22.5	
Approach LOS			C				C				C	

Intersection Summary			
HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↑↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0
Lane Util. Factor		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		1738	3471	1475
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		1738	3471	1475
Volume (vph)	2	26	254	147
Peak-hour factor, PHF	0.81	0.81	0.81	0.81
Adj. Flow (vph)	2	32	314	181
RTOR Reduction (vph)	0	0	0	37
Lane Group Flow (vph)	0	34	314	144
Confl. Peds. (#/hr)				2
Heavy Vehicles (%)	2%	4%	4%	8%
Turn Type	Prot	Prot		Perm
Protected Phases	7	7	4	
Permitted Phases				4
Actuated Green, G (s)		2.0	15.6	15.6
Effective Green, g (s)		2.0	16.9	16.9
Actuated g/C Ratio		0.03	0.26	0.26
Clearance Time (s)		4.0	5.3	5.3
Vehicle Extension (s)		1.0	2.0	2.0
Lane Grp Cap (vph)		54	918	390
v/s Ratio Prot		0.02	0.09	
v/s Ratio Perm				0.10
v/c Ratio		0.63	0.34	0.37
Uniform Delay, d1		30.6	19.0	19.2
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		15.4	0.1	0.2
Delay (s)		45.9	19.1	19.4
Level of Service		D	B	B
Approach Delay (s)			20.9	
Approach LOS			C	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.97	*0.90			0.97	0.91	1.00		0.97	0.95	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.99			1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3368	4807			3400	4848	1561		2972	3505	1546
Flt Permitted		0.95	1.00			0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3368	4807			3400	4848	1561		2972	3505	1546
Volume (vph)	2	108	1556	88	3	323	1084	151	1	72	231	367
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.78	0.78	0.78	0.78	0.86	0.86	0.86	0.86
Adj. Flow (vph)	2	127	1831	104	4	414	1390	194	1	84	269	427
RTOR Reduction (vph)	0	0	0	0	0	0	0	38	0	0	0	85
Lane Group Flow (vph)	0	129	1935	0	0	418	1390	156	0	85	269	342
Confl. Peds. (#/hr)				2				2				2
Heavy Vehicles (%)	2%	4%	6%	2%	2%	3%	7%	2%	2%	18%	3%	3%
Turn Type	Prot	Prot			Prot	Prot		Perm	Prot	Prot		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases								6				8
Actuated Green, G (s)		11.3	38.7			15.0	42.4	42.4		17.8	25.8	25.8
Effective Green, g (s)		11.3	40.4			15.0	44.1	44.1		17.8	27.1	27.1
Actuated g/C Ratio		0.10	0.37			0.14	0.41	0.41		0.16	0.25	0.25
Clearance Time (s)		4.0	5.7			4.0	5.7	5.7		4.0	5.3	5.3
Vehicle Extension (s)		1.0	2.0			1.0	2.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)		352	1798			472	1980	637		490	879	388
v/s Ratio Prot		0.04	c0.40			c0.12	0.29			0.03	0.08	
v/s Ratio Perm								0.10				c0.22
v/c Ratio		0.37	1.08			0.89	0.70	0.24		0.17	0.31	0.88
Uniform Delay, d1		45.0	33.8			45.7	26.5	21.0		38.8	32.8	38.9
Progression Factor		1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.2	45.1			17.3	2.1	0.9		0.1	0.1	19.8
Delay (s)		45.3	78.9			63.0	28.6	21.9		38.8	32.9	58.8
Level of Service		D	E			E	C	C		D	C	E
Approach Delay (s)			76.8				35.1				47.7	
Approach LOS			E				D				D	

Intersection Summary			
HCM Average Control Delay	54.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0
Lane Util. Factor		0.97	0.95	1.00
Frpb, ped/bikes		1.00	1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3260	3374	1487
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3260	3374	1487
Volume (vph)	21	188	203	87
Peak-hour factor, PHF	0.83	0.83	0.83	0.83
Adj. Flow (vph)	25	227	245	105
RTOR Reduction (vph)	0	0	0	87
Lane Group Flow (vph)	0	252	245	18
Confl. Peds. (#/hr)				2
Heavy Vehicles (%)	2%	8%	7%	7%
Turn Type	Prot	Prot		Perm
Protected Phases	7	7	4	
Permitted Phases				4
Actuated Green, G (s)		9.5	17.5	17.5
Effective Green, g (s)		9.5	18.8	18.8
Actuated g/C Ratio		0.09	0.17	0.17
Clearance Time (s)		4.0	5.3	5.3
Vehicle Extension (s)		1.0	2.0	2.0
Lane Grp Cap (vph)		287	587	259
v/s Ratio Prot		c0.08	0.07	
v/s Ratio Perm				0.01
v/c Ratio		0.88	0.42	0.07
Uniform Delay, d1		48.7	39.7	37.3
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		24.1	0.2	0.0
Delay (s)		72.7	39.9	37.3
Level of Service		E	D	D
Approach Delay (s)			53.2	
Approach LOS			D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.97					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6225	1509		4653					3433		2707
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6225	1509		4653					3433		2707
Volume (vph)	0	1975	139	0	539	111	0	0	0	325	0	1022
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	0	2324	164	0	634	131	0	0	0	378	0	1188
RTOR Reduction (vph)	0	0	55	0	34	0	0	0	0	0	0	123
Lane Group Flow (vph)	0	2324	109	0	731	0	0	0	0	378	0	1065
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	5%	7%	2%	8%	9%	2%	2%	2%	2%	2%	5%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		34.0	34.0		34.0					38.6		38.6
Effective Green, g (s)		36.3	36.3		36.3					40.2		40.2
Actuated g/C Ratio		0.43	0.43		0.43					0.48		0.48
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2674	648		1999					1633		1288
v/s Ratio Prot		c0.37			0.16					0.11		
v/s Ratio Perm			0.07									c0.39
v/c Ratio		0.87	0.17		0.37					0.23		0.83
Uniform Delay, d1		21.9	14.8		16.3					13.0		19.1
Progression Factor		1.00	1.00		1.00					1.00		1.00
Incremental Delay, d2		3.5	0.2		0.2					0.1		4.6
Delay (s)		25.4	15.0		16.5					13.1		23.7
Level of Service		C	B		B					B		C
Approach Delay (s)		24.7			16.5			0.0			21.2	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.92	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4224	1286		4848	1492	1703		1455			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4224	1286		4848	1492	1703		1455			
Volume (vph)	0	729	1571	0	541	684	109	0	93	0	0	0
Peak-hour factor, PHF	0.85	0.85	0.85	0.82	0.82	0.82	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	858	1848	0	660	834	125	0	107	0	0	0
RTOR Reduction (vph)	0	234	0	0	0	0	0	0	76	0	0	0
Lane Group Flow (vph)	0	1548	924	0	660	834	125	0	31	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	6%	8%	2%	7%	6%	6%	2%	11%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		38.7	61.1		38.7	61.1	12.3		12.3			
Effective Green, g (s)		39.6	61.1		39.6	61.1	13.5		13.5			
Actuated g/C Ratio		0.65	1.00		0.65	1.00	0.22		0.22			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2738	1286		3142	1492	376		321			
v/s Ratio Prot		0.37			0.14		0.07					
v/s Ratio Perm			c0.72			0.56			0.02			
v/c Ratio		0.57	0.72		0.21	0.56	0.33		0.10			
Uniform Delay, d1		6.0	0.0		4.4	0.0	20.0		19.0			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.5	3.5		0.1	1.5	1.2		0.3			
Delay (s)		6.5	3.5		4.5	1.5	21.2		19.3			
Level of Service		A	A		A	A	C		B			
Approach Delay (s)		5.5			2.8			20.3			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM Average Control Delay	5.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	0.0
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0			4.0	4.0	4.0
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	1.00
Frt		1.00	0.97			1.00	0.99			1.00	1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	1.00
Satd. Flow (prot)		1739	4718			1754	4778			1753	3471	1389
Flt Permitted		0.95	1.00			0.95	1.00			0.95	1.00	1.00
Satd. Flow (perm)		1739	4718			1754	4778			1753	3471	1389
Volume (vph)	14	129	683	165	4	30	682	47	5	291	183	28
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.76	0.76	0.76	0.76	0.88	0.88	0.88	0.88
Adj. Flow (vph)	18	161	854	206	5	39	897	62	6	331	208	32
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	179	1060	0	0	44	959	0	0	337	208	10
Confl. Peds. (#/hr)				2				3				5
Heavy Vehicles (%)	2%	4%	7%	4%	2%	3%	7%	13%	2%	3%	4%	14%
Turn Type	Prot	Prot			Prot	Prot			Prot	Prot		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases												8
Actuated Green, G (s)		17.3	45.2			4.5	32.4			23.0	32.9	32.9
Effective Green, g (s)		17.3	46.5			4.5	33.7			23.0	34.2	34.2
Actuated g/C Ratio		0.16	0.43			0.04	0.31			0.21	0.32	0.32
Clearance Time (s)		4.0	5.3			4.0	5.3			4.0	5.3	5.3
Vehicle Extension (s)		1.0	2.0			1.0	2.0			1.0	2.0	2.0
Lane Grp Cap (vph)		279	2031			73	1491			373	1099	440
v/s Ratio Prot		c0.10	0.22			0.03	c0.20			c0.19	0.06	
v/s Ratio Perm												0.01
v/c Ratio		0.64	0.52			0.60	0.64			0.90	0.19	0.02
Uniform Delay, d1		42.4	22.6			50.9	32.0			41.4	26.8	25.4
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2		3.7	1.0			9.2	2.1			23.9	0.0	0.0
Delay (s)		46.2	23.5			60.1	34.1			65.3	26.9	25.4
Level of Service		D	C			E	C			E	C	C
Approach Delay (s)			26.8				35.3				49.2	
Approach LOS			C				D				D	

Intersection Summary

HCM Average Control Delay	35.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	
Lane Util. Factor	1.00	0.95	
Frpb, ped/bikes	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	0.91	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1736	3131	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1736	3131	
Volume (vph)	52	104	145
Peak-hour factor, PHF	0.75	0.75	0.75
Adj. Flow (vph)	69	139	193
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	69	332	0
Confl. Peds. (#/hr)			3
Heavy Vehicles (%)	4%	6%	3%
Turn Type	Prot		
Protected Phases	7	4	
Permitted Phases			
Actuated Green, G (s)	6.8	16.7	
Effective Green, g (s)	6.8	18.0	
Actuated g/C Ratio	0.06	0.17	
Clearance Time (s)	4.0	5.3	
Vehicle Extension (s)	1.0	2.0	
Lane Grp Cap (vph)	109	522	
v/s Ratio Prot	0.04	c0.11	
v/s Ratio Perm			
v/c Ratio	0.63	0.64	
Uniform Delay, d1	49.4	41.9	
Progression Factor	1.00	1.00	
Incremental Delay, d2	8.5	1.9	
Delay (s)	57.9	43.8	
Level of Service	E	D	
Approach Delay (s)		46.2	
Approach LOS		D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00		0.91	
Frpb, ped/bikes		1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	
Flt Protected		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1719	1538	3335	1719	1440	1719	4940	1538		4927	
Flt Permitted		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00		1.00	
Satd. Flow (perm)		1719	1538	3335	1719	1440	1719	4940	1538		4927	
Volume (vph)	54	0	143	613	245	184	143	1079	61	0	1133	18
Peak-hour factor, PHF	0.58	0.58	0.58	0.75	0.75	0.75	0.94	0.94	0.94	0.99	0.99	0.99
Adj. Flow (vph)	93	0	247	817	327	245	152	1148	65	0	1144	18
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	36	0	0	0
Lane Group Flow (vph)	0	93	198	817	327	245	152	1148	29	0	1162	0
Confl. Peds. (#/hr)						2						2
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Split		Perm	Split		Perm	Prot		Perm			
Protected Phases	7	7		8	8		5	2			6	
Permitted Phases			7			8			2			
Actuated Green, G (s)		21.9	21.9	30.3	30.3	30.3	14.7	51.6	51.6		33.2	
Effective Green, g (s)		22.8	22.8	31.2	31.2	31.2	14.4	52.9	52.9		34.5	
Actuated g/C Ratio		0.19	0.19	0.26	0.26	0.26	0.12	0.44	0.44		0.29	
Clearance Time (s)		4.9	4.9	4.9	4.9	4.9	3.7	5.3	5.3		5.3	
Vehicle Extension (s)		8.0	8.0	4.7	4.7	4.7	2.0	3.9	3.9		4.1	
Lane Grp Cap (vph)		330	295	875	451	378	208	2198	684		1430	
v/s Ratio Prot		0.05		c0.24	0.19		c0.09	0.23			c0.24	
v/s Ratio Perm			c0.13			0.17			0.02			
v/c Ratio		0.28	0.67	0.93	0.73	0.65	0.73	0.52	0.04		0.81	
Uniform Delay, d1		41.1	44.6	42.8	39.9	39.0	50.4	23.9	18.7		39.2	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2		2.0	11.5	17.0	6.7	4.9	10.8	0.3	0.0		3.9	
Delay (s)		43.1	56.1	59.8	46.6	43.8	61.2	24.1	18.7		43.1	
Level of Service		D	E	E	D	D	E	C	B		D	
Approach Delay (s)		52.5			53.9			28.0			43.1	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	42.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	118.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		
Lane Util. Factor		0.88	0.81	0.81		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2632	5919	1258		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2632	5919	1258		
Volume (vph)	0	780	1188	23	0	0
Peak-hour factor, PHF	0.73	0.73	0.88	0.88	0.93	0.93
Adj. Flow (vph)	0	1068	1350	26	0	0
RTOR Reduction (vph)	0	25	0	0	0	0
Lane Group Flow (vph)	0	1043	1350	26	0	0
Heavy Vehicles (%)	8%	8%	4%	4%	2%	2%
Turn Type		custom		Free		
Protected Phases		8	2			
Permitted Phases				Free		
Actuated Green, G (s)		32.8	34.3	77.4		
Effective Green, g (s)		33.7	35.7	77.4		
Actuated g/C Ratio		0.44	0.46	1.00		
Clearance Time (s)		4.9	5.4			
Vehicle Extension (s)		3.2	5.7			
Lane Grp Cap (vph)		1146	2730	1258		
v/s Ratio Prot		c0.40	c0.23			
v/s Ratio Perm				0.02		
v/c Ratio		0.91	0.49	0.02		
Uniform Delay, d1		20.4	14.6	0.0		
Progression Factor		1.00	1.00	1.00		
Incremental Delay, d2		10.8	0.4	0.0		
Delay (s)		31.3	14.9	0.0		
Level of Service		C	B	A		
Approach Delay (s)	31.3		14.6			0.0
Approach LOS	C		B			A

Intersection Summary			
HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.89			0.92		1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1616			1649		1719	3438	1502	1719	3438	
Flt Permitted		0.98			0.95		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1594			1579		1719	3438	1502	1719	3438	
Volume (vph)	9	49	206	27	106	180	108	577	14	16	14	0
Peak-hour factor, PHF	0.80	0.80	0.80	0.74	0.74	0.74	0.73	0.73	0.73	0.62	0.62	0.62
Adj. Flow (vph)	11	61	258	36	143	243	148	790	19	26	23	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	10	0	0	0
Lane Group Flow (vph)	0	330	0	0	422	0	148	790	9	26	23	0
Confl. Peds. (#/hr)	2					2			2			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)		24.7			24.7		7.2	19.7	19.7	2.2	14.7	
Effective Green, g (s)		24.9			24.9		7.2	20.6	20.6	2.2	15.6	
Actuated g/C Ratio		0.42			0.42		0.12	0.35	0.35	0.04	0.26	
Clearance Time (s)		4.2			4.2		4.0	4.9	4.9	4.0	4.9	
Vehicle Extension (s)		1.5			1.5		1.0	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)		665			659		207	1186	518	63	898	
v/s Ratio Prot							c0.09	c0.23		0.02	0.01	
v/s Ratio Perm		0.21			c0.27				0.01			
v/c Ratio		0.50			0.64		0.71	0.67	0.02	0.41	0.03	
Uniform Delay, d1		12.8			13.8		25.3	16.6	12.9	28.1	16.4	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2			1.6		9.4	1.1	0.0	1.6	0.0	
Delay (s)		13.0			15.4		34.6	17.7	12.9	29.7	16.4	
Level of Service		B			B		C	B	B	C	B	
Approach Delay (s)		13.0			15.4			20.2			23.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		0.95	0.91		0.95	0.97	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.92		1.00	0.96		0.85	1.00	0.96		1.00	0.97
Flt Protected	0.95	1.00		0.95	0.96		1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1626	1579		1633	1513		1440	3183	3288		1719	3316
Flt Permitted	0.95	1.00		0.95	0.96		1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	1626	1579		1633	1513		1440	3183	3288		1719	3316
Volume (vph)	161	69	74	336	0	40	44	341	363	132	36	481
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.79	0.79
Adj. Flow (vph)	183	78	84	369	0	44	48	371	395	143	46	609
RTOR Reduction (vph)	0	0	0	0	0	0	39	0	0	0	0	0
Lane Group Flow (vph)	183	162	0	227	186	0	9	371	538	0	46	733
Confl. Peds. (#/hr)				2			2			2		
Heavy Vehicles (%)	11%	11%	11%	5%	5%	10%	5%	10%	5%	5%	5%	5%
Turn Type	Split			Split			Perm	Prot			Prot	
Protected Phases	4	4		3	3			5	2		1	6
Permitted Phases							3					
Actuated Green, G (s)	18.4	18.4		21.0	21.0		21.0	16.4	47.2		4.7	34.0
Effective Green, g (s)	18.6	18.6		20.7	20.7		20.7	17.6	47.8		4.4	34.6
Actuated g/C Ratio	0.17	0.17		0.19	0.19		0.19	0.16	0.44		0.04	0.32
Clearance Time (s)	4.2	4.2		3.7	3.7		3.7	5.2	4.6		3.7	4.6
Vehicle Extension (s)	4.1	4.1		4.1	4.1		4.1	2.0	5.5		2.0	5.5
Lane Grp Cap (vph)	281	273		314	291		277	521	1462		70	1067
v/s Ratio Prot	c0.11	0.10		c0.14	0.12			c0.12	0.16		0.03	c0.22
v/s Ratio Perm							0.01					
v/c Ratio	0.65	0.59		0.72	0.64		0.03	0.71	0.37		0.66	0.69
Uniform Delay, d1	41.4	41.0		40.7	40.0		35.3	42.6	19.8		50.8	31.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.0	4.1		8.6	5.2		0.1	3.8	0.4		15.7	2.6
Delay (s)	47.4	45.1		49.3	45.2		35.3	46.4	20.2		66.5	34.3
Level of Service	D	D		D	D		D	D	C		E	C
Approach Delay (s)		46.3			46.2				30.9			36.2
Approach LOS		D			D				C			D

Intersection Summary

HCM Average Control Delay	37.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	107.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR2
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	98
Peak-hour factor, PHF	0.79
Adj. Flow (vph)	124
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	10%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1710	1710	1710	1615	1615	1615	1900	1900	1900	1710	1710	1710
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1577	3008	1390	1447	2623	1251	1736	1810	1445	1477	3047	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1577	3008	1390	1447	2623	1251	1736	1810	1445	1477	3047	
Volume (vph)	134	668	70	375	450	237	91	416	169	181	405	31
Peak-hour factor, PHF	0.89	0.89	0.89	0.97	0.97	0.97	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	151	751	79	387	464	244	97	443	180	197	440	34
RTOR Reduction (vph)	0	0	32	0	0	72	0	0	54	0	0	0
Lane Group Flow (vph)	151	751	47	387	464	172	97	443	126	197	474	0
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	8%	3%	6%	17%	7%	4%	5%	10%	10%	5%	10%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	16.8	34.8	34.8	25.0	43.0	43.0	11.4	30.1	30.1	20.7	39.4	
Effective Green, g (s)	17.0	37.8	37.8	25.2	46.0	46.0	11.6	33.1	33.1	20.9	42.4	
Actuated g/C Ratio	0.13	0.28	0.28	0.19	0.35	0.35	0.09	0.25	0.25	0.16	0.32	
Clearance Time (s)	4.2	7.0	7.0	4.2	7.0	7.0	4.2	7.0	7.0	4.2	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1	3.1	2.0	2.4	
Lane Grp Cap (vph)	202	855	395	274	907	433	151	450	360	232	971	
v/s Ratio Prot	0.10	c0.25		c0.27	0.18		0.06	c0.24		c0.13	0.16	
v/s Ratio Perm			0.03			0.14			0.09			
v/c Ratio	0.75	0.88	0.12	1.41	0.51	0.40	0.64	0.98	0.35	0.85	0.49	
Uniform Delay, d1	55.9	45.4	35.3	53.9	34.6	33.0	58.7	49.7	41.1	54.5	36.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.4	11.4	0.4	205.9	1.1	1.4	6.8	38.1	0.6	23.2	0.3	
Delay (s)	68.3	56.8	35.6	259.8	35.6	34.4	65.5	87.8	41.7	77.7	36.8	
Level of Service	E	E	D	F	D	C	E	F	D	E	D	
Approach Delay (s)		56.9			114.6			73.3			48.8	
Approach LOS		E			F			E			D	

Intersection Summary

HCM Average Control Delay	76.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	133.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.97	0.95
Frpb, ped/bikes		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1752	3167	1559	1736	3252	1515	1736	3325		3303	3438
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		1752	3167	1559	1736	3252	1515	1736	3325		3303	3438
Volume (vph)	59	130	781	124	189	1226	155	157	643	161	232	671
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.95	0.95	0.95	0.87	0.87	0.87	0.98	0.98
Adj. Flow (vph)	75	165	989	157	199	1291	163	180	739	185	237	685
RTOR Reduction (vph)	0	0	0	28	0	0	50	0	0	0	0	0
Lane Group Flow (vph)	0	240	989	129	199	1291	114	180	924	0	237	685
Confl. Peds. (#/hr)				2			2			2		
Heavy Vehicles (%)	3%	3%	14%	2%	4%	11%	5%	4%	5%	5%	6%	5%
Turn Type	Prot	Prot		Perm	Prot		Perm	Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2			6					
Actuated Green, G (s)		20.0	59.5	59.5	19.8	60.1	60.1	17.5	26.3		14.2	23.0
Effective Green, g (s)		19.4	62.4	62.4	20.0	63.0	63.0	16.9	29.0		13.6	24.7
Actuated g/C Ratio		0.14	0.45	0.45	0.14	0.45	0.45	0.12	0.21		0.10	0.18
Clearance Time (s)		3.4	6.9	6.9	4.2	6.9	6.9	3.4	5.7		3.4	5.7
Vehicle Extension (s)		2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3
Lane Grp Cap (vph)		243	1412	695	248	1463	682	210	689		321	607
v/s Ratio Prot		c0.14	0.31		0.11	c0.40		c0.10	c0.28		0.07	0.20
v/s Ratio Perm				0.08			0.07					
v/c Ratio		0.99	0.70	0.19	0.80	0.88	0.17	0.86	1.34		0.74	1.13
Uniform Delay, d1		60.2	31.3	23.5	58.1	35.1	22.9	60.4	55.5		61.5	57.6
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		53.6	2.9	0.6	16.0	8.0	0.5	26.6	163.1		7.4	77.3
Delay (s)		113.8	34.2	24.0	74.1	43.1	23.4	86.9	218.6		68.9	135.0
Level of Service		F	C	C	E	D	C	F	F		E	F
Approach Delay (s)			46.8			44.9			197.2			110.7
Approach LOS			D			D			F			F

Intersection Summary			
HCM Average Control Delay	91.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1530
Flt Permitted	1.00
Satd. Flow (perm)	1530
Volume (vph)	110
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	112
RTOR Reduction (vph)	34
Lane Group Flow (vph)	78
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	4%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	23.0
Effective Green, g (s)	24.7
Actuated g/C Ratio	0.18
Clearance Time (s)	5.7
Vehicle Extension (s)	4.3
Lane Grp Cap (vph)	270
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	0.29
Uniform Delay, d1	50.0
Progression Factor	1.00
Incremental Delay, d2	0.9
Delay (s)	51.0
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95	1.00	*0.90	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3104		3367	3282	1530	3094	4940	1515	3303	4940	1514
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3104		3367	3282	1530	3094	4940	1515	3303	4940	1514
Volume (vph)	162	908	267	419	1345	218	346	1078	171	193	743	130
Peak-hour factor, PHF	0.97	0.97	0.97	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	167	936	275	466	1494	242	389	1211	192	208	799	140
RTOR Reduction (vph)	0	0	0	0	0	47	0	0	57	0	0	42
Lane Group Flow (vph)	167	1211	0	466	1494	195	389	1211	135	208	799	98
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	5%	14%	5%	4%	10%	4%	5%	5%	5%	6%	5%	5%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	8.0	52.9		16.0	60.9	60.9	20.5	33.6	33.6	12.9	26.0	26.0
Effective Green, g (s)	9.2	55.9		17.2	63.9	63.9	21.7	36.8	36.8	14.1	29.2	29.2
Actuated g/C Ratio	0.07	0.40		0.12	0.46	0.46	0.15	0.26	0.26	0.10	0.21	0.21
Clearance Time (s)	5.2	7.0		5.2	7.0	7.0	5.2	7.2	7.2	5.2	7.2	7.2
Vehicle Extension (s)	2.0	4.6		2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	219	1239		414	1498	698	480	1299	398	333	1030	316
v/s Ratio Prot	0.05	0.39		c0.14	c0.46		0.13	c0.25		0.06	c0.16	
v/s Ratio Perm						0.13			0.09			0.06
v/c Ratio	0.76	0.98		1.13	1.00	0.28	0.81	0.93	0.34	0.62	0.78	0.31
Uniform Delay, d1	64.3	41.4		61.4	38.0	23.7	57.2	50.4	41.7	60.4	52.3	46.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.2	20.7		83.0	22.6	1.0	9.5	12.9	1.4	2.6	4.7	1.6
Delay (s)	77.5	62.1		144.4	60.6	24.7	66.7	63.2	43.2	63.0	57.0	48.5
Level of Service	E	E		F	E	C	E	E	D	E	E	D
Approach Delay (s)		64.0			74.4			61.8			57.1	
Approach LOS		E			E			E			E	

Intersection Summary

HCM Average Control Delay	65.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			0%
Volume (veh/h)	49	0	1710	18	42	2042	0	8	0	85	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.76	0.76	0.76	0.25	0.25
Hourly flow rate (vph)	0	0	1819	19	47	2294	0	11	0	112	0	0
Pedestrians									2			2
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	0	2296			1821			3072	4221	921	3412	4212
vC1, stage 1 conf vol								1831	1831		2391	2391
vC2, stage 2 conf vol								1242	2391		1021	1821
vCu, unblocked vol	0	2296			1821			3072	4221	921	3412	4212
tC, single (s)	0.0	4.5			4.2			*7.6	6.5	7.0	7.5	6.5
tC, 2 stage (s)								6.6	5.5		6.5	5.5
tF (s)	0.0	2.4			2.2			3.9	4.0	3.3	3.5	4.0
p0 queue free %	0	100			85			77	100	58	100	100
cM capacity (veh/h)	0	171			320			47	36	266	21	31

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	1213	626	47	1530	765	122	0
Volume Left	0	0	0	47	0	0	11	0
Volume Right	0	0	19	0	0	0	112	0
cSH	1700	1700	1700	320	1700	1700	190	1700
Volume to Capacity	0.00	0.71	0.37	0.15	0.90	0.45	0.65	0.00
Queue Length 95th (ft)	0	0	0	13	0	0	94	0
Control Delay (s)	0.0	0.0	0.0	18.2	0.0	0.0	53.2	0.0
Lane LOS				C			F	A
Approach Delay (s)	0.0			0.4			53.2	0.0
Approach LOS							F	A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	0
Peak Hour Factor	0.25
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	1149
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	1149
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	192
Direction, Lane #	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		0.97	*0.87	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.86		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1626	4836		3400	4678	1544	1626	1585		1665	1665	1408
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	1626	4836		3400	4678	1544	1626	1585		1665	1665	1408
Volume (vph)	56	1832	26	298	1833	440	18	8	133	342	0	68
Peak-hour factor, PHF	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.91	0.91	0.91
Adj. Flow (vph)	65	2130	30	335	2060	494	24	11	177	376	0	75
RTOR Reduction (vph)	0	0	0	0	0	150	0	0	0	0	0	31
Lane Group Flow (vph)	65	2160	0	335	2060	344	24	188	0	188	188	44
Confl. Peds. (#/hr)			2			2						2
Heavy Vehicles (%)	11%	7%	8%	3%	6%	3%	11%	2%	3%	3%	2%	13%
Turn Type	Prot			Prot		Perm	Split			Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6						4
Actuated Green, G (s)	8.0	75.0		14.0	81.0	81.0	14.0	14.0		18.1	18.1	18.1
Effective Green, g (s)	8.2	77.3		14.2	83.3	83.3	14.2	14.2		18.3	18.3	18.3
Actuated g/C Ratio	0.06	0.55		0.10	0.59	0.59	0.10	0.10		0.13	0.13	0.13
Clearance Time (s)	4.2	6.3		4.2	6.3	6.3	4.2	4.2		4.2	4.2	4.2
Vehicle Extension (s)	2.0	6.4		2.0	5.5	5.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	95	2670		345	2783	919	165	161		218	218	184
v/s Ratio Prot	0.04	c0.45		c0.10	0.44		0.01	c0.12		c0.11	0.11	
v/s Ratio Perm						0.22						0.03
v/c Ratio	0.68	0.81		0.97	0.74	0.37	0.15	1.17		0.86	0.86	0.24
Uniform Delay, d1	64.6	25.4		62.7	20.5	14.8	57.4	62.9		59.6	59.6	54.6
Progression Factor	1.00	1.00		0.86	0.94	0.81	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.0	2.8		26.7	0.9	0.6	0.1	123.2		27.0	27.0	0.2
Delay (s)	79.6	28.1		80.8	20.1	12.5	57.5	186.1		86.6	86.6	54.8
Level of Service	E	C		F	C	B	E	F		F	F	D
Approach Delay (s)		29.6			25.9			171.5			81.3	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0				4.0	4.0	
Lane Util. Factor		0.86	0.86		0.91	1.00				0.95	0.95	
Frpb, ped/bikes		1.00	0.99		1.00	0.98				1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00	1.00	
Frt		0.95	0.85		1.00	0.85				1.00	0.85	
Flt Protected		1.00	1.00		1.00	1.00				0.95	1.00	
Satd. Flow (prot)		4404	1282		4940	1492				1491	1447	
Flt Permitted		1.00	1.00		1.00	1.00				0.95	1.00	
Satd. Flow (perm)		4404	1282		4940	1492				1491	1447	
Volume (vph)	0	1116	1191	0	2157	1267	0	0	0	219	0	414
Peak-hour factor, PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.25	0.25	0.25	0.86	0.86	0.86
Adj. Flow (vph)	0	1200	1281	0	2397	1408	0	0	0	255	0	481
RTOR Reduction (vph)	0	69	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1771	641	0	2397	1408	0	0	0	255	481	0
Confl. Peds. (#/hr)			2			2						
Heavy Vehicles (%)	2%	4%	7%	2%	5%	6%	2%	2%	2%	15%	2%	6%
Turn Type			Free			Free				Split		
Protected Phases		2			6					4	4	
Permitted Phases			Free			Free						
Actuated Green, G (s)		108.5	140.0		108.5	140.0				23.0	23.0	
Effective Green, g (s)		108.9	140.0		108.9	140.0				23.1	23.1	
Actuated g/C Ratio		0.78	1.00		0.78	1.00				0.17	0.17	
Clearance Time (s)		4.4			4.4					4.1	4.1	
Vehicle Extension (s)		4.5			4.5					4.1	4.1	
Lane Grp Cap (vph)		3426	1282		3843	1492				246	239	
v/s Ratio Prot		0.40			0.49					0.17	c0.33	
v/s Ratio Perm			0.50			c0.94						
v/c Ratio		0.52	0.50		0.62	0.94				1.04	2.01	
Uniform Delay, d1		5.8	0.0		6.7	0.0				58.5	58.5	
Progression Factor		0.61	1.00		1.02	1.00				1.00	1.00	
Incremental Delay, d2		0.3	0.7		0.1	1.7				67.2	470.2	
Delay (s)		3.8	0.7		6.9	1.7				125.7	528.6	
Level of Service		A	A		A	A				F	F	
Approach Delay (s)		3.0			5.0			0.0			389.0	
Approach LOS		A			A			A			F	

Intersection Summary			
HCM Average Control Delay	44.5	HCM Level of Service	D
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	*0.90	*0.85			0.91	1.00	0.97		1.00	0.97		1.00
Frt	1.00	1.00			1.00	0.85	1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (prot)	2927	4704			5036	1538	3213		1568	3400		1509
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (perm)	2927	4704			5036	1538	3213		1568	3400		1509
Volume (vph)	435	900	0	0	1828	501	1043	0	717	428	0	553
Peak-hour factor, PHF	0.84	0.84	0.84	0.86	0.86	0.86	0.86	0.86	0.86	0.84	0.84	0.84
Adj. Flow (vph)	518	1071	0	0	2126	583	1213	0	834	510	0	658
RTOR Reduction (vph)	0	0	0	0	0	2	0	0	0	0	0	1
Lane Group Flow (vph)	518	1071	0	0	2126	581	1213	0	834	510	0	657
Heavy Vehicles (%)	11%	3%	2%	2%	3%	5%	9%	2%	3%	3%	2%	7%
Turn Type	Prot					pm+ov	Prot		Free	Prot		custom
Protected Phases	5	2			6	4	8			4		5 7
Permitted Phases						6			Free			
Actuated Green, G (s)	20.0	74.0			48.8	104.0	35.0		140.0	55.2		36.0
Effective Green, g (s)	21.2	74.9			49.7	106.8	36.9		140.0	57.1		37.4
Actuated g/C Ratio	0.15	0.54			0.36	0.76	0.26		1.00	0.41		0.27
Clearance Time (s)	5.2	4.9			4.9	5.9	5.9			5.9		
Vehicle Extension (s)	2.0	4.5			4.5	4.5	3.3			4.5		
Lane Grp Cap (vph)	443	2517			1788	1217	847		1568	1387		403
v/s Ratio Prot	0.18	0.23			c0.42	0.19	c0.38			0.15		c0.44
v/s Ratio Perm						0.18			0.53			
v/c Ratio	1.17	0.43			1.19	0.48	1.43		0.53	0.37		1.63
Uniform Delay, d1	59.4	19.6			45.1	6.2	51.5		0.0	28.9		51.3
Progression Factor	0.94	1.01			1.00	1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2	94.9	0.4			91.0	0.5	201.3		1.3	0.3		295.0
Delay (s)	151.1	20.2			136.1	6.7	252.8		1.3	29.2		346.3
Level of Service	F	C			F	A	F		A	C		F
Approach Delay (s)		62.8			108.3			150.3			207.8	
Approach LOS		E			F			F			F	

Intersection Summary

HCM Average Control Delay	125.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	*0.80		0.95	0.95	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99		1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	
Satd. Flow (prot)	1770	3505	1558	3433	2948		1681	1692	1571		1724	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	
Satd. Flow (perm)	1770	3505	1558	3433	2948		1681	1692	1571		1724	
Volume (vph)	35	1573	437	571	1668	11	628	26	510	25	18	33
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.68	0.68	0.68
Adj. Flow (vph)	38	1710	475	595	1738	11	654	27	531	37	26	49
RTOR Reduction (vph)	0	0	97	0	0	0	0	0	107	0	0	0
Lane Group Flow (vph)	38	1710	378	595	1749	0	332	349	424	0	112	0
Confl. Peds. (#/hr)			2			2			2	2		
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases			2						8			
Actuated Green, G (s)	17.6	69.6	69.6	25.0	79.0		30.0	30.0	55.0		13.4	
Effective Green, g (s)	17.8	71.5	71.5	26.2	79.9		31.9	31.9	58.1		13.8	
Actuated g/C Ratio	0.11	0.45	0.45	0.16	0.50		0.20	0.20	0.36		0.09	
Clearance Time (s)	4.2	5.9	5.9	5.2	4.9		5.9	5.9	5.2		4.4	
Vehicle Extension (s)	2.0	5.7	5.7	2.0	5.7		5.6	5.6	2.0		1.0	
Lane Grp Cap (vph)	198	1572	699	564	1478		336	339	612		149	
v/s Ratio Prot	0.02	c0.49		0.17	c0.59		0.20	c0.21	0.11		c0.06	
v/s Ratio Perm			0.24						0.16			
v/c Ratio	0.19	1.09	0.54	1.05	1.18		0.99	1.03	0.69		0.75	
Uniform Delay, d1	64.3	44.0	32.0	66.6	39.8		63.6	63.8	43.1		71.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.2	50.6	3.0	53.2	89.7		45.8	56.7	2.7		17.1	
Delay (s)	64.4	94.5	35.0	119.8	129.5		109.4	120.4	45.8		88.2	
Level of Service	E	F	D	F	F		F	F	D		F	
Approach Delay (s)		81.3			127.0			84.7			88.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	100.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	159.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3344		1770	1863	1562	1770	3539	1563	1770	1863	1547
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3344		1770	1863	1562	1770	3539	1563	1770	1863	1547
Volume (vph)	24	140	67	52	188	172	93	430	61	109	400	49
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	27	159	76	56	202	185	99	457	65	122	449	55
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	45	0	0	21
Lane Group Flow (vph)	27	235	0	56	202	148	99	457	20	122	449	34
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	1.7	10.5		3.2	12.0	12.0	4.1	14.0	14.0	4.6	14.5	14.5
Effective Green, g (s)	1.7	12.5		3.2	14.0	14.0	4.1	16.0	16.0	4.6	16.5	16.5
Actuated g/C Ratio	0.03	0.24		0.06	0.27	0.27	0.08	0.31	0.31	0.09	0.32	0.32
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	58	799		108	499	418	139	1083	478	156	588	488
v/s Ratio Prot	0.02	0.07		c0.03	c0.11		0.06	0.13		c0.07	c0.24	
v/s Ratio Perm						0.09			0.01			0.02
v/c Ratio	0.47	0.29		0.52	0.40	0.35	0.71	0.42	0.04	0.78	0.76	0.07
Uniform Delay, d1	24.9	16.3		23.8	15.7	15.5	23.5	14.5	12.8	23.4	16.1	12.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.1		1.7	0.2	0.2	13.4	0.1	0.0	20.5	5.3	0.0
Delay (s)	27.0	16.4		25.5	15.9	15.7	36.9	14.6	12.8	43.9	21.4	12.6
Level of Service	C	B		C	B	B	D	B	B	D	C	B
Approach Delay (s)		17.5			17.0			17.9			25.0	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	52.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.97	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5058		1770	5085	1547	3433	1863	1562	3433	3539	1562
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5058		1770	5085	1547	3433	1863	1562	3433	3539	1562
Volume (vph)	112	642	22	172	710	485	30	59	81	434	59	136
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.75	0.75	0.75	0.80	0.80	0.80
Adj. Flow (vph)	119	683	23	179	740	505	40	79	108	542	74	170
RTOR Reduction (vph)	0	0	0	0	0	101	0	0	94	0	0	34
Lane Group Flow (vph)	119	706	0	179	740	404	40	79	14	542	74	136
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	7.5	25.2		9.4	27.1	27.1	2.5	8.3	8.3	17.2	23.0	23.0
Effective Green, g (s)	8.0	27.2		9.9	29.1	29.1	3.0	10.3	10.3	17.7	25.0	25.0
Actuated g/C Ratio	0.10	0.34		0.12	0.36	0.36	0.04	0.13	0.13	0.22	0.31	0.31
Clearance Time (s)	4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	175	1696		216	1825	555	127	237	198	749	1091	482
v/s Ratio Prot	0.07	0.14		c0.10	0.15		0.01	0.04		c0.16	0.02	
v/s Ratio Perm						c0.26			0.01			c0.09
v/c Ratio	0.68	0.42		0.83	0.41	0.73	0.31	0.33	0.07	0.72	0.07	0.28
Uniform Delay, d1	35.3	20.8		34.8	19.5	22.6	38.0	32.3	31.2	29.4	19.8	21.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.3	0.1		21.3	0.1	4.0	0.5	0.3	0.1	3.0	0.0	0.1
Delay (s)	43.7	20.9		56.1	19.6	26.6	38.6	32.6	31.2	32.4	19.8	21.4
Level of Service	D	C		E	B	C	D	C	C	C	B	C
Approach Delay (s)		24.2			26.6			33.0			28.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	2748	3433	3539	1562	3433	5085	1562	3433	5085	1562
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	2748	3433	3539	1562	3433	5085	1562	3433	5085	1562
Volume (vph)	112	324	114	176	638	225	230	992	151	240	808	149
Peak-hour factor, PHF	0.86	0.86	0.86	0.95	0.95	0.95	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	130	377	133	185	672	237	256	1102	168	253	851	157
RTOR Reduction (vph)	0	0	26	0	0	47	0	0	33	0	0	32
Lane Group Flow (vph)	130	377	107	185	672	190	256	1102	135	253	851	125
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	5.5	18.4	18.4	6.7	19.6	19.6	10.0	21.7	21.7	9.8	21.5	21.5
Effective Green, g (s)	5.5	20.4	20.4	6.7	21.6	21.6	10.0	23.7	23.7	9.8	23.5	23.5
Actuated g/C Ratio	0.07	0.27	0.27	0.09	0.28	0.28	0.13	0.31	0.31	0.13	0.31	0.31
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	246	943	732	300	998	440	448	1573	483	439	1560	479
v/s Ratio Prot	0.04	0.11		c0.05	c0.19		c0.07	c0.22		0.07	0.17	
v/s Ratio Perm			0.04			0.12			0.09			0.08
v/c Ratio	0.53	0.40	0.15	0.62	0.67	0.43	0.57	0.70	0.28	0.58	0.55	0.26
Uniform Delay, d1	34.3	23.1	21.4	33.7	24.4	22.5	31.3	23.3	20.0	31.4	22.1	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	0.0	2.6	1.4	0.2	1.1	1.2	0.1	1.1	0.2	0.1
Delay (s)	35.2	23.2	21.5	36.4	25.8	22.7	32.4	24.5	20.1	32.6	22.3	20.1
Level of Service	D	C	C	D	C	C	C	C	C	C	C	C
Approach Delay (s)		25.3			26.9			25.3			24.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	76.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	5036	1561	3433	5085	1561	3433	5085	1561	3433	5036	1561
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	5036	1561	3433	5085	1561	3433	5085	1561	3433	5036	1561
Volume (vph)	137	752	151	403	1065	389	285	945	262	159	663	192
Peak-hour factor, PHF	0.84	0.84	0.84	0.87	0.87	0.87	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	163	895	180	463	1224	447	343	1139	316	177	737	213
RTOR Reduction (vph)	0	0	141	0	0	90	0	0	126	0	0	107
Lane Group Flow (vph)	163	895	39	463	1224	357	343	1139	190	177	737	106
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	5%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	7.4	21.6	21.6	22.0	36.2	36.2	10.9	34.4	34.4	9.0	32.5	32.5
Effective Green, g (s)	7.9	23.6	23.6	22.5	38.2	38.2	11.4	36.4	36.4	9.5	34.5	34.5
Actuated g/C Ratio	0.07	0.22	0.22	0.21	0.35	0.35	0.11	0.34	0.34	0.09	0.32	0.32
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	244	1100	341	715	1799	552	362	1714	526	302	1609	499
v/s Ratio Prot	0.05	c0.18		0.13	c0.24		c0.10	c0.22		c0.05	0.15	
v/s Ratio Perm			0.03			0.23			0.12			0.07
v/c Ratio	0.67	0.81	0.12	0.65	0.68	0.65	0.95	0.66	0.36	0.59	0.46	0.21
Uniform Delay, d1	48.8	40.1	33.8	39.1	29.7	29.2	48.0	30.6	27.0	47.4	29.3	26.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	6.6	0.7	4.5	2.1	5.7	33.3	2.1	1.9	1.9	0.9	1.0
Delay (s)	54.0	46.7	34.5	43.6	31.8	35.0	81.3	32.6	28.9	49.2	30.2	27.8
Level of Service	D	D	C	D	C	C	F	C	C	D	C	C
Approach Delay (s)		45.9			35.0			41.3			32.8	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM Average Control Delay	38.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.91			1.00	0.91
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99			1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3433	1863	2787	1770	1845	1561	3433	5046			1770	5085
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3433	1863	2787	1770	1845	1561	3433	5046			1770	5085
Volume (vph)	366	55	527	64	74	37	836	1779	84	13	36	1368
Peak-hour factor, PHF	0.86	0.86	0.86	0.88	0.88	0.88	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	426	64	613	73	84	42	871	1853	88	14	40	1520
RTOR Reduction (vph)	0	0	128	0	0	35	0	0	0	0	0	0
Lane Group Flow (vph)	426	64	485	73	84	7	871	1941	0	0	54	1520
Confl. Peds. (#/hr)						2			2			
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot	Prot	
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases			2			6						
Actuated Green, G (s)	13.6	17.5	17.5	6.2	10.1	10.1	12.5	30.7			4.0	22.2
Effective Green, g (s)	13.6	19.5	19.5	6.2	12.1	12.1	12.5	32.4			4.0	23.9
Actuated g/C Ratio	0.17	0.25	0.25	0.08	0.15	0.15	0.16	0.41			0.05	0.31
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	5.7			4.0	5.7
Vehicle Extension (s)	1.5	2.0	2.0	1.0	2.0	2.0	1.0	1.0			1.0	1.0
Lane Grp Cap (vph)	598	465	696	141	286	242	549	2093			91	1556
v/s Ratio Prot	c0.12	0.03		0.04	0.05		c0.25	c0.38			0.03	0.30
v/s Ratio Perm			c0.17			0.00						
v/c Ratio	0.71	0.14	0.70	0.52	0.29	0.03	1.59	0.93			0.59	0.98
Uniform Delay, d1	30.4	22.8	26.6	34.5	29.2	28.0	32.8	21.7			36.3	26.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.3	0.0	2.5	1.3	0.2	0.0	272.5	7.6			6.7	17.3
Delay (s)	33.7	22.8	29.1	35.8	29.4	28.0	305.3	29.4			43.0	44.2
Level of Service	C	C	C	D	C	C	F	C			D	D
Approach Delay (s)		30.5			31.5			114.8				40.6
Approach LOS		C			C			F				D

Intersection Summary

HCM Average Control Delay	72.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1561
Flt Permitted	1.00
Satd. Flow (perm)	1561
Volume (vph)	371
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	412
RTOR Reduction (vph)	82
Lane Group Flow (vph)	330
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	22.2
Effective Green, g (s)	23.9
Actuated g/C Ratio	0.31
Clearance Time (s)	5.7
Vehicle Extension (s)	1.0
Lane Grp Cap (vph)	478
v/s Ratio Prot	
v/s Ratio Perm	0.21
v/c Ratio	0.69
Uniform Delay, d1	23.8
Progression Factor	1.00
Incremental Delay, d2	3.5
Delay (s)	27.3
Level of Service	C
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.75	0.95	0.88	*0.80	0.91
Frpb, ped/bikes	1.00	0.98	1.00	0.99	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	2334	3539	2753	2831	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	2334	3539	2753	2831	5085
Volume (vph)	1253	1365	1368	718	514	1441
Peak-hour factor, PHF	0.89	0.89	0.95	0.95	0.94	0.94
Adj. Flow (vph)	1408	1534	1440	756	547	1533
RTOR Reduction (vph)	0	4	0	3	0	0
Lane Group Flow (vph)	1408	1530	1440	753	547	1533
Confl. Peds. (#/hr)		2		2		
Turn Type		pm+ov		pm+ov	Prot	
Protected Phases	4	1	2	4	1	6
Permitted Phases		4		2		
Actuated Green, G (s)	38.0	53.0	38.5	76.5	15.0	58.0
Effective Green, g (s)	40.0	55.5	40.5	80.5	15.5	60.0
Actuated g/C Ratio	0.37	0.51	0.38	0.75	0.14	0.56
Clearance Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Vehicle Extension (s)	2.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)	1271	1286	1327	2154	406	2825
v/s Ratio Prot	0.41	c0.17	c0.41	0.13	0.19	0.30
v/s Ratio Perm		0.48		0.14		
v/c Ratio	1.11	1.19	1.09	0.35	1.35	0.54
Uniform Delay, d1	34.0	26.2	33.8	4.7	46.2	15.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	60.2	93.4	51.2	0.0	171.9	0.8
Delay (s)	94.2	119.7	85.0	4.8	218.2	16.0
Level of Service	F	F	F	A	F	B
Approach Delay (s)	107.5		57.4			69.2
Approach LOS	F		E			E

Intersection Summary			
HCM Average Control Delay	81.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	98.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	*0.75		0.97	0.91		0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5036	1560	3433	3993		3433	4940		3400	5085	1561
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5036	1560	3433	3993		3433	4940		3400	5085	1561
Volume (vph)	430	839	120	250	991	403	203	1091	229	454	1563	562
Peak-hour factor, PHF	0.79	0.79	0.79	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	544	1062	152	269	1066	433	221	1186	249	493	1699	611
RTOR Reduction (vph)	0	0	46	0	0	0	0	0	0	0	0	133
Lane Group Flow (vph)	544	1062	106	269	1499	0	221	1435	0	493	1699	478
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8									2
Actuated Green, G (s)	16.0	23.6	23.6	19.4	27.0		7.0	28.0		17.0	38.0	38.0
Effective Green, g (s)	16.0	25.6	25.6	19.4	29.0		7.0	30.0		17.0	40.0	40.0
Actuated g/C Ratio	0.15	0.24	0.24	0.18	0.27		0.06	0.28		0.16	0.37	0.37
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	509	1194	370	617	1072		223	1372		535	1883	578
v/s Ratio Prot	c0.16	0.21		0.08	c0.38		0.06	c0.29		c0.15	c0.33	
v/s Ratio Perm			0.07									0.31
v/c Ratio	1.07	0.89	0.29	0.44	1.40		0.99	1.05		0.92	0.90	0.83
Uniform Delay, d1	46.0	39.8	33.7	39.4	39.5		50.5	39.0		44.8	32.2	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	59.5	8.2	0.2	0.2	185.0		57.5	37.2		21.1	7.5	12.7
Delay (s)	105.5	48.0	33.9	39.6	224.5		107.9	76.2		66.0	39.7	43.6
Level of Service	F	D	C	D	F		F	E		E	D	D
Approach Delay (s)		64.6			196.3			80.5			45.2	
Approach LOS		E			F			F			D	

Intersection Summary

HCM Average Control Delay	90.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95		0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00	1.00		1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3539	1554	3433	3539		3433	2701
Flt Permitted	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3539	1554	3433	3539		3433	2701
Volume (vph)	1013	437	440	1925	20	767	291
Peak-hour factor, PHF	0.87	0.87	0.83	0.83	0.82	0.82	0.82
Adj. Flow (vph)	1164	502	530	2319	24	935	355
RTOR Reduction (vph)	0	101	0	0	0	0	10
Lane Group Flow (vph)	1164	401	530	2319	0	959	345
Confl. Peds. (#/hr)		6					12
Turn Type		Perm	Prot		Split		custom
Protected Phases	2		1	6	7	7	1
Permitted Phases		2					4
Actuated Green, G (s)	45.2	45.2	19.8	69.0		29.0	48.8
Effective Green, g (s)	47.2	47.2	19.8	71.0		29.0	48.8
Actuated g/C Ratio	0.44	0.44	0.18	0.66		0.27	0.45
Clearance Time (s)	6.0	6.0	4.0	6.0		4.0	4.0
Vehicle Extension (s)	2.0	2.0	1.5	2.0		2.0	1.5
Lane Grp Cap (vph)	1547	679	629	2327		922	1320
v/s Ratio Prot	0.33		0.15	c0.66		c0.28	0.05
v/s Ratio Perm		0.26					0.08
v/c Ratio	0.75	0.59	0.84	1.00		1.04	0.26
Uniform Delay, d1	25.5	23.1	42.6	18.4		39.5	18.4
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.4	3.7	9.6	17.9		40.6	0.0
Delay (s)	28.9	26.8	52.2	36.2		80.1	18.4
Level of Service	C	C	D	D		F	B
Approach Delay (s)	28.3			39.2		63.4	
Approach LOS	C			D		E	

Intersection Summary			
HCM Average Control Delay	41.5	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0
Lane Util. Factor		0.95	0.95	0.88	0.95	0.95		0.97	0.91			1.00
Frpb, ped/bikes		1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	0.98		1.00	0.99			1.00
Flt Protected		0.95	0.96	1.00	0.95	1.00		0.95	1.00			0.95
Satd. Flow (prot)		1681	1695	2761	1681	1733		3433	5036			1770
Flt Permitted		0.95	0.96	1.00	0.95	1.00		0.95	1.00			0.95
Satd. Flow (perm)		1681	1695	2761	1681	1733		3433	5036			1770
Volume (vph)	18	322	30	582	104	80	11	331	932	51	11	77
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.69	0.69	0.69	0.95	0.95	0.95	0.89	0.89
Adj. Flow (vph)	23	413	38	746	151	116	16	348	981	54	12	87
RTOR Reduction (vph)	0	0	0	57	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	232	242	689	139	144	0	348	1035	0	0	99
Confl. Peds. (#/hr)				4	4					5		
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	Split		pm+ov	Split			Prot			Prot	Prot
Protected Phases	4	4	4	5	3	3		5	2		1	1
Permitted Phases				4								
Actuated Green, G (s)		18.3	18.3	36.3	11.0	11.0		18.0	52.0			8.4
Effective Green, g (s)		19.6	19.6	37.6	11.0	11.0		18.0	53.0			8.4
Actuated g/C Ratio		0.18	0.18	0.35	0.10	0.10		0.17	0.49			0.08
Clearance Time (s)		5.3	5.3	4.0	4.0	4.0		4.0	5.0			4.0
Vehicle Extension (s)		2.0	2.0	1.0	1.5	1.5		1.0	2.0			1.0
Lane Grp Cap (vph)		305	308	961	171	177		572	2471			138
v/s Ratio Prot		0.14	c0.14	c0.12	0.08	c0.08		0.10	0.21			0.06
v/s Ratio Perm				0.13								
v/c Ratio		0.76	0.79	0.72	0.81	0.81		0.61	0.42			0.72
Uniform Delay, d1		42.0	42.2	30.6	47.5	47.5		41.7	17.6			48.6
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2		9.6	11.5	2.1	23.5	22.9		1.3	0.5			13.7
Delay (s)		51.6	53.7	32.7	71.0	70.4		43.0	18.2			62.4
Level of Service		D	D	C	E	E		D	B			E
Approach Delay (s)			40.5			70.7			24.4			
Approach LOS			D			E			C			

Intersection Summary			
HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↗
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frpb, ped/bikes	1.00	0.98
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1552
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1552
Volume (vph)	1444	366
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	1622	411
RTOR Reduction (vph)	0	83
Lane Group Flow (vph)	1622	328
Confl. Peds. (#/hr)		6
Heavy Vehicles (%)	2%	2%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	42.4	42.4
Effective Green, g (s)	43.4	43.4
Actuated g/C Ratio	0.40	0.40
Clearance Time (s)	5.0	5.0
Vehicle Extension (s)	2.0	2.0
Lane Grp Cap (vph)	2043	624
v/s Ratio Prot	c0.32	
v/s Ratio Perm		0.21
v/c Ratio	0.79	0.53
Uniform Delay, d1	28.4	24.5
Progression Factor	1.00	1.00
Incremental Delay, d2	3.3	3.1
Delay (s)	31.7	27.6
Level of Service	C	C
Approach Delay (s)	32.3	
Approach LOS	C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4861		3433	5085	1560	3433	4958		3433	5085	1560
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4861		3433	5085	1560	3433	4958		3433	5085	1560
Volume (vph)	544	1137	239	200	1343	102	374	607	102	453	1263	657
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	598	1249	263	217	1460	111	451	731	123	503	1403	730
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	0	0	0	145
Lane Group Flow (vph)	598	1512	0	217	1460	78	451	854	0	503	1403	585
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	15.7	32.7		9.0	26.0	26.0	15.8	33.0		14.7	31.9	31.9
Effective Green, g (s)	15.7	34.0		9.0	27.3	27.3	15.8	34.3		14.7	33.2	33.2
Actuated g/C Ratio	0.15	0.31		0.08	0.25	0.25	0.15	0.32		0.14	0.31	0.31
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	499	1530		286	1285	394	502	1575		467	1563	480
v/s Ratio Prot	c0.17	0.31		0.06	c0.29		c0.13	0.17		0.15	0.28	
v/s Ratio Perm						0.05						c0.37
v/c Ratio	1.20	0.99		0.76	1.14	0.20	0.90	0.54		1.08	0.90	1.22
Uniform Delay, d1	46.1	36.8		48.4	40.4	31.7	45.3	30.4		46.6	35.8	37.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	107.4	20.0		9.8	71.3	0.1	18.2	1.3		63.9	8.5	115.8
Delay (s)	153.5	56.8		58.2	111.7	31.8	63.5	31.7		110.6	44.3	153.2
Level of Service	F	E		E	F	C	E	C		F	D	F
Approach Delay (s)		84.2			100.2			42.7			87.1	
Approach LOS		F			F			D			F	

Intersection Summary

HCM Average Control Delay	81.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	*0.83	0.95	1.00	*0.85	0.95	1.00	0.97	0.95	1.00	0.97	*0.75	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2938	3539	1583	3008	3539	1560	3433	3539	1560	3433	2794	1569
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2938	3539	1583	3008	3539	1560	3433	3539	1560	3433	2794	1569
Volume (vph)	539	674	361	374	1055	75	293	583	309	53	774	683
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.99	0.99	0.99	0.88	0.88	0.88
Adj. Flow (vph)	580	725	388	402	1134	81	296	589	312	60	880	776
RTOR Reduction (vph)	0	0	78	0	0	52	0	0	62	0	0	6
Lane Group Flow (vph)	580	725	310	402	1134	29	296	589	250	60	880	770
Confl. Peds. (#/hr)						2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	3	8		7	4		1	6		5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	17.0	33.4	33.4	16.6	33.0	33.0	10.6	34.1	34.1	5.7	29.2	46.2
Effective Green, g (s)	17.0	34.7	34.7	16.6	34.3	34.3	10.6	35.0	35.0	5.7	30.1	47.1
Actuated g/C Ratio	0.16	0.32	0.32	0.15	0.32	0.32	0.10	0.32	0.32	0.05	0.28	0.44
Clearance Time (s)	4.0	5.3	5.3	4.0	5.3	5.3	4.0	4.9	4.9	4.0	4.9	4.0
Vehicle Extension (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	0.5
Lane Grp Cap (vph)	462	1137	509	462	1124	495	337	1147	506	181	779	684
v/s Ratio Prot	c0.20	0.20		0.13	c0.32		c0.09	0.17		0.02	c0.31	0.18
v/s Ratio Perm			0.20			0.02			0.16			0.31
v/c Ratio	1.26	0.64	0.61	0.87	1.01	0.06	0.88	0.51	0.49	0.33	1.13	1.13
Uniform Delay, d1	45.5	31.3	30.9	44.6	36.9	25.6	48.1	29.6	29.4	49.3	39.0	30.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.82	0.80	1.00	1.00	1.00
Incremental Delay, d2	131.7	0.9	1.4	15.8	29.0	0.0	15.6	1.1	2.3	0.4	74.2	74.4
Delay (s)	177.2	32.2	32.3	60.4	65.9	25.6	54.4	25.5	25.7	49.7	113.1	104.8
Level of Service	F	C	C	E	E	C	D	C	C	D	F	F
Approach Delay (s)		81.9			62.5			32.7			107.2	
Approach LOS		F			E			C			F	

Intersection Summary			
HCM Average Control Delay	74.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0		4.0
Lane Util. Factor		1.00	0.91			1.00	0.91		0.95	0.95		0.95
Frpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Frt		1.00	0.99			1.00	0.99		1.00	0.93		1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	0.99		0.95
Satd. Flow (prot)		1770	5026			1770	5046		1681	1618		1681
Flt Permitted		0.95	1.00			0.95	1.00		0.95	0.99		0.95
Satd. Flow (perm)		1770	5026			1770	5046		1681	1618		1681
Volume (vph)	24	49	1286	82	14	53	1440	67	67	11	24	404
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.94	0.94	0.94	0.94	0.75	0.75	0.75	0.77
Adj. Flow (vph)	30	62	1628	104	15	56	1532	71	89	15	32	525
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	92	1732	0	0	71	1603	0	70	66	0	325
Confl. Peds. (#/hr)				2				2	11			
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Prot			Prot	Prot			Split			Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases												
Actuated Green, G (s)		8.7	52.7			6.9	50.9		7.4	7.4		23.0
Effective Green, g (s)		8.7	53.7			6.9	51.9		7.4	7.4		24.0
Actuated g/C Ratio		0.08	0.50			0.06	0.48		0.07	0.07		0.22
Clearance Time (s)		4.0	5.0			4.0	5.0		4.0	4.0		5.0
Vehicle Extension (s)		1.0	3.0			1.0	3.0		1.5	1.5		1.5
Lane Grp Cap (vph)		143	2499			113	2425		115	111		374
v/s Ratio Prot		c0.05	c0.34			0.04	0.32		c0.04	0.04		0.19
v/s Ratio Perm												
v/c Ratio		0.64	0.69			0.63	0.66		0.61	0.59		0.87
Uniform Delay, d1		48.1	20.8			49.3	21.4		48.9	48.8		40.5
Progression Factor		1.00	1.00			1.06	0.70		1.00	1.00		1.00
Incremental Delay, d2		7.2	1.6			3.1	0.6		6.1	5.6		18.2
Delay (s)		55.4	22.4			55.6	15.6		55.0	54.4		58.7
Level of Service		E	C			E	B		E	D		E
Approach Delay (s)			24.1				17.3			54.7		
Approach LOS			C				B			D		

Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	0.97	
Satd. Flow (prot)	1691	
Flt Permitted	0.97	
Satd. Flow (perm)	1691	
Volume (vph)	77	22
Peak-hour factor, PHF	0.77	0.77
Adj. Flow (vph)	100	29
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	329	0
Confl. Peds. (#/hr)		11
Heavy Vehicles (%)	2%	2%
Turn Type		
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	23.0	
Effective Green, g (s)	24.0	
Actuated g/C Ratio	0.22	
Clearance Time (s)	5.0	
Vehicle Extension (s)	1.5	
Lane Grp Cap (vph)	376	
v/s Ratio Prot	c0.19	
v/s Ratio Perm		
v/c Ratio	0.88	
Uniform Delay, d1	40.6	
Progression Factor	1.00	
Incremental Delay, d2	19.1	
Delay (s)	59.7	
Level of Service	E	
Approach Delay (s)	59.2	
Approach LOS	E	

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91			1.00	0.91	1.00		1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.98		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	1.00	0.85		1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)	1770	5039			1689	5085	1546		1770	1863	2760	1770
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	1770	5039			1689	5085	1546		1770	1863	2760	1770
Volume (vph)	268	1391	91	5	184	1156	538	1	73	39	223	256
Peak-hour factor, PHF	0.79	0.79	0.79	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.92
Adj. Flow (vph)	339	1761	115	6	209	1314	611	1	83	44	253	278
RTOR Reduction (vph)	0	0	0	0	0	0	441	0	0	0	51	0
Lane Group Flow (vph)	339	1876	0	0	215	1314	170	0	84	44	202	278
Confl. Peds. (#/hr)							2		2			
Heavy Vehicles (%)	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	3%	2%
Turn Type	Prot			Prot	Prot		Perm	Split	Split		Perm	Split
Protected Phases	5	2		1	1	6		3	3	3		4
Permitted Phases							6				3	
Actuated Green, G (s)	22.2	38.0			13.0	28.8	28.8		8.0	8.0	8.0	32.0
Effective Green, g (s)	21.9	39.3			12.7	30.1	30.1		8.0	8.0	8.0	32.0
Actuated g/C Ratio	0.20	0.36			0.12	0.28	0.28		0.07	0.07	0.07	0.30
Clearance Time (s)	3.7	5.3			3.7	5.3	5.3		4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1			2.0	4.5	4.5		4.5	4.5	4.5	7.1
Lane Grp Cap (vph)	359	1834			199	1417	431		131	138	204	524
v/s Ratio Prot	0.19	c0.37			0.13	c0.26			0.05	0.02		0.16
v/s Ratio Perm							0.11				c0.07	
v/c Ratio	0.94	1.02			1.08	0.93	0.40		0.64	0.32	0.99	0.53
Uniform Delay, d1	42.4	34.4			47.6	37.9	31.6		48.6	47.4	50.0	31.7
Progression Factor	0.76	0.65			0.63	0.54	1.61		1.00	1.00	1.00	1.00
Incremental Delay, d2	25.7	23.5			69.7	7.1	1.4		12.5	2.3	60.2	3.1
Delay (s)	58.0	46.0			99.5	27.4	52.1		61.1	49.7	110.2	34.8
Level of Service	E	D			F	C	D		E	D	F	C
Approach Delay (s)		47.8				41.7				92.4		
Approach LOS		D				D				F		

Intersection Summary			
HCM Average Control Delay	49.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.95	0.95
Frpb, ped/bikes	0.99	0.99
Flpb, ped/bikes	1.00	1.00
Frt	0.92	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1617	1483
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1617	1483
Volume (vph)	198	573
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	215	623
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	456	382
Confl. Peds. (#/hr)		2
Heavy Vehicles (%)	2%	2%
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	32.0	32.0
Effective Green, g (s)	32.0	32.0
Actuated g/C Ratio	0.30	0.30
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	7.1	7.1
Lane Grp Cap (vph)	479	439
v/s Ratio Prot	c0.28	
v/s Ratio Perm		0.26
v/c Ratio	0.95	0.87
Uniform Delay, d1	37.2	36.0
Progression Factor	1.00	1.00
Incremental Delay, d2	30.6	19.5
Delay (s)	67.8	55.6
Level of Service	E	E
Approach Delay (s)	55.4	
Approach LOS	E	

Intersection Summary

Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0
Lane Util. Factor		1.00	0.91	1.00	0.86		0.86	0.95	0.95	1.00		1.00
Frpb, ped/bikes		1.00	1.00	0.98	1.00		0.98	1.00	1.00	0.99		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00
Frt		1.00	1.00	0.85	0.98		0.85	1.00	1.00	0.85		0.90
Flt Protected		0.95	1.00	1.00	1.00		1.00	0.95	0.96	1.00		0.99
Satd. Flow (prot)		1746	5085	1549	4682		1341	1681	1689	1561		1652
Flt Permitted		0.95	1.00	1.00	1.00		1.00	0.95	0.96	1.00		0.86
Satd. Flow (perm)		1746	5085	1549	4682		1341	1681	1689	1561		1437
Volume (vph)	22	46	1178	629	1545	266	12	289	13	376	19	0
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.88	0.88	0.88	0.90	0.90	0.90	0.71	0.71
Adj. Flow (vph)	26	55	1402	749	1756	302	14	321	14	418	27	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	30	0	0
Lane Group Flow (vph)	0	81	1402	749	2058	0	14	165	170	388	0	109
Confl. Peds. (#/hr)				3		2	2			2	2	
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%
Turn Type	Prot	Prot		Free			Perm	Split		Perm	Perm	
Protected Phases	5	5	2		6			3	3			4
Permitted Phases				Free			6			3	4	
Actuated Green, G (s)		8.8	64.8	108.0	51.9		51.9	23.0	23.0	23.0		7.0
Effective Green, g (s)		8.5	65.7	108.0	53.2		53.2	23.6	23.6	23.6		6.7
Actuated g/C Ratio		0.08	0.61	1.00	0.49		0.49	0.22	0.22	0.22		0.06
Clearance Time (s)		3.7	4.9		5.3		5.3	4.6	4.6	4.6		3.7
Vehicle Extension (s)		2.0	5.1		4.2		4.2	5.0	5.0	5.0		1.5
Lane Grp Cap (vph)		137	3093	1549	2306		661	367	369	341		89
v/s Ratio Prot		0.05	0.28		c0.44			0.10	0.10			
v/s Ratio Perm				c0.48			0.01			c0.25		c0.08
v/c Ratio		0.59	0.45	0.48	0.89		0.02	0.45	0.46	1.14		1.22
Uniform Delay, d1		48.1	11.4	0.0	24.8		14.0	36.6	36.7	42.2		50.6
Progression Factor		0.61	0.33	1.00	0.45		0.34	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.5	0.2	0.1	2.7		0.0	1.8	1.9	91.9		167.6
Delay (s)		30.6	3.9	0.1	14.0		4.9	38.4	38.6	134.1		218.3
Level of Service		C	A	A	B		A	D	D	F		F
Approach Delay (s)			3.6		13.9				91.5			218.3
Approach LOS			A		B				F			F

Intersection Summary			
HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR	SBR2
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Volume (vph)	49	9
Peak-hour factor, PHF	0.71	0.71
Adj. Flow (vph)	69	13
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	2%	2%
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)		
Approach LOS		
Intersection Summary		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		*0.75	0.95	1.00		0.97	0.91	1.00		*0.75	0.91	
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.98	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	
Satd. Flow (prot)		2654	3539	1544		3433	5085	1556		2654	4947	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	
Satd. Flow (perm)		2654	3539	1544		3433	5085	1556		2654	4947	
Volume (vph)	3	492	720	228	23	139	784	108	4	241	395	74
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.88	0.88	0.88	0.88	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	579	847	268	26	158	891	123	4	268	439	82
RTOR Reduction (vph)	0	0	0	54	0	0	0	25	0	0	0	0
Lane Group Flow (vph)	0	583	847	214	0	184	891	98	0	272	521	0
Confl. Peds. (#/hr)				10				4				8
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Prot	Prot		
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases				2				6				
Actuated Green, G (s)		20.1	27.4	27.4		20.1	27.4	27.4		10.1	30.3	
Effective Green, g (s)		20.7	28.3	28.3		20.7	28.3	28.3		10.7	31.2	
Actuated g/C Ratio		0.19	0.26	0.26		0.19	0.26	0.26		0.10	0.29	
Clearance Time (s)		4.6	4.9	4.9		4.6	4.9	4.9		4.6	4.9	
Vehicle Extension (s)		1.5	2.0	2.0		1.0	2.0	2.0		1.0	2.0	
Lane Grp Cap (vph)		509	927	405		658	1332	408		263	1429	
v/s Ratio Prot		c0.22	c0.24			0.05	0.18			c0.10	0.11	
v/s Ratio Perm				0.14				0.06				
v/c Ratio		1.15	0.91	0.53		0.28	0.67	0.24		1.03	0.36	
Uniform Delay, d1		43.6	38.7	34.1		37.3	35.7	31.4		48.6	30.5	
Progression Factor		0.82	1.18	1.26		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		82.8	12.3	3.9		0.1	2.7	1.4		64.7	0.1	
Delay (s)		118.7	57.7	47.0		37.4	38.3	32.8		113.3	30.6	
Level of Service		F	E	D		D	D	C		F	C	
Approach Delay (s)			77.0				37.6				59.0	
Approach LOS			E				D				E	

Intersection Summary			
HCM Average Control Delay	78.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	*0.80
Frpb, ped/bikes		1.00	1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	0.95	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		1770	3217	1248
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		1770	3217	1248
Volume (vph)	1	140	696	687
Peak-hour factor, PHF	0.86	0.86	0.86	0.86
Adj. Flow (vph)	1	163	809	799
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	164	1176	432
Confl. Peds. (#/hr)				2
Turn Type	Prot	Prot		Perm
Protected Phases	7	7	4	
Permitted Phases				4
Actuated Green, G (s)		11.2	31.4	31.4
Effective Green, g (s)		11.8	32.3	32.3
Actuated g/C Ratio		0.11	0.30	0.30
Clearance Time (s)		4.6	4.9	4.9
Vehicle Extension (s)		0.5	2.0	2.0
Lane Grp Cap (vph)		193	962	373
v/s Ratio Prot		0.09	c0.37	
v/s Ratio Perm				0.35
v/c Ratio		0.85	1.22	1.16
Uniform Delay, d1		47.2	37.9	37.9
Progression Factor		0.86	0.65	0.65
Incremental Delay, d2		12.9	104.2	83.5
Delay (s)		53.5	128.9	108.1
Level of Service		D	F	F
Approach Delay (s)			116.8	
Approach LOS			F	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0			4.0	4.0		
Lane Util. Factor		0.97	0.91		0.97	0.91			1.00	0.91		
Frpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		
Frt		1.00	0.97		1.00	0.96			1.00	0.97		
Flt Protected		0.95	1.00		0.95	1.00			0.95	1.00		
Satd. Flow (prot)		3433	4926		3433	4813			1770	4905		
Flt Permitted		0.95	1.00		0.95	1.00			0.95	1.00		
Satd. Flow (perm)		3433	4926		3433	4813			1770	4905		
Volume (vph)	2	229	369	86	282	334	129	6	253	1226	248	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.88	0.88	0.88	0.80	0.80	0.80	0.80	0.91
Adj. Flow (vph)	2	254	410	96	320	380	147	8	316	1532	310	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	256	506	0	320	527	0	0	324	1842	0	0
Confl. Peds. (#/hr)				2			2				2	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	2%	3%	2%	2%
Turn Type	Prot	Prot			Prot			Prot	Prot			Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases												
Actuated Green, G (s)		11.5	18.2		13.2	19.9			20.3	40.3		
Effective Green, g (s)		12.7	18.6		14.4	20.3			20.0	40.7		
Actuated g/C Ratio		0.13	0.19		0.15	0.21			0.21	0.42		
Clearance Time (s)		5.2	4.4		5.2	4.4			3.7	4.4		
Vehicle Extension (s)		2.0	5.2		2.0	5.2			2.0	5.2		
Lane Grp Cap (vph)		448	941		508	1003			363	2050		
v/s Ratio Prot		0.07	0.10		c0.09	c0.11			c0.18	c0.38		
v/s Ratio Perm												
v/c Ratio		0.57	0.54		0.63	0.53			0.89	0.90		
Uniform Delay, d1		39.8	35.5		39.0	34.3			37.7	26.4		
Progression Factor		1.00	1.00		1.00	1.00			1.00	1.00		
Incremental Delay, d2		1.1	1.1		1.8	1.0			22.5	6.1		
Delay (s)		40.9	36.7		40.8	35.3			60.2	32.6		
Level of Service		D	D		D	D			E	C		
Approach Delay (s)			38.1			37.3				36.7		
Approach LOS			D			D				D		

Intersection Summary			
HCM Average Control Delay	36.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	97.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1770	5036	1560
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1770	5036	1560
Volume (vph)	81	843	143
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	89	926	157
RTOR Reduction (vph)	0	0	31
Lane Group Flow (vph)	90	926	126
Confl. Peds. (#/hr)			2
Heavy Vehicles (%)	2%	3%	2%
Turn Type	Prot		Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	8.0	28.0	28.0
Effective Green, g (s)	7.7	28.4	28.4
Actuated g/C Ratio	0.08	0.29	0.29
Clearance Time (s)	3.7	4.4	4.4
Vehicle Extension (s)	2.0	5.2	5.2
Lane Grp Cap (vph)	140	1468	455
v/s Ratio Prot	0.05	0.18	
v/s Ratio Perm			0.08
v/c Ratio	0.64	0.63	0.28
Uniform Delay, d1	43.5	29.9	26.6
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	7.3	1.3	0.7
Delay (s)	50.9	31.2	27.3
Level of Service	D	C	C
Approach Delay (s)		32.2	
Approach LOS		C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539	1536	1770	3512		1681	1666			1719	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.99	
Satd. Flow (perm)	1770	3539	1536	1770	3512		1681	1666			1719	
Volume (vph)	116	883	650	176	930	34	581	95	55	38	163	120
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.91	0.91	0.91	0.85	0.85	0.85
Adj. Flow (vph)	129	981	722	196	1033	38	638	104	60	45	192	141
RTOR Reduction (vph)	0	0	144	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	129	981	578	196	1071	0	406	396	0	0	378	0
Confl. Peds. (#/hr)			5			2	10		2	2		10
Heavy Vehicles (%)	2%	2%	3%	2%	2%	6%	2%	2%	6%	13%	2%	2%
Turn Type	Prot		Perm	Prot			Split			Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2									
Actuated Green, G (s)	9.5	38.0	38.0	13.0	41.5		18.0	18.0			22.0	
Effective Green, g (s)	9.5	39.0	39.0	13.0	42.5		18.0	18.0			22.0	
Actuated g/C Ratio	0.09	0.36	0.36	0.12	0.39		0.17	0.17			0.20	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0			4.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0			2.0	
Lane Grp Cap (vph)	156	1278	555	213	1382		280	278			350	
v/s Ratio Prot	0.07	0.28		0.11	c0.30		c0.24	0.24			c0.22	
v/s Ratio Perm			c0.38									
v/c Ratio	0.83	0.77	1.04	0.92	0.77		1.45	1.42			1.08	
Uniform Delay, d1	48.4	30.5	34.5	47.0	28.6		45.0	45.0			43.0	
Progression Factor	1.00	1.00	1.00	0.83	0.75		1.00	1.00			1.00	
Incremental Delay, d2	27.5	4.5	49.5	35.5	3.7		221.4	210.7			71.1	
Delay (s)	76.0	35.0	84.0	74.5	25.1		266.4	255.7			114.1	
Level of Service	E	C	F	E	C		F	F			F	
Approach Delay (s)		57.2			32.7			261.1			114.1	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM Average Control Delay	93.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		1736	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		1736	1583
Volume (vph)	0	1111	936	0	136	310
Peak-hour factor, PHF	0.89	0.89	0.85	0.85	0.89	0.89
Adj. Flow (vph)	0	1248	1101	0	153	348
RTOR Reduction (vph)	0	0	0	0	0	25
Lane Group Flow (vph)	0	1248	1101	0	153	323
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		70.8	70.8		28.0	28.0
Effective Green, g (s)		71.4	71.4		28.6	28.6
Actuated g/C Ratio		0.66	0.66		0.26	0.26
Clearance Time (s)		4.6	4.6		4.6	4.6
Vehicle Extension (s)		6.8	7.5		5.5	5.5
Lane Grp Cap (vph)		2340	2340		460	419
v/s Ratio Prot		c0.35	0.31		0.09	
v/s Ratio Perm						c0.20
v/c Ratio		0.53	0.47		0.33	0.77
Uniform Delay, d1		9.6	9.0		32.0	36.7
Progression Factor		0.47	0.17		1.00	1.00
Incremental Delay, d2		0.6	0.4		1.0	10.3
Delay (s)		5.1	1.9		33.1	47.0
Level of Service		A	A		C	D
Approach Delay (s)		5.1	1.9		42.7	
Approach LOS		A	A		D	

Intersection Summary			
HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1561	1752	3453		1770	3539	1524	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1561	1752	3453		1770	3539	1524	1770	3539	1583
Volume (vph)	177	614	456	176	510	85	205	392	157	96	629	221
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	192	667	496	226	654	109	228	436	174	110	723	254
RTOR Reduction (vph)	0	0	99	0	0	0	0	0	34	0	0	51
Lane Group Flow (vph)	192	667	397	226	763	0	228	436	140	110	723	203
Confl. Peds. (#/hr)			2			7			4			
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	4%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	20.0	36.0	36.0	14.7	30.7		15.4	29.5	29.5	9.8	23.9	23.9
Effective Green, g (s)	20.0	37.0	37.0	14.7	31.7		15.4	30.5	30.5	9.8	24.9	24.9
Actuated g/C Ratio	0.19	0.34	0.34	0.14	0.29		0.14	0.28	0.28	0.09	0.23	0.23
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	1.5	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	328	1212	535	238	1014		252	999	430	161	816	365
v/s Ratio Prot	0.11	0.19		c0.13	c0.22		c0.13	0.12		0.06	c0.20	
v/s Ratio Perm			c0.25						0.09			0.13
v/c Ratio	0.59	0.55	0.74	0.95	0.75		0.90	0.44	0.32	0.68	0.89	0.56
Uniform Delay, d1	40.2	28.8	31.3	46.3	34.6		45.6	31.7	30.6	47.6	40.2	36.7
Progression Factor	0.61	0.48	0.39	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	1.6	7.9	43.5	5.2		31.9	0.1	0.2	9.2	11.1	1.0
Delay (s)	25.9	15.3	20.1	89.8	39.7		77.5	31.8	30.8	56.7	51.2	37.7
Level of Service	C	B	C	F	D		E	C	C	E	D	D
Approach Delay (s)		18.5			51.2			44.0			48.6	
Approach LOS		B			D			D			D	

Intersection Summary			
HCM Average Control Delay	38.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		0.97	1.00	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00
Frt		1.00	0.85	0.91		1.00	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3433	1583	3199		3433	1863
Flt Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3433	1583	3199		3433	1863
Volume (vph)	3	564	534	181	261	851	215
Peak-hour factor, PHF	0.83	0.83	0.83	0.76	0.76	0.88	0.88
Adj. Flow (vph)	4	680	643	238	343	967	244
RTOR Reduction (vph)	0	0	92	0	0	0	0
Lane Group Flow (vph)	0	684	551	581	0	967	244
Confl. Peds. (#/hr)					2		
Turn Type	Perm		custom			Prot	
Protected Phases		3	1 3 4 8	2		1 4	6
Permitted Phases	3		3				
Actuated Green, G (s)		23.3	65.1	23.2		37.2	57.6
Effective Green, g (s)		23.9	65.7	24.8		37.8	59.2
Actuated g/C Ratio		0.24	0.67	0.25		0.38	0.60
Clearance Time (s)		4.6		5.6			5.6
Vehicle Extension (s)		2.0		3.5			3.5
Lane Grp Cap (vph)		833	1056	805		1317	1120
v/s Ratio Prot			c0.35	c0.18		c0.28	0.13
v/s Ratio Perm		0.20					
v/c Ratio		0.82	0.52	0.72		0.73	0.22
Uniform Delay, d1		35.3	8.4	33.7		26.0	9.0
Progression Factor		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		6.2	0.5	3.3		2.2	0.1
Delay (s)		41.5	8.9	37.0		28.3	9.1
Level of Service		D	A	D		C	A
Approach Delay (s)		25.7		37.0			24.4
Approach LOS		C		D			C

Intersection Summary			
HCM Average Control Delay	27.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	98.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0				
Lane Util. Factor	0.97		1.00	0.95	0.95				
Frt	0.99		1.00	1.00	0.96				
Flt Protected	0.96		0.95	1.00	1.00				
Satd. Flow (prot)	3404		1770	3539	3386				
Flt Permitted	0.96		0.95	1.00	1.00				
Satd. Flow (perm)	3404		1770	3539	3386				
Volume (vph)	242	26	219	512	919	0	342	0	0
Peak-hour factor, PHF	0.89	0.89	0.92	0.92	0.84	0.84	0.84	0.92	0.92
Adj. Flow (vph)	272	29	238	557	1094	0	407	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	301	0	238	557	1501	0	0	0	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	3%	2%	2%
Turn Type			Prot						
Protected Phases	4		5	2	6				
Permitted Phases									
Actuated Green, G (s)	17.6		15.0	53.7	35.4				
Effective Green, g (s)	17.8		14.7	55.0	36.3				
Actuated g/C Ratio	0.22		0.18	0.68	0.45				
Clearance Time (s)	4.2		3.7	5.3	4.9				
Vehicle Extension (s)	8.0		2.0	4.9	5.7				
Lane Grp Cap (vph)	750		322	2409	1521				
v/s Ratio Prot	c0.09		c0.13	0.16	c0.44				
v/s Ratio Perm									
v/c Ratio	0.40		0.74	0.23	0.99				
Uniform Delay, d1	26.9		31.2	4.9	22.0				
Progression Factor	1.00		1.00	1.00	1.00				
Incremental Delay, d2	1.5		7.4	0.1	20.0				
Delay (s)	28.4		38.7	5.0	42.0				
Level of Service	C		D	A	D				
Approach Delay (s)	28.4			15.1	42.0			0.0	
Approach LOS	C			B	D			A	

Intersection Summary			
HCM Average Control Delay	32.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.99			1.00	1.00	0.85	1.00	0.98
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3345		1770	3490			1770	3539	1556	1770	3471
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3345		1770	3490			1770	3539	1556	1770	3471
Volume (vph)	72	373	120	215	415	36	26	95	370	136	46	725
Peak-hour factor, PHF	0.78	0.78	0.78	0.82	0.82	0.82	0.74	0.74	0.74	0.74	0.82	0.82
Adj. Flow (vph)	92	478	154	262	506	44	35	128	500	184	56	884
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	37	0	0
Lane Group Flow (vph)	92	632	0	262	550	0	0	163	500	147	56	1001
Confl. Peds. (#/hr)			5			8				3		
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot			Prot	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases										2		
Actuated Green, G (s)	7.2	17.9		13.4	24.1			10.6	36.0	36.0	4.5	29.9
Effective Green, g (s)	6.7	18.3		12.9	24.5			10.1	36.8	36.8	4.0	30.7
Actuated g/C Ratio	0.08	0.21		0.15	0.28			0.11	0.42	0.42	0.05	0.35
Clearance Time (s)	3.5	4.4		3.5	4.4			3.5	4.8	4.8	3.5	4.8
Vehicle Extension (s)	1.0	1.5		1.0	1.5			1.0	1.5	1.5	1.0	1.5
Lane Grp Cap (vph)	132	696		259	972			203	1480	651	80	1211
v/s Ratio Prot	0.05	c0.19		c0.15	0.16			c0.09	0.14		0.03	c0.29
v/s Ratio Perm										0.09		
v/c Ratio	0.70	0.91		1.01	0.57			0.80	0.34	0.23	0.70	0.83
Uniform Delay, d1	39.7	34.0		37.5	27.2			38.0	17.3	16.5	41.4	26.2
Progression Factor	1.00	1.00		0.83	0.77			0.72	0.69	0.63	1.00	1.00
Incremental Delay, d2	12.2	15.3		51.6	0.3			18.9	0.6	0.8	19.4	6.5
Delay (s)	51.8	49.3		82.6	21.2			46.1	12.6	11.2	60.8	32.8
Level of Service	D	D		F	C			D	B	B	E	C
Approach Delay (s)		49.6			41.0				18.7			34.2
Approach LOS		D			D				B			C

Intersection Summary

HCM Average Control Delay	35.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	96
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	117
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes					1.00	0.98	1.00	1.00			1.00	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.97	
Flt Protected					0.98	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1822	1560	1770	3539			3425	
Flt Permitted					0.98	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1822	1560	1770	3539			3425	
Volume (vph)	0	0	0	153	189	76	69	551	0	0	885	201
Peak-hour factor, PHF	0.92	0.92	0.92	0.85	0.85	0.85	0.97	0.97	0.97	0.82	0.82	0.82
Adj. Flow (vph)	0	0	0	180	222	89	71	568	0	0	1079	245
RTOR Reduction (vph)	0	0	0	0	0	71	0	0	0	0	26	0
Lane Group Flow (vph)	0	0	0	0	402	18	71	568	0	0	1298	0
Confl. Peds. (#/hr)						2						2
Turn Type				Perm		Perm	Prot					
Protected Phases					8		5 7	1 7 2			6	
Permitted Phases				8		8						
Actuated Green, G (s)					17.0	17.0	26.7	62.2			30.6	
Effective Green, g (s)					17.6	17.6	26.9	62.4			31.5	
Actuated g/C Ratio					0.20	0.20	0.31	0.71			0.36	
Clearance Time (s)					4.6	4.6					4.9	
Vehicle Extension (s)					3.0	3.0					4.0	
Lane Grp Cap (vph)					364	312	541	2509			1226	
v/s Ratio Prot							0.04	c0.16			c0.38	
v/s Ratio Perm					0.22	0.01						
v/c Ratio					1.10	0.06	0.13	0.23			1.06	
Uniform Delay, d1					35.2	28.5	22.1	4.4			28.2	
Progression Factor					0.79	0.81	2.33	0.00			1.16	
Incremental Delay, d2					74.9	0.1	0.0	0.0			36.1	
Delay (s)					102.7	23.1	51.5	0.0			68.8	
Level of Service					F	C	D	A			E	
Approach Delay (s)		0.0			88.3			5.7			68.8	
Approach LOS		A			F			A			E	

Intersection Summary			
HCM Average Control Delay	56.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0			4.0	4.0
Lane Util. Factor	1.00	1.00						0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.99						1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00						1.00			1.00	1.00
Frt	1.00	0.93						0.97			1.00	1.00
Flt Protected	0.95	1.00						1.00			0.95	1.00
Satd. Flow (prot)	1770	1703						3406			1736	3539
Flt Permitted	0.95	1.00						1.00			0.41	1.00
Satd. Flow (perm)	1770	1703						3406			754	3539
Volume (vph)	143	138	135	0	0	0	0	475	136	2	88	948
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.97	0.97	0.97	0.84	0.84	0.84
Adj. Flow (vph)	159	153	150	0	0	0	0	490	140	2	105	1129
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	159	303	0	0	0	0	0	630	0	0	107	1129
Confl. Peds. (#/hr)			2						6			
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Turn Type	Perm									Prot	Prot	
Protected Phases		7						2		1	1 8	5 6 8
Permitted Phases	7											
Actuated Green, G (s)	15.0	15.0						16.7			37.0	62.8
Effective Green, g (s)	16.6	16.6						17.6			37.8	63.4
Actuated g/C Ratio	0.19	0.19						0.20			0.43	0.72
Clearance Time (s)	5.6	5.6						4.9				
Vehicle Extension (s)	3.0	3.0						4.0				
Lane Grp Cap (vph)	334	321						681			549	2550
v/s Ratio Prot		c0.18						c0.18			0.04	c0.32
v/s Ratio Perm	0.09										0.04	
v/c Ratio	0.48	0.94						0.93			0.19	0.44
Uniform Delay, d1	31.8	35.2						34.6			15.3	5.0
Progression Factor	1.00	1.00						1.00			0.63	0.19
Incremental Delay, d2	1.1	35.5						20.4			0.0	0.0
Delay (s)	32.9	70.7						54.9			9.7	1.0
Level of Service	C	E						D			A	A
Approach Delay (s)		57.7			0.0			54.9				1.7
Approach LOS		E			A			D				A

Intersection Summary

HCM Average Control Delay	27.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0			4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	0.95			1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00			1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.98			1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00			0.95
Satd. Flow (prot)	1770	3471	1561	1770	3475			1770	3459			1770
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00			0.95
Satd. Flow (perm)	1770	3471	1561	1770	3475			1770	3459			1770
Volume (vph)	132	343	92	101	401	50	7	67	402	60	3	58
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.80	0.80	0.80	0.80	0.79	0.79
Adj. Flow (vph)	142	369	99	116	461	57	9	84	502	75	4	73
RTOR Reduction (vph)	0	0	79	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	142	369	20	116	518	0	0	93	577	0	0	77
Confl. Peds. (#/hr)			2			2				2		
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Turn Type	Prot		Perm	Prot			Prot	Prot			Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases			4									
Actuated Green, G (s)	8.9	17.1	17.1	8.4	16.6			6.4	40.6			6.1
Effective Green, g (s)	8.4	17.5	17.5	7.9	17.0			5.9	41.0			5.6
Actuated g/C Ratio	0.10	0.20	0.20	0.09	0.19			0.07	0.47			0.06
Clearance Time (s)	3.5	4.4	4.4	3.5	4.4			3.5	4.4			3.5
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0			1.0	2.0			1.0
Lane Grp Cap (vph)	169	690	310	159	671			119	1612			113
v/s Ratio Prot	c0.08	0.11		0.07	c0.15			c0.05	0.17			0.04
v/s Ratio Perm			0.01									
v/c Ratio	0.84	0.53	0.06	0.73	0.77			0.78	0.36			0.68
Uniform Delay, d1	39.1	31.6	28.6	39.0	33.7			40.4	15.1			40.3
Progression Factor	1.02	1.47	3.22	1.00	1.00			1.00	0.62			1.00
Incremental Delay, d2	21.3	0.3	0.0	13.2	5.0			25.1	0.6			12.6
Delay (s)	61.3	46.7	92.2	52.2	38.7			65.4	10.0			53.0
Level of Service	E	D	F	D	D			E	A			D
Approach Delay (s)		57.5			41.2				17.7			
Approach LOS		E			D				B			

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑↱	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.97	
Flt Protected	1.00	
Satd. Flow (prot)	4937	
Flt Permitted	1.00	
Satd. Flow (perm)	4937	
Volume (vph)	804	174
Peak-hour factor, PHF	0.79	0.79
Adj. Flow (vph)	1018	220
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1238	0
Confl. Peds. (#/hr)		2
Heavy Vehicles (%)	2%	2%
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	40.3	
Effective Green, g (s)	40.7	
Actuated g/C Ratio	0.46	
Clearance Time (s)	4.4	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	2283	
v/s Ratio Prot	c0.25	
v/s Ratio Perm		
v/c Ratio	0.54	
Uniform Delay, d1	17.0	
Progression Factor	1.00	
Incremental Delay, d2	0.9	
Delay (s)	17.9	
Level of Service	B	
Approach Delay (s)	20.0	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0	4.0			4.0
Lane Util. Factor					0.95			1.00	0.95			0.95
Frpb, ped/bikes					1.00			1.00	1.00			1.00
Flpb, ped/bikes					1.00			1.00	1.00			1.00
Frt					0.96			1.00	1.00			1.00
Flt Protected					0.98			0.95	1.00			1.00
Satd. Flow (prot)					3328			1770	3505			3539
Flt Permitted					0.98			0.27	1.00			1.00
Satd. Flow (perm)					3328			508	3505			3539
Volume (vph)	0	0	0	144	193	127	1	61	409	0	0	840
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.83	0.83	0.83	0.83	0.80	0.80
Adj. Flow (vph)	0	0	0	160	214	141	1	73	493	0	0	1050
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	515	0	0	74	493	0	0	1050
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type				Perm			Prot	Prot				
Protected Phases					3		5	4 5	1 2 4			6
Permitted Phases				3								
Actuated Green, G (s)					18.0			24.4	60.8			27.1
Effective Green, g (s)					18.6			25.4	61.4			28.0
Actuated g/C Ratio					0.21			0.29	0.70			0.32
Clearance Time (s)					4.6							4.9
Vehicle Extension (s)					3.0							4.0
Lane Grp Cap (vph)					703			273	2446			1126
v/s Ratio Prot								c0.03	c0.14			c0.30
v/s Ratio Perm					0.15			c0.05				
v/c Ratio					0.73			0.27	0.20			0.93
Uniform Delay, d1					32.4			26.1	4.7			29.1
Progression Factor					1.00			1.54	0.21			0.59
Incremental Delay, d2					4.0			0.5	0.0			13.3
Delay (s)					36.3			40.7	1.0			30.3
Level of Service					D			D	A			C
Approach Delay (s)		0.0			36.3				6.2			26.9
Approach LOS		A			D				A			C

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1558
Flt Permitted	1.00
Satd. Flow (perm)	1558
Volume (vph)	164
Peak-hour factor, PHF	0.80
Adj. Flow (vph)	205
RTOR Reduction (vph)	41
Lane Group Flow (vph)	164
Confl. Peds. (#/hr)	3
Heavy Vehicles (%)	2%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	27.1
Effective Green, g (s)	28.0
Actuated g/C Ratio	0.32
Clearance Time (s)	4.9
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	496
v/s Ratio Prot	
v/s Ratio Perm	0.11
v/c Ratio	0.33
Uniform Delay, d1	22.9
Progression Factor	0.33
Incremental Delay, d2	1.5
Delay (s)	9.2
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	1.00					0.95	1.00		1.00	0.95
Frpb, ped/bikes		1.00	0.98					1.00	0.97		1.00	1.00
Flpb, ped/bikes		1.00	1.00					1.00	1.00		1.00	1.00
Frt		1.00	0.85					1.00	0.85		1.00	1.00
Flt Protected		0.99	1.00					1.00	1.00		0.95	1.00
Satd. Flow (prot)		1779	1530					3539	1541		1753	3505
Flt Permitted		0.99	1.00					1.00	1.00		0.49	1.00
Satd. Flow (perm)		1779	1530					3539	1541		904	3505
Volume (vph)	65	172	125	0	0	0	0	404	156	2	231	752
Peak-hour factor, PHF	0.85	0.85	0.85	0.92	0.92	0.92	0.89	0.89	0.89	0.82	0.82	0.82
Adj. Flow (vph)	76	202	147	0	0	0	0	454	175	2	282	917
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	35	0	0	0
Lane Group Flow (vph)	0	278	118	0	0	0	0	454	140	0	284	917
Confl. Peds. (#/hr)			2						3			
Heavy Vehicles (%)	9%	4%	4%	2%	2%	2%	2%	2%	2%	2%	3%	3%
Turn Type	Perm		Perm						Perm	Prot	Prot	
Protected Phases		4						2		1	1 3	3 5 6
Permitted Phases	4		4						2			
Actuated Green, G (s)		16.0	16.0					25.2	25.2		29.0	62.5
Effective Green, g (s)		16.6	16.6					26.1	26.1		29.3	63.4
Actuated g/C Ratio		0.19	0.19					0.30	0.30		0.33	0.72
Clearance Time (s)		4.6	4.6					4.9	4.9			
Vehicle Extension (s)		3.0	3.0					4.0	4.0			
Lane Grp Cap (vph)		336	289					1050	457		404	2525
v/s Ratio Prot								c0.13			c0.09	c0.26
v/s Ratio Perm		0.16	0.08						0.09		c0.15	
v/c Ratio		0.83	0.41					0.43	0.31		0.70	0.36
Uniform Delay, d1		34.3	31.4					25.0	23.9		26.2	4.7
Progression Factor		1.06	1.10					1.00	1.00		1.61	0.66
Incremental Delay, d2		11.0	0.6					1.3	1.7		1.6	0.0
Delay (s)		47.5	35.2					26.3	25.7		43.9	3.1
Level of Service		D	D					C	C		D	A
Approach Delay (s)		43.2			0.0			26.1				12.8
Approach LOS		D			A			C				B

Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96			1.00	0.99
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1671	3471	1525	1719	3505	1530	1770	4843			1770	4985
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (perm)	1671	3471	1525	1719	3505	1530	1770	4843			1770	4985
Volume (vph)	99	211	106	262	278	205	73	881	288	7	97	1308
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.90	0.90	0.90	0.75	0.75	0.75
Adj. Flow (vph)	108	229	115	298	316	233	81	979	320	9	129	1744
RTOR Reduction (vph)	0	0	23	0	0	47	0	29	0	0	0	0
Lane Group Flow (vph)	108	229	92	298	316	186	81	1270	0	0	138	1844
Confl. Peds. (#/hr)			16			2			3			
Heavy Vehicles (%)	8%	4%	2%	5%	3%	4%	2%	2%	5%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot	Prot	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases			4			8						
Actuated Green, G (s)	8.9	15.2	15.2	19.8	26.1	26.1	7.4	30.4			11.4	34.4
Effective Green, g (s)	8.6	16.1	16.1	19.5	27.0	27.0	7.1	31.3			11.1	35.3
Actuated g/C Ratio	0.09	0.17	0.17	0.21	0.29	0.29	0.08	0.33			0.12	0.38
Clearance Time (s)	3.7	4.9	4.9	3.7	4.9	4.9	3.7	4.9			3.7	4.9
Vehicle Extension (s)	2.0	5.4	5.4	2.0	5.3	5.3	2.0	4.5			2.0	5.2
Lane Grp Cap (vph)	153	595	261	357	1007	439	134	1613			209	1872
v/s Ratio Prot	0.06	0.07		c0.17	0.09		0.05	0.26			c0.08	c0.37
v/s Ratio Perm			0.06			c0.12						
v/c Ratio	0.71	0.38	0.35	0.83	0.31	0.42	0.60	0.79			0.66	0.99
Uniform Delay, d1	41.5	34.6	34.3	35.7	26.2	27.2	42.1	28.3			39.6	29.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	11.4	1.0	1.9	14.7	0.4	1.5	5.2	2.9			5.9	17.4
Delay (s)	52.9	35.5	36.3	50.5	26.7	28.7	47.3	31.3			45.6	46.5
Level of Service	D	D	D	D	C	C	D	C			D	D
Approach Delay (s)		39.9			35.6			32.2				46.4
Approach LOS		D			D			C				D

Intersection Summary			
HCM Average Control Delay	39.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	75
Peak-hour factor, PHF	0.75
Adj. Flow (vph)	100
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Heavy Vehicles (%)	5%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.96			0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1767	3505	1533	1767	3517		1719	1655			1595	
Flt Permitted	0.48	1.00	1.00	0.45	1.00		0.95	1.00			1.00	
Satd. Flow (perm)	892	3505	1533	838	3517		1719	1655			1595	
Volume (vph)	32	391	153	61	368	9	303	35	12	5	0	35
Peak-hour factor, PHF	0.85	0.85	0.85	0.89	0.89	0.89	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	38	460	180	69	413	10	344	40	14	6	0	44
RTOR Reduction (vph)	0	0	36	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	38	460	144	69	423	0	344	54	0	0	96	0
Confl. Peds. (#/hr)	2		2	2		2	2		2	2		
Heavy Vehicles (%)	2%	3%	3%	2%	2%	11%	5%	11%	7%	2%	2%	3%
Turn Type	Perm		Perm	Perm			Split			Split		
Protected Phases		2			6		8	8		7	7	
Permitted Phases	2		2	6								
Actuated Green, G (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0			5.0	
Effective Green, g (s)	19.9	19.9	19.9	19.9	19.9		18.2	18.2			5.2	
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36		0.33	0.33			0.09	
Clearance Time (s)	5.9	5.9	5.9	5.9	5.9		4.2	4.2			4.2	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			2.0	
Lane Grp Cap (vph)	321	1261	552	302	1266		566	545			150	
v/s Ratio Prot		c0.13			0.12		c0.20	0.03			c0.06	
v/s Ratio Perm	0.04		0.09	0.08								
v/c Ratio	0.12	0.36	0.26	0.23	0.33		0.61	0.10			0.64	
Uniform Delay, d1	11.8	13.0	12.5	12.3	12.9		15.6	12.9			24.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.2	0.2	0.3	0.5	0.2		2.1	0.1			6.8	
Delay (s)	12.1	13.3	12.9	12.9	13.1		17.7	13.0			30.9	
Level of Service	B	B	B	B	B		B	B			C	
Approach Delay (s)		13.1			13.1			17.1			30.9	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	55.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR2
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	37
Peak-hour factor, PHF	0.80
Adj. Flow (vph)	46
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0			4.0	
Lane Util. Factor	1.00		1.00					0.91			0.91	
Frpb, ped/bikes	1.00		1.00					1.00			1.00	
Flpb, ped/bikes	1.00		1.00					1.00			1.00	
Frt	1.00		0.85					0.97			0.97	
Flt Protected	0.95		1.00					1.00			1.00	
Satd. Flow (prot)	1703		1313					4806			4851	
Flt Permitted	0.95		1.00					1.00			1.00	
Satd. Flow (perm)	1703		1313					4806			4851	
Volume (vph)	370	0	187	0	0	0	0	879	243	0	1105	221
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93	0.77	0.77	0.77
Adj. Flow (vph)	411	0	208	0	0	0	0	945	261	0	1435	287
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0	45	0
Lane Group Flow (vph)	411	0	200	0	0	0	0	1206	0	0	1677	0
Confl. Peds. (#/hr)												3
Heavy Vehicles (%)	6%	2%	23%	2%	2%	2%	2%	4%	6%	2%	4%	3%
Turn Type	Prot		custom									
Protected Phases	4							2			6	
Permitted Phases			4									
Actuated Green, G (s)	16.7		16.7					24.0			24.0	
Effective Green, g (s)	16.9		16.9					24.9			24.9	
Actuated g/C Ratio	0.34		0.34					0.50			0.50	
Clearance Time (s)	4.2		4.2					4.9			4.9	
Vehicle Extension (s)	3.0		3.0					4.0			4.0	
Lane Grp Cap (vph)	578		446					2403			2426	
v/s Ratio Prot	c0.24							0.25			c0.35	
v/s Ratio Perm			0.15									
v/c Ratio	0.71		0.45					0.50			0.69	
Uniform Delay, d1	14.3		12.8					8.3			9.5	
Progression Factor	1.00		1.00					1.00			1.00	
Incremental Delay, d2	4.1		0.7					0.2			0.9	
Delay (s)	18.4		13.5					8.5			10.4	
Level of Service	B		B					A			B	
Approach Delay (s)		16.8			0.0			8.5			10.4	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	49.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4960		3433	5003		3433	5085	1560	3433	4807	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4960		3433	5003		3433	5085	1560	3433	4807	
Volume (vph)	332	1331	235	206	1444	158	374	630	116	250	994	498
Peak-hour factor, PHF	0.86	0.86	0.86	0.96	0.96	0.96	0.89	0.89	0.89	0.94	0.94	0.94
Adj. Flow (vph)	386	1548	273	215	1504	165	420	708	130	266	1057	530
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	26	0	0	0
Lane Group Flow (vph)	386	1821	0	215	1669	0	420	708	104	266	1587	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	9.7	34.1		9.3	33.7		13.0	19.2	19.2	26.8	33.0	
Effective Green, g (s)	9.7	35.4		9.3	35.0		13.0	20.5	20.5	26.8	34.3	
Actuated g/C Ratio	0.09	0.33		0.09	0.32		0.12	0.19	0.19	0.25	0.32	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	308	1626		296	1621		413	965	296	852	1527	
v/s Ratio Prot	0.11	c0.37		0.06	c0.33		c0.12	0.14		0.08	c0.33	
v/s Ratio Perm									0.07			
v/c Ratio	1.25	1.12		0.73	1.03		1.02	0.73	0.35	0.31	1.07dr	
Uniform Delay, d1	49.1	36.3		48.1	36.5		47.5	41.2	38.0	33.1	36.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	137.9	62.8		7.3	30.3		48.6	2.5	0.3	0.1	33.9	
Delay (s)	187.0	99.1		55.4	66.8		96.1	43.7	38.2	33.2	70.8	
Level of Service	F	F		E	E		F	D	D	C	E	
Approach Delay (s)		114.5			65.5			60.6			65.4	
Approach LOS		F			E			E			E	

Intersection Summary

HCM Average Control Delay	79.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91			1.00	*0.80		0.95	0.95	1.00	0.95
Frpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.99			1.00	0.99		1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)		1770	5011			1770	4439		1681	1770	1583	1681
Flt Permitted		0.95	1.00			0.95	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)		1770	5011			1770	4439		1681	1770	1583	1681
Volume (vph)	16	142	1455	111	20	151	1792	66	90	122	107	191
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	18	158	1617	123	22	170	2013	74	101	137	120	215
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	176	1740	0	0	192	2087	0	101	137	96	195
Confl. Peds. (#/hr)				13				8	19			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Prot	Prot			Prot	Prot			Split		Perm	Split
Protected Phases	5	5	2		1	1	6		8	8		7
Permitted Phases											8	
Actuated Green, G (s)		15.7	50.3			12.1	46.7		14.4	14.4	14.4	12.1
Effective Green, g (s)		15.7	51.6			12.1	48.0		15.3	15.3	15.3	13.0
Actuated g/C Ratio		0.15	0.48			0.11	0.44		0.14	0.14	0.14	0.12
Clearance Time (s)		4.0	5.3			4.0	5.3		4.9	4.9	4.9	4.9
Vehicle Extension (s)		1.0	2.0			1.0	2.0		2.0	2.0	2.0	1.0
Lane Grp Cap (vph)		257	2394			198	1973		238	251	224	202
v/s Ratio Prot		0.10	c0.35			0.11	c0.47		0.06	c0.08		0.12
v/s Ratio Perm											0.06	
v/c Ratio		0.68	0.73			0.97	1.06		0.42	0.55	0.43	0.97
Uniform Delay, d1		43.8	22.6			47.8	30.0		42.3	43.1	42.4	47.3
Progression Factor		1.00	1.00			1.10	1.23		1.00	1.00	1.00	1.00
Incremental Delay, d2		5.9	2.0			47.1	35.5		0.4	1.3	0.5	52.6
Delay (s)		49.7	24.5			99.7	72.4		42.8	44.4	42.8	99.9
Level of Service		D	C			F	E		D	D	D	F
Approach Delay (s)			26.8				74.7			43.4		
Approach LOS			C				E			D		

Intersection Summary			
HCM Average Control Delay	60.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.95	1.00
Frpb, ped/bikes	1.00	0.94
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1761	1491
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1761	1491
Volume (vph)	165	226
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	185	254
RTOR Reduction (vph)	0	51
Lane Group Flow (vph)	205	203
Confl. Peds. (#/hr)		19
Heavy Vehicles (%)	2%	2%
Turn Type		Perm
Protected Phases	7	
Permitted Phases		7
Actuated Green, G (s)	12.1	12.1
Effective Green, g (s)	13.0	13.0
Actuated g/C Ratio	0.12	0.12
Clearance Time (s)	4.9	4.9
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	212	179
v/s Ratio Prot	0.12	
v/s Ratio Perm		c0.14
v/c Ratio	0.97	1.13
Uniform Delay, d1	47.3	47.5
Progression Factor	1.00	1.00
Incremental Delay, d2	51.6	107.9
Delay (s)	98.9	155.4
Level of Service	F	F
Approach Delay (s)	121.1	
Approach LOS	F	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1000	1000	1000	1000	1000	1000
Total Lost time (s)		4.0		4.0	4.0				4.0			4.0
Lane Util. Factor		0.91		1.00	0.91				1.00			1.00
Frpb, ped/bikes		1.00		1.00	1.00				0.99			1.00
Flpb, ped/bikes		1.00		1.00	1.00				1.00			1.00
Frt		0.98		1.00	1.00				0.86			0.86
Flt Protected		1.00		0.95	1.00				1.00			1.00
Satd. Flow (prot)		4964		1770	5085				837			848
Flt Permitted		1.00		0.95	1.00				1.00			1.00
Satd. Flow (perm)		4964		1770	5085				837			848
Volume (vph)	0	1582	247	211	1312	0	0	0	682	0	0	875
Peak-hour factor, PHF	0.93	0.93	0.93	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1701	266	248	1544	0	0	0	758	0	0	972
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1954	0	248	1544	0	0	0	758	0	0	972
Confl. Peds. (#/hr)			2						2			
Turn Type				Prot					Free			Free
Protected Phases		2		1	6							
Permitted Phases									Free			Free
Actuated Green, G (s)		80.7		18.0	108.0				108.0			108.0
Effective Green, g (s)		82.0		18.0	108.0				108.0			108.0
Actuated g/C Ratio		0.76		0.17	1.00				1.00			1.00
Clearance Time (s)		5.3		4.0	2.0							
Vehicle Extension (s)		2.0		1.0	4.0							
Lane Grp Cap (vph)		3769		295	5085				837			848
v/s Ratio Prot		0.39		0.14	0.30							
v/s Ratio Perm									0.91			c1.15
v/c Ratio		0.52		0.84	0.30				0.91			1.15
Uniform Delay, d1		5.2		43.6	0.0				0.0			54.0
Progression Factor		0.55		0.99	1.00				1.00			1.00
Incremental Delay, d2		0.3		9.2	0.1				15.2			79.6
Delay (s)		3.2		52.5	0.1				15.2			133.6
Level of Service		A		D	A				B			F
Approach Delay (s)		3.2			7.3			15.2			133.6	
Approach LOS		A			A			B			F	

Intersection Summary			
HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00	*0.65			1.00	*0.85		*0.85	0.95	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	0.99		1.00	1.00	0.98	
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	
Frt		1.00	0.97			1.00	0.98		1.00	1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		1770	4686			1741	4644		3008	3539	1423	
Flt Permitted		0.95	1.00			0.95	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		1770	4686			1741	4644		3008	3539	1423	
Volume (vph)	7	189	1685	383	22	109	1159	139	158	315	218	19
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.86	0.86	0.86	0.86	0.90	0.90	0.90	0.86
Adj. Flow (vph)	8	215	1915	435	26	127	1348	162	176	350	242	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	48	0
Lane Group Flow (vph)	0	223	2350	0	0	153	1510	0	176	350	194	0
Confl. Peds. (#/hr)				3				3			8	
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	11%	2%
Turn Type	Prot	Prot			Prot	Prot			Prot		Perm	Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases											8	
Actuated Green, G (s)		17.5	44.2			10.5	37.2		8.3	18.4	18.4	
Effective Green, g (s)		17.5	45.5			10.5	38.5		8.3	19.7	19.7	
Actuated g/C Ratio		0.16	0.42			0.10	0.36		0.08	0.18	0.18	
Clearance Time (s)		4.0	5.3			4.0	5.3		4.0	5.3	5.3	
Vehicle Extension (s)		1.5	2.0			1.0	2.0		1.0	2.0	2.0	
Lane Grp Cap (vph)		287	1974			169	1656		231	646	260	
v/s Ratio Prot		c0.13	c0.50			0.09	0.33		c0.06	0.10		
v/s Ratio Perm											0.14	
v/c Ratio		0.78	1.19			0.91	0.91		0.76	0.54	0.75	
Uniform Delay, d1		43.4	31.2			48.3	33.1		48.9	40.1	41.8	
Progression Factor		0.74	0.76			1.06	0.54		1.00	1.00	1.00	
Incremental Delay, d2		9.2	90.0			27.9	5.5		12.5	0.5	9.7	
Delay (s)		41.2	113.8			79.0	23.3		61.4	40.6	51.5	
Level of Service		D	F			E	C		E	D	D	
Approach Delay (s)			107.5				28.5			48.8		
Approach LOS			F				C			D		

Intersection Summary

HCM Average Control Delay	68.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	
Lane Util. Factor	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	0.95	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	3403	3380	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	3403	3380	
Volume (vph)	171	463	199
Peak-hour factor, PHF	0.86	0.86	0.86
Adj. Flow (vph)	199	538	231
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	221	769	0
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	3%	2%	2%
Turn Type	Prot		
Protected Phases	7	4	
Permitted Phases			
Actuated Green, G (s)	16.3	26.4	
Effective Green, g (s)	16.3	27.7	
Actuated g/C Ratio	0.15	0.26	
Clearance Time (s)	4.0	5.3	
Vehicle Extension (s)	1.5	2.0	
Lane Grp Cap (vph)	514	867	
v/s Ratio Prot	0.06	c0.23	
v/s Ratio Perm			
v/c Ratio	0.43	0.89	
Uniform Delay, d1	41.6	38.6	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.2	10.6	
Delay (s)	41.8	49.2	
Level of Service	D	D	
Approach Delay (s)		47.6	
Approach LOS		D	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		*0.80	*0.85	1.00		*0.80	*0.85	1.00	0.91	*0.80	1.00	
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	1.00	0.98	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		2831	4704	1557		2831	4750	1532	1610	2975	1557	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)		2831	4704	1557		2831	4750	1532	1610	2975	1557	
Volume (vph)	34	766	1016	280	30	46	1052	298	89	150	46	1
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.87	0.87	0.87	0.90
Adj. Flow (vph)	37	824	1092	301	35	53	1223	347	102	172	53	1
RTOR Reduction (vph)	0	0	0	61	0	0	0	70	0	0	47	0
Lane Group Flow (vph)	0	861	1092	240	0	88	1223	277	96	178	6	0
Confl. Peds. (#/hr)				3				14			4	
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases				2				6			3	
Actuated Green, G (s)		30.8	59.7	59.7		6.0	34.9	34.9	13.0	13.0	13.0	
Effective Green, g (s)		30.8	61.0	61.0		6.0	36.2	36.2	13.0	13.0	13.0	
Actuated g/C Ratio		0.29	0.56	0.56		0.06	0.34	0.34	0.12	0.12	0.12	
Clearance Time (s)		4.0	5.3	5.3		4.0	5.3	5.3	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0		1.0	2.0	2.0	1.5	1.5	1.5	
Lane Grp Cap (vph)		807	2657	879		157	1592	514	194	358	187	
v/s Ratio Prot		c0.30	0.23			0.03	c0.26		0.06	c0.06		
v/s Ratio Perm				0.15				0.18			0.00	
v/c Ratio		1.07	0.41	0.27		0.56	0.77	0.54	0.49	0.50	0.03	
Uniform Delay, d1		38.6	13.3	12.1		49.7	32.1	29.1	44.4	44.4	42.0	
Progression Factor		0.48	0.24	0.06		0.93	1.01	1.01	1.00	1.00	1.00	
Incremental Delay, d2		33.0	0.0	0.1		2.5	3.3	3.7	0.7	0.4	0.0	
Delay (s)		51.7	3.2	0.7		48.8	35.7	33.0	45.2	44.8	42.0	
Level of Service		D	A	A		D	D	C	D	D	D	
Approach Delay (s)			21.4				35.8			44.5		
Approach LOS			C				D			D		

Intersection Summary			
HCM Average Control Delay	40.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	0.91	*0.80	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00
Satd. Flow (prot)	1610	2914	1583
Flt Permitted	0.95	0.98	1.00
Satd. Flow (perm)	1610	2914	1583
Volume (vph)	95	53	254
Peak-hour factor, PHF	0.90	0.90	0.90
Adj. Flow (vph)	106	59	282
RTOR Reduction (vph)	0	0	56
Lane Group Flow (vph)	58	108	226
Confl. Peds. (#/hr)	4		
Heavy Vehicles (%)	2%	2%	2%
Turn Type	Split		Perm
Protected Phases	4	4	
Permitted Phases			4
Actuated Green, G (s)	12.0	12.0	12.0
Effective Green, g (s)	12.0	12.0	12.0
Actuated g/C Ratio	0.11	0.11	0.11
Clearance Time (s)	4.0	4.0	4.0
Vehicle Extension (s)	1.5	1.5	1.5
Lane Grp Cap (vph)	179	324	176
v/s Ratio Prot	0.04	0.04	
v/s Ratio Perm			c0.14
v/c Ratio	0.32	0.33	1.28
Uniform Delay, d1	44.3	44.3	48.0
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	163.9
Delay (s)	44.6	44.5	211.9
Level of Service	D	D	F
Approach Delay (s)		149.9	
Approach LOS		F	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91			1.00	0.91		0.95	0.95	1.00	0.95
Frpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	0.97	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.98			1.00	0.99		1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	0.96	1.00	0.95
Satd. Flow (prot)		1770	4890			1770	5047		1681	1696	1530	1665
Flt Permitted		0.95	1.00			0.95	1.00		0.95	0.96	1.00	0.95
Satd. Flow (perm)		1770	4890			1770	5047		1681	1696	1530	1665
Volume (vph)	25	66	960	136	35	51	895	40	215	16	45	62
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.73
Adj. Flow (vph)	27	70	1021	145	41	59	1041	47	250	19	52	85
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	46	0
Lane Group Flow (vph)	0	97	1166	0	0	100	1088	0	131	138	6	85
Confl. Peds. (#/hr)				2				2			15	15
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	Prot			Prot	Prot			Split		Perm	Split
Protected Phases	5	5	2		1	1	6		4	4		3
Permitted Phases											4	
Actuated Green, G (s)		7.8	54.1			11.5	57.8		13.1	13.1	13.1	12.0
Effective Green, g (s)		7.8	55.4			11.5	59.1		13.1	13.1	13.1	12.0
Actuated g/C Ratio		0.07	0.51			0.11	0.55		0.12	0.12	0.12	0.11
Clearance Time (s)		4.0	5.3			4.0	5.3		4.0	4.0	4.0	4.0
Vehicle Extension (s)		1.0	2.0			1.0	2.0		1.5	1.5	1.5	1.0
Lane Grp Cap (vph)		128	2508			188	2762		204	206	186	185
v/s Ratio Prot		c0.05	c0.24			c0.06	0.22		0.08	c0.08		0.05
v/s Ratio Perm											0.00	
v/c Ratio		0.76	0.46			0.53	0.39		0.64	0.67	0.03	0.46
Uniform Delay, d1		49.2	16.8			45.7	14.1		45.2	45.4	41.9	45.0
Progression Factor		1.04	0.36			1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		19.0	0.6			1.4	0.4		5.1	6.3	0.0	0.7
Delay (s)		70.2	6.6			47.1	14.5		50.3	51.6	41.9	45.6
Level of Service		E	A			D	B		D	D	D	D
Approach Delay (s)			11.5				17.3			49.5		
Approach LOS			B				B			D		

Intersection Summary			
HCM Average Control Delay	24.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.87	
Flt Protected	1.00	
Satd. Flow (prot)	1532	
Flt Permitted	1.00	
Satd. Flow (perm)	1532	
Volume (vph)	19	105
Peak-hour factor, PHF	0.73	0.73
Adj. Flow (vph)	26	144
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	170	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	2%	3%
Turn Type		
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	12.0	
Effective Green, g (s)	12.0	
Actuated g/C Ratio	0.11	
Clearance Time (s)	4.0	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	170	
v/s Ratio Prot	c0.11	
v/s Ratio Perm		
v/c Ratio	1.00	
Uniform Delay, d1	48.0	
Progression Factor	1.00	
Incremental Delay, d2	69.0	
Delay (s)	117.0	
Level of Service	F	
Approach Delay (s)	93.2	
Approach LOS	F	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0			4.0	4.0	
Lane Util. Factor		1.00	0.95			1.00	0.95			1.00	0.95	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.97			1.00	0.99			1.00	0.98	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1770	3371			1770	3516			1770	3474	
Flt Permitted		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (perm)		1770	3371			1770	3516			1770	3474	
Volume (vph)	18	101	428	103	3	134	599	25	8	70	443	56
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.83	0.83	0.83	0.83	0.89	0.89	0.89	0.89
Adj. Flow (vph)	21	119	504	121	4	161	722	30	9	79	498	63
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	140	625	0	0	165	752	0	0	88	561	0
Confl. Peds. (#/hr)				5				2				2
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Prot			Prot	Prot			Prot	Prot		
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases												
Actuated Green, G (s)		9.7	17.9			10.4	18.6			6.2	35.3	
Effective Green, g (s)		9.7	19.2			10.4	19.9			6.2	36.6	
Actuated g/C Ratio		0.11	0.22			0.12	0.23			0.07	0.42	
Clearance Time (s)		4.0	5.3			4.0	5.3			4.0	5.3	
Vehicle Extension (s)		1.0	4.0			1.0	4.0			1.0	4.0	
Lane Grp Cap (vph)		195	735			209	795			125	1445	
v/s Ratio Prot		0.08	0.19			c0.09	c0.21			c0.05	0.16	
v/s Ratio Perm												
v/c Ratio		0.72	0.85			0.79	0.95			0.70	0.39	
Uniform Delay, d1		37.8	33.0			37.7	33.5			40.0	17.9	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		10.0	9.6			16.5	19.9			13.7	0.8	
Delay (s)		47.8	42.6			54.2	53.5			53.7	18.7	
Level of Service		D	D			D	D			D	B	
Approach Delay (s)			43.6				53.6				23.4	
Approach LOS			D				D				C	

Intersection Summary

HCM Average Control Delay	35.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0
Lane Util. Factor		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		1770	3539	1554
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		1770	3539	1554
Volume (vph)	2	50	805	181
Peak-hour factor, PHF	0.84	0.84	0.84	0.84
Adj. Flow (vph)	2	60	958	215
RTOR Reduction (vph)	0	0	0	42
Lane Group Flow (vph)	0	62	958	173
Confl. Peds. (#/hr)				5
Heavy Vehicles (%)	2%	2%	2%	2%
Turn Type	Prot	Prot		Perm
Protected Phases	1	1	6	
Permitted Phases				6
Actuated Green, G (s)		5.8	34.9	34.9
Effective Green, g (s)		5.8	36.2	36.2
Actuated g/C Ratio		0.07	0.41	0.41
Clearance Time (s)		4.0	5.3	5.3
Vehicle Extension (s)		1.0	4.0	4.0
Lane Grp Cap (vph)		117	1456	639
v/s Ratio Prot		0.04	c0.27	
v/s Ratio Perm				0.11
v/c Ratio		0.53	0.66	0.27
Uniform Delay, d1		39.8	20.9	17.2
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		2.0	2.3	1.0
Delay (s)		41.8	23.2	18.2
Level of Service		D	C	B
Approach Delay (s)			23.3	
Approach LOS			C	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0			4.0	4.0		
Lane Util. Factor		1.00	0.95		1.00	0.95			1.00	0.95		
Frpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		
Frt		1.00	0.97		1.00	0.99			1.00	0.98		
Flt Protected		0.95	1.00		0.95	1.00			0.95	1.00		
Satd. Flow (prot)		1754	3374		1752	3482			1724	3429		
Flt Permitted		0.95	1.00		0.95	1.00			0.95	1.00		
Satd. Flow (perm)		1754	3374		1752	3482			1724	3429		
Volume (vph)	10	140	324	77	115	436	39	10	92	330	53	6
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.84
Adj. Flow (vph)	11	152	352	84	124	469	42	12	107	384	62	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	163	436	0	124	511	0	0	119	446	0	0
Confl. Peds. (#/hr)				5			11				7	
Heavy Vehicles (%)	2%	3%	3%	6%	3%	2%	5%	2%	5%	2%	8%	2%
Turn Type	Prot	Prot			Prot			Prot	Prot			Prot
Protected Phases	5	5	2		1	6		3	3	8		7
Permitted Phases												
Actuated Green, G (s)		8.2	18.2		6.9	16.9			6.8	21.0		
Effective Green, g (s)		8.2	19.1		6.9	17.8			6.8	22.3		
Actuated g/C Ratio		0.12	0.28		0.10	0.26			0.10	0.33		
Clearance Time (s)		4.0	4.9		4.0	4.9			4.0	5.3		
Vehicle Extension (s)		1.0	2.0		1.0	2.0			1.0	2.0		
Lane Grp Cap (vph)		211	946		178	910			172	1123		
v/s Ratio Prot		c0.09	0.13		0.07	c0.15			c0.07	c0.13		
v/s Ratio Perm												
v/c Ratio		0.77	0.46		0.70	0.56			0.69	0.40		
Uniform Delay, d1		29.0	20.2		29.6	21.8			29.6	17.7		
Progression Factor		1.00	1.00		1.00	1.00			1.00	1.00		
Incremental Delay, d2		14.7	0.1		9.2	0.5			9.3	0.1		
Delay (s)		43.7	20.4		38.8	22.2			38.9	17.8		
Level of Service		D	C		D	C			D	B		
Approach Delay (s)			26.7			25.5				22.2		
Approach LOS			C			C				C		

Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	68.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1554
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1554
Volume (vph)	44	479	234
Peak-hour factor, PHF	0.84	0.84	0.84
Adj. Flow (vph)	52	570	279
RTOR Reduction (vph)	0	0	57
Lane Group Flow (vph)	59	570	222
Confl. Peds. (#/hr)			9
Heavy Vehicles (%)	2%	2%	2%
Turn Type	Prot		Perm
Protected Phases	7	4	
Permitted Phases			4
Actuated Green, G (s)	3.8	18.0	18.0
Effective Green, g (s)	3.8	19.3	19.3
Actuated g/C Ratio	0.06	0.28	0.28
Clearance Time (s)	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0	2.0
Lane Grp Cap (vph)	99	1003	440
v/s Ratio Prot	0.03	c0.16	
v/s Ratio Perm			0.14
v/c Ratio	0.60	0.57	0.51
Uniform Delay, d1	31.4	20.8	20.4
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	6.3	0.4	0.3
Delay (s)	37.7	21.3	20.7
Level of Service	D	C	C
Approach Delay (s)		22.2	
Approach LOS		C	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		0.97	*0.72			0.97	0.91	1.00	0.97	0.95	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00	0.99	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		3433	3977			3400	4988	1546	3433	3539	1546	
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)		3433	3977			3400	4988	1546	3433	3539	1546	
Volume (vph)	3	105	1259	95	4	392	1501	225	163	334	460	20
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.82	0.82	0.82	0.84
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	130%	100%	100%	100%	100%	100%
Adj. Flow (vph)	3	113	1354	102	4	417	2076	239	199	407	561	24
RTOR Reduction (vph)	0	0	0	0	0	0	0	48	0	0	114	0
Lane Group Flow (vph)	0	116	1456	0	0	421	2076	191	199	407	447	0
Confl. Peds. (#/hr)				2				2			2	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	4%	3%	2%	2%	3%	2%
Turn Type	Prot	Prot			Prot	Prot		Perm	Prot		Perm	Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases								6			8	
Actuated Green, G (s)		10.3	32.8			15.1	37.6	37.6	23.6	29.7	29.7	
Effective Green, g (s)		10.3	34.5			15.1	39.3	39.3	23.6	31.0	31.0	
Actuated g/C Ratio		0.10	0.32			0.14	0.36	0.36	0.22	0.29	0.29	
Clearance Time (s)		4.0	5.7			4.0	5.7	5.7	4.0	5.3	5.3	
Vehicle Extension (s)		1.0	2.0			1.0	2.0	2.0	1.0	2.0	2.0	
Lane Grp Cap (vph)		327	1270			475	1815	563	750	1016	444	
v/s Ratio Prot		0.03	c0.37			0.12	c0.42		0.06	0.11		
v/s Ratio Perm								0.12			c0.29	
v/c Ratio		0.35	1.15			0.89	1.14	0.34	0.27	0.40	1.01	
Uniform Delay, d1		45.7	36.8			45.6	34.4	24.9	35.0	31.0	38.5	
Progression Factor		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2	75.6			17.3	71.8	1.6	0.1	0.1	44.4	
Delay (s)		46.0	112.3			62.9	106.2	26.6	35.1	31.1	82.9	
Level of Service		D	F			E	F	C	D	C	F	
Approach Delay (s)			107.4				92.6			56.7		
Approach LOS			F				F			E		

Intersection Summary

HCM Average Control Delay	83.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1560
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1560
Volume (vph)	217	370	158
Peak-hour factor, PHF	0.84	0.84	0.84
Growth Factor (vph)	100%	100%	100%
Adj. Flow (vph)	258	440	188
RTOR Reduction (vph)	0	0	38
Lane Group Flow (vph)	282	440	150
Confl. Peds. (#/hr)			2
Heavy Vehicles (%)	2%	2%	2%
Turn Type	Prot		Perm
Protected Phases	7	4	
Permitted Phases			4
Actuated Green, G (s)	11.4	17.5	17.5
Effective Green, g (s)	11.4	18.8	18.8
Actuated g/C Ratio	0.11	0.17	0.17
Clearance Time (s)	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0	2.0
Lane Grp Cap (vph)	362	616	272
v/s Ratio Prot	0.08	c0.12	
v/s Ratio Perm			0.10
v/c Ratio	0.78	0.71	0.55
Uniform Delay, d1	47.1	42.1	40.7
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	9.3	3.3	1.4
Delay (s)	56.4	45.3	42.1
Level of Service	E	D	D
Approach Delay (s)		48.1	
Approach LOS		D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		*0.75	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.98					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		5534	1583		4912					3433		2760
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		5534	1583		4912					3433		2760
Volume (vph)	0	1802	138	0	783	139	0	0	0	690	0	1339
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	150%
Adj. Flow (vph)	0	1959	150	0	932	165	0	0	0	784	0	2282
RTOR Reduction (vph)	0	0	55	0	28	0	0	0	0	0	0	10
Lane Group Flow (vph)	0	1959	95	0	1069	0	0	0	0	784	0	2272
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		24.4	24.4		24.4					53.7		53.7
Effective Green, g (s)		26.7	26.7		26.7					55.3		55.3
Actuated g/C Ratio		0.30	0.30		0.30					0.61		0.61
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		1642	470		1457					2109		1696
v/s Ratio Prot		c0.35			0.22					0.23		
v/s Ratio Perm			0.06									c0.82
v/c Ratio		1.19	0.20		0.73					0.37		1.34
Uniform Delay, d1		31.6	23.7		28.5					8.7		17.4
Progression Factor		1.00	1.00		1.00					1.00		1.00
Incremental Delay, d2		93.2	0.3		2.3					0.1		156.9
Delay (s)		124.8	24.0		30.8					8.8		174.3
Level of Service		F	C		C					A		F
Approach Delay (s)		117.7			30.8			0.0			131.9	
Approach LOS		F			C			A			F	

Intersection Summary

HCM Average Control Delay	109.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.98	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4682	1335		5085	1550	1752		1538			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4682	1335		5085	1550	1752		1538			
Volume (vph)	0	1337	1155	0	732	457	190	0	148	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	0	1453	1255	0	804	502	211	0	164	0	0	0
RTOR Reduction (vph)	0	36	0	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	1678	994	0	804	502	211	0	153	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	3%	2%	5%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		27.2	51.1		27.2	51.1	13.8		13.8			
Effective Green, g (s)		28.1	51.1		28.1	51.1	15.0		15.0			
Actuated g/C Ratio		0.55	1.00		0.55	1.00	0.29		0.29			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2575	1335		2796	1550	514		451			
v/s Ratio Prot		0.36			0.16		0.12					
v/s Ratio Perm			c0.74			0.32			0.10			
v/c Ratio		0.65	0.74		0.29	0.32	0.41		0.34			
Uniform Delay, d1		8.1	0.0		6.1	0.0	14.5		14.2			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.9	3.8		0.1	0.6	1.2		1.0			
Delay (s)		9.0	3.8		6.3	0.6	15.7		15.2			
Level of Service		A	A		A	A	B		B			
Approach Delay (s)		7.1			4.1			15.5			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	6.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	0.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0			4.0	4.0	4.0
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	1.00
Frt		1.00	0.97			1.00	0.98			1.00	1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	1.00
Satd. Flow (prot)		1770	4893			1770	4989			1770	3539	1555
Flt Permitted		0.95	1.00			0.95	1.00			0.95	1.00	1.00
Satd. Flow (perm)		1770	4893			1770	4989			1770	3539	1555
Volume (vph)	13	229	828	233	24	82	832	103	21	208	183	85
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.82	0.82	0.82	0.82
Adj. Flow (vph)	14	244	881	248	26	88	895	111	26	254	223	104
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	91
Lane Group Flow (vph)	0	258	1129	0	0	114	1006	0	0	280	223	13
Confl. Peds. (#/hr)				7				7				4
Turn Type	Prot	Prot			Prot	Prot			Prot	Prot		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases												8
Actuated Green, G (s)		19.6	44.1			9.6	34.1			18.6	12.4	12.4
Effective Green, g (s)		19.6	45.4			9.6	35.4			18.6	13.7	13.7
Actuated g/C Ratio		0.18	0.42			0.09	0.33			0.17	0.13	0.13
Clearance Time (s)		4.0	5.3			4.0	5.3			4.0	5.3	5.3
Vehicle Extension (s)		1.0	2.0			1.0	2.0			1.0	2.0	2.0
Lane Grp Cap (vph)		321	2057			157	1635			305	449	197
v/s Ratio Prot		c0.15	0.23			0.06	c0.20			c0.16	0.06	
v/s Ratio Perm												0.01
v/c Ratio		0.80	0.55			0.73	0.62			0.92	0.50	0.07
Uniform Delay, d1		42.4	23.6			47.9	30.6			44.0	43.9	41.5
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2		12.8	1.1			13.2	1.7			30.4	0.3	0.1
Delay (s)		55.2	24.6			61.1	32.3			74.3	44.3	41.6
Level of Service		E	C			E	C			E	D	D
Approach Delay (s)			30.3				35.2				57.7	
Approach LOS			C				D				E	

Intersection Summary			
HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	
Lane Util. Factor		1.00	0.95	
Frpb, ped/bikes		1.00	0.99	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.94	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1770	3306	
Flt Permitted		0.95	1.00	
Satd. Flow (perm)		1770	3306	
Volume (vph)	6	125	191	129
Peak-hour factor, PHF	0.80	0.80	0.80	0.80
Adj. Flow (vph)	8	156	239	161
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	164	400	0
Confl. Peds. (#/hr)				2
Turn Type	Prot	Prot		
Protected Phases	7	7	4	
Permitted Phases				
Actuated Green, G (s)		23.3	17.1	
Effective Green, g (s)		23.3	18.4	
Actuated g/C Ratio		0.22	0.17	
Clearance Time (s)		4.0	5.3	
Vehicle Extension (s)		1.0	2.0	
Lane Grp Cap (vph)		382	563	
v/s Ratio Prot		0.09	c0.12	
v/s Ratio Perm				
v/c Ratio		0.43	0.71	
Uniform Delay, d1		36.6	42.3	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.3	3.5	
Delay (s)		36.9	45.8	
Level of Service		D	D	
Approach Delay (s)			43.2	
Approach LOS			D	

Intersection Summary

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Luis Porello

Subject
Centennial Corridor Project
Existing Truck Volumes & Percentages

Date
April 21, 2009

This memo describes the data, assumptions and approach used to develop existing truck volumes on State Route (SR) 58 and SR 99 mainline segments and ramps for the Centennial Corridor Project. It also presents the recommended truck volumes and percentages to be used for existing conditions analysis. Future truck volumes and percentages to be used for opening year and design year analyses will be documented in a separate memo.

Tables 1 to 3 show the existing peak hour truck volumes and percentages recommended for use in the existing conditions analysis. The Total Volumes are based on existing count information, adjusted to reflect balanced volumes between freeway mainline segments and ramps. The truck volumes were derived from truck count data collected for the SR 58 Truck O&D Study (hereinafter referred to as the KOA Study).[1] The KOA Study collected truck counts at SR 99 / SR 58 system interchange ramps as well as at the SR 99 Rosedale interchange ramps in Spring and Fall 2008. Truck counts were collected for the KOA Study for the AM (6-9 AM), midday (11 AM – 2 PM), and PM (4-7 PM) peak periods. Counts were recorded by 15-minute intervals. HNTB tabulated the truck count data by 15-minute intervals and summarized the data by 60-minute running totals. Attachment A shows the tabulated and summarized truck count data.

Based on the tabulated truck count data, 7-8 AM and 4-5 PM were determined to be the peak hours for truck operations. The data also showed that peak hour truck volumes were generally higher in Fall than in

[1] KOA, *SR 58 Origin and Destination Truck Study Draft Report*, January 26, 2009.

Spring. The Spring counts also have missing count data. For these reasons, the Fall 2008 data was used for deriving the peak hour truck volumes for analysis.
Based on available peak hour ramp vehicle classification counts provided by TRIP for SR 99 interchanges at Olive Drive and Airport Drive, the following peak hour truck percentage assumptions were used for interchanges within the Centennial Corridor project study area:

- Ming Avenue, California Avenue and Airport Drive – 8 percent trucks. These interchanges are located in predominantly commercial / industrial areas expected to generate significant amount of truck traffic.
- White Lane, H Street, Chester Avenue and Union Avenue – 6 percent trucks. These interchanges are located in predominantly residential areas that are expected to generate less truck traffic.

Peak hour truck volumes on these ramps were calculated by applying the peak hour truck percentage assumption to the total ramp volumes.

Truck volumes for the SR 99 / SR 58 system interchange ramps as well as for the SR 99 / Rosedale Highway interchange ramps were derived from the KOA Study as described above, and were used as control totals. Truck volumes for the SR 99 and SR 58 mainline freeway segments in the immediate vicinity of the system interchange were calculated from the system interchange ramp volumes.
Truck volumes for mainline freeway segments outside of the vicinity of the system interchange ramps were calculated by working from the control totals, and adding/subtracting the on/off-ramp truck volumes.

CENTENNIAL CORRIDOR PROJECT **TABLE 1**

EXISTING VOLUMES (2007/2008)

LOCATION	EXISTING (2007/2008) COUNTS							
	AM Peak				PM Peak			
	Cars	Trucks	Total Volume	Truck %	Cars	Trucks	Total Volume	Truck %
SR-99 Mainline NB (North of Airport)	***1,292***	***722***	***2,014***	***36%***	***1,991***	***485***	***2,476***	***20%***
SR 99 Airport NB Off	1,383	120	1,503	8%	1,104	96	1,200	8%
SR-99 Mainline NB (Bet. Rosedale & Airport)	***2,674***	***843***	***3,517***	***24%***	***3,095***	***581***	***3,676***	***16%***
SR 99 Buck-Owens NB On	224	42	266	16%	527	5	532	1%
SR 99 Buck-Owens NB Off	671	28	699	4%	213	63	276	23%
SR 99 Rosedale NB Off	1,633	97	1,730	6%	1,668	92	1,760	5%
SR-99 Mainline NB (Bet. California & Rosedale)	***4,754***	***926***	***5,680***	***16%***	***4,449***	***731***	***5,180***	***14%***
SR 99 California NB On (Diagonal)	236	21	257	8%	196	17	213	8%
SR 99 California NB On (Loop)	431	38	469	8%	579	50	629	8%
SR 99 California NB Off	972	84	1,056	8%	624	54	678	8%
SR-99 Mainline NB (Bet. SR-58 & California)	***5,058***	***952***	***6,010***	***16%***	***4,298***	***718***	***5,016***	***14%***
SR 99 NB On from SR-58 WB	811	277	1,088	25%	793	291	1,084	27%
SR 99 NB Off to SR-58 EB	1,355	156	1,511	10%	1,092	97	1,189	8%
SR 99 NB On from Wible	505	0	505	0%	555	0	555	0%
SR 99 NB Off to Wible Road	248	0	248	0%	268	0	268	0%
SR-99 Mainline NB (Bet. Ming & SR-58)	***5,345***	***831***	***6,176***	***13%***	***4,310***	***524***	***4,834***	***11%***
SR 99 Ming NB On (Diagonal)	1,181	103	1,284	8%	1,134	99	1,233	8%
SR 99 Ming NB Off	282	24	306	8%	374	32	406	8%
SR-99 Mainline NB (Bet. White & Ming)	***4,443***	***753***	***5,196***	***14%***	***3,549***	***458***	***4,007***	***11%***
SR 99 White NB On (Diagonal)	640	41	681	6%	430	27	457	6%
SR 99 White NB On (Loop)	1,434	92	1,525	6%	1,086	69	1,155	6%
SR 99 White NB Off	192	12	204	6%	318	20	338	6%
SR-99 Mainline NB (South of White)	***2,561***	***633***	***3,194***	***20%***	***2,352***	***381***	***2,733***	***14%***
SR-99 Mainline SB (North of Airport)	***1,447***	***627***	***2,074***	***30%***	***2,416***	***734***	***3,150***	***23%***
SR 99 Airport SB On	1,020	89	1,109	8%	1,513	132	1,645	8%
SR-99 Mainline SB (Bet. Airport & Rosedale)	***2,467***	***716***	***3,183***	***22%***	***3,929***	***866***	***4,795***	***18%***
SR 99 Rosedale SB Off	541	44	585	8%	598	35	633	6%
SR 99 Rosedale SB On (Loop)	595	103	698	15%	1,241	26	1,267	2%
SR 99 Rosedale SB On (Diagonal)	810	107	917	12%	1,075	116	1,191	10%
SR-99 Mainline SB (Bet. Rosedale & California)	***3,331***	***882***	***4,213***	***21%***	***5,647***	***973***	***6,620***	***15%***
SR 99 California SB Off	908	79	987	8%	945	82	1,027	8%
SR 99 California SB On (loop)	293	25	318	8%	777	68	845	8%
SR-99 Mainline SB (Bet. California & SR-58)	***2,716***	***828***	***3,544***	***23%***	***5,480***	***958***	***6,438***	***15%***
SR 99 SB Off to SR-58 EB	869	227	1,096	21%	1,102	348	1,450	24%
SR 99 SB On from SR-58 WB	797	136	933	15%	1,112	12	1,124	1%
SR 99 SB Off to Stockdale Hwy	349	0	349	0%	446	0	446	0%
SR 99 SB On from Real Road	243	12	255	5%	252	19	271	7%
SR-99 Mainline SB (Bet. SR-58 & Ming)	***2,571***	***716***	***3,287***	***22%***	***5,234***	***703***	***5,937***	***12%***
SR 99 Ming SB Off to WB & EB	729	63	792	8%	1,432	125	1,557	8%
SR 99 Ming SB Off to WB	470	41	511	8%	805	70	875	8%
SR 99 Ming SB Off to EB	259	22	281	8%	627	55	682	8%
SR 99 Ming SB On (Diagonal)	224	20	244	8%	421	37	458	8%
SR-99 Mainline SB (Bet. Ming & White)	***2,130***	***609***	***2,739***	***22%***	***4,347***	***491***	***4,838***	***10%***
SR 99 White SB Off	1,285	82	1,367	6%	1,898	121	2,019	6%
SR 99 White SB On (Loop)	101	6	107	6%	124	8	132	6%
SR 99 White SB On (Diagonal)	132	8	140	6%	125	8	133	6%
SR-99 Mainline SB (South of White)	***1,077***	***542***	***1,619***	***33%***	***2,699***	***385***	***3,084***	***12%***
SR-58 Mainline EB (Bet. Real Road & Off Ramp to SR-99 SB)	***1,150***	***51***	***1,201***	***4%***	***1,004***	***72***	***1,076***	***7%***
Real Road Off to 99 SB	243	12	255	5%	252	19	271	7%
SR 58 On Ramp from 99 SB	869	227	1,096	21%	1,102	348	1,450	24%
SR 58 On Ramp from 99 NB	1,355	156	1,511	10%	1,092	97	1,189	8%
SR-58 Mainline EB (Bet. SR-99 after ramps & H Street)	***3,131***	***422***	***3,553***	***12%***	***2,946***	***498***	***3,444***	***14%***
SR 58 H Street EB Off	385	25	410	6%	376	24	400	6%
SR 58 Chester EB On	445	28	473	6%	527	34	561	6%
SR-58 Mainline EB (Bet. H Street & Union)	***3,190***	***426***	***3,616***	***12%***	***3,097***	***508***	***3,605***	***14%***
SR 58 Union EB Off Ramp	775	49	824	6%	528	34	562	6%
SR 58 Union EB On Ramp (Loop)	163	10	173	6%	211	13	224	6%
SR 58 Union EB On Ramp (Diagonal)	185	12	197	6%	224	14	238	6%
SR-58 Mainline EB (Bet. Union & Cottonwood)	***2,763***	***399***	***3,162***	***13%***	***3,003***	***502***	***3,505***	***14%***
SR-58 Mainline WB (Bet. Cottonwood & Union)	***2,688***	***456***	***3,144***	***15%***	***2,632***	***415***	***3,047***	***14%***
SR 58 Brundage WB Off Ramp	465	30	495	6%	317	20	337	6%
SR 58 Brundage WB On Ramp	175	11	186	6%	228	15	243	6%
SR 58 Union WB On Ramp	227	14	241	6%	333	21	354	6%
SR-58 Mainline WB (Bet. Union & H Street)	***2,616***	***460***	***3,076***	***15%***	***2,907***	***400***	***3,307***	***12%***
SR 58 Chester WB Off	431	28	459	6%	429	27	456	6%
SR 58 H Street WB On	313	20	333	6%	437	28	465	6%
SR-58 Mainline WB (Bet. H Street & SR-99)	***2,482***	***468***	***2,950***	***16%***	***2,917***	***399***	***3,316***	***12%***
SR 58 WB Off to SR-99 NB	811	277	1,088	25%	793	291	1,084	27%
SR 58 WB Off to SR-99 SB	797	136	933	15%	1,112	12	1,124	1%
SR-58 Mainline WB (Bet. Real Road & SR-99 SB On)	***841***	***88***	***929***	***9%***	***1,074***	***34***	***1,108***	***3%***

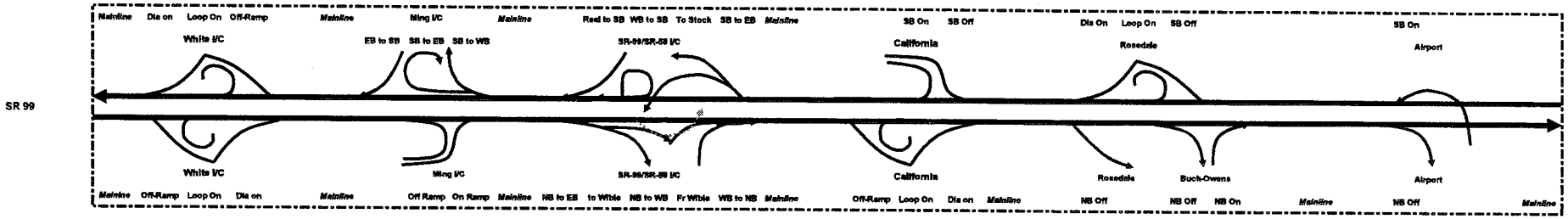
XXXX **Control numbers from KOA O-D Study (Fall Data)**

Table 2
CENTENNIAL CORRIDOR PROJECT
EXISTING FREEWAY AND RAMP VOLUMES - SR 99

Existing

		Mainline	Dia on	Loop On	Off-Ramp	Mainline	Ming I/C			Mainline	Red to SB	WB to SB	To Stock	SB to EB	Mainline	SB On	SB Off		Dia On	Loop On	SB Off		SB On		
			White I/C				EB to SB	SB to EB	SB to WB		SR-99/SR-58 I/C					California				Rosedale			Airport		
AM	Cars	1,077	132	101	1,285	2,130	224	259	470	2,571	243	797	349	869	2,716	293	908	3,331	810	595	541	2,467	1,020	1,447
	Trucks	542	8	6	82	609	20	22	41	716	12	136	0	227	828	25	79	882	107	103	44	716	89	627
	Total	1,619	140	107	1,367	2,739	244	281	511	3,287	255	933	349	1,096	3,544	318	987	4,213	917	698	585	3,183	1,109	2,074
PM	Cars	2,699	125	124	1,898	2,347	421	627	805	5,234	252	1,112	446	1,102	5,460	777	945	5,637	1,075	1,241	598	3,929	1,513	2,416
	Trucks	385	8	8	121	491	37	55	70	703	19	12	0	348	958	68	82	973	116	26	35	866	132	734
	Total	3,084	133	132	2,019	4,838	458	682	875	5,937	271	1,124	446	1,450	6,438	845	1,027	6,620	1,191	1,267	633	4,795	1,645	3,150

SOUTHBOUND



NORTHBOUND

Existing

		Mainline	Off-Ramp	Loop On	Dia on	Mainline	Off Ramp	On Ramp	Mainline	NB to EB	to Wble	NB to WB	Fr Wble	WB to NB	Mainline	Off-Ramp	Loop On	Dia on	Mainline	NB Off	NB Off	NB On	Mainline	NB Off	Mainline
AM	Cars	2,561	192	1,434	840	4,443	282	1,181	5,346	1,355	248	505	811	5,058	972	431	236	4,754	1,633	671	224	2,674	1,383	1,292
	Trucks	633	12	92	41	753	24	103	831	156	0	0	277	952	84	38	21	926	97	28	42	843	120	722
	Total	3,194	204	1,525	681	5,196	306	1,284	6,176	1,511	248	505	1,088	6,010	1,056	469	257	5,680	1,730	699	266	3,517	1,503	2,014
PM	Cars	2,352	318	1,086	430	3,549	374	1,134	4,310	1,092	268	555	793	4,293	624	579	196	4,449	1,668	213	527	3,035	1,104	1,931
	Trucks	381	20	69	27	458	32	99	524	97	0	0	291	718	54	50	17	731	92	63	5	581	96	485
	Total	2,733	338	1,155	457	4,007	406	1,233	4,834	1,189	268	555	1,084	5,018	678	629	213	5,180	1,760	276	532	3,616	1,200	2,416

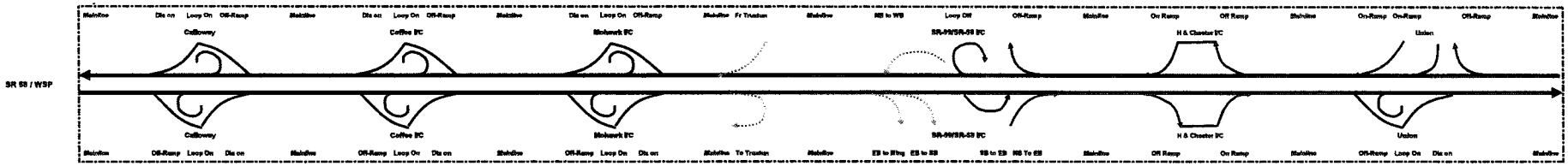
Truck Volume Percentage Calculation v2.xls - SR 99
4/20/2009

Table 3
CENTENNIAL CORRIDOR PROJECT
EXISTING FREEWAY AND RAMP VOLUMES - SR 58

WSP

		Existing											
AM	Cars	841	797	911	2,482	313	431	2,816	227	178	406	2,858
	Trucks	88	136	277	488	20	28	460	14	11	30	455
	Total	929	933	1,188	2,950	333	459	3,076	241	188	436	3,144
PM	Cars	1,574	1,112	793	3,717	437	429	3,937	333	229	317	3,921
	Trucks	34	12	291	338	28	27	392	21	16	20	419
	Total	1,608	1,124	1,084	3,316	465	456	3,937	354	243	337	3,847

WESTBOUND



EASTBOUND

WSP

		Existing											
AM	Cars	1,160	243	882	1,346	3,131	395	448	3,190	778	163	186	2,763
	Trucks	51	13	227	156	422	25	28	426	49	10	12	399
	Total	1,201	256	1,096	1,511	3,553	410	473	3,616	824	173	197	3,162
PM	Cars	1,004	252	1,102	1,092	2,346	378	927	2,797	528	211	224	3,087
	Trucks	72	19	348	97	536	24	34	550	34	13	14	507
	Total	1,076	271	1,450	1,189	2,882	400	961	3,345	562	224	238	3,595

ATTACHMENT A

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 AND SR-99
SUMMARY AND RECOMMENDATIONS

Location		Season	Existing Data From KOA Study								Recommendations			
			AM Peak Hour (7-8 AM)				PM Peak Hour (4-5 PM)				AM Peak Hour		PM Peak Hour	
			Cars	*Trucks*	*Total*	*% Trucks*	*Cars*	*Trucks*	*Total*	*% Trucks*	*Truck Vol.*	*Truck %*	*Truck Vol.*	*Truck %*
SR 99 / SR 58 Connectors	SR 99 NB Connector to SR 58 EB	Fall	904	156	1,060	15%	945	97	1,042	9%	156	15%	97	9%
		Spring	1,273	119	1,392	9%	1,024	99	1,123	9%				
	SR 58 WB Connector to SR 99 NB	Fall	763	277	1,040	27%	715	291	1,006	29%	277	27%	291	29%
		Spring	855	261	1,116	23%	1,514	234	1,748	13%				
	SR 99 SB Connector to SR 58 EB	Fall	719	227	946	24%	1,037	348	1,385	25%	227	24%	348	25%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
	SR 58 WB Connector to SR 99 SB	Fall	589	136	725	19%	182	12	194	6%	136	19%	12	6%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
	SR 58 EB Connector to SR 99 SB	Fall	157	12	169	7%	226	19	245	8%	12	7%	19	8%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
SR 99 Mainline	SR 99 NB Mainline s/o SR 58	Fall	6,016	831	6,847	12%	4,249	524	4,773	11%	831	12%	524	11%
		Spring	5,638	574	6,212	9%	4,399	453	4,852	9%				
	SR 99 SB Mainline s/o SR 58	Fall	2,738	716	3,454	21%	3,942	703	4,645	15%	716	21%	703	15%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
	SR 99 NB Mainline n/o SR 58	Fall	5,875	952	6,827	14%	4,019	718	4,737	15%	952	14%	718	15%
		Spring	5,220	716	5,936	12%	4,889	588	5,477	11%				
	SR 99 SB Mainline n/o SR 58	Fall	2,550	828	3,378	25%	3,679	958	4,637	21%	828	25%	958	21%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
SR 58 Mainline	SR 58 EB Mainline e/o SR 99	Fall	2,454	422	2,876	15%	2,695	498	3,193	16%	422	15%	498	16%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
	SR 58 WB Mainline e/o SR 99	Fall	2,248	468	2,716	17%	2,891	399	3,290	12%	468	17%	399	12%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
	SR 58 EB Mainline w/o SR 99	Fall	988	51	1,039	5%	939	72	1,011	7%	51	5%	72	7%
		Spring	NA	NA	NA	NA	NA	NA	NA	NA				
	SR 58 WB Mainline w/o SR 99	Fall	735	88	823	11%	1,102	34	1,136	3%	88	11%	34	3%
		Spring	1,234	115	1,349	9%	1,751	84	1,835	5%				
Rosedale I/C Ramps	SR 99 NB Off-Ramp at Rosedale	Fall	1,151	97	1,248	8%	1,484	92	1,576	6%	97	8%	92	6%
		Spring	1,090	90	1,180	8%	1,185	108	1,293	8%				
	SR 99 NB Off-Ramp at Buck Owens	Fall	497	28	525	5%	293	63	356	18%	28	5%	63	18%
		Spring	511	52	563	9%	234	42	276	15%				
	SR 99 NB On-Ramp at Buck Owens	Fall	255	42	297	14%	520	5	525	1%	42	14%	5	1%
		Spring	220	49	269	18%	387	40	427	9%				
	SR 99 SB Off-Ramp at Rosedale	Fall	209	44	253	17%	411	35	446	8%	44	17%	35	8%
		Spring	315	34	349	10%	423	32	455	7%				
	SR 99 SB On-Ramp at Rosedale (Diagonal)	Fall	383	107	490	22%	786	116	902	13%	107	22%	116	13%
		Spring	654	90	744	12%	1,030	80	1,110	7%				
	SR 99 SB On-Ramp at Rosedale (Loop)	Fall	275	103	378	27%	727	26	753	3%	103	27%	26	3%
		Spring	556	48	604	8%	843	47	890	5%				

Source: Parsons/HNTB analysis of data from KOA, Draft Report for SR-58 Origin and Destination Truck Study, January 26, 2009.

Note: Recommendations based on Fall data due to generally higher volumes as well as incomplete Spring data.

NA - Count data not available.

SR 99 / SR 58
SYSTEM INTERCHANGE RAMPS

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 / SR-99 SYSTEM INTERCHANGE RAMPS

NBR-SR 99 NB to SR 58 EB - Spring "SR-99 NB off-ramp connector to SR-58 EB"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	116	29	145		16:00-16:15	275	19	294	
6:15-6:30	147	25	172		16:15-16:30	268	27	295	
6:30-6:45	202	24	226		16:30-16:45	250	31	281	
6:45-7:00	245	30	275		16:45-17:00	231	22	253	
7:00-7:15	239	23	262		17:00-17:15	255	28	283	
7:15-7:30	315	25	340		17:15-17:30	236	17	253	
7:30-7:45	348	33	381		17:30-17:45	236	22	258	
7:45-8:00	371	38	409		17:45-18:00	252	17	269	
8:00-8:15	298	38	336		18:00-18:15	222	21	243	
8:15-8:30	269	31	300		18:15-18:30	203	16	219	
8:30-8:45	195	25	220		18:30-18:45	204	22	226	
8:45-9:00	206	25	231		18:45-19:00	190	17	207	
6:00-7:00	710	108	818	13%	16:00-17:00	1,024	99	1,123	9%
6:15-7:15	833	102	935	11%	16:15-17:15	1,004	108	1,112	10%
6:30-7:30	1,001	102	1,103	9%	16:30-17:30	972	98	1,070	9%
6:45-7:45	1,147	111	1,258	9%	16:45-17:45	958	89	1,047	9%
7:00-8:00	1,273	119	1,392	9%	17:00-18:00	979	84	1,063	8%
7:15-8:15	1,332	134	1,466	9%	17:15-18:15	946	77	1,023	8%
7:30-8:30	1,286	140	1,426	10%	17:30-18:30	913	76	989	8%
7:45-8:45	1,133	132	1,265	10%	17:45-18:45	881	76	957	8%
8:00-9:00	968	119	1,087	11%	18:00-19:00	819	76	895	8%
Total	2,951	346	3,297	10%	Total	2,822	259	3,081	8%

NBR-SR 99 NB to SR 58 EB - Fall "SR-99 NB Off-Ramp Connector SR-58"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	220	38	258		16:00-16:15	245	30	275	
6:15-6:30	281	37	318		16:15-16:30	246	22	268	
6:30-6:45	307	28	335		16:30-16:45	238	20	258	
6:45-7:00	369	43	412		16:45-17:00	216	25	241	
7:00-7:15	319	39	358		17:00-17:15	230	27	257	
7:15-7:30	228	51	279		17:15-17:30	248	22	270	
7:30-7:45	182	36	218		17:30-17:45	269	25	294	
7:45-8:00	175	30	205		17:45-18:00	265	19	284	
8:00-8:15	103	20	123		18:00-18:15	202	19	221	
8:15-8:30	120	17	137		18:15-18:30	210	17	227	
8:30-8:45	180	25	205		18:30-18:45	148	10	158	
8:45-9:00	222	47	269		18:45-19:00	184	10	194	
6:00-7:00	1,177	146	1,323	11%	16:00-17:00	945	97	1,042	9%
6:15-7:15	1,276	147	1,423	10%	16:15-17:15	930	94	1,024	9%
6:30-7:30	1,223	161	1,384	12%	16:30-17:30	932	94	1,026	9%
6:45-7:45	1,098	169	1,267	13%	16:45-17:45	963	99	1,062	9%
7:00-8:00	904	156	1,060	15%	17:00-18:00	1,012	93	1,105	8%
7:15-8:15	688	137	825	17%	17:15-18:15	984	85	1,069	8%
7:30-8:30	580	103	683	15%	17:30-18:30	946	80	1,026	8%
7:45-8:45	578	92	670	14%	17:45-18:45	825	65	890	7%
8:00-9:00	625	109	734	15%	18:00-19:00	744	56	800	7%
Total	2,706	411	3,117	13%	Total	2,701	246	2,947	8%

WBR-SR 58 WB to SR 99 NB - Spring "SR-58 off ramp connector to SR-99 NB"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	159	49	208		16:00-16:15	314	45	359	
6:15-6:30	160	58	218		16:15-16:30	545	93	638	
6:30-6:45	246	57	303		16:30-16:45	238	58	296	
6:45-7:00	209	57	266		16:45-17:00	417	38	455	
7:00-7:15	160	67	227		17:00-17:15	187	43	230	
7:15-7:30	179	57	236		17:15-17:30	298	69	367	
7:30-7:45	241	74	315		17:30-17:45	211	57	268	
7:45-8:00	275	63	338		17:45-18:00	165	42	207	
8:00-8:15	171	64	235		18:00-18:15	178	43	221	
8:15-8:30	187	59	246		18:15-18:30	145	54	199	
8:30-8:45	155	76	231		18:30-18:45	155	44	199	
8:45-9:00	157	73	230		18:45-19:00	123	54	177	
6:00-7:00	774	221	995	22%	16:00-17:00	1,514	234	1,748	13%
6:15-7:15	775	239	1,014	24%	16:15-17:15	1,387	232	1,619	14%
6:30-7:30	794	238	1,032	23%	16:30-17:30	1,140	208	1,348	15%
6:45-7:45	789	255	1,044	24%	16:45-17:45	1,113	207	1,320	16%
7:00-8:00	855	261	1,116	23%	17:00-18:00	861	211	1,072	20%
7:15-8:15	866	258	1,124	23%	17:15-18:15	852	211	1,063	20%
7:30-8:30	874	260	1,134	23%	17:30-18:30	699	196	895	22%
7:45-8:45	788	262	1,050	25%	17:45-18:45	643	183	826	22%
8:00-9:00	670	272	942	29%	18:00-19:00	601	195	796	24%
Total	2,299	754	3,053	25%	Total	2,976	640	3,616	18%

WBR-SR 58 WB to SR 99 NB - Fall "SR-99 NB n/o Stockdale Hwy SR-58 Off-Ramp Connector"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	276	48	324		16:00-16:15	124	67	191	
6:15-6:30	239	47	286		16:15-16:30	199	76	275	
6:30-6:45	237	60	297		16:30-16:45	185	69	254	
6:45-7:00	225	84	309		16:45-17:00	207	79	286	
7:00-7:15	155	56	211		17:00-17:15	214	41	255	
7:15-7:30	146	71	217		17:15-17:30	213	39	252	
7:30-7:45	217	80	297		17:30-17:45	169	41	210	
7:45-8:00	245	70	315		17:45-18:00	168	47	215	
8:00-8:15	151	87	238		18:00-18:15	147	44	191	
8:15-8:30	171	74	245		18:15-18:30	134	60	194	
8:30-8:45	122	75	197		18:30-18:45	132	39	171	
8:45-9:00	136	75	211		18:45-19:00	118	44	162	
6:00-7:00	977	239	1,216	20%	16:00-17:00	715	291	1,006	29%
6:15-7:15	856	247	1,103	22%	16:15-17:15	805	265	1,070	25%
6:30-7:30	763	271	1,034	26%	16:30-17:30	819	228	1,047	22%
6:45-7:45	743	291	1,034	28%	16:45-17:45	803	200	1,003	20%
7:00-8:00	763	277	1,040	27%	17:00-18:00	764	168	932	18%
7:15-8:15	759	308	1,067	29%	17:15-18:15	697	171	868	20%
7:30-8:30	784	311	1,095	28%	17:30-18:30	618	192	810	24%
7:45-8:45	689	306	995	31%	17:45-18:45	581	190	771	25%
8:00-9:00	580	311	891	35%	18:00-19:00	531	187	718	26%
Total	2,320	827	3,147	26%	Total	2,010	646	2,656	24%

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 / SR-99 SYSTEM INTERCHANGE RAMPS

SBL-SR 99 SB to SR 58 EB - Spring "NA"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

SBL-SR 99 SB to SR 58 EB - Fall "SR-99 SB Off-Ramp SR-58 EB"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	102	39	141		16:00-16:15	287	97	384	
6:15-6:30	119	44	163		16:15-16:30	239	92	331	
6:30-6:45	116	69	185		16:30-16:45	262	72	334	
6:45-7:00	184	58	242		16:45-17:00	249	87	336	
7:00-7:15	155	52	207		17:00-17:15	186	66	252	
7:15-7:30	190	50	240		17:15-17:30	242	72	314	
7:30-7:45	162	64	226		17:30-17:45	182	77	259	
7:45-8:00	212	61	273		17:45-18:00	187	70	257	
8:00-8:15	158	63	221		18:00-18:15	154	84	238	
8:15-8:30	136	67	203		18:15-18:30	123	88	211	
8:30-8:45	136	67	203		18:30-18:45	121	85	206	
8:45-9:00	138	73	211		18:45-19:00	111	74	185	
6:00-7:00	521	210	731	29%	16:00-17:00	1,037	348	1,385	25%
6:15-7:15	574	223	797	28%	16:15-17:15	936	317	1,253	25%
6:30-7:30	645	229	874	26%	16:30-17:30	939	297	1,236	24%
6:45-7:45	691	224	915	24%	16:45-17:45	859	302	1,161	26%
7:00-8:00	719	227	946	24%	17:00-18:00	797	285	1,082	26%
7:15-8:15	722	238	960	25%	17:15-18:15	765	303	1,068	28%
7:30-8:30	668	255	923	28%	17:30-18:30	646	319	965	33%
7:45-8:45	642	258	900	29%	17:45-18:45	585	327	912	36%
8:00-9:00	568	270	838	32%	18:00-19:00	509	331	840	39%
Total	1,808	707	2,515	28%	Total	2,343	964	3,307	29%

WBL-SR 58 WB to SR 99 SB - Spring "NA"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

WBL-SR 58 WB to SR 99 SB - Fall "SR-99 SB SR-58 WB Off-Ramp"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	185	33	218		16:00-16:15	271	16	287	
6:15-6:30	162	37	199		16:15-16:30	260	25	285	
6:30-6:45	157	39	196		16:30-16:45	272	15	287	
6:45-7:00	145	52	197		16:45-17:00	271	18	289	
7:00-7:15	138	25	163		17:00-17:15	271	28	299	
7:15-7:30	149	20	169		17:15-17:30	319	11	330	
7:30-7:45	216	32	248		17:30-17:45	321	26	347	
7:45-8:00	247	26	273		17:45-18:00	268	18	286	
8:00-8:15	163	22	185		18:00-18:15	205	7	212	
8:15-8:30	161	28	189		18:15-18:30	211	19	230	
8:30-8:45	151	20	171		18:30-18:45	182	12	194	
8:45-9:00	147	22	169		18:45-19:00	45	5	50	
6:00-7:00	649	161	810	20%	16:00-17:00	1,074	74	1,148	6%
6:15-7:15	602	153	755	20%	16:15-17:15	1,074	86	1,160	7%
6:30-7:30	589	136	725	19%	16:30-17:30	1,133	72	1,205	6%
6:45-7:45	648	129	777	17%	16:45-17:45	1,182	83	1,265	7%
7:00-8:00	750	103	853	12%	17:00-18:00	1,179	83	1,262	7%
7:15-8:15	775	100	875	11%	17:15-18:15	1,113	62	1,175	5%
7:30-8:30	787	108	895	12%	17:30-18:30	1,005	70	1,075	7%
7:45-8:45	722	96	818	12%	17:45-18:45	866	56	922	6%
8:00-9:00	622	92	714	13%	18:00-19:00	643	43	686	6%
Total	2,021	356	2,377	15%	Total	2,896	200	3,096	6%

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 / SR-99 SYSTEM INTERCHANGE RAMPS

NBT-SR 99 NB- Spring "SR-99 NB n/o Stockdale Hwy"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	494	90	584		16:00-16:15	884	90	974	
6:15-6:30	393	65	458		16:15-16:30	797	88	885	
6:30-6:45	1,077	143	1,220		16:30-16:45	870	75	945	
6:45-7:00	684	200	884		16:45-17:00	824	101	925	
7:00-7:15	910	97	1,007		17:00-17:15	905	107	1,012	
7:15-7:30	1,044	116	1,160		17:15-17:30	792	74	866	
7:30-7:45	1,129	102	1,231		17:30-17:45	818	104	922	
7:45-8:00	1,282	140	1,422		17:45-18:00	739	89	828	
8:00-8:15	869	135	1,004		18:00-18:15	733	85	818	
8:15-8:30	839	145	984		18:15-18:30	674	96	770	
8:30-8:45	715	98	813		18:30-18:45	598	83	681	
8:45-9:00	711	98	809		18:45-19:00	608	85	693	
6:00-7:00	2,648	498	3,146	16%	16:00-17:00	3,375	354	3,729	9%
6:15-7:15	3,064	505	3,569	14%	16:15-17:15	3,396	371	3,767	10%
6:30-7:30	3,715	556	4,271	13%	16:30-17:30	3,391	357	3,748	10%
6:45-7:45	3,767	515	4,282	12%	16:45-17:45	3,339	386	3,725	10%
7:00-8:00	4,365	455	4,820	9%	17:00-18:00	3,254	374	3,628	10%
7:15-8:15	4,324	493	4,817	10%	17:15-18:15	3,082	352	3,434	10%
7:30-8:30	4,119	522	4,641	11%	17:30-18:30	2,964	374	3,338	11%
7:45-8:45	3,705	518	4,223	12%	17:45-18:45	2,744	353	3,097	11%
8:00-9:00	3,134	476	3,610	13%	18:00-19:00	2,613	349	2,962	12%
Total	10,147	1,429	11,576	12%	Total	9,242	1,077	10,319	10%

NBT-SR 99 NB - Fall "SR-99 NB n/o Stockdale Hwy"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	976	176	1,152		16:00-16:15	835	102	937	
6:15-6:30	957	188	1,145		16:15-16:30	774	100	874	
6:30-6:45	1,020	178	1,198		16:30-16:45	843	125	968	
6:45-7:00	1,270	212	1,482		16:45-17:00	852	100	952	
7:00-7:15	989	170	1,159		17:00-17:15	833	71	904	
7:15-7:30	1,226	176	1,402		17:15-17:30	855	103	958	
7:30-7:45	1,418	147	1,565		17:30-17:45	897	103	1,000	
7:45-8:00	1,479	182	1,661		17:45-18:00	880	110	990	
8:00-8:15	1,057	183	1,240		18:00-18:15	742	74	816	
8:15-8:30	1,001	161	1,162		18:15-18:30	703	70	773	
8:30-8:45	901	156	1,057		18:30-18:45	692	69	761	
8:45-9:00	836	177	1,013		18:45-19:00	655	46	701	
6:00-7:00	4,223	754	4,977	15%	16:00-17:00	3,304	427	3,731	11%
6:15-7:15	4,236	748	4,984	15%	16:15-17:15	3,302	396	3,698	11%
6:30-7:30	4,505	736	5,241	14%	16:30-17:30	3,383	399	3,782	11%
6:45-7:45	4,903	705	5,608	13%	16:45-17:45	3,437	377	3,814	10%
7:00-8:00	5,112	675	5,787	12%	17:00-18:00	3,465	387	3,852	10%
7:15-8:15	5,180	688	5,868	12%	17:15-18:15	3,374	390	3,764	10%
7:30-8:30	4,955	673	5,628	12%	17:30-18:30	3,222	357	3,579	10%
7:45-8:45	4,438	682	5,120	13%	17:45-18:45	3,017	323	3,340	10%
8:00-9:00	3,795	677	4,472	15%	18:00-19:00	2,792	259	3,051	8%
Total	13,130	2,106	15,236	14%	Total	9,561	1,073	10,634	10%

SBT-SR 99 - Spring "SR-99 n/o Stockdale Hwy"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	308	76	384		16:00-16:15	905	117	1,022	
6:15-6:30	266	65	331		16:15-16:30	923	126	1,049	
6:30-6:45	364	96	460		16:30-16:45	917	114	1,031	
6:45-7:00	364	91	455		16:45-17:00	945	137	1,082	
7:00-7:15	363	68	431		17:00-17:15	1,044	132	1,176	
7:15-7:30	421	97	518		17:15-17:30	926	142	1,068	
7:30-7:45	453	102	555		17:30-17:45	743	127	870	
7:45-8:00	383	80	463		17:45-18:00	521	85	606	
8:00-8:15	573	98	671		18:00-18:15	690	100	790	
8:15-8:30	528	128	656		18:15-18:30	574	107	681	
8:30-8:45	589	123	712		18:30-18:45	636	93	729	
8:45-9:00	453	84	537		18:45-19:00	516	83	599	
6:00-7:00	1,302	328	1,630	20%	16:00-17:00	3,690	494	4,184	12%
6:15-7:15	1,357	320	1,677	19%	16:15-17:15	3,829	509	4,338	12%
6:30-7:30	1,512	352	1,864	19%	16:30-17:30	3,832	525	4,357	12%
6:45-7:45	1,601	358	1,959	18%	16:45-17:45	3,658	538	4,196	13%
7:00-8:00	1,620	347	1,967	18%	17:00-18:00	3,234	486	3,720	13%
7:15-8:15	1,830	377	2,207	17%	17:15-18:15	2,880	454	3,334	14%
7:30-8:30	1,937	408	2,345	17%	17:30-18:30	2,528	419	2,947	14%
7:45-8:45	2,073	429	2,502	17%	17:45-18:45	2,421	385	2,806	14%
8:00-9:00	2,143	433	2,576	17%	18:00-19:00	2,416	383	2,799	14%
Total	5,065	1,108	6,173	18%	Total	9,340	1,363	10,703	13%

SBT- SR 99 - Fall "SR-99 SB n/o Stockdale Hwy"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	219	132	351		16:00-16:15	713	151	864	
6:15-6:30	275	143	418		16:15-16:30	624	158	782	
6:30-6:45	320	117	437		16:30-16:45	630	166	796	
6:45-7:00	367	132	499		16:45-17:00	675	135	810	
7:00-7:15	395	138	533		17:00-17:15	801	115	916	
7:15-7:30	430	152	582		17:15-17:30	729	122	851	
7:30-7:45	502	162	664		17:30-17:45	601	127	728	
7:45-8:00	504	149	653		17:45-18:00	561	149	710	
8:00-8:15	458	185	643		18:00-18:15	538	133	671	
8:15-8:30	469	167	636		18:15-18:30	502	122	624	
8:30-8:45	407	165	572		18:30-18:45	472	118	590	
8:45-9:00	414	132	546		18:45-19:00	355	89	444	
6:00-7:00	1,181	524	1,705	31%	16:00-17:00	2,642	610	3,252	19%
6:15-7:15	1,357	530	1,887	28%	16:15-17:15	2,730	574	3,304	17%
6:30-7:30	1,512	539	2,051	26%	16:30-17:30	2,835	538	3,373	16%
6:45-7:45	1,694	584	2,278	26%	16:45-17:45	2,806	499	3,305	15%
7:00-8:00	1,831	601	2,432	25%	17:00-18:00	2,692	513	3,205	16%
7:15-8:15	1,894	648	2,542	25%	17:15-18:15	2,429	531	2,960	18%
7:30-8:30	1,933	663	2,596	26%	17:30-18:30	2,202	531	2,733	19%
7:45-8:45	1,838	666	2,504	27%	17:45-18:45	2,073	522	2,595	20%
8:00-9:00	1,748	649	2,397	27%	18:00-19:00	1,867	462	2,329	20%
Total	4,760	1,774	6,534	27%	Total	7,201	1,585	8,786	18%

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 / SR-99 SYSTEM INTERCHANGE RAMPS

WBT- SR 58 WB - Spring "SR-58 WB w/o SR-99"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	177	19	196		16:00-16:15	468	15	483	
6:15-6:30	195	20	215		16:15-16:30	425	15	440	
6:30-6:45	252	29	281		16:30-16:45	441	32	473	
6:45-7:00	297	19	316		16:45-17:00	417	22	439	
7:00-7:15	270	32	302		17:00-17:15	488	21	509	
7:15-7:30	297	25	322		17:15-17:30	459	25	484	
7:30-7:45	218	19	237		17:30-17:45	441	8	449	
7:45-8:00	449	39	488		17:45-18:00	426	10	436	
8:00-8:15	324	28	352		18:00-18:15	387	20	407	
8:15-8:30	341	27	368		18:15-18:30	307	7	314	
8:30-8:45	309	38	347		18:30-18:45	291	7	298	
8:45-9:00	312	24	336		18:45-19:00	298	26	324	
6:00-7:00	921	87	1,008	9%	16:00-17:00	1,751	84	1,835	5%
6:15-7:15	1,014	100	1,114	9%	16:15-17:15	1,771	90	1,861	5%
6:30-7:30	1,116	105	1,221	9%	16:30-17:30	1,805	100	1,905	5%
6:45-7:45	1,082	95	1,177	8%	16:45-17:45	1,805	76	1,881	4%
7:00-8:00	1,234	115	1,349	9%	17:00-18:00	1,814	64	1,878	3%
7:15-8:15	1,288	111	1,399	8%	17:15-18:15	1,713	63	1,776	4%
7:30-8:30	1,332	113	1,445	8%	17:30-18:30	1,581	45	1,606	3%
7:45-8:45	1,423	132	1,555	8%	17:45-18:45	1,411	44	1,455	3%
8:00-9:00	1,286	117	1,403	8%	18:00-19:00	1,283	60	1,343	4%
Total	3,441	319	3,760	8%	Total	4,848	208	5,056	4%

WBT - SR 58 WB - Fall "SR-58 WB w/o SR-99"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	73	11	84		16:00-16:15	294	3	297	
6:15-6:30	69	11	80		16:15-16:30	233	17	250	
6:30-6:45	107	17	124		16:30-16:45	285	7	292	
6:45-7:00	131	26	157		16:45-17:00	290	7	297	
7:00-7:15	110	17	127		17:00-17:15	288	11	299	
7:15-7:30	166	35	201		17:15-17:30	297	9	306	
7:30-7:45	200	22	222		17:30-17:45	225	2	227	
7:45-8:00	259	14	273		17:45-18:00	254	6	260	
8:00-8:15	241	14	255		18:00-18:15	194	9	203	
8:15-8:30	183	20	203		18:15-18:30	165	2	167	
8:30-8:45	182	15	197		18:30-18:45	122	6	128	
8:45-9:00	182	8	190		18:45-19:00	129	6	135	
6:00-7:00	380	65	445	15%	16:00-17:00	1,102	34	1,136	3%
6:15-7:15	417	71	488	15%	16:15-17:15	1,096	42	1,138	4%
6:30-7:30	514	95	609	16%	16:30-17:30	1,160	34	1,194	3%
6:45-7:45	607	100	707	14%	16:45-17:45	1,100	29	1,129	3%
7:00-8:00	735	88	823	11%	17:00-18:00	1,064	28	1,092	3%
7:15-8:15	866	85	951	9%	17:15-18:15	970	26	996	3%
7:30-8:30	883	70	953	7%	17:30-18:30	838	19	857	2%
7:45-8:45	865	63	928	7%	17:45-18:45	735	23	758	3%
8:00-9:00	788	57	845	7%	18:00-19:00	610	23	633	4%
Total	1,903	210	2,113	10%	Total	2,776	85	2,861	3%

EBT-SR 58 EB - Spring "SR-58 EB w/o SR-99"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	80	9	89		16:00-16:15	220	8	228	
6:15-6:30	90	6	96		16:15-16:30	216	6	222	
6:30-6:45	150	8	158		16:30-16:45	240	9	249	
6:45-7:00	185	11	196		16:45-17:00	184	12	196	
7:00-7:15	181	9	190		17:00-17:15	244	9	253	
7:15-7:30	182	7	189		17:15-17:30	242	10	252	
7:30-7:45	210	12	222		17:30-17:45	257	7	264	
7:45-8:00	252	17	269		17:45-18:00	251	8	259	
8:00-8:15	172	17	189		18:00-18:15	200	10	210	
8:15-8:30	133	10	143		18:15-18:30	169	5	174	
8:30-8:45	115	6	121		18:30-18:45	193	10	203	
8:45-9:00	154	11	165		18:45-19:00	148	5	153	
6:00-7:00	505	34	539	6%	16:00-17:00	860	35	895	4%
6:15-7:15	606	34	640	5%	16:15-17:15	884	36	920	4%
6:30-7:30	698	35	733	5%	16:30-17:30	910	40	950	4%
6:45-7:45	758	39	797	5%	16:45-17:45	927	38	965	4%
7:00-8:00	825	45	870	5%	17:00-18:00	994	34	1,028	3%
7:15-8:15	816	53	869	6%	17:15-18:15	950	35	985	4%
7:30-8:30	767	56	823	7%	17:30-18:30	877	30	907	3%
7:45-8:45	672	50	722	7%	17:45-18:45	813	33	846	4%
8:00-9:00	574	44	618	7%	18:00-19:00	710	30	740	4%
Total	1,904	123	2,027	6%	Total	2,564	99	2,663	4%

EBT -SR 58 EB - Fall "SR-58 EB w/o SR-99"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	57	11	68		16:00-16:15	170	20	190	
6:15-6:30	79	6	85		16:15-16:30	163	9	172	
6:30-6:45	103	10	113		16:30-16:45	185	9	194	
6:45-7:00	173	8	181		16:45-17:00	195	15	210	
7:00-7:15	159	5	164		17:00-17:15	185	11	196	
7:15-7:30	219	10	229		17:15-17:30	236	7	243	
7:30-7:45	223	12	235		17:30-17:45	215	8	223	
7:45-8:00	230	12	242		17:45-18:00	176	12	188	
8:00-8:15	184	19	203		18:00-18:15	171	14	185	
8:15-8:30	138	11	149		18:15-18:30	140	3	143	
8:30-8:45	112	19	131		18:30-18:45	174	3	177	
8:45-9:00	107	9	116		18:45-19:00	184	2	186	
6:00-7:00	412	35	447	8%	16:00-17:00	713	53	766	7%
6:15-7:15	514	29	543	5%	16:15-17:15	728	44	772	6%
6:30-7:30	654	33	687	5%	16:30-17:30	801	42	843	5%
6:45-7:45	774	35	809	4%	16:45-17:45	831	41	872	5%
7:00-8:00	831	39	870	4%	17:00-18:00	812	38	850	4%
7:15-8:15	856	53	909	6%	17:15-18:15	798	41	839	5%
7:30-8:30	775	54	829	7%	17:30-18:30	702	37	739	5%
7:45-8:45	664	61	725	8%	17:45-18:45	661	32	693	5%
8:00-9:00	541	58	599	10%	18:00-19:00	669	22	691	3%
Total	1,784	132	1,916	7%	Total	2,194	113	2,307	5%

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 / SR-99 SYSTEM INTERCHANGE RAMPS

EBR - SR 58 EB to SR 99 SB - Spring "NA"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

EBR- SR 58 EB to SR 99 SB - Fall "SR-99 SB SR-58 EB Off-Ramp"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	20	1	21		16:00-16:15	54	4	58	
6:15-6:30	25	3	28		16:15-16:30	47	3	50	
6:30-6:45	21	2	23		16:30-16:45	62	4	66	
6:45-7:00	30	0	30		16:45-17:00	63	8	71	
7:00-7:15	27	4	31		17:00-17:15	63	5	68	
7:15-7:30	41	3	44		17:15-17:30	65	1	66	
7:30-7:45	45	2	47		17:30-17:45	71	1	72	
7:45-8:00	44	3	47		17:45-18:00	70	4	74	
8:00-8:15	29	3	32		18:00-18:15	65	1	66	
8:15-8:30	30	8	38		18:15-18:30	60	2	62	
8:30-8:45	30	6	36		18:30-18:45	60	0	60	
8:45-9:00	27	7	34		18:45-19:00	37	1	38	
6:00-7:00	96	6	102	6%	16:00-17:00	226	19	245	8%
6:15-7:15	103	9	112	8%	16:15-17:15	235	20	255	8%
6:30-7:30	119	9	128	7%	16:30-17:30	253	18	271	7%
6:45-7:45	143	9	152	6%	16:45-17:45	262	15	277	5%
7:00-8:00	157	12	169	7%	17:00-18:00	269	11	280	4%
7:15-8:15	159	11	170	6%	17:15-18:15	271	7	278	3%
7:30-8:30	148	16	164	10%	17:30-18:30	266	8	274	3%
7:45-8:45	133	20	153	13%	17:45-18:45	255	7	262	3%
8:00-9:00	116	24	140	17%	18:00-19:00	222	4	226	2%
Total	369	42	411	10%	Total	717	34	751	5%

Source: Parsons/HNTB analysis of data from KOA, Draft Report for SR-58 Origin and Destination Truck Study, January 26, 2009.

Notes:

AM Peak Period: 6:00-9:00 AM

PM Peak Period: 4:00-7:00 PM

Legend:

NBR-**SR 99 NB to SR 58 EB - Spring "SR-99 NB off-ramp connector to SR-58 EB"**

NBR - Equivalent movement assuming I/C is an intersection.

SR 99 NB to SR 58 EB - Ramp

Spring - Data set. Note: Data set includes Spring and Fall data.

"SR-99 NB off-ramp connector to SR-58 EB" - Location label in data set. Note: Location not consistently used in Spring and Fall data sets.

"NA" - Not Available

SR 99 MAINLINE

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-99 MAINLINE

SR 99 NB North of SR 58 - Spring "NBT+WBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	653	139	792		16:00-16:15	1,198	135	1,333	
6:15-6:30	553	123	676		16:15-16:30	1,342	181	1,523	
6:30-6:45	1,323	200	1,523		16:30-16:45	1,108	133	1,241	
6:45-7:00	893	257	1,150		16:45-17:00	1,241	139	1,380	
7:00-7:15	1,070	164	1,234		17:00-17:15	1,092	150	1,242	
7:15-7:30	1,223	173	1,396		17:15-17:30	1,090	143	1,233	
7:30-7:45	1,370	176	1,546		17:30-17:45	1,029	161	1,190	
7:45-8:00	1,557	203	1,760		17:45-18:00	904	131	1,035	
8:00-8:15	1,040	199	1,239		18:00-18:15	911	128	1,039	
8:15-8:30	1,026	204	1,230		18:15-18:30	819	150	969	
8:30-8:45	870	174	1,044		18:30-18:45	753	127	880	
8:45-9:00	868	171	1,039		18:45-19:00	731	139	870	
6:00-7:00	3,422	719	4,141	17%	16:00-17:00	4,889	588	5,477	11%
6:15-7:15	3,839	744	4,583	16%	16:15-17:15	4,783	603	5,386	11%
6:30-7:30	4,509	794	5,303	15%	16:30-17:30	4,531	565	5,096	11%
6:45-7:45	4,556	770	5,326	14%	16:45-17:45	4,452	593	5,045	12%
7:00-8:00	5,220	716	5,936	12%	17:00-18:00	4,115	585	4,700	12%
7:15-8:15	5,190	751	5,941	13%	17:15-18:15	3,934	563	4,497	13%
7:30-8:30	4,993	782	5,775	14%	17:30-18:30	3,663	570	4,233	13%
7:45-8:45	4,493	780	5,273	15%	17:45-18:45	3,387	536	3,923	14%
8:00-9:00	3,804	748	4,552	16%	18:00-19:00	3,214	544	3,758	14%
Total	12,446	2,183	14,629	15%	Total	12,218	1,717	13,935	12%

SR 99 NB North of SR 58 - Fall "NBT+WBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	1,252	224	1,476		16:00-16:15	959	169	1,128	
6:15-6:30	1,196	235	1,431		16:15-16:30	973	176	1,149	
6:30-6:45	1,257	238	1,495		16:30-16:45	1,028	194	1,222	
6:45-7:00	1,495	296	1,791		16:45-17:00	1,059	179	1,238	
7:00-7:15	1,144	226	1,370		17:00-17:15	1,047	112	1,159	
7:15-7:30	1,372	247	1,619		17:15-17:30	1,068	142	1,210	
7:30-7:45	1,635	227	1,862		17:30-17:45	1,066	144	1,210	
7:45-8:00	1,724	252	1,976		17:45-18:00	1,048	157	1,205	
8:00-8:15	1,208	270	1,478		18:00-18:15	889	118	1,007	
8:15-8:30	1,172	235	1,407		18:15-18:30	837	130	967	
8:30-8:45	1,023	231	1,254		18:30-18:45	824	108	932	
8:45-9:00	972	252	1,224		18:45-19:00	773	90	863	
6:00-7:00	5,200	993	6,193	16%	16:00-17:00	4,019	718	4,737	15%
6:15-7:15	5,092	995	6,087	16%	16:15-17:15	4,107	661	4,768	14%
6:30-7:30	5,268	1,007	6,275	16%	16:30-17:30	4,202	627	4,829	13%
6:45-7:45	5,646	996	6,642	15%	16:45-17:45	4,240	577	4,817	12%
7:00-8:00	5,875	952	6,827	14%	17:00-18:00	4,229	555	4,784	12%
7:15-8:15	5,939	998	6,935	14%	17:15-18:15	4,071	561	4,632	12%
7:30-8:30	5,739	984	6,723	15%	17:30-18:30	3,840	549	4,389	13%
7:45-8:45	5,127	988	6,115	16%	17:45-18:45	3,598	513	4,111	12%
8:00-9:00	4,375	988	5,363	18%	18:00-19:00	3,323	446	3,769	12%
Total	15,450	2,933	18,383	16%	Total	11,571	1,719	13,290	13%

SR 99 NB South of SR 58 - Spring "NBT+NBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	610	119	729		16:00-16:15	1,159	109	1,268	
6:15-6:30	540	90	630		16:15-16:30	1,065	115	1,180	
6:30-6:45	1,279	167	1,446		16:30-16:45	1,120	106	1,226	
6:45-7:00	929	230	1,159		16:45-17:00	1,055	123	1,178	
7:00-7:15	1,149	120	1,289		17:00-17:15	1,160	135	1,295	
7:15-7:30	1,359	141	1,500		17:15-17:30	1,028	91	1,119	
7:30-7:45	1,477	135	1,612		17:30-17:45	1,054	126	1,180	
7:45-8:00	1,653	178	1,831		17:45-18:00	991	106	1,097	
8:00-8:15	1,167	173	1,340		18:00-18:15	955	106	1,061	
8:15-8:30	1,108	176	1,284		18:15-18:30	877	112	989	
8:30-8:45	910	123	1,033		18:30-18:45	802	105	907	
8:45-9:00	917	123	1,040		18:45-19:00	798	102	900	
6:00-7:00	3,358	606	3,964	15%	16:00-17:00	4,399	453	4,852	9%
6:15-7:15	3,897	607	4,504	13%	16:15-17:15	4,400	479	4,879	10%
6:30-7:30	4,716	658	5,374	12%	16:30-17:30	4,363	455	4,818	9%
6:45-7:45	4,914	626	5,540	11%	16:45-17:45	4,297	475	4,772	10%
7:00-8:00	5,638	574	6,212	9%	17:00-18:00	4,233	458	4,691	10%
7:15-8:15	5,656	627	6,283	10%	17:15-18:15	4,028	429	4,457	10%
7:30-8:30	5,405	862	6,067	11%	17:30-18:30	3,877	450	4,327	10%
7:45-8:45	4,838	650	5,488	12%	17:45-18:45	3,625	429	4,054	11%
8:00-9:00	4,102	595	4,697	13%	18:00-19:00	3,432	425	3,857	11%
Total	13,098	1,775	14,873	12%	Total	12,064	1,336	13,400	10%

SR 99 NB South of SR 58 - Fall "NBT+NBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	1,196	214	1,410		16:00-16:15	1,080	132	1,212	
6:15-6:30	1,238	225	1,463		16:15-16:30	1,020	122	1,142	
6:30-6:45	1,327	206	1,533		16:30-16:45	1,081	145	1,226	
6:45-7:00	1,639	255	1,894		16:45-17:00	1,068	125	1,193	
7:00-7:15	1,308	209	1,517		17:00-17:15	1,063	98	1,161	
7:15-7:30	1,454	227	1,681		17:15-17:30	1,103	125	1,228	
7:30-7:45	1,600	183	1,783		17:30-17:45	1,166	128	1,294	
7:45-8:00	1,654	212	1,866		17:45-18:00	1,145	129	1,274	
8:00-8:15	1,160	203	1,363		18:00-18:15	944	93	1,037	
8:15-8:30	1,121	178	1,299		18:15-18:30	913	87	1,000	
8:30-8:45	1,081	181	1,262		18:30-18:45	840	79	919	
8:45-9:00	1,058	224	1,282		18:45-19:00	839	56	895	
6:00-7:00	5,400	900	6,300	14%	16:00-17:00	4,249	524	4,773	11%
6:15-7:15	5,512	895	6,407	14%	16:15-17:15	4,232	490	4,722	10%
6:30-7:30	5,728	897	6,625	14%	16:30-17:30	4,315	493	4,808	10%
6:45-7:45	6,001	874	6,875	13%	16:45-17:45	4,400	476	4,876	10%
7:00-8:00	6,016	831	6,847	12%	17:00-18:00	4,477	480	4,957	10%
7:15-8:15	5,868	825	6,693	12%	17:15-18:15	4,358	475	4,833	10%
7:30-8:30	5,535	776	6,311	12%	17:30-18:30	4,168	437	4,605	9%
7:45-8:45	5,016	774	5,790	13%	17:45-18:45	3,842	388	4,230	9%
8:00-9:00	4,420	786	5,206	15%	18:00-19:00	3,536	315	3,851	8%
Total	15,836	2,517	18,353	14%	Total	12,262	1,319	13,581	10%

Source: Parsons/HNTB analysis of data from KOA, Draft Report for SR-58 Origin and Destination Truck Study, January 26, 2009.

Note: NA or #VALUE! Indicates data not available.

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-99 MAINLINE

SR 99 SB North of SR 58 - Spring "SBT+SBL"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	1,192	214	1,406	
6:15-6:30	NA	NA	NA		16:15-16:30	1,162	218	1,380	
6:30-6:45	NA	NA	NA		16:30-16:45	1,179	186	1,365	
6:45-7:00	NA	NA	NA		16:45-17:00	1,194	224	1,418	
7:00-7:15	NA	NA	NA		17:00-17:15	1,230	198	1,428	
7:15-7:30	NA	NA	NA		17:15-17:30	1,168	214	1,382	
7:30-7:45	NA	NA	NA		17:30-17:45	925	204	1,129	
7:45-8:00	NA	NA	NA		17:45-18:00	708	155	863	
8:00-8:15	NA	NA	NA		18:00-18:15	844	184	1,028	
8:15-8:30	NA	NA	NA		18:15-18:30	697	195	892	
8:30-8:45	NA	NA	NA		18:30-18:45	757	178	935	
8:45-9:00	NA	NA	NA		18:45-19:00	627	157	784	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	4,727	842	5,569	15%
6:15-7:15	NA	NA	NA	NA	16:15-17:15	4,765	826	5,591	15%
6:30-7:30	NA	NA	NA	NA	16:30-17:30	4,771	822	5,593	15%
8:45-7:45	NA	NA	NA	NA	16:45-17:45	4,517	840	5,357	16%
7:00-8:00	NA	NA	NA	NA	17:00-18:00	4,031	771	4,802	16%
7:15-8:15	NA	NA	NA	NA	17:15-18:15	3,645	757	4,402	17%
7:30-8:30	NA	NA	NA	NA	17:30-18:30	3,174	738	3,912	19%
7:45-8:45	NA	NA	NA	NA	17:45-18:45	3,006	712	3,718	19%
8:00-9:00	NA	NA	NA	NA	18:00-19:00	2,925	714	3,639	20%
Total	NA	NA	NA	NA	Total	11,683	2,327	14,010	17%

SR 99 SB North of SR 58 - Fall "SBT+SBL"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	321	171	492		16:00-16:15	1,000	248	1,248	
6:15-6:30	394	187	581		16:15-16:30	863	250	1,113	
6:30-6:45	436	186	622		16:30-16:45	892	238	1,130	
6:45-7:00	551	190	741		16:45-17:00	924	222	1,146	
7:00-7:15	550	190	740		17:00-17:15	987	181	1,168	
7:15-7:30	620	202	822		17:15-17:30	971	194	1,165	
7:30-7:45	664	226	890		17:30-17:45	783	204	987	
7:45-8:00	716	210	926		17:45-18:00	748	219	967	
8:00-8:15	616	248	864		18:00-18:15	692	217	909	
8:15-8:30	605	234	839		18:15-18:30	625	210	835	
8:30-8:45	543	232	775		18:30-18:45	593	203	796	
8:45-9:00	552	205	757		18:45-19:00	466	163	629	
6:00-7:00	1,702	734	2,436	30%	16:00-17:00	3,679	958	4,637	21%
6:15-7:15	1,931	753	2,684	28%	16:15-17:15	3,666	891	4,557	20%
6:30-7:30	2,157	768	2,925	26%	16:30-17:30	3,774	835	4,609	18%
6:45-7:45	2,385	808	3,193	25%	16:45-17:45	3,665	801	4,466	18%
7:00-8:00	2,550	828	3,378	25%	17:00-18:00	3,489	798	4,287	19%
7:15-8:15	2,616	886	3,502	25%	17:15-18:15	3,194	834	4,028	21%
7:30-8:30	2,601	918	3,519	26%	17:30-18:30	2,848	850	3,698	23%
7:45-8:45	2,480	924	3,404	27%	17:45-18:45	2,658	849	3,507	24%
8:00-9:00	2,316	919	3,235	28%	18:00-19:00	2,376	793	3,169	25%
Total	6,568	2,481	9,049	27%	Total	9,544	2,549	12,093	21%

SR 99 SB South of SR 58 - Spring "SBT+EBR+WBL"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

SR 99 SB South of SR 58 - Fall "SBT+EBR+WBL"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	424	166	590		16:00-18:15	1,038	171	1,209	
6:15-6:30	462	183	645		16:15-16:30	931	186	1,117	
6:30-6:45	498	158	656		16:30-16:45	964	185	1,149	
6:45-7:00	542	184	726		16:45-17:00	1,009	161	1,170	
7:00-7:15	580	167	727		17:00-17:15	1,135	148	1,283	
7:15-7:30	620	175	795		17:15-17:30	1,113	134	1,247	
7:30-7:45	763	196	959		17:30-17:45	993	154	1,147	
7:45-8:00	795	178	973		17:45-18:00	899	171	1,070	
8:00-8:15	650	210	860		18:00-18:15	808	141	949	
8:15-8:30	660	203	863		18:15-18:30	773	143	916	
8:30-8:45	588	191	779		18:30-18:45	714	130	844	
8:45-9:00	588	161	749		18:45-19:00	437	95	532	
6:00-7:00	1,926	691	2,617	26%	16:00-17:00	3,942	703	4,645	15%
6:15-7:15	2,062	692	2,754	25%	16:15-17:15	4,039	680	4,719	14%
6:30-7:30	2,220	684	2,904	24%	18:30-17:30	4,221	628	4,849	13%
6:45-7:45	2,485	722	3,207	23%	16:45-17:45	4,250	597	4,847	12%
7:00-8:00	2,738	716	3,454	21%	17:00-18:00	4,140	607	4,747	13%
7:15-8:15	2,828	759	3,587	21%	17:15-18:15	3,813	600	4,413	14%
7:30-8:30	2,868	787	3,655	22%	17:30-18:30	3,473	609	4,082	15%
7:45-8:45	2,693	782	3,475	23%	17:45-18:45	3,194	585	3,779	15%
8:00-9:00	2,486	765	3,251	24%	18:00-19:00	2,732	509	3,241	16%
Total	7,150	2,172	9,322	23%	Total	10,814	1,819	12,633	14%

SR 58 MAINLINE

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 MAINLINE

SR 58 EB East of SR 99 - Spring "EBT+NBR+SBL"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

SR 58 EB East of SR 99 - Fall "EBT+NBR+SBL"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	379	88	467		16:00-16:15	702	147	849	
6:15-6:30	479	67	566		16:15-16:30	648	123	771	
6:30-6:45	526	107	633		16:30-16:45	685	101	766	
6:45-7:00	726	109	835		16:45-17:00	660	127	787	
7:00-7:15	633	96	729		17:00-17:15	601	104	705	
7:15-7:30	637	111	748		17:15-17:30	726	101	827	
7:30-7:45	567	112	679		17:30-17:45	666	110	776	
7:45-8:00	617	103	720		17:45-18:00	628	101	729	
8:00-8:15	445	102	547		18:00-18:15	527	117	644	
8:15-8:30	394	95	489		18:15-18:30	473	108	581	
8:30-8:45	428	111	539		18:30-18:45	443	98	541	
8:45-9:00	467	129	596		18:45-19:00	479	86	565	
6:00-7:00	2,110	391	2,501	16%	16:00-17:00	2,695	498	3,193	16%
6:15-7:15	2,364	399	2,763	14%	16:15-17:15	2,594	455	3,049	15%
6:30-7:30	2,522	423	2,945	14%	16:30-17:30	2,672	433	3,105	14%
6:45-7:45	2,563	428	2,991	14%	16:45-17:45	2,653	442	3,095	14%
7:00-8:00	2,454	422	2,876	15%	17:00-18:00	2,621	416	3,037	14%
7:15-8:15	2,266	428	2,694	16%	17:15-18:15	2,547	429	2,976	14%
7:30-8:30	2,023	412	2,435	17%	17:30-18:30	2,294	436	2,730	16%
7:45-8:45	1,884	411	2,295	18%	17:45-18:45	2,071	424	2,495	17%
8:00-9:00	1,734	437	2,171	20%	18:00-19:00	1,922	409	2,331	18%
Total	6,298	1,250	7,548	17%	Total	7,238	1,323	8,561	15%

SR 58 WB East of SR 99 - Spring "WBT+WBL+WBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

SR 58 WB East of SR 99 - Fall "WBT+WBL+WBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	534	92	626		16:00-16:15	689	86	775	
6:15-6:30	470	95	565		16:15-16:30	692	118	810	
6:30-6:45	501	116	617		16:30-16:45	742	91	833	
6:45-7:00	501	162	663		16:45-17:00	768	104	872	
7:00-7:15	403	98	501		17:00-17:15	773	80	853	
7:15-7:30	461	126	587		17:15-17:30	829	59	888	
7:30-7:45	633	134	767		17:30-17:45	715	69	784	
7:45-8:00	751	110	861		17:45-18:00	690	71	761	
8:00-8:15	555	123	678		18:00-18:15	546	60	606	
8:15-8:30	515	122	637		18:15-18:30	510	81	591	
8:30-8:45	455	110	565		18:30-18:45	436	57	493	
8:45-9:00	465	105	570		18:45-19:00	292	55	347	
6:00-7:00	2,006	465	2,471	19%	16:00-17:00	2,891	399	3,290	12%
6:15-7:15	1,875	471	2,346	20%	16:15-17:15	2,975	393	3,368	12%
6:30-7:30	1,866	502	2,368	21%	16:30-17:30	3,112	334	3,446	10%
6:45-7:45	1,998	520	2,518	21%	16:45-17:45	3,085	312	3,397	9%
7:00-8:00	2,248	468	2,716	17%	17:00-18:00	3,007	279	3,286	8%
7:15-8:15	2,400	493	2,893	17%	17:15-18:15	2,780	259	3,039	9%
7:30-8:30	2,454	469	2,943	17%	17:30-18:30	2,461	281	2,742	10%
7:45-8:45	2,276	465	2,741	17%	17:45-18:45	2,182	269	2,451	11%
8:00-9:00	1,990	460	2,450	19%	18:00-19:00	1,784	253	2,037	12%
Total	6,244	1,393	7,637	18%	Total	7,682	931	8,613	11%

Source: Parsons/HNTB analysis of data from KOA, Draft Report for SR-58 Origin and Destination Truck Study, January 26, 2009.

Note: NA or #VALUE! Indicates data not available.

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT SR-58 MAINLINE

SR 58 EB West of SR 99 - Spring "EBT+EBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	NA	NA	NA		16:00-16:15	NA	NA	NA	
6:15-6:30	NA	NA	NA		16:15-16:30	NA	NA	NA	
6:30-6:45	NA	NA	NA		16:30-16:45	NA	NA	NA	
6:45-7:00	NA	NA	NA		16:45-17:00	NA	NA	NA	
7:00-7:15	NA	NA	NA		17:00-17:15	NA	NA	NA	
7:15-7:30	NA	NA	NA		17:15-17:30	NA	NA	NA	
7:30-7:45	NA	NA	NA		17:30-17:45	NA	NA	NA	
7:45-8:00	NA	NA	NA		17:45-18:00	NA	NA	NA	
8:00-8:15	NA	NA	NA		18:00-18:15	NA	NA	NA	
8:15-8:30	NA	NA	NA		18:15-18:30	NA	NA	NA	
8:30-8:45	NA	NA	NA		18:30-18:45	NA	NA	NA	
8:45-9:00	NA	NA	NA		18:45-19:00	NA	NA	NA	
6:00-7:00	NA	NA	NA	NA	16:00-17:00	NA	NA	NA	NA
6:15-7:15	NA	NA	NA	NA	16:15-17:15	NA	NA	NA	NA
6:30-7:30	NA	NA	NA	NA	16:30-17:30	NA	NA	NA	NA
6:45-7:45	NA	NA	NA	NA	16:45-17:45	NA	NA	NA	NA
7:00-8:00	NA	NA	NA	NA	17:00-18:00	NA	NA	NA	NA
7:15-8:15	NA	NA	NA	NA	17:15-18:15	NA	NA	NA	NA
7:30-8:30	NA	NA	NA	NA	17:30-18:30	NA	NA	NA	NA
7:45-8:45	NA	NA	NA	NA	17:45-18:45	NA	NA	NA	NA
8:00-9:00	NA	NA	NA	NA	18:00-19:00	NA	NA	NA	NA
Total	NA	NA	NA	NA	Total	NA	NA	NA	NA

SR 58 EB West of SR 99 - Fall "EBT+EBR"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	77	12	89		16:00-16:15	224	24	248	
6:15-6:30	104	9	113		16:15-16:30	210	12	222	
6:30-6:45	124	12	136		16:30-16:45	247	13	260	
6:45-7:00	203	8	211		16:45-17:00	258	23	281	
7:00-7:15	186	9	195		17:00-17:15	248	16	264	
7:15-7:30	260	13	273		17:15-17:30	301	8	309	
7:30-7:45	268	14	282		17:30-17:45	286	9	295	
7:45-8:00	274	15	289		17:45-18:00	246	16	262	
8:00-8:15	213	22	235		18:00-18:15	236	15	251	
8:15-8:30	168	19	187		18:15-18:30	200	5	205	
8:30-8:45	142	25	167		18:30-18:45	234	3	237	
8:45-9:00	134	16	150		18:45-19:00	221	3	224	
6:00-7:00	508	41	549	7%	16:00-17:00	939	72	1,011	7%
6:15-7:15	617	38	655	6%	16:15-17:15	963	64	1,027	6%
6:30-7:30	773	42	815	5%	16:30-17:30	1,054	60	1,114	5%
6:45-7:45	917	44	961	5%	16:45-17:45	1,093	56	1,149	5%
7:00-8:00	988	51	1,039	5%	17:00-18:00	1,081	49	1,130	4%
7:15-8:15	1,015	64	1,079	6%	17:15-18:15	1,069	48	1,117	4%
7:30-8:30	923	70	993	7%	17:30-18:30	968	45	1,013	4%
7:45-8:45	797	81	878	9%	17:45-18:45	916	39	955	4%
8:00-9:00	657	82	739	11%	18:00-19:00	891	26	917	3%
Total	2,153	174	2,327	7%	Total	2,911	147	3,058	5%

SR 58 WB West of SR 99 - Spring "WBT"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	177	19	196		16:00-16:15	468	15	483	
6:15-6:30	195	20	215		16:15-16:30	425	15	440	
6:30-6:45	252	29	281		16:30-16:45	441	32	473	
6:45-7:00	297	19	316		16:45-17:00	417	22	439	
7:00-7:15	270	32	302		17:00-17:15	488	21	509	
7:15-7:30	297	25	322		17:15-17:30	459	25	484	
7:30-7:45	218	19	237		17:30-17:45	441	8	449	
7:45-8:00	449	39	488		17:45-18:00	426	10	436	
8:00-8:15	324	28	352		18:00-18:15	387	20	407	
8:15-8:30	341	27	368		18:15-18:30	307	7	314	
8:30-8:45	309	38	347		18:30-18:45	291	7	298	
8:45-9:00	312	24	336		18:45-19:00	298	26	324	
6:00-7:00	921	87	1,008	9%	16:00-17:00	1,751	84	1,835	5%
6:15-7:15	1,014	100	1,114	9%	16:15-17:15	1,771	90	1,861	5%
6:30-7:30	1,116	105	1,221	9%	16:30-17:30	1,805	100	1,905	5%
6:45-7:45	1,082	95	1,177	8%	16:45-17:45	1,805	76	1,881	4%
7:00-8:00	1,234	115	1,349	9%	17:00-18:00	1,814	64	1,878	3%
7:15-8:15	1,288	111	1,399	8%	17:15-18:15	1,713	63	1,776	4%
7:30-8:30	1,332	113	1,445	8%	17:30-18:30	1,561	45	1,606	3%
7:45-8:45	1,423	132	1,555	8%	17:45-18:45	1,411	44	1,455	3%
8:00-9:00	1,286	117	1,403	8%	18:00-19:00	1,283	60	1,343	4%
Total	3,441	319	3,760	8%	Total	4,848	208	5,056	4%

SR 58 WB West of SR 99 - Fall "WBT"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	73	11	84		16:00-16:15	294	3	297	
6:15-6:30	69	11	80		16:15-16:30	233	17	250	
6:30-6:45	107	17	124		16:30-16:45	285	7	292	
6:45-7:00	131	26	157		16:45-17:00	290	7	297	
7:00-7:15	110	17	127		17:00-17:15	288	11	299	
7:15-7:30	166	35	201		17:15-17:30	297	9	306	
7:30-7:45	200	22	222		17:30-17:45	225	2	227	
7:45-8:00	259	14	273		17:45-18:00	254	6	260	
8:00-8:15	241	14	255		18:00-18:15	194	9	203	
8:15-8:30	183	20	203		18:15-18:30	165	2	167	
8:30-8:45	182	15	197		18:30-18:45	122	6	128	
8:45-9:00	182	8	190		18:45-19:00	129	6	135	
6:00-7:00	380	65	445	15%	16:00-17:00	1,102	34	1,136	3%
6:15-7:15	417	71	488	15%	16:15-17:15	1,096	42	1,138	4%
6:30-7:30	514	95	609	16%	16:30-17:30	1,160	34	1,194	3%
6:45-7:45	607	100	707	14%	16:45-17:45	1,100	29	1,129	3%
7:00-8:00	735	88	823	11%	17:00-18:00	1,064	28	1,092	3%
7:15-8:15	866	85	951	9%	17:15-18:15	970	26	996	3%
7:30-8:30	883	70	953	7%	17:30-18:30	838	19	857	2%
7:45-8:45	865	63	928	7%	17:45-18:45	735	23	758	3%
8:00-9:00	788	57	845	7%	18:00-19:00	610	23	633	4%
Total	1,903	210	2,113	10%	Total	2,776	85	2,861	3%

ROSEDALE INTERCHANGE RAMPS

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT ROSEDALE I/C RAMPS

SR 99 NB Off Rosedale - Spring "SR-99 NB off-ramp connector to SR-58 (NL+NR)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	146	13	159		16:00-16:15	296	26	322	
6:15-6:30	196	15	211		16:15-16:30	312	24	336	
6:30-6:45	259	16	275		16:30-16:45	300	36	336	
6:45-7:00	283	19	302		16:45-17:00	277	22	299	
7:00-7:15	208	25	233		17:00-17:15	303	30	333	
7:15-7:30	278	23	301		17:15-17:30	301	24	325	
7:30-7:45	269	24	293		17:30-17:45	314	21	335	
7:45-8:00	335	18	353		17:45-18:00	291	22	313	
8:00-8:15	258	22	280		18:00-18:15	274	19	293	
8:15-8:30	254	31	285		18:15-18:30	312	17	329	
8:30-8:45	206	25	231		18:30-18:45	205	15	220	
8:45-9:00	251	23	274		18:45-19:00	181	13	194	
6:00-7:00	884	63	947	7%	16:00-17:00	1,185	108	1,293	8%
6:15-7:15	946	75	1,021	7%	16:15-17:15	1,192	112	1,304	9%
6:30-7:30	1,028	83	1,111	7%	16:30-17:30	1,181	112	1,293	9%
8:45-7:45	1,038	91	1,129	8%	16:45-17:45	1,195	97	1,292	8%
7:00-8:00	1,090	90	1,180	8%	17:00-18:00	1,209	97	1,306	7%
7:15-8:15	1,140	87	1,227	7%	17:15-18:15	1,180	86	1,266	7%
7:30-8:30	1,118	95	1,211	8%	17:30-18:30	1,191	79	1,270	6%
7:45-8:45	1,053	96	1,149	8%	17:45-18:45	1,082	73	1,155	6%
8:00-9:00	969	101	1,070	9%	18:00-19:00	972	64	1,036	6%
Total	2,943	254	3,197	8%	Total	3,366	269	3,635	7%

SR 99 NB Off Rosedale - Fall "E/O SR-99 NB Off Ramps/Buck Owens Blvd & SR-58/Rosedale Hwy (NL

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	174	16	190		16:00-16:15	270	23	293	
6:15-6:30	226	17	243		18:15-16:30	408	22	430	
6:30-6:45	222	30	252		16:30-16:45	374	18	392	
6:45-7:00	378	25	403		16:45-17:00	432	29	461	
7:00-7:15	197	23	220		17:00-17:15	350	19	369	
7:15-7:30	245	18	263		17:15-17:30	425	19	444	
7:30-7:45	343	36	379		17:30-17:45	375	12	387	
7:45-8:00	366	20	386		17:45-18:00	405	17	422	
8:00-8:15	273	36	309		18:00-18:15	305	15	320	
8:15-8:30	258	42	300		18:15-18:30	316	16	332	
8:30-8:45	191	24	215		18:30-18:45	326	15	341	
8:45-9:00	242	39	281		18:45-19:00	225	9	234	
6:00-7:00	1,000	88	1,088	8%	16:00-17:00	1,484	92	1,576	6%
6:15-7:15	1,023	95	1,118	8%	16:15-17:15	1,564	88	1,652	5%
6:30-7:30	1,042	96	1,138	8%	16:30-17:30	1,581	85	1,666	5%
6:45-7:45	1,163	102	1,265	8%	16:45-17:45	1,582	79	1,661	5%
7:00-8:00	1,151	97	1,248	8%	17:00-18:00	1,555	67	1,622	4%
7:15-8:15	1,227	110	1,337	8%	17:15-18:15	1,510	63	1,573	4%
7:30-8:30	1,240	134	1,374	10%	17:30-18:30	1,401	60	1,461	4%
7:45-8:45	1,088	122	1,210	10%	17:45-18:45	1,352	63	1,415	4%
8:00-9:00	964	141	1,105	13%	18:00-19:00	1,172	55	1,227	4%
Total	3,115	326	3,441	9%	Total	4,211	214	4,425	5%

SR 99 SB Off - Spring "SR-99 SB Ramps & SR-58 (SL+SR)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	41	5	46		16:00-16:15	116	13	129	
6:15-6:30	51	3	54		16:15-16:30	127	9	136	
6:30-6:45	51	4	55		16:30-16:45	92	7	99	
6:45-7:00	96	9	105		16:45-17:00	88	3	91	
7:00-7:15	45	9	54		17:00-17:15	101	5	106	
7:15-7:30	63	3	66		17:15-17:30	102	8	110	
7:30-7:45	86	11	97		17:30-17:45	109	8	117	
7:45-8:00	121	11	132		17:45-18:00	87	4	91	
8:00-8:15	95	9	104		18:00-18:15	92	3	95	
8:15-8:30	100	5	105		18:15-18:30	84	5	89	
8:30-8:45	86	8	94		18:30-18:45	67	8	75	
8:45-9:00	88	9	97		18:45-19:00	81	4	85	
6:00-7:00	239	21	260	8%	16:00-17:00	423	32	455	7%
6:15-7:15	243	25	268	9%	16:15-17:15	408	24	432	6%
6:30-7:30	255	25	280	9%	16:30-17:30	383	23	406	6%
6:45-7:45	290	32	322	10%	16:45-17:45	400	24	424	6%
7:00-8:00	315	34	349	10%	17:00-18:00	399	25	424	6%
7:15-8:15	365	34	399	9%	17:15-18:15	390	23	413	6%
7:30-8:30	402	36	438	8%	17:30-18:30	372	20	392	5%
7:45-8:45	402	33	435	8%	17:45-18:45	330	20	350	6%
8:00-9:00	369	31	400	8%	18:00-19:00	324	20	344	6%
Total	923	86	1,009	9%	Total	1,146	77	1,223	6%

SR 99 SB Off - Fall "SR-99 SB On-Off Connector & SR-178 EB/Rosedale Hwy (SL+SR)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	59	5	64		16:00-16:15	108	15	123	
6:15-6:30	75	4	79		16:15-16:30	122	6	128	
6:30-6:45	90	5	95		16:30-16:45	84	8	92	
6:45-7:00	91	10	101		16:45-17:00	97	6	103	
7:00-7:15	36	10	46		17:00-17:15	87	8	95	
7:15-7:30	50	13	63		17:15-17:30	115	5	120	
7:30-7:45	61	9	70		17:30-17:45	78	4	82	
7:45-8:00	62	12	74		17:45-18:00	69	7	76	
8:00-8:15	66	10	76		18:00-18:15	85	4	89	
8:15-8:30	77	18	95		18:15-18:30	79	7	86	
8:30-8:45	92	7	99		18:30-18:45	77	7	84	
8:45-9:00	75	10	85		18:45-19:00	72	3	75	
6:00-7:00	315	24	339	7%	16:00-17:00	411	35	446	8%
6:15-7:15	292	29	321	9%	16:15-17:15	390	28	418	7%
6:30-7:30	267	38	305	12%	16:30-17:30	383	27	410	7%
6:45-7:45	238	42	280	15%	16:45-17:45	377	23	400	6%
7:00-8:00	209	44	253	17%	17:00-18:00	349	24	373	6%
7:15-8:15	239	44	283	16%	17:15-18:15	347	20	367	5%
7:30-8:30	266	49	315	16%	17:30-18:30	311	22	333	7%
7:45-8:45	297	47	344	14%	17:45-18:45	310	25	335	7%
8:00-9:00	310	45	355	13%	18:00-19:00	313	21	334	6%
Total	834	113	947	12%	Total	1,073	80	1,153	7%

Source: Parsons/HNTB analysis of data from KOA, Draft Report for SR-58 Origin and Destination Truck Study, January 26, 2009.

Note: NA or #VALUE! Indicates data not available.

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT ROSEDALE I/C RAMPS

SR 99 NB Off Buck Owens - Spring "SR-99 NB Ramps/Sillect Ave & Buck Owens (EL+ET+E

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	50	9	59		16:00-16:15	64	14	78	
6:15-6:30	56	13	69		16:15-16:30	50	9	59	
6:30-6:45	94	11	105		16:30-16:45	66	11	77	
6:45-7:00	162	12	174		16:45-17:00	54	8	62	
7:00-7:15	91	14	105		17:00-17:15	57	10	67	
7:15-7:30	109	14	123		17:15-17:30	46	11	57	
7:30-7:45	115	12	127		17:30-17:45	45	13	58	
7:45-8:00	196	12	208		17:45-18:00	41	6	47	
8:00-8:15	122	23	145		18:00-18:15	50	6	56	
8:15-8:30	60	4	64		18:15-18:30	24	6	30	
8:30-8:45	101	21	122		18:30-18:45	30	7	37	
8:45-9:00	91	9	100		18:45-19:00	34	6	40	
6:00-7:00	362	45	407	11%	16:00-17:00	234	42	276	15%
6:15-7:15	403	50	453	11%	16:15-17:15	227	38	265	14%
6:30-7:30	456	51	507	10%	16:30-17:30	223	40	263	15%
6:45-7:45	477	52	529	10%	16:45-17:45	202	42	244	17%
7:00-8:00	511	52	563	9%	17:00-18:00	189	40	229	17%
7:15-8:15	542	61	603	10%	17:15-18:15	182	36	218	17%
7:30-8:30	493	51	544	9%	17:30-18:30	160	31	191	16%
7:45-8:45	479	60	539	11%	17:45-18:45	145	25	170	15%
8:00-9:00	374	57	431	13%	18:00-19:00	138	25	163	15%
Total	1,247	154	1,401	11%	Total	561	107	668	16%

SR 99 NB Off Buck Owens - Fall "SR-99 NB On-Off Ramps/Sillect Ave & Buck Owens Blvd (EL+ET+E

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	47	5	52		16:00-16:15	59	15	74	
6:15-6:30	57	9	66		16:15-16:30	96	16	112	
6:30-6:45	34	1	35		16:30-16:45	62	17	79	
6:45-7:00	98	22	120		16:45-17:00	76	15	91	
7:00-7:15	120	8	128		17:00-17:15	46	6	52	
7:15-7:30	92	8	100		17:15-17:30	60	8	68	
7:30-7:45	105	6	111		17:30-17:45	42	9	51	
7:45-8:00	180	6	186		17:45-18:00	33	8	41	
8:00-8:15	134	11	145		18:00-18:15	27	5	32	
8:15-8:30	83	8	91		18:15-18:30	24	5	29	
8:30-8:45	85	11	96		18:30-18:45	17	10	27	
8:45-9:00	83	8	91		18:45-19:00	17	12	29	
6:00-7:00	236	37	273	14%	16:00-17:00	293	63	356	18%
6:15-7:15	309	40	349	11%	16:15-17:15	280	54	334	16%
6:30-7:30	344	39	383	10%	16:30-17:30	244	46	290	16%
6:45-7:45	415	44	459	10%	16:45-17:45	224	36	262	15%
7:00-8:00	497	28	525	5%	17:00-18:00	181	31	212	15%
7:15-8:15	511	31	542	6%	17:15-18:15	162	30	192	16%
7:30-8:30	502	31	533	6%	17:30-18:30	126	27	153	18%
7:45-8:45	482	36	518	7%	17:45-18:45	101	28	129	22%
8:00-9:00	385	38	423	9%	18:00-19:00	85	32	117	27%
Total	1,118	103	1,221	8%	Total	559	126	685	18%

SR 99 SB On Diagonal - Spring "SR-99 SB Ramps & SR-58 (ER)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	88	28	116		16:00-16:15	263	16	279	
6:15-6:30	110	33	143		16:15-16:30	257	20	277	
6:30-6:45	119	46	165		16:30-16:45	283	25	308	
6:45-7:00	147	42	189		16:45-17:00	227	19	246	
7:00-7:15	110	19	129		17:00-17:15	291	15	306	
7:15-7:30	191	28	219		17:15-17:30	246	12	258	
7:30-7:45	195	26	221		17:30-17:45	217	17	234	
7:45-8:00	158	17	175		17:45-18:00	194	16	210	
8:00-8:15	162	23	185		18:00-18:15	176	16	192	
8:15-8:30	138	17	155		18:15-18:30	178	13	191	
8:30-8:45	150	19	169		18:30-18:45	283	25	308	
8:45-9:00	134	21	155		18:45-19:00	139	12	151	
6:00-7:00	464	149	613	24%	16:00-17:00	1,030	80	1,110	7%
6:15-7:15	486	140	626	22%	16:15-17:15	1,058	79	1,137	7%
6:30-7:30	567	135	702	19%	16:30-17:30	1,047	71	1,118	6%
6:45-7:45	643	115	758	15%	16:45-17:45	981	63	1,044	6%
7:00-8:00	654	90	744	12%	17:00-18:00	948	60	1,008	6%
7:15-8:15	706	94	800	12%	17:15-18:15	833	61	894	7%
7:30-8:30	653	83	736	11%	17:30-18:30	765	62	827	7%
7:45-8:45	608	76	684	11%	17:45-18:45	831	70	901	8%
8:00-9:00	584	80	664	12%	18:00-19:00	776	66	842	8%
Total	1,702	319	2,021	16%	Total	2,754	206	2,960	7%

SR 99 SB On Diagonal - Fall "SR-99 SB On-Off Connector & SR-178 EB/Rosedale Hwy (ER)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	71	24	95		16:00-16:15	205	36	241	
6:15-6:30	141	29	170		16:15-16:30	168	32	200	
6:30-6:45	170	42	212		18:30-16:45	188	23	211	
6:45-7:00	210	31	241		16:45-17:00	225	25	250	
7:00-7:15	52	34	86		17:00-17:15	298	16	314	
7:15-7:30	93	21	114		17:15-17:30	209	13	222	
7:30-7:45	109	29	138		17:30-17:45	171	15	186	
7:45-8:00	129	23	152		17:45-18:00	175	11	186	
8:00-8:15	139	26	165		18:00-18:15	172	22	194	
8:15-8:30	86	28	114		18:15-18:30	185	22	207	
8:30-8:45	127	24	151		18:30-18:45	166	5	171	
8:45-9:00	126	28	154		18:45-19:00	181	11	192	
6:00-7:00	592	126	718	18%	16:00-17:00	786	116	902	13%
6:15-7:15	573	136	709	19%	16:15-17:15	879	96	975	10%
6:30-7:30	525	128	653	20%	16:30-17:30	920	77	997	8%
6:45-7:45	464	115	579	20%	16:45-17:45	903	69	972	7%
7:00-8:00	383	107	490	22%	17:00-18:00	853	55	908	6%
7:15-8:15	470	99	569	17%	17:15-18:15	727	61	788	8%
7:30-8:30	463	106	569	19%	17:30-18:30	703	70	773	9%
7:45-8:45	481	101	582	17%	17:45-18:45	698	60	758	8%
8:00-9:00	478	106	584	18%	18:00-19:00	704	60	764	8%
Total	1,453	339	1,792	19%	Total	2,343	231	2,574	9%

CENTENNIAL CORRIDOR PROJECT
EXISTING TRUCK VOLUMES AND PERCENTAGES
AT ROSEDALE I/C RAMPS

SR 99 NB On - Spring "SR-99 NB Ramps/Sillect Ave & Buck Owens (NL+SR+WT)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	39	18	57		16:00-16:15	107	14	121	
6:15-6:30	33	6	39		16:15-16:30	88	10	98	
6:30-6:45	31	12	43		16:30-16:45	104	11	115	
6:45-7:00	62	9	71		16:45-17:00	88	5	93	
7:00-7:15	50	11	61		17:00-17:15	128	12	140	
7:15-7:30	36	14	50		17:15-17:30	93	8	101	
7:30-7:45	64	12	76		17:30-17:45	76	6	82	
7:45-8:00	70	12	82		17:45-18:00	77	12	89	
8:00-8:15	46	10	56		18:00-18:15	98	7	105	
8:15-8:30	40	17	57		18:15-18:30	50	3	53	
8:30-8:45	70	14	84		18:30-18:45	52	6	58	
8:45-9:00	65	12	77		18:45-19:00	49	4	53	
6:00-7:00	165	45	210	21%	16:00-17:00	387	40	427	9%
6:15-7:15	176	38	214	18%	16:15-17:15	408	38	446	9%
6:30-7:30	179	46	225	20%	16:30-17:30	413	36	449	8%
6:45-7:45	212	46	258	18%	16:45-17:45	385	31	416	7%
7:00-8:00	220	49	269	18%	17:00-18:00	374	38	412	9%
7:15-8:15	216	48	264	18%	17:15-18:15	344	33	377	9%
7:30-8:30	220	51	271	19%	17:30-18:30	301	28	329	9%
7:45-8:45	226	53	279	19%	17:45-18:45	277	28	305	9%
8:00-9:00	221	53	274	19%	18:00-19:00	249	20	269	7%
Total	606	147	753	20%	Total	1,010	98	1,108	9%

SR 99 NB On - Fall "SR-99 NB On-Off Ramps/Sillect Ave & Buck Owens Blvd (NL+SR+WT)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	26	8	34		16:00-16:15	142	1	143	
6:15-6:30	47	15	62		16:15-16:30	176	2	178	
6:30-6:45	83	6	89		16:30-16:45	118	2	120	
6:45-7:00	31	31	82		16:45-17:00	84	0	84	
7:00-7:15	90	13	103		17:00-17:15	108	3	111	
7:15-7:30	55	16	71		17:15-17:30	118	0	118	
7:30-7:45	50	5	55		17:30-17:45	97	1	98	
7:45-8:00	60	8	68		17:45-18:00	80	2	82	
8:00-8:15	50	23	73		18:00-18:15	50	0	50	
8:15-8:30	46	13	59		18:15-18:30	29	6	35	
8:30-8:45	35	8	43		18:30-18:45	54	1	55	
8:45-9:00	43	13	56		18:45-19:00	47	2	49	
6:00-7:00	187	60	247	24%	16:00-17:00	520	5	525	1%
6:15-7:15	251	65	316	21%	16:15-17:15	486	7	493	1%
6:30-7:30	259	66	325	20%	16:30-17:30	428	5	433	1%
6:45-7:45	226	65	291	22%	16:45-17:45	407	4	411	1%
7:00-8:00	255	42	297	14%	17:00-18:00	403	6	409	1%
7:15-8:15	215	52	267	19%	17:15-18:15	345	3	348	1%
7:30-8:30	206	49	255	19%	17:30-18:30	256	9	265	3%
7:45-8:45	191	52	243	21%	17:45-18:45	213	9	222	4%
8:00-9:00	174	57	231	25%	18:00-19:00	180	9	189	5%
Total	616	159	775	21%	Total	1,103	20	1,123	2%

SR 99 SB On Loop - Spring "SR-99 SB Ramps & SR-58 (WR)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	48	8	56		16:00-16:15	226	12	238	
6:15-6:30	80	10	90		16:15-16:30	198	12	210	
6:30-6:45	108	12	120		16:30-16:45	209	15	224	
6:45-7:00	99	9	108		16:45-17:00	210	8	218	
7:00-7:15	120	14	134		17:00-17:15	226	8	234	
7:15-7:30	166	13	179		17:15-17:30	210	10	220	
7:30-7:45	145	9	154		17:30-17:45	192	10	202	
7:45-8:00	125	12	137		17:45-18:00	172	9	181	
8:00-8:15	179	13	192		18:00-18:15	171	10	181	
8:15-8:30	154	24	178		18:15-18:30	146	8	154	
8:30-8:45	147	11	158		18:30-18:45	163	9	172	
8:45-9:00	125	21	146		18:45-19:00	130	16	146	
6:00-7:00	335	39	374	10%	16:00-17:00	843	47	890	5%
6:15-7:15	407	45	452	10%	16:15-17:15	843	43	886	5%
6:30-7:30	493	48	541	9%	16:30-17:30	855	41	896	5%
6:45-7:45	530	45	575	8%	16:45-17:45	838	36	874	4%
7:00-8:00	556	48	604	8%	17:00-18:00	800	37	837	4%
7:15-8:15	615	47	662	7%	17:15-18:15	745	39	784	5%
7:30-8:30	603	58	661	9%	17:30-18:30	681	37	718	5%
7:45-8:45	605	60	665	9%	17:45-18:45	652	36	688	5%
8:00-9:00	605	69	674	10%	18:00-19:00	610	43	653	7%
Total	1,496	156	1,652	9%	Total	2,253	127	2,380	5%

SR 99 SB On Loop - Fall "SR-99 SB On-Off Connector & SR-178 EB/Rosedale Hwy (WR)"

AM Peak					PM Peak				
Time Period	Cars	Trucks	Total	%	Time Period	Cars	Trucks	Total	%
6:00-6:15	73	13	86		16:00-16:15	138	5	143	
6:15-6:30	85	5	90		16:15-16:30	177	5	182	
6:30-6:45	99	19	118		16:30-16:45	194	12	206	
6:45-7:00	120	17	137		16:45-17:00	218	4	222	
7:00-7:15	48	33	81		17:00-17:15	223	8	231	
7:15-7:30	52	31	83		17:15-17:30	211	8	219	
7:30-7:45	72	24	96		17:30-17:45	187	8	195	
7:45-8:00	103	15	118		17:45-18:00	181	8	189	
8:00-8:15	118	16	134		18:00-18:15	151	8	159	
8:15-8:30	154	9	163		18:15-18:30	155	8	163	
8:30-8:45	118	10	128		18:30-18:45	122	9	131	
8:45-9:00	107	8	115		18:45-19:00	160	4	164	
6:00-7:00	377	54	431	13%	16:00-17:00	727	26	753	3%
6:15-7:15	352	74	426	17%	16:15-17:15	812	29	841	3%
6:30-7:30	319	100	419	24%	16:30-17:30	846	32	878	4%
6:45-7:45	292	105	397	26%	16:45-17:45	839	28	867	3%
7:00-8:00	275	103	378	27%	17:00-18:00	802	32	834	4%
7:15-8:15	345	86	431	20%	17:15-18:15	730	32	762	4%
7:30-8:30	447	64	511	13%	17:30-18:30	674	32	706	5%
7:45-8:45	493	50	543	9%	17:45-18:45	609	33	642	5%
8:00-9:00	497	43	540	8%	18:00-19:00	588	29	617	5%
Total	1,149	200	1,349	15%	Total	2,117	87	2,204	4%

CENTENNIAL CORRIDOR PROJECT **TABLE 1**

EXISTING VOLUMES (2007/2008)

LOCATION	EXISTING (2007/2008) COUNTS							
	AM Peak				PM Peak			
	Cars	*Trucks*	*Total Volume*	*Truck %*	*Cars*	*Trucks*	*Total Volume*	*Truck %*
SR-99 Mainline NB (North of Airport)	***1,292***	***722***	***2,014***	***36%***	***1,991***	***485***	***2,476***	***20%***
SR 99 Airport NB Off	1,383	120	1,503	8%	1,104	96	1,200	8%
SR-99 Mainline NB (Bet. Rosedale & Airport)	***2,674***	***843***	***3,517***	***24%***	***3,095***	***581***	***3,676***	***16%***
SR 99 Buck-Owens NB On	224	42	266	16%	527	5	532	1%
SR 99 Buck-Owens NB Off	671	28	699	4%	213	63	276	23%
SR 99 Rosedale NB Off	1,633	97	1,730	6%	1,668	92	1,760	5%
SR-99 Mainline NB (Bet. California & Rosedale)	***4,754***	***926***	***5,680***	***16%***	***4,449***	***731***	***5,180***	***14%***
SR 99 California NB On (Diagonal)	236	21	257	8%	196	17	213	8%
SR 99 California NB On (Loop)	431	38	469	8%	579	50	629	8%
SR 99 California NB Off	972	84	1,056	8%	624	54	678	8%
SR-99 Mainline NB (Bet. SR-58 & California)	***5,058***	***952***	***6,010***	***16%***	***4,298***	***718***	***5,016***	***14%***
SR 99 NB On from SR-58 WB	811	277	1,088	25%	793	291	1,084	27%
SR 99 NB Off to SR-58 EB	1,355	156	1,511	10%	1,092	97	1,189	8%
SR 99 NB On from Wible	505	0	505	0%	555	0	555	0%
SR 99 NB Off to Wible Road	248	0	248	0%	268	0	268	0%
SR-99 Mainline NB (Bet. Ming & SR-58)	***5,345***	***831***	***6,176***	***13%***	***4,310***	***524***	***4,834***	***11%***
SR 99 Ming NB On (Diagonal)	1,181	103	1,284	8%	1,134	99	1,233	8%
SR 99 Ming NB Off	282	24	306	8%	374	32	406	8%
SR-99 Mainline NB (Bet. White & Ming)	***4,443***	***753***	***5,196***	***14%***	***3,549***	***458***	***4,007***	***11%***
SR 99 White NB On (Diagonal)	640	41	681	6%	430	27	457	6%
SR 99 White NB On (Loop)	1,434	92	1,525	6%	1,086	69	1,155	6%
SR 99 White NB Off	192	12	204	6%	318	20	338	6%
SR-99 Mainline NB (South of White)	***2,561***	***633***	***3,194***	***20%***	***2,352***	***381***	***2,733***	***14%***
SR-99 Mainline SB (North of Airport)	***1,447***	***627***	***2,074***	***30%***	***2,416***	***734***	***3,150***	***23%***
SR 99 Airport SB On	1,020	89	1,109	8%	1,513	132	1,645	8%
SR-99 Mainline SB (Bet. Airport & Rosedale)	***2,467***	***716***	***3,183***	***22%***	***3,929***	***866***	***4,795***	***18%***
SR 99 Rosedale SB Off	541	44	585	8%	598	35	633	6%
SR 99 Rosedale SB On (Loop)	595	103	698	15%	1,241	26	1,267	2%
SR 99 Rosedale SB On (Diagonal)	810	107	917	12%	1,075	116	1,191	10%
SR-99 Mainline SB (Bet. Rosedale & California)	***3,331***	***882***	***4,213***	***21%***	***5,647***	***973***	***6,620***	***15%***
SR 99 California SB Off	908	79	987	8%	945	82	1,027	8%
SR 99 California SB On (loop)	293	25	318	8%	777	68	845	8%
SR-99 Mainline SB (Bet. California & SR-58)	***2,716***	***828***	***3,544***	***23%***	***5,480***	***958***	***6,438***	***15%***
SR 99 SB Off to SR-58 EB	869	227	1,096	21%	1,102	348	1,450	24%
SR 99 SB On from SR-58 WB	797	136	933	15%	1,112	12	1,124	1%
SR 99 SB Off to Stockdale Hwy	349	0	349	0%	446	0	446	0%
SR 99 SB On from Real Road	243	12	255	5%	252	19	271	7%
SR-99 Mainline SB (Bet. SR-58 & Ming)	***2,571***	***716***	***3,287***	***22%***	***5,234***	***703***	***5,937***	***12%***
SR 99 Ming SB Off to WB & EB	729	63	792	8%	1,432	125	1,557	8%
SR 99 Ming SB Off to WB	470	41	511	8%	805	70	875	8%
SR 99 Ming SB Off to EB	259	22	281	8%	627	55	682	8%
SR 99 Ming SB On (Diagonal)	224	20	244	8%	421	37	458	8%
SR-99 Mainline SB (Bet. Ming & White)	***2,130***	***609***	***2,739***	***22%***	***4,347***	***491***	***4,838***	***10%***
SR 99 White SB Off	1,285	82	1,367	6%	1,898	121	2,019	6%
SR 99 White SB On (Loop)	101	6	107	6%	124	8	132	6%
SR 99 White SB On (Diagonal)	132	8	140	6%	125	8	133	6%
SR-99 Mainline SB (South of White)	***1,077***	***542***	***1,619***	***33%***	***2,699***	***385***	***3,084***	***12%***
SR-58 Mainline EB (Bet. Real Road & Off Ramp to SR-99 SB)	***1,150***	***51***	***1,201***	***4%***	***1,004***	***72***	***1,076***	***7%***
Real Road Off to 99 SB	243	12	255	5%	252	19	271	7%
SR 58 On Ramp from 99 SB	869	227	1,096	21%	1,102	348	1,450	24%
SR 58 On Ramp from 99 NB	1,355	156	1,511	10%	1,092	97	1,189	8%
SR-58 Mainline EB (Bet. SR-99 after ramps & H Street)	***3,131***	***422***	***3,553***	***12%***	***2,946***	***498***	***3,444***	***14%***
SR 58 H Street EB Off	385	25	410	6%	376	24	400	6%
SR 58 Chester EB On	445	28	473	6%	527	34	561	6%
SR-58 Mainline EB (Bet. H Street & Union)	***3,190***	***426***	***3,616***	***12%***	***3,097***	***508***	***3,605***	***14%***
SR 58 Union EB Off Ramp	775	49	824	6%	528	34	562	6%
SR 58 Union EB On Ramp (Loop)	163	10	173	6%	211	13	224	6%
SR 58 Union EB On Ramp (Diagonal)	185	12	197	6%	224	14	238	6%
SR-58 Mainline EB (Bet. Union & Cottonwood)	***2,763***	***399***	***3,162***	***13%***	***3,003***	***502***	***3,505***	***14%***
SR-58 Mainline WB (Bet. Cottonwood & Union)	***2,688***	***456***	***3,144***	***15%***	***2,632***	***415***	***3,047***	***14%***
SR 58 Brundage WB Off Ramp	465	30	495	6%	317	20	337	6%
SR 58 Brundage WB On Ramp	175	11	186	6%	228	15	243	6%
SR 58 Union WB On Ramp	227	14	241	6%	333	21	354	6%
SR-58 Mainline WB (Bet. Union & H Street)	***2,616***	***460***	***3,076***	***15%***	***2,907***	***400***	***3,307***	***12%***
SR 58 Chester WB Off	431	28	459	6%	429	27	456	6%
SR 58 H Street WB On	313	20	333	6%	437	28	465	6%
SR-58 Mainline WB (Bet. H Street & SR-99)	***2,482***	***468***	***2,950***	***16%***	***2,917***	***399***	***3,316***	***12%***
SR 58 WB Off to SR-99 NB	811	277	1,088	25%	793	291	1,084	27%
SR 58 WB Off to SR-99 SB	797	136	933	15%	1,112	12	1,124	1%
SR-58 Mainline WB (Bet. Real Road & SR-99 SB On)	***841***	***88***	***929***	***9%***	***1,074***	***34***	***1,108***	***3%***

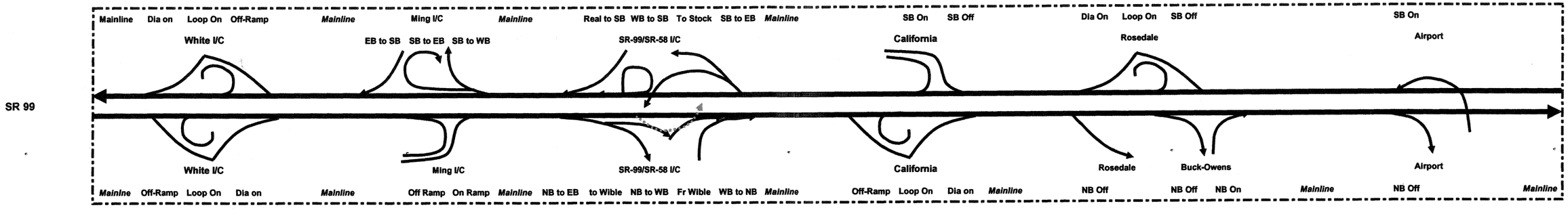
XXXX **Control numbers from KOA O-D Study (Fall Data)**

Table 2
CENTENNIAL CORRIDOR PROJECT
EXISTING FREEWAY AND RAMP VOLUMES - SR 99

Existing

		Mainline	Dia on	Loop On	Off-Ramp	Mainline	Ming I/C	Mainline	Real to SB	WB to SB	To Stock	SB to EB	Mainline	SB On	SB Off	Dia On	Loop On	SB Off	SB On	Mainline	NB Off	NB Off	NB On	Mainline	NB Off	Mainline
		White I/C					EB to SB	SB to EB	SB to WB	SR-99/SR-58 I/C				California		Rosedale			Airport							
		Mainline	Off-Ramp	Loop On	Dia on	Mainline	Off Ramp	On Ramp	Mainline	NB to EB	to Wible	NB to WB	Fr Wible	WB to NB	Mainline	Off-Ramp	Loop On	Dia on	Mainline							
		White I/C					Ming I/C			SR-99/SR-58 I/C						California				Rosedale		Buck-Owens			Airport	
AM	Cars	1,077	132	101	1,285	2,130	224	259	470	2,571	243	797	349	869	2,716	293	908	3,331	810	595	541	2,467	1,020	1,447		
	Trucks	542	8	6	82	609	20	22	41	716	12	136	0	227	828	25	79	882	107	103	44	716	89	627		
	Total	1,619	140	107	1,367	2,739	244	281	511	3,287	255	933	349	1,096	3,544	318	987	4,213	917	698	585	3,183	1,109	2,074		
PM	Cars	2,699	125	124	1,898	4,347	421	627	805	5,234	252	1,112	446	1,102	5,480	777	945	5,647	1,075	1,241	598	3,929	1,513	2,416		
	Trucks	385	8	8	121	491	37	55	70	703	19	12	0	348	958	68	82	973	116	26	35	866	132	734		
	Total	3,084	133	132	2,019	4,838	458	682	875	5,937	271	1,124	446	1,450	6,438	845	1,027	6,620	1,191	1,267	633	4,795	1,645	3,150		

SOUTHBOUND



NORTHBOUND

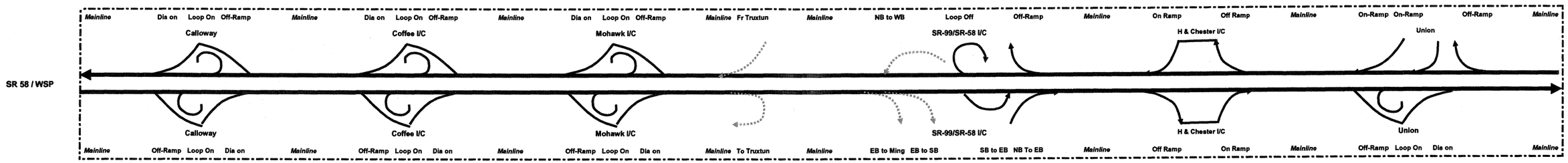
Existing

AM	Cars	2,561	192	1,434	640	4,443	282	1,181	5,345	1,355	248	505	811	5,058	972	431	236	4,754	1,633	671	224	2,674	1,383	1,292
	Trucks	633	12	92	41	753	24	103	831	156	0	0	277	952	84	38	21	926	97	28	42	843	120	722
	Total	3,194	204	1,525	681	5,196	306	1,284	6,176	1,511	248	505	1,088	6,010	1,056	469	257	5,680	1,730	699	266	3,517	1,503	2,014
																						3,517		
PM	Cars	2,352	318	1,086	430	3,549	374	1,134	4,310	1,092	268	555	793	4,298	624	579	196	4,449	1,668	213	527	3,095	1,104	1,991
	Trucks	381	20	69	27	458	32	99	524	97	0	0	291	718	54	50	17	731	92	63	5	581	96	485
	Total	2,733	338	1,155	457	4,007	406	1,233	4,834	1,189	268	555	1,084	5,016	678	629	213	5,180	1,760	276	532	3,676	1,200	2,476

Table 3
CENTENNIAL CORRIDOR PROJECT
EXISTING FREEWAY AND RAMP VOLUMES - SR 58

	WSP		Existing											
AM	Cars		Cars	841	797	811	2,482	313	431	2,616	227	175	465	2,688
	Trucks		Trucks	88	136	277	468	20	28	460	14	11	30	456
	Total		Total	929	933	1,088	2,950	333	459	3,076	241	186	495	3,144
PM	Cars		Cars	1,074	1,112	793	2,917	437	429	2,907	333	228	317	2,832
	Trucks		Trucks	34	12	291	399	28	27	400	21	15	20	415
	Total		Total	1,108	1,124	1,084	3,316	465	456	3,307	354	243	337	3,047

WESTBOUND



EASTBOUND

	WSP		Existing											
AM	Cars		Cars	1,150	243	869	1,355	3,131	385	445	3,190	775	163	185	2,763
	Trucks		Trucks	51	12	227	156	422	25	28	426	49	10	12	399
	Total		Total	1,201	255	1,096	1,511	3,553	410	473	3,616	824	173	197	3,162
PM	Cars		Cars	1,004	252	1,102	1,092	2,946	376	527	3,097	528	211	224	3,003
	Trucks		Trucks	72	19	348	97	498	24	34	508	34	13	14	502
	Total		Total	1,076	271	1,450	1,189	3,444	400	561	3,605	562	224	238	3,505

CORSIM CALIBRATION

- **Existing Conditions Model Calibration Process**
- **Origin–Destination Volume Table**
- **Variation of Global/Local Parameters (AM and PM)**
- **Variation of Local Parameters with Truck Lanes On and Off**
- **Calibrated Intersection Level of Service Sample**

EXISTING CORSIM CALIBRATION

EXISTING CONDITIONS MODEL CALIBRATION PROCESS

Network set up:

- The existing AM and PM Centennial CORSIM models were obtained from a previous study which already has an AM and PM CORSIM models developed. The freeway network in these two previously developed models consisted of Highway 99 between White Lane and Olive Drive, and SR-58 between Real Road and Union Avenue. In addition, the surface street network in these models generally consisted of ramp terminal intersections and intersections that are immediately adjacent to the ramp terminals intersections.

- The freeway and surface street network coding in and around the Olive Drive area were eliminated in the existing AM and PM Centennial CORSIM models. Coding verifications and further network setup were then conducted on the following aspects:

    - Speed
    - Lane configurations
    - Signal phasing and timings
    - Volumes (freeway and intersection)
    - Truck percentages
    - Origin-Destination volume input
    - Conditional movements
    - Lane and turning restrictions
    - Sink and source

- For reporting purposes, a dummy HOV lane was added to the freeway network for both the northbound and southbound directions along Highway 99, such that statistics from simulations can be extracted on a per lane basis for analysis without the use of adding detectors which was an alternative to this method.

- References to the following documents were used in the setup of the CORSIM models:

    - 2009 posted speed map from the City of Bakersfield website
    - Figure 2 Peak Hour Freeway Volumes Existing Conditions of Fehr and Peers technical memorandum *Centennial Corridor Existing Conditions Analysis Results Updated Based on TRIP/Caltrans Comments* dated April 22, 2010.
    - HCM Signalized Intersection Capacity Analysis AM peak hour and PM peak hour reports from Fehr and Peers Existing Conditions Synchro analysis.

- Figures XA, XB, and XC Peak Hour Traffic Volumes And Lane Configurations Existing Conditions provided by Fehr and Peers

Calibration Goals:

- Global – Freeway operations were calibrated to the level of service, density, and speed results depicted in the following tables from Fehr and Peers technical memorandum *Centennial Corridor Existing Conditions Analysis Results Updated Based on TRIP/Caltrans Comments* dated April 22, 2010:
  - Table 1 – Freeway Mainline and Ramp Junction Level of Service Existing Conditions: SR-58 Eastbound
  - Table 2 – Freeway Mainline and Ramp Junction Level of Service Existing Conditions: SR-58 Westbound
  - Table 3 – Freeway Mainline and Ramp Junction Level of Service Existing Conditions: SR-99 Northbound
  - Table 4 – Freeway Mainline and Ramp Junction Level of Service Existing Conditions: SR-99 Southbound
- Local – Intersections operations were calibrated to the level of service and delay results shown in Table 1A Existing AM Conditions (Updated 4.14.10) Intersection Level of Service Analysis and Table 1B Existing PM Conditions (Updated 4.14.10) Intersection Level of Service Analysis provided by Fehr and Peers.
- Queuing conditions – Localized queuing conditions in the models were replicated according to field conditions such as Highway 99 northbound off-ramp to eastbound along Rosedale Highway towards Oak Street in the AM peak hour and westbound on Rosedale Highway towards Highway 99 southbound on-ramp in the PM peak hour.

Calibration Runs:

- Global parameters: vehicle entry headway, car following sensitivity, and Pitt car following constant were tested individually and in combinations as listed in the following table:

File Name Ends with	Global Parameters		
	Vehicle Entry Headway	Car Following Sensitivity	Pitt Car Following Constant
default	Constant Headway		
normal	Normal Distribution		
erlang1	Erlang Distribution Shape Parameter alpha=1		
erlang2	Erlang Distribution Shape Parameter alpha=2		
erlang3	Erlang Distribution Shape Parameter alpha=3		
erlang4	Erlang Distribution Shape Parameter alpha=4		
erlang5	Erlang Distribution Shape Parameter alpha=5		
erlang6	Erlang Distribution Shape Parameter alpha=6		
erlang7	Erlang Distribution Shape Parameter alpha=7		
erlang8	Erlang Distribution Shape Parameter alpha=8		
erlang9	Erlang Distribution Shape Parameter alpha=9		
CFS-1%+1%		-1% (1 to 5) +1% (6 to 10)	
CFS-2%+2%		-2% (1 to 5) +2% (6 to 10)	
CFS-3%+3%		-3% (1 to 5) +3% (6 to 10)	
CFS-4%+4%		-4% (1 to 5) +4% (6 to 10)	
CFS-5%+5%		-5% (1 to 5) +5% (6 to 10)	
CFS-6%+6%		-6% (1 to 5) +6% (6 to 10)	
CFS-7%+7%		-7% (1 to 5) +7% (6 to 10)	
CFS+10%		10%	
CFS+20%		20%	
CFS+30%		30%	
CFS+40%		40%	
CFS+50%		50%	
CFS+60%		60%	
CFS-10%		-10%	
CFS-20%		-20%	
CFS-30%		-30%	
CFS-40%		-40%	
CFS-50%		-50%	
CFS-60%		-60%	
CFS-70%		-70%	
CFS-80%		-80%	
CFS-90%		-90%	
PCFC-10%			9 ft
PCFC-20%			8 ft
PCFC-30%			7 ft
PCFC-40%			6 ft
PCFC-50%			5 ft
PCFC-60%			4 ft
PCFC-70%			3 ft
CFS+10%_PCFC-10%_normal	Normal Distribution	10%	9 ft
CFS+10%_PCFC-30%_normal	Normal Distribution	10%	7 ft
CFS+10%_PCFC-50%_normal	Normal Distribution	10%	5 ft
CFS+30%_PCFC-10%_normal	Normal Distribution	30%	9 ft
CFS+30%_PCFC-30%_normal	Normal Distribution	30%	7 ft
CFS+30%_PCFC-50%_normal	Normal Distribution	30%	5 ft
CFS+50%_PCFC-10%_normal	Normal Distribution	50%	9 ft
CFS+50%_PCFC-30%_normal	Normal Distribution	50%	7 ft
CFS+50%_PCFC-50%_normal	Normal Distribution	50%	5 ft
CFS-10%_PCFC-10%_normal	Normal Distribution	-10%	9 ft
CFS-10%_PCFC-30%_normal	Normal Distribution	-10%	7 ft
CFS-10%_PCFC-50%_normal	Normal Distribution	-10%	5 ft
CFS-30%_PCFC-10%_normal	Normal Distribution	-30%	9 ft
CFS-30%_PCFC-30%_normal	Normal Distribution	-30%	7 ft
CFS-30%_PCFC-50%_normal	Normal Distribution	-30%	5 ft
CFS-50%_PCFC-10%_normal	Normal Distribution	-50%	9 ft
CFS-50%_PCFC-30%_normal	Normal Distribution	-50%	7 ft
CFS-50%_PCFC-50%_normal	Normal Distribution	-50%	5 ft

- Mainline results for each AM and PM individual and combination global parameter model runs were summarized. (58 AM runs and 58 PM runs).
- Selection of the best run among all global parameter runs were based on speed, density, level of service, and cumulative travel time along Highway 99 for both the northbound and southbound directions. Existing speed, density, and level of service along Highway 99 were available for comparison from Fehr and Peers technical memorandum as stated previously, but there is no field travel time data for the studied section of Highway 99, as such free flow travel time was calculated based on distance and posted speed.
- Global parameter results comparison was summarized in the attached tables; the selected global parameter run is highlighted in yellow and was used for local parameter calibration.

Runs ID	Global Parameters		
	Vehicle Entry Headway	Car Following Sensitivity	Pitt Car Following Constant
default	Constant Headway		
normal	Normal Distribution		
erlang1	Erlang Distribution Shape Parameter alpha=1		
erlang2	Erlang Distribution Shape Parameter alpha=2		
erlang3	Erlang Distribution Shape Parameter alpha=3		
erlang4	Erlang Distribution Shape Parameter alpha=4		
erlang5	Erlang Distribution Shape Parameter alpha=5		
erlang6	Erlang Distribution Shape Parameter alpha=6		
erlang7	Erlang Distribution Shape Parameter alpha=7		
erlang8	Erlang Distribution Shape Parameter alpha=8		
erlang9	Erlang Distribution Shape Parameter alpha=9		
CFS-1%+1%		-1% (1 to 5) +1% (6 to 10)	
CFS-2%+2%		-2% (1 to 5) +2% (6 to 10)	
CFS-3%+3%		-3% (1 to 5) +3% (6 to 10)	
CFS-4%+4%		-4% (1 to 5) +4% (6 to 10)	
CFS-5%+5%		-5% (1 to 5) +5% (6 to 10)	
CFS-6%+6%		-6% (1 to 5) +6% (6 to 10)	
CFS-7%+7%		-7% (1 to 5) +7% (6 to 10)	
CFS+10%		10%	
CFS+20%		20%	
CFS+30%		30%	
CFS+40%		40%	
CFS+50%		50%	
CFS+60%		60%	
CFS-10%		-10%	
CFS-20%		-20%	
CFS-30%		-30%	
CFS-40%		-40%	
CFS-50%		-50%	
CFS-60%		-60%	
CFS-70%		-70%	
CFS-80%		-80%	
CFS-90%		-90%	
PCFC-10%			9 ft
PCFC-20%			8 ft
PCFC-30%			7 ft
PCFC-40%			6 ft
PCFC-50%			5 ft
PCFC-60%			4 ft
PCFC-70%			3 ft
CFS+10%_PCFC-10%_normal	Normal Distribution	10%	9 ft
CFS+10%_PCFC-30%_normal	Normal Distribution	10%	7 ft
CFS+10%_PCFC-50%_normal	Normal Distribution	10%	5 ft
CFS+30%_PCFC-10%_normal	Normal Distribution	30%	9 ft
CFS+30%_PCFC-30%_normal	Normal Distribution	30%	7 ft
CFS+30%_PCFC-50%_normal	Normal Distribution	30%	5 ft
CFS+50%_PCFC-10%_normal	Normal Distribution	50%	9 ft
CFS+50%_PCFC-30%_normal	Normal Distribution	50%	7 ft
CFS+50%_PCFC-50%_normal	Normal Distribution	50%	5 ft
CFS-10%_PCFC-10%_normal	Normal Distribution	-10%	9 ft
CFS-10%_PCFC-30%_normal	Normal Distribution	-10%	7 ft
CFS-10%_PCFC-50%_normal	Normal Distribution	-10%	5 ft
CFS-30%_PCFC-10%_normal	Normal Distribution	-30%	9 ft
CFS-30%_PCFC-30%_normal	Normal Distribution	-30%	7 ft
CFS-30%_PCFC-50%_normal	Normal Distribution	-30%	5 ft
CFS-50%_PCFC-10%_normal	Normal Distribution	-50%	9 ft
CFS-50%_PCFC-30%_normal	Normal Distribution	-50%	7 ft
CFS-50%_PCFC-50%_normal	Normal Distribution	-50%	5 ft

selected global parameters

CENTENNIAL PROJECT - CALIBRATION PROCESS
EXISTING AM AND PM PEAK HOUR CONDITIONS

NETWORK PROPERTIES

Vehicle Entry Headway

	Distribution Type
Default	Constant Headway
	Normal Distribution
	Erlang Distribution with Shape Parameter alpha=1
	Erlang Distribution with Shape Parameter alpha=2
	Erlang Distribution with Shape Parameter alpha=3
	Erlang Distribution with Shape Parameter alpha=4
	Erlang Distribution with Shape Parameter alpha=5
	Erlang Distribution with Shape Parameter alpha=6
	Erlang Distribution with Shape Parameter alpha=7
	Erlang Distribution with Shape Parameter alpha=8
	Erlang Distribution with Shape Parameter alpha=9

FRESIM SETUP

Driver Behavior

	Car Following Sensitivity (CFS)									
Driver Type	1	2	3	4	5	6	7	8	9	10
Default	1.25	1.15	1.05	0.95	0.85	0.75	0.65	0.55	0.45	0.35
-1% / +1%	1.24	1.14	1.04	0.94	0.84	0.76	0.66	0.56	0.45	0.35
-2% / +2%	1.23	1.13	1.03	0.93	0.83	0.77	0.66	0.56	0.46	0.36
-3% / +3%	1.21	1.12	1.02	0.92	0.82	0.77	0.67	0.57	0.46	0.36
-4% / +4%	1.20	1.10	1.01	0.91	0.82	0.78	0.68	0.57	0.47	0.36
-5% / +5%	1.19	1.09	1.00	0.90	0.81	0.79	0.68	0.58	0.47	0.37
-6% / +6%	1.18	1.08	0.99	0.89	0.80	0.80	0.69	0.58	0.48	0.37
-7% / +7%	1.16	1.07	0.98	0.88	0.79	0.80	0.70	0.59	0.48	0.37

	Car Following Sensitivity (CFS)									
Driver Type	1	2	3	4	5	6	7	8	9	10
Default	1.25	1.15	1.05	0.95	0.85	0.75	0.65	0.55	0.45	0.35
+10%	1.38	1.27	1.16	1.05	0.94	0.83	0.72	0.61	0.50	0.39
+20%	1.50	1.38	1.26	1.14	1.02	0.90	0.78	0.66	0.54	0.42
+30%	1.63	1.50	1.37	1.24	1.11	0.98	0.85	0.72	0.59	0.46
+40%	1.75	1.61	1.47	1.33	1.19	1.05	0.91	0.77	0.63	0.49
+50%	1.88	1.73	1.58	1.43	1.28	1.13	0.98	0.83	0.68	0.53
+60%	2.00	1.84	1.68	1.52	1.36	1.20	1.04	0.88	0.72	0.56
-10%	1.13	1.04	0.95	0.86	0.77	0.68	0.59	0.50	0.41	0.32
-20%	1.00	0.92	0.84	0.76	0.68	0.60	0.52	0.44	0.36	0.28
-30%	0.88	0.81	0.74	0.67	0.60	0.53	0.46	0.39	0.32	0.25
-40%	0.75	0.69	0.63	0.57	0.51	0.45	0.39	0.33	0.27	0.21
-50%	0.63	0.58	0.53	0.48	0.43	0.38	0.33	0.28	0.23	0.18
-60%	0.50	0.46	0.42	0.38	0.34	0.30	0.26	0.22	0.18	0.14
-70%	0.38	0.35	0.32	0.29	0.26	0.23	0.20	0.17	0.14	0.11
-80%	0.25	0.23	0.21	0.19	0.17	0.15	0.13	0.11	0.09	0.07
-90%	0.13	0.12	0.11	0.10	0.09	0.08	0.07	0.06	0.05	0.04

CENTENNIAL PROJECT - CALIBRATION PROCESS
EXISTING AM AND PM PEAK HOUR CONDITIONS

Pitt Car Following Constant (PCFC)

Default	10	feet
-10%	9	feet
-20%	8	feet
-30%	7	feet
-40%	6	feet
-50%	5	feet
-60%	4	feet
-70%	3	feet

COMBINATIONS

Car Following Sensitivity (CFS) of +10%; Vehicle Entry Headway with constant distribution
Pitt Car Following Constant (PCFC)

-10%	9	feet
-30%	7	feet
-50%	5	feet

Car Following Sensitivity (CFS) of +30%; Vehicle Entry Headway with constant distribution
Pitt Car Following Constant (PCFC)

-10%	9	feet
-30%	7	feet
-50%	5	feet

Car Following Sensitivity (CFS) of +50%; Vehicle Entry Headway with constant distribution
Pitt Car Following Constant (PCFC)

-10%	9	feet
-30%	7	feet
-50%	5	feet

Car Following Sensitivity (CFS) of -10%; Vehicle Entry Headway with constant distribution
Pitt Car Following Constant (PCFC)

-10%	9	feet
-30%	7	feet
-50%	5	feet

Car Following Sensitivity (CFS) of -30%; Vehicle Entry Headway with constant distribution
Pitt Car Following Constant (PCFC)

-10%	9	feet
-30%	7	feet
-50%	5	feet

Car Following Sensitivity (CFS) of -50%; Vehicle Entry Headway with constant distribution
Pitt Car Following Constant (PCFC)

-10%	9	feet
-30%	7	feet
-50%	5	feet

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - SPEED (MPH)
CORSIM ANALYSIS RESULTS - AM PEAK

Freeway Segment	F&P Analysis	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%
SR-99 NB Mainline																																
SR-99 NB south end of the network to White Ln Off Ramp	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	53	63	63	63	63	64	63	64
White Ln Off Ramp to White Ln Loop On Ramp	65	62	62	61	61	61	61	62	62	62	62	62	62	61	62	62	62	62	62	61	61	57	51	33	20	62	62	62	62	62	62	63
White Ln Loop On Ramp to White Ln Direct On Ramp	-	38	40	37	39	40	38	39	41	40	40	40	40	38	38	39	42	40	38	38	39	28	20	14	13	39	41	42	42	42	43	44
White Ln Direct On Ramp to Ming Ave Off Ramp	60	58	57	57	58	55	58	58	58	58	56	57	57	58	58	58	58	58	58	49	51	27	21	18	17	58	59	59	59	59	60	60
Ming Ave Off Ramp to Ming Ave On Ramp	65	37	33	36	39	26	45	38	47	39	28	31	26	32	37	38	35	39	38	20	21	17	15	14	13	44	49	53	56	58	58	59
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	-	30	30	30	31	32	31	30	31	30	30	30	30	31	30	30	30	30	31	30	31	30	29	29	29	30	31	32	34	34	37	37
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	60	61	60	61	61	61	62	62	62	62	62
Wible Rd On Ramp to SR58 WB On Ramp	-	60	60	60	59	59	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	60	60	60	60	60	60	60	60	60	60	60
SR58 WB On Ramp to California Ave Off Ramp	64	56	56	56	57	57	56	56	56	57	57	57	56	56	56	57	57	57	57	56	53	55	54	54	54	57	57	57	59	59	58	59
California Ave Off Ramp to California Ave Loop On Ramp	65	62	60	62	62	62	62	62	62	62	62	62	62	62	61	62	62	58	62	61	31	33	59	53	60	62	62	62	62	62	62	62
California Ave Loop On Ramp to California Ave Direct On Ramp	-	55	44	55	57	58	58	57	55	57	52	53	53	56	41	56	53	44	56	52	19	18	32	34	36	57	57	58	57	58	58	57
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	65	42	42	42	45	46	46	44	41	46	44	41	38	43	36	43	43	41	42	39	32	32	34	34	37	44	50	52	54	55	56	55
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	-	59	59	59	60	60	59	59	59	60	59	59	59	59	59	60	60	59	59	59	58	58	58	58	59	59	61	61	61	62	61	62
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	65	63	62	63	63	63	63	63	63	63	63	63	62	62	63	63	63	63	63	62	62	62	62	62	62	63	63	63	63	63	63	63
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	-	60	60	60	60	60	60	60	59	60	60	60	59	60	60	60	60	60	60	59	59	59	58	58	57	60	61	61	61	61	61	61
Airport Dr Off Ramp to SR99 NB north end of the network	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	63	63	63
SR-99 SB Mainline																																
SR99 SB north end of the network to Airport Dr On Ramp	65	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	63	64	63	64	64	64	64	64	64	64	64
Airport Dr On Ramp to Rosedale Hwy Off Ramp	65	57	57	57	57	58	58	58	58	57	57	57	58	58	58	58	58	58	57	57	57	57	56	54	55	58	59	59	59	59	60	60
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	65	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	-	58	59	59	59	59	59	59	58	58	58	58	59	59	59	58	59	59	59	59	59	57	56	54	52	59	59	60	60	60	60	60
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	65	52	51	52	52	52	51	52	52	51	52	49	53	53	51	52	52	52	51	50	49	47	43	42	42	52	54	56	56	57	57	58
California Ave Off Ramp to California Ave On Ramp	65	62	61	62	62	62	62	62	62	62	62	61	62	62	62	62	62	62	62	62	62	62	61	61	61	62	62	62	62	62	62	62
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	65	58	58	58	57	58	58	57	58	58	58	58	58	57	57	58	57	58	58	58	56	54	55	53	52	58	59	59	59	60	59	60
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR58 WB On Ramp to Real Rd On Ramp	-	51	53	52	53	54	53	53	53	54	53	52	52	53	53	52	52	53	54	52	53	54	53	54	53	53	53	51	53	52	52	52
Real Rd On Ramp to Ming Ave Off Ramp	-	58	58	58	58	58	58	58	58	58	58	59	58	58	58	58	58	58	59	58	58	57	57	58	57	58	59	59	59	59	59	59
Ming Ave Off Ramp to Ming Ave On Ramp	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Ming Ave On Ramp to White Ln Off Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	60	60	60	59	61	62	62	62	62	62	62
White Ln Off Ramp to White Ln Loop On Ramp	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	62	63	63	63	63	63	63	63
White Ln Loop On Ramp to White Ln Direct On Ramp	-	62	63	62	62	63	63	63	62	62	62	62	62	63	63	63	63	62	62	62	62	62	63	62	62	62	63	63	63	63	62	63
White Ln Direct On Ramp to SR99 SB south end of the network	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR58 EB Mainline																																
SR58 west end of the network to SR99 On Ramp	-	55	54	55	54	54	54	54	54	54	54	54	54	54	55	54	55	54	54	53	53	52	52	51	51	55	55	55	56	56	56	56
SR99 On Ramp to H St Off Ramp	-	57	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	56	58	57	57	57	57	58	58	58	59	59	59	59
H St Off Ramp to Chester Ave On Ramp	64	59	59	59	58	59	58	59	59	59	58	59	59	59	59	58	60	58	59	58	58	58	58	53	57	59	59	59	60	60	60	60
Chester Ave On Ramp to Union Ave Off Ramp	60	54	55	55	54	54	54	55	55	54	54	54	54	54	54	55	55	54	55	53	53	50	51	42	44	55	56	56	57	57	57	58
Union Ave Off Ramp to Union Ave Loop On Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	60	59	58	61	61	61	61	61	61	62
Union Ave Loop On Ramp to Union Ave Direct On Ramp	-	59	59	59	59	58	59	59	59	59	59	59	59	59	59	58	59	58	59	58	59	58	58	58	57	59	59	59	60	59	59	60
Union Ave Direct On Ramp to SR58 east end of the network	64	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	59	59	60	60	60	61	61	61	61
SR58 WB Mainline																																
SR58 east end of the network to Brundage Ln Off Ramp	63	62	62	61	62	61	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	61	61	61	62	62	63	62	62	62	63
Brundage Ln Off Ramp to Brundage Ln On Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	62	61	62	61	61	62	61	61	61	61	61	61	62	62	62	62	62	62
Brundage Ln On Ramp to Union Ave On Ramp	-	60	59	59	59	59	59	59	60	60	60	60	59	60	59	59	60	60	60	60	59	59	59	59	58	60	60	60	60	60	60	61
Union Ave On Ramp to Chester Ave Off Ramp	-	58	58	58	59	57	58	58	59	58	58	58	58	57	58	58	59	58	58	58	58	56	56	57	54	59	59	59	60	60	60	59
Chester Ave Off Ramp to H St On Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	61	61	62	62	62	62	62
H St On Ramp to SR99 NB Off Ramp	64	55	57	55	57	58	57	57	57	58	57	56	57	57	56	57	57	58	57	57	56	56	55	54	52	57	58	58	58	58	59	59
SR99 NB Off Ramp to SR99 SB Off Ramp	65	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	56	56	57	57	57	57	57	58	58

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - SPEED (MPH)
CORSIM ANALYSIS RESULTS - AM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

Freeway Segment	CFS -80%	CFS -90%	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																						
SR-99 NB south end of the network to White Ln Off Ramp	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	63
White Ln Off Ramp to White Ln Loop On Ramp	62	62	61	62	62	62	62	62	62	61	62	62	62	61	62	62	62	62	62	62	62	62
White Ln Loop On Ramp to White Ln Direct On Ramp	43	44	39	41	42	41	40	41	41	38	40	39	39	42	41	43	42	40	42	42	43	43
White Ln Direct On Ramp to Ming Ave Off Ramp	60	60	58	58	58	58	58	58	58	57	58	58	36	59	59	59	59	59	60	60	60	60
Ming Ave Off Ramp to Ming Ave On Ramp	60	59	43	42	45	39	52	49	49	41	43	42	18	50	51	54	54	58	57	58	59	59
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	39	38	30	30	31	30	31	31	32	30	31	30	30	31	31	34	33	35	34	36	39	38
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	62	62	61	61	61	61	61	61	61	61	61	61	60	61	61	61	61	61	62	62	62	62
Wible Rd On Ramp to SR58 WB On Ramp	60	60	59	60	60	60	59	60	60	59	60	60	59	60	60	60	60	60	60	60	59	60
SR58 WB On Ramp to California Ave Off Ramp	59	59	56	57	57	57	57	56	57	56	55	56	55	57	58	58	57	58	58	59	59	59
California Ave Off Ramp to California Ave Loop On Ramp	62	62	62	62	62	62	62	62	62	62	62	62	46	62	62	62	62	62	62	62	62	62
California Ave Loop On Ramp to California Ave Direct On Ramp	58	58	57	54	56	58	57	57	57	48	55	58	23	57	57	58	57	57	59	58	59	58
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	56	57	43	42	45	49	48	47	46	38	41	49	33	47	49	52	48	52	56	54	56	55
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	62	62	59	59	60	60	60	59	60	59	59	60	59	60	60	61	60	61	62	61	61	61
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	63	63	63	62	63	63	63	63	63	62	62	63	62	63	63	63	63	63	63	63	63	63
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	61	61	60	60	60	60	60	60	60	59	60	60	59	60	60	61	61	61	61	61	61	61
Airport Dr Off Ramp to SR99 NB north end of the network	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR-99 SB Mainline																						
SR99 SB north end of the network to Airport Dr On Ramp	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
Airport Dr On Ramp to Rosedale Hwy Off Ramp	60	60	58	58	58	58	58	59	58	58	57	58	56	58	59	58	58	59	59	60	59	59
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	63	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	62	63	63	63
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	61	61	59	58	59	59	60	59	59	59	59	60	58	59	59	60	60	59	60	60	60	60
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	59	58	53	52	52	53	53	54	54	51	51	51	47	53	54	55	55	57	57	57	58	58
California Ave Off Ramp to California Ave On Ramp	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	59	60	58	58	58	58	59	58	58	57	57	58	56	58	58	59	59	59	59	60	59	59
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR58 WB On Ramp to Real Rd On Ramp	51	53	54	50	54	52	52	53	53	52	52	51	52	53	52	51	54	52	51	53	53	53
Real Rd On Ramp to Ming Ave Off Ramp	59	60	59	57	59	58	58	58	58	58	58	58	57	58	58	58	59	59	57	59	60	59
Ming Ave Off Ramp to Ming Ave On Ramp	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Ming Ave On Ramp to White Ln Off Ramp	62	62	61	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62
White Ln Off Ramp to White Ln Loop On Ramp	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
White Ln Loop On Ramp to White Ln Direct On Ramp	63	62	62	63	63	62	62	63	62	62	62	63	63	62	63	63	62	63	63	63	63	63
White Ln Direct On Ramp to SR99 SB south end of the network	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR58 EB Mainline																						
SR58 west end of the network to SR99 On Ramp	57	56	54	54	54	55	55	55	55	54	54	54	52	55	55	55	55	56	56	56	56	56
SR99 On Ramp to H St Off Ramp	59	58	58	57	58	58	58	58	58	58	58	58	57	58	58	58	58	58	58	59	58	58
H St Off Ramp to Chester Ave On Ramp	60	61	58	60	59	59	59	59	59	59	58	59	57	60	59	60	60	60	60	61	60	61
Chester Ave On Ramp to Union Ave Off Ramp	58	58	55	56	55	55	56	54	55	54	53	55	50	56	55	56	57	57	57	58	57	58
Union Ave Off Ramp to Union Ave Loop On Ramp	62	61	61	61	61	61	61	61	61	61	61	61	60	61	61	61	61	62	61	61	61	61
Union Ave Loop On Ramp to Union Ave Direct On Ramp	60	59	59	59	59	59	58	58	59	58	59	59	60	59	59	59	59	60	59	60	60	60
Union Ave Direct On Ramp to SR58 east end of the network	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	60	61	61	60	61	61	61
SR58 WB Mainline																						
SR58 east end of the network to Brundage Ln Off Ramp	63	63	62	62	62	62	62	62	62	62	62	62	61	62	62	62	62	62	62	63	63	63
Brundage Ln Off Ramp to Brundage Ln On Ramp	62	62	62	61	62	61	62	62	61	61	61	61	61	61	62	62	62	62	62	62	62	62
Brundage Ln On Ramp to Union Ave On Ramp	61	61	59	60	59	59	60	59	60	59	59	60	59	60	60	60	60	60	60	61	60	60
Union Ave On Ramp to Chester Ave Off Ramp	60	60	58	59	59	58	59	59	59	57	57	59	57	58	59	57	59	59	59	59	59	60
Chester Ave Off Ramp to H St On Ramp	62	62	61	61	61	61	61	61	61	61	61	61	61	61	62	61	61	61	62	62	62	62
H St On Ramp to SR99 NB Off Ramp	59	59	58	57	58	57	58	58	57	56	56	58	55	58	58	58	58	58	59	59	59	59
SR99 NB Off Ramp to SR99 SB Off Ramp	58	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	58	57

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Density (Vehicle/Lane/Mile)
CORSIM ANALYSIS RESULTS - AM PEAK

Freeway Segment	F&P Analysis	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%
SR-99 NB Mainline																																
SR-99 NB south end of the network to White Ln Off Ramp	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	23	19	19	19	19	19	19	19
White Ln Off Ramp to White Ln Loop On Ramp	21	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	20	22	34	53	18	18	18	18	18	18	18
White Ln Loop On Ramp to White Ln Direct On Ramp	-	37	35	37	35	35	37	36	34	35	35	35	35	37	37	36	33	35	36	37	36	49	64	83	85	36	34	33	33	33	33	32
White Ln Direct On Ramp to Ming Ave Off Ramp	35	30	30	30	30	31	30	30	30	30	30	30	30	30	30	30	30	30	30	35	34	61	73	81	81	30	29	29	29	29	29	29
Ming Ave Off Ramp to Ming Ave On Ramp	23	38	42	38	36	52	32	40	30	38	48	46	52	45	38	38	40	38	37	64	63	74	76	79	80	33	29	26	24	23	23	22
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	-	48	48	47	47	45	47	48	47	48	48	48	48	48	48	48	48	48	48	47	46	46	44	43	41	48	47	45	43	42	40	39
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	21	19	19	19	19	19	19	19	19	19	19	19	19	19	20	19	19	20	19	19	19	18	17	17	16	19	19	19	19	19	19	19
Wible Rd On Ramp to SR58 WB On Ramp	-	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	19	20	19	18	17	16	20	20	20	20	20	20	20
SR58 WB On Ramp to California Ave Off Ramp	29	27	27	27	27	26	27	27	27	26	26	26	27	27	28	27	27	27	27	27	28	27	26	25	24	27	27	27	26	26	26	26
California Ave Off Ramp to California Ave Loop On Ramp	23	21	22	21	20	21	21	21	21	21	20	21	21	21	21	21	21	22	21	21	41	38	20	21	18	21	21	21	21	21	21	21
California Ave Loop On Ramp to California Ave Direct On Ramp	-	23	29	23	22	22	22	23	23	22	24	24	25	23	31	23	24	29	23	24	65	68	37	33	31	22	23	22	22	22	22	23
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	27	33	33	33	30	30	30	32	34	30	31	34	37	33	38	32	32	34	34	35	44	43	38	37	33	31	28	26	26	25	25	25
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	-	17	18	17	17	17	17	17	17	17	17	17	17	17	18	17	17	17	18	17	17	17	16	16	15	17	17	17	17	17	17	16
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	17	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	12	12	12	13	13	13	13	13	13	13
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	-	14	15	14	14	15	14	15	15	15	14	14	15	14	15	15	15	15	15	15	14	14	14	13	14	14	14	14	15	15	15	14
Airport Dr Off Ramp to SR99 NB north end of the network	14	10	10	10	9	10	10	10	10	10	10	10	10	9	10	10	10	10	10	10	9	9	9	9	9	10	10	10	10	10	10	10
SR-99 SB Mainline																																
SR99 SB north end of the network to Airport Dr On Ramp	20	16	16	16	16	15	16	16	16	15	16	16	16	16	15	16	16	16	16	16	16	16	16	16	16	16	16	15	15	15	15	15
Airport Dr On Ramp to Rosedale Hwy Off Ramp	19	18	18	18	18	18	17	17	17	18	18	18	17	17	18	18	17	17	18	18	18	18	18	19	19	17	17	17	17	17	17	17
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	17	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	-	16	16	16	16	16	16	17	17	16	16	17	16	16	16	16	16	16	16	17	16	17	17	18	19	16	16	16	16	16	16	16
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	23	24	24	24	24	24	24	25	24	24	24	26	23	24	25	24	24	24	24	25	26	26	29	31	30	24	23	22	23	22	22	21
California Ave Off Ramp to California Ave On Ramp	19	16	16	16	16	16	17	16	16	16	16	17	16	16	17	16	16	16	17	17	16	16	16	16	17	16	16	16	16	16	16	16
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	20	18	18	18	19	18	19	18	18	18	18	18	18	19	19	18	19	18	18	19	19	20	19	20	21	18	18	18	18	18	18	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	13	11	11	11	11	11	11	11	11	11	12	11	11	11	11	11	11	11	12	12	11	11	11	11	12	11	11	11	11	11	11	12
SR58 WB On Ramp to Real Rd On Ramp	-	16	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	14	15	15	15	16	15	15	15	15
Real Rd On Ramp to Ming Ave Off Ramp	-	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	17	16	16	16	16	16	16	16
Ming Ave Off Ramp to Ming Ave On Ramp	15	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	12	13	13	13	13	13	13	13	13	13	13
Ming Ave On Ramp to White Ln Off Ramp	21	17	17	17	17	17	17	16	17	17	17	17	17	16	16	16	16	16	16	17	17	16	17	17	17	17	17	16	16	16	16	16
White Ln Off Ramp to White Ln Loop On Ramp	14	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	12	11	11	11	11	12	11	11	11	11	11	11	11
White Ln Loop On Ramp to White Ln Direct On Ramp	-	11	11	11	10	11	11	10	11	11	11	11	11	11	11	11	11	11	10	11	11	10	11	11	11	11	11	11	10	10	11	11
White Ln Direct On Ramp to SR99 SB south end of the network	15	12	12	12	11	12	12	11	12	12	12	12	12	12	12	12	12	12	11	12	12	11	12	12	12	12	12	12	12	11	12	12
SR58 EB Mainline																																
SR58 west end of the network to SR99 On Ramp	-	9	9	9	9	9	9	9	9	9	9	9	10	9	9	9	9	10	9	10	10	10	10	10	10	9	9	9	9	9	9	9
SR99 On Ramp to H St Off Ramp	-	22	21	21	22	21	22	22	22	21	22	22	22	22	21	22	21	22	21	22	21	22	21	21	21	22	22	22	21	21	21	21
H St Off Ramp to Chester Ave On Ramp	29	24	24	23	24	23	24	23	24	23	24	24	24	24	23	24	23	24	23	24	24	23	23	25	23	24	24	24	23	24	23	23
Chester Ave On Ramp to Union Ave Off Ramp	34	34	33	33	35	33	34	33	34	33	34	34	34	34	34	33	33	34	33	34	34	36	34	42	39	33	33	33	33	32	32	31
Union Ave Off Ramp to Union Ave Loop On Ramp	25	25	25	24	25	25	25	25	25	25	25	25	24	25	24	25	24	25	25	25	24	24	24	24	24	24	25	25	25	24	25	24
Union Ave Loop On Ramp to Union Ave Direct On Ramp	-	23	22	22	23	23	23	23	22	22	23	23	22	22	22	23	22	23	22	23	22	22	22	22	22	22	22	23	22	22	23	22
Union Ave Direct On Ramp to SR58 east end of the network	28	28	27	26	27	27	28	28	27	27	28	27	27	27	27	27	27	27	27	28	27	27	26	27	26	27	27	28	27	27	27	26
SR58 WB Mainline																																
SR58 east end of the network to Brundage Ln Off Ramp	30	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	25	25	25	25	25
Brundage Ln Off Ramp to Brundage Ln On Ramp	25	22	22	22	22	22	22	22	22	22	21	22	22	22	22	22	21	22	22	22	22	22	22	22	22	22	21	22	22	21	21	22
Brundage Ln On Ramp to Union Ave On Ramp	-	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	22	21	22	21	21	21	21	21	21	21
Union Ave On Ramp to Chester Ave Off Ramp	-	25	25	25	24	25	24	25	25	24	24	25	25	25	25	25	24	25	24	25	25	26	26	25	26	25	24	24	24	24	24	24
Chester Ave Off Ramp to H St On Ramp	25	22	21	21	22	21	21	22	21	21	21	22	22	21	21	21	21	21	21	22	22	22	22	22	22	22	21	21	21	21	21	22
H St On Ramp to SR99 NB Off Ramp	28	26	24	25	25	24	24	25	24	24	24	25	25	24	25	24	25	24	25	25	25	25	26	26	27	25	24	24	24	24	23	24
SR99 NB Off Ramp to SR99 SB Off Ramp	17	17	16	16	17	16	17	17	17	17	16	17	17	16	16	16	16	16	16	16	17	17	17	17	17	17	17	16	16	16	16	17

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Density (Vehicle/Lane/Mile)

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

CORSIM ANALYSIS RESULTS - AM PEAK

Freeway Segment	CFS -80%	CFS -90%	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																						
SR-99 NB south end of the network to White Ln Off Ramp	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
White Ln Off Ramp to White Ln Loop On Ramp	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
White Ln Loop On Ramp to White Ln Direct On Ramp	32	32	36	34	34	34	35	34	35	37	35	36	36	33	34	33	33	35	33	33	32	33
White Ln Direct On Ramp to Ming Ave Off Ramp	29	29	30	30	30	30	30	30	30	30	30	30	49	30	29	29	29	29	29	29	29	29
Ming Ave Off Ramp to Ming Ave On Ramp	22	22	34	34	33	37	27	29	29	36	34	35	70	28	27	25	25	23	23	23	23	23
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	38	38	48	48	48	48	47	48	46	48	48	49	47	47	46	43	44	41	42	40	38	39
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	19	19	20	19	19	19	20	19	20	19	20	19	19	19	19	19	19	19	19	19	19	19
Wible Rd On Ramp to SR58 WB On Ramp	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
SR58 WB On Ramp to California Ave Off Ramp	26	25	28	27	27	27	27	27	27	28	28	27	28	26	26	26	27	26	26	26	26	26
California Ave Off Ramp to California Ave Loop On Ramp	21	21	21	21	21	20	21	21	21	21	21	21	28	21	20	21	21	21	21	21	21	21
California Ave Loop On Ramp to California Ave Direct On Ramp	22	22	23	24	23	22	22	23	23	27	24	22	53	23	22	22	23	23	22	22	22	22
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	25	24	33	33	31	28	29	30	30	37	34	29	42	29	28	27	29	27	24	26	25	25
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	17	16	18	18	17	16	17	17	17	18	18	17	17	17	17	17	17	17	16	17	17	17
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	15	14	15	15	15	14	15	15	15	15	15	15	15	14	14	15	14	14	14	14	14	15
Airport Dr Off Ramp to SR99 NB north end of the network	10	10	10	10	10	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
SR-99 SB Mainline																						
SR99 SB north end of the network to Airport Dr On Ramp	15	15	16	16	16	16	15	15	16	16	16	16	16	16	16	15	15	15	16	15	15	15
Airport Dr On Ramp to Rosedale Hwy Off Ramp	17	17	17	18	17	17	17	17	17	17	18	17	18	17	17	17	17	17	17	17	17	17
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	16	16	16	17	16	16	16	16	16	16	16	16	17	17	16	16	16	16	16	16	16	16
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	21	21	23	24	24	24	24	23	23	25	24	24	26	24	23	23	23	22	22	22	21	22
California Ave Off Ramp to California Ave On Ramp	17	16	16	17	16	16	16	16	17	16	16	16	16	16	16	16	16	16	16	16	16	16
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	18	18	18	19	18	18	18	18	18	18	19	18	19	18	18	18	18	18	18	18	18	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	11	11	11	12	11	11	11	12	12	11	11	11	11	11	11	12	11	12	11	12	11	11
SR58 WB On Ramp to Real Rd On Ramp	16	15	14	16	15	15	15	15	15	15	15	16	15	15	15	16	15	15	15	15	15	15
Real Rd On Ramp to Ming Ave Off Ramp	16	16	15	17	16	16	16	16	17	16	16	16	16	16	16	16	16	16	16	16	16	16
Ming Ave Off Ramp to Ming Ave On Ramp	13	13	12	13	13	13	13	13	13	13	13	13	12	13	13	13	13	13	13	13	13	13
Ming Ave On Ramp to White Ln Off Ramp	16	16	16	17	16	17	16	16	17	17	17	17	16	17	17	17	16	17	16	16	16	16
White Ln Off Ramp to White Ln Loop On Ramp	11	11	11	11	11	11	11	11	12	11	11	11	11	11	11	11	11	11	11	11	11	11
White Ln Loop On Ramp to White Ln Direct On Ramp	11	11	11	11	11	11	11	11	11	11	11	11	10	11	11	11	11	11	11	11	11	11
White Ln Direct On Ramp to SR99 SB south end of the network	12	12	12	12	12	12	12	12	12	12	12	12	11	12	12	12	12	12	12	12	12	12
SR58 EB Mainline																						
SR58 west end of the network to SR99 On Ramp	9	9	9	9	9	9	9	9	9	9	9	9	10	9	9	9	9	9	9	9	9	9
SR99 On Ramp to H St Off Ramp	22	22	22	21	22	22	22	22	21	21	21	22	21	21	22	22	22	21	22	21	22	21
H St Off Ramp to Chester Ave On Ramp	23	23	24	23	24	24	24	25	23	23	24	23	24	23	24	23	24	23	24	23	24	23
Chester Ave On Ramp to Union Ave Off Ramp	32	32	33	32	33	33	33	35	33	33	34	33	36	32	33	33	32	31	33	31	32	31
Union Ave Off Ramp to Union Ave Loop On Ramp	25	25	25	24	25	25	25	26	25	25	25	24	24	24	25	25	25	24	25	24	25	24
Union Ave Loop On Ramp to Union Ave Direct On Ramp	22	23	23	22	22	22	23	23	22	23	22	22	22	22	22	22	22	22	23	22	22	22
Union Ave Direct On Ramp to SR58 east end of the network	27	27	27	27	27	27	27	28	27	27	27	27	27	27	27	27	27	27	27	27	27	27
SR58 WB Mainline																						
SR58 east end of the network to Brundage Ln Off Ramp	25	25	26	26	26	26	26	26	26	26	26	26	26	26	26	26	25	26	26	25	25	25
Brundage Ln Off Ramp to Brundage Ln On Ramp	22	22	22	22	22	22	21	22	22	22	22	22	22	22	21	22	22	22	22	22	22	21
Brundage Ln On Ramp to Union Ave On Ramp	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Union Ave On Ramp to Chester Ave Off Ramp	24	24	25	25	24	24	24	25	24	25	25	25	26	25	24	25	24	24	24	24	25	24
Chester Ave Off Ramp to H St On Ramp	21	21	21	22	21	21	21	21	21	22	21	22	22	21	21	22	21	21	21	21	21	21
H St On Ramp to SR99 NB Off Ramp	24	24	24	25	24	24	24	24	25	25	25	25	25	24	24	24	24	24	24	24	24	24
SR99 NB Off Ramp to SR99 SB Off Ramp	17	17	17	17	16	17	16	16	16	17	16	17	16	17	17	17	16	17	17	16	17	16

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Level of Service (LOS) HCM 2000 Criteria
CORSIM ANALYSIS RESULTS - AM PEAK

Freeway Segment	F&P Analysis	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%	CFS -80%	CFS -90%
SR-99 NB Mainline																																		
SR-99 NB south end of the network to White Ln Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
White Ln Off Ramp to White Ln Loop On Ramp	C	C	C	C	C	C	C	B	B	B	C	B	C	C	C	B	B	C	C	C	C	C	D	F	C	C	B	C	B	B	B	B	B	B
White Ln Loop On Ramp to White Ln Direct On Ramp	-	E	E	E	E	D	E	E	D	E	D	D	E	E	E	E	D	E	E	E	E	F	F	F	F	E	D	D	D	D	D	D	D	D
White Ln Direct On Ramp to Mng Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	F	F	F	F	D	D	D	D	D	D	D	D	D
Ming Ave Off Ramp to Ming Ave On Ramp	C	E	E	E	E	F	D	E	D	E	F	F	F	E	E	E	E	E	F	F	F	F	F	F	F	D	D	C	C	C	C	C	C	C
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	-	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E	E	E	F	F	F	E	E	E	E	E	E
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B	B	B	C	C	C	C	C	C	C	C	C
Wible Rd On Ramp to SR58 WB On Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B	B	B	C	C	C	C	C	C	C	C	C
SR58 WB On Ramp to California Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C	C	D	D	D	D	D	D	D	D	C	C
California Ave Off Ramp to California Ave Loop On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	E	E	C	C	C	C	C	C	C	C	C	C	C	C	C
California Ave Loop On Ramp to California Ave Direct On Ramp	-	C	D	C	C	C	C	C	C	C	C	C	C	C	D	C	C	D	C	F	F	E	D	D	C	C	C	C	C	C	C	C	C	C
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	E	D	E	D	D	D	D	E	E	E	E	D	D	D	D	C	C	C	C	C	C	C
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr Off Ramp to SR99 NB north end of the network	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR-99 SB Mainline																																		
SR99 SB north end of the network to Airport Dr On Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr On Ramp to Rosedale Hwy Off Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C	C	C	B	B	B	B	B	B	B	B	B	B
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B	B	B
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	D	D	C	C	C	C	C	C	C	C	C	C
California Ave Off Ramp to California Ave On Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	C	C	C	C	C	C	C	C	C	B	C	C	B	C	C	B	C	C	C	C	C	C	C	C	C	B	C	B	B	B	B	C	B	B
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 WB On Ramp to Real Rd On Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Real Rd On Ramp to Ming Ave Off Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave Off Ramp to Ming Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave On Ramp to White Ln Off Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Off Ramp to White Ln Loop On Ramp	B	B	B	B	A	B	B	A	B	B	B	B	A	A	B	A	A	B	A	B	A	B	B	B	B	B	B	A	A	B	B	B	B	B
White Ln Loop On Ramp to White Ln Direct On Ramp	-	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B	A	A	A	A	B	A	A	A	A	A	A	A	A	A
White Ln Direct On Ramp to SR99 SB south end of the network	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 EB Mainline																																		
SR58 west end of the network to SR99 On Ramp	-	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR99 On Ramp to H St Off Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St Off Ramp to Chester Ave On Ramp	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Chester Ave On Ramp to Union Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	E	D	E	E	D	D	D	D	D	D	D	D	D	D
Union Ave Off Ramp to Union Ave Loop On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Loop On Ramp to Union Ave Direct On Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Direct On Ramp to SR58 east end of the network	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR58 WB Mainline																																		
SR58 east end of the network to Brundage Ln Off Ramp	D	C	C	C	C	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	C	C	C	C	C	C	C	C	C	C
Brundage Ln Off Ramp to Brundage Ln On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln On Ramp to Union Ave On Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave On Ramp to Chester Ave Off Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C	C
Chester Ave Off Ramp to H St On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St On Ramp to SR99 NB Off Ramp	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	C	C	C	C	C	C	C	C	C	C
SR99 NB Off Ramp to SR99 SB Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Level of Service (LOS) HCM 2000 Criteria

CORSIM ANALYSIS RESULTS - AM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

Freeway Segment	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																				
SR-99 NB south end of the network to White Ln Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
White Ln Off Ramp to White Ln Loop On Ramp	C	C	C	C	B	C	C	C	C	C	C	C	B	C	C	C	C	B	C	C
White Ln Loop On Ramp to White Ln Direct On Ramp	E	D	D	D	D	D	D	E	D	E	E	D	D	D	D	D	D	D	D	D
White Ln Direct On Ramp to Ming Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	F	D	D	D	D	D	D	D	D	D
Ming Ave Off Ramp to Ming Ave On Ramp	D	D	D	E	D	D	D	E	D	D	F	D	D	C	C	C	C	C	C	C
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	F	F	F	F	F	F	F	F	F	F	F	F	F	E	E	E	E	E	E	E
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Wible Rd On Ramp to SR58 WB On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
SR58 WB On Ramp to California Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	D	D
California Ave Off Ramp to California Ave Loop On Ramp	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C
California Ave Loop On Ramp to California Ave Direct On Ramp	C	C	C	C	C	C	C	D	C	C	F	C	C	C	C	C	C	C	C	C
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	D	D	D	D	D	D	D	E	D	D	E	D	D	D	D	D	C	D	C	C
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr Off Ramp to SR99 NB north end of the network	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR-99 SB Mainline																				
SR99 SB north end of the network to Airport Dr On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr On Ramp to Rosedale Hwy Off Ramp	B	B	B	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B	B
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C
California Ave Off Ramp to California Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	B	C	C	C	B	C	C	C	C	C	C	C	C	C	B	B	B	B	C	C
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 WB On Ramp to Real Rd On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Real Rd On Ramp to Ming Ave Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave Off Ramp to Ming Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave On Ramp to White Ln Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Off Ramp to White Ln Loop On Ramp	A	B	B	B	B	A	B	B	B	B	A	B	B	B	B	B	A	B	A	B
White Ln Loop On Ramp to White Ln Direct On Ramp	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A
White Ln Direct On Ramp to SR99 SB south end of the network	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 EB Mainline																				
SR58 west end of the network to SR99 On Ramp	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR99 On Ramp to H St Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St Off Ramp to Chester Ave On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Chester Ave On Ramp to Union Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	E	D	D	D	D	D	D	D	D	D
Union Ave Off Ramp to Union Ave Loop On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Loop On Ramp to Union Ave Direct On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Direct On Ramp to SR58 east end of the network	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR58 WB Mainline																				
SR58 east end of the network to Brundage Ln Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln Off Ramp to Brundage Ln On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln On Ramp to Union Ave On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave On Ramp to Chester Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Chester Ave Off Ramp to H St On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St On Ramp to SR99 NB Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
SR99 NB Off Ramp to SR99 SB Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Cumulative Travel Time (seconds)
CORSIM ANALYSIS RESULTS - AM PEAK

Freeway Segment	Free Flow	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%	CFS -80%
SR-99 NB Mainline																																	
Ming Ave Off Ramp to Ming Ave On Ramp	167	207	212	210	204	225	199	210	196	206	219	216	222	216	207	207	207	207	205	251	246	348	413	475	528	199	192	188	184	183	182	180	181
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	177	228	233	231	225	245	219	231	217	227	240	237	243	237	228	228	227	228	226	272	267	369	434	497	550	220	212	207	203	201	199	197	197
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	207	260	266	263	257	278	251	263	249	259	272	270	276	269	260	261	259	260	258	304	300	402	467	530	582	253	245	239	235	233	231	229	229
Wible Rd On Ramp to SR58 WB On Ramp	216	270	275	273	267	287	261	273	259	269	282	279	285	279	270	270	269	270	268	314	309	412	476	539	592	262	254	249	244	243	241	238	239
SR58 WB On Ramp to California Ave Off Ramp	248	307	312	310	303	323	298	310	296	305	318	315	323	316	307	306	305	306	304	351	348	449	515	578	630	299	290	285	279	278	276	273	273
California Ave Off Ramp to California Ave Loop On Ramp	263	323	329	326	320	340	314	326	312	321	335	332	339	333	324	323	322	324	321	367	380	481	532	597	647	315	307	302	296	294	293	289	290
California Ave Loop On Ramp to California Ave Direct On Ramp	272	333	341	336	329	349	324	336	322	331	345	342	349	342	337	332	332	336	330	378	408	510	549	613	662	325	316	311	305	303	302	299	299
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	293	366	374	369	359	379	354	367	356	361	376	376	385	374	375	364	364	370	363	413	452	555	590	654	700	356	344	337	330	328	326	324	324
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	308	382	390	385	376	395	370	383	372	377	393	392	402	391	392	381	380	386	380	429	469	572	606	671	716	372	360	353	346	344	342	339	339
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	340	416	424	418	409	428	403	417	406	410	426	425	435	424	425	414	413	419	413	463	502	606	640	704	750	405	393	386	379	377	375	372	372
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	371	450	458	452	443	463	437	451	440	444	460	460	470	459	459	448	447	453	447	497	537	640	675	739	786	439	427	420	413	410	409	406	406
Airport Dr Off Ramp to SR99 NB north end of the network	410	490	498	492	483	503	478	491	480	485	500	500	510	499	499	488	487	494	487	537	577	681	716	780	826	479	467	460	453	450	449	446	446
% Difference against Free Flow	-	19%	21%	20%	18%	23%	16%	20%	17%	18%	22%	22%	24%	22%	22%	19%	19%	20%	19%	31%	41%	66%	74%	90%	101%	17%	14%	12%	10%	10%	9%	9%	9%
SR-99 SB Mainline																																	
SR99 SB north end of the network to Airport Dr On Ramp	47	48	48	49	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Airport Dr On Ramp to Rosedale Hwy Off Ramp	77	82	82	82	82	82	81	82	82	82	82	82	81	81	81	82	82	82	82	82	82	82	83	84	83	81	81	81	81	81	80	80	80
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	100	107	107	107	107	106	106	106	107	107	107	107	106	106	106	106	106	106	107	107	107	107	108	109	108	106	106	105	105	105	105	104	105
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	113	121	121	121	121	120	120	120	121	121	121	121	120	120	120	120	120	120	121	121	121	122	122	124	124	120	120	119	119	119	118	118	118
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	142	158	159	158	157	157	158	157	158	158	158	160	156	156	158	157	157	158	158	159	160	162	167	172	172	158	155	154	154	153	152	152	151
California Ave Off Ramp to California Ave On Ramp	155	171	172	172	171	171	171	171	172	172	171	173	169	170	171	171	170	171	171	173	173	176	181	186	186	171	168	167	167	166	166	165	165
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	181	200	201	200	200	199	200	200	200	200	200	202	198	199	200	199	199	199	200	202	203	207	211	217	218	200	196	195	195	194	194	193	193
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	220	240	241	240	240	239	240	240	241	240	240	242	238	239	240	239	239	239	240	242	243	247	251	257	258	240	236	235	235	234	234	233	233
SR58 WB On Ramp to Real Rd On Ramp	224	245	246	245	245	244	245	245	245	245	245	247	243	244	245	244	244	244	245	247	248	252	256	262	263	245	241	240	240	239	239	238	238
Real Rd On Ramp to Ming Ave Off Ramp	245	269	269	269	268	268	268	268	269	268	268	270	267	267	269	268	268	268	268	270	272	275	280	285	287	268	265	263	263	262	262	261	261
Ming Ave Off Ramp to Ming Ave On Ramp	278	303	304	303	303	302	303	303	303	303	303	305	301	302	303	302	302	302	303	305	306	310	315	320	322	303	299	298	298	297	296	295	296
Ming Ave On Ramp to White Ln Off Ramp	335	364	364	364	363	363	363	364	364	363	363	365	362	362	364	363	362	363	363	365	367	371	376	382	385	363	359	358	357	356	356	354	355
White Ln Off Ramp to White Ln Loop On Ramp	353	383	384	383	382	382	382	383	383	382	383	385	381	381	383	382	381	382	382	384	387	390	395	401	404	382	378	377	376	375	375	373	374
White Ln Loop On Ramp to White Ln Direct On Ramp	363	392	393	393	392	392	392	392	393	392	392	394	391	391	393	391	391	391	392	394	396	400	405	411	414	392	388	387	386	385	385	383	384
White Ln Direct On Ramp to SR99 SB south end of the network	413	444	445	444	444	444	444	444	445	444	444	446	442	443	444	443	443	443	444	446	448	452	457	462	466	444	439	438	438	437	436	435	435
% Difference against Free Flow	-	8%	8%	8%	7%	7%	7%	8%	8%	8%	8%	8%	7%	7%	8%	7%	7%	7%	8%	8%	9%	9%	11%	12%	13%	7%	6%	6%	6%	6%	6%	5%	5%
SR58 EB Mainline																																	
SR58 west end of the network to SR99 On Ramp	37	43	44	44	44	44	44	44	44	44	44	44	44	44	43	44	44	44	44	45	45	46	46	47	47	44	43	43	43	42	42	42	42
SR99 On Ramp to H St Off Ramp	46	54	54	54	55	54	54	55	55	54	54	54	55	54	54	54	54	55	54	56	56	56	56	57	58	54	54	53	53	52	53	52	52
H St Off Ramp to Chester Ave On Ramp	80	92	92	91	93	92	92	92	92	92	93	92	92	92	91	92	91	93	92	94	94	94	95	99	97	92	91	91	90	90	89	90	89
Chester Ave On Ramp to Union Ave Off Ramp	106	122	123	121	124	122	123	123	123	123	124	123	123	122	122	122	121	124	122	125	126	128	128	139	135	122	121	120	119	119	119	118	117
Union Ave Off Ramp to Union Ave Loop On Ramp	122	140	140	139	141	140	140	140	140	140	141	140	140	140	139	140	138	141	139	142	143	145	145	157	153	139	138	137	136	136	136	135	134
Union Ave Loop On Ramp to Union Ave Direct On Ramp	130	148	148	147	150	148	149	148	148	148	149	148	149	148	147	148	147	149	148	151	152	154	154	166	161	148	146	146	144	144	144	143	143
Union Ave Direct On Ramp to SR58 east end of the network	198	222	223	221	224	223	223	223	223	223	224	223	223	223	222	223	221	224	223	226	227	229	229	242	237	222	220	220	218	218	218	217	216
% Difference against Free Flow	-	12%	12%	12%	13%	12%	13%	12%	12%	12%	13%	12%	12%	12%	12%	12%	12%	13%	12%	14%	14%	15%	16%	22%	20%	12%	11%	11%	10%	10%	10%	9%	9%
SR58 WB Mainline																																	
SR58 east end of the network to Brundage Ln Off Ramp	65	68	69	69	69	70	68	69	68	68	68	69	68	68	68	68	68	68	68	68	68	69	69	69	70	68	68	68	68	68	68	67	67
Brundage Ln Off Ramp to Brundage Ln On Ramp	81	86	86	86	86	87	86	86	86	86	86	86	85	86	85	85	85	86	85	85	86	86	86	87	87	85	85	85	85	85	85	84	85
Brundage Ln On Ramp to Union Ave On Ramp	93	98	98	99	99	100	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	99	99	99	100	98	97	97	97	97	97	97	97
Union Ave On Ramp to Chester Ave Off Ramp	114	122	122	123	123	124	122	123	122	122	122	122	122	122	122	122	122	122	122	122	123	124	124	124	126	122	121	121	121	121	121	120	120
Chester Ave Off Ramp to H St On Ramp	152	162	162	163	162	164	162	163	162	162	162	162	162	162	162	162	161	162	162	162	162	164	164	164	166	161	161	160	160	160	160	160	160
H St On Ramp to SR99 NB Off Ramp	176	191	190	192	191	192	190	191	190	190	190	191	190	190	190	190	189	190	190	190	191	193	193	194	197	190	188	188	188	188	187	187	187
SR99 NB Off Ramp to SR99 SB Off Ramp	199	218	217	219	217	219	217	218	216	216	217	218	217	217	217	217	216	216	216	217	218	220	220	221	224	216	215	215	214	215	214	213	213
% Difference against Free Flow	-	10%	9%	10%	9%	10%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	10%	11%	11%	13%	9%	8%	8%	8%	8%	7%	7%	7%

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Cumulative Travel Time (seconds)
CORSIM ANALYSIS RESULTS - AM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

Freeway Segment	CFS -90%	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																					
Ming Ave Off Ramp to Ming Ave On Ramp	181	202	202	200	204	191	194	194	206	202	202	293	192	190	186	186	184	183	182	181	181
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	197	223	223	221	225	211	215	214	227	222	223	314	212	210	205	205	202	201	200	198	198
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	229	255	255	253	257	243	247	246	260	255	256	347	244	243	237	237	234	233	232	230	230
Wible Rd On Ramp to SR58 WB On Ramp	238	265	265	263	266	253	256	256	269	264	265	357	254	252	246	247	243	243	241	239	240
SR58 WB On Ramp to California Ave Off Ramp	273	302	301	299	303	290	293	292	307	302	302	395	290	288	282	284	279	278	277	275	275
California Ave Off Ramp to California Ave Loop On Ramp	290	319	317	316	319	306	310	309	323	319	319	417	306	304	298	300	295	295	293	291	291
California Ave Loop On Ramp to California Ave Direct On Ramp	299	328	327	325	329	315	319	318	334	328	328	440	316	314	307	310	305	304	302	300	300
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	323	360	360	356	356	344	348	348	370	362	356	482	345	342	334	338	331	328	328	324	325
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	339	376	376	372	372	360	364	364	387	379	373	499	361	358	350	354	347	344	344	340	341
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	372	409	410	405	406	394	398	397	420	412	406	532	395	391	383	387	380	377	377	373	374
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	405	443	444	439	440	428	431	431	455	446	440	567	429	425	417	421	413	410	410	407	407
Airport Dr Off Ramp to SR99 NB north end of the network	445	484	484	480	480	468	472	472	495	487	480	607	469	465	457	461	454	450	450	447	448
% Difference against Free Flow	8%	18%	18%	17%	17%	14%	15%	0	21%	19%	17%	48%	14%	13%	11%	12%	11%	10%	10%	9%	9%
SR-99 SB Mainline																					
SR99 SB north end of the network to Airport Dr On Ramp	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Airport Dr On Ramp to Rosedale Hwy Off Ramp	80	81	82	81	81	81	81	81	81	82	81	83	81	81	81	81	81	81	80	81	80
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	105	106	106	106	106	106	106	106	106	107	106	108	106	106	106	106	106	106	105	105	105
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	118	120	120	120	120	120	119	120	120	120	120	122	120	120	120	120	120	119	118	119	119
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	151	156	158	157	156	156	155	155	158	158	157	163	157	155	155	155	153	153	153	152	152
California Ave Off Ramp to California Ave On Ramp	165	170	171	170	170	170	168	169	171	171	170	176	170	169	168	168	167	166	166	165	165
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	192	199	200	199	198	198	197	197	200	200	199	206	199	197	196	196	195	194	194	194	193
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	232	239	240	239	238	238	237	238	240	240	239	246	239	238	236	236	235	234	234	234	233
SR58 WB On Ramp to Real Rd On Ramp	237	243	245	244	243	243	242	242	245	245	244	251	244	242	242	241	240	239	239	239	238
Real Rd On Ramp to Ming Ave Off Ramp	260	266	269	267	267	266	265	266	269	269	268	275	267	266	265	264	263	263	262	261	261
Ming Ave Off Ramp to Ming Ave On Ramp	294	301	304	301	301	301	300	300	303	303	302	310	302	300	299	299	297	298	296	296	296
Ming Ave On Ramp to White Ln Off Ramp	353	361	364	361	362	361	360	361	364	364	363	371	362	361	359	359	357	358	356	355	355
White Ln Off Ramp to White Ln Loop On Ramp	373	380	384	381	381	380	379	380	383	384	382	390	381	380	379	378	376	377	375	374	374
White Ln Loop On Ramp to White Ln Direct On Ramp	382	390	393	390	391	390	389	390	393	393	392	399	391	390	388	387	386	387	385	384	384
White Ln Direct On Ramp to SR99 SB south end of the network	434	442	445	442	442	442	440	441	445	445	444	451	443	441	440	439	438	438	436	436	436
% Difference against Free Flow	5%	7%	8%	7%	7%	7%	7%	0	8%	8%	7%	9%	7%	7%	7%	6%	6%	6%	6%	6%	6%
SR58 EB Mainline																					
SR58 west end of the network to SR99 On Ramp	42	44	44	44	44	44	43	44	44	45	44	46	43	43	43	43	43	42	42	42	43
SR99 On Ramp to H St Off Ramp	52	54	55	54	54	54	54	54	55	55	54	56	53	54	53	53	53	53	52	53	53
H St Off Ramp to Chester Ave On Ramp	89	92	92	92	92	91	92	91	92	93	92	95	91	91	91	90	90	90	89	90	90
Chester Ave On Ramp to Union Ave Off Ramp	117	122	122	122	122	121	122	121	123	124	122	128	120	121	121	119	119	119	118	119	118
Union Ave Off Ramp to Union Ave Loop On Ramp	134	140	139	139	139	138	139	138	140	141	139	146	137	138	138	136	136	136	135	136	135
Union Ave Loop On Ramp to Union Ave Direct On Ramp	143	148	148	148	148	147	148	147	149	150	148	154	146	147	146	145	144	145	143	144	144
Union Ave Direct On Ramp to SR58 east end of the network	216	223	222	222	222	221	223	221	223	224	222	229	220	221	220	219	218	219	217	218	217
% Difference against Free Flow	9%	12%	12%	12%	12%	12%	12%	0	12%	13%	12%	15%	11%	11%	11%	10%	10%	10%	9%	10%	10%
SR58 WB Mainline																					
SR58 east end of the network to Brundage Ln Off Ramp	67	68	68	68	68	68	68	68	69	69	68	69	68	68	68	68	68	68	68	68	68
Brundage Ln Off Ramp to Brundage Ln On Ramp	84	85	85	85	85	85	85	85	86	86	86	86	86	85	85	85	85	85	85	85	85
Brundage Ln On Ramp to Union Ave On Ramp	96	98	98	98	98	98	98	98	98	98	98	99	98	97	98	97	97	97	97	97	97
Union Ave On Ramp to Chester Ave Off Ramp	120	122	122	122	122	121	121	122	123	123	122	124	122	121	122	121	121	121	121	121	121
Chester Ave Off Ramp to H St On Ramp	159	162	161	161	162	161	161	161	163	163	162	164	162	161	162	161	161	161	160	160	160
H St On Ramp to SR99 NB Off Ramp	187	190	189	189	190	189	189	189	191	191	189	193	190	189	189	188	188	188	187	187	187
SR99 NB Off Ramp to SR99 SB Off Ramp	213	216	216	216	216	216	216	216	218	218	216	220	216	215	216	215	215	215	214	214	214
% Difference against Free Flow	7%	9%	8%	8%	9%	8%	8%	9%	9%	10%	8%	10%	9%	8%	8%	8%	8%	8%	7%	7%	7%

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - SPEED (MPH)
CORSIM ANALYSIS RESULTS - PM PEAK

Freeway Segment	F&P Analysis	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%
SR-99 NB Mainline																																
SR-99 NB south end of the network to White Ln Off Ramp	65	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
White Ln Off Ramp to White Ln Loop On Ramp	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64
White Ln Loop On Ramp to White Ln Direct On Ramp	-	52	52	50	53	51	51	51	51	53	50	53	51	51	52	52	51	51	52	52	53	52	51	53	52	52	51	53	53	53	52	53
White Ln Direct On Ramp to Ming Ave Off Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	60	60	60	61	61	61	61	61	62	62
Ming Ave Off Ramp to Ming Ave On Ramp	65	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	61	61	62	62	62	62	62	63	63
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	-	47	46	44	46	47	48	46	46	46	48	45	46	46	47	46	47	47	49	47	42	43	41	37	37	49	49	52	50	52	52	52
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	65	63	62	63	63	63	63	63	63	63	63	63	63	63	63	63	62	62	62	63	62	62	62	62	56	63	63	63	63	63	63	63
Wible Rd On Ramp to SR58 WB On Ramp	-	59	59	59	59	59	59	60	59	59	59	60	59	59	59	59	59	59	59	59	59	59	59	59	27	59	59	59	59	59	60	60
SR58 WB On Ramp to California Ave Off Ramp	65	58	57	58	58	59	59	58	58	58	58	58	58	58	57	58	58	58	58	58	57	57	57	57	24	59	58	59	59	59	59	59
California Ave Off Ramp to California Ave Loop On Ramp	65	62	62	62	62	63	62	63	62	62	62	63	63	62	62	62	62	63	62	63	62	62	62	62	11	62	63	63	62	62	62	62
California Ave Loop On Ramp to California Ave Direct On Ramp	-	55	57	54	55	55	55	56	56	53	55	56	56	56	56	56	56	56	56	55	55	54	53	39	9	56	55	56	57	57	57	57
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	65	51	52	51	51	51	51	51	51	46	51	52	52	50	50	51	51	52	52	49	48	46	43	39	21	53	53	55	55	56	57	57
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	-	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	61	61	61	62	63	63	62	63	63	63
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	-	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	60	59	59	60	60	61	61	61	61	61	61
Airport Dr Off Ramp to SR99 NB north end of the network	65	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR-99 SB Mainline																																
SR99 SB north end of the network to Airport Dr On Ramp	65	63	63	63	63	63	63	63	63	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64
Airport Dr On Ramp to Rosedale Hwy Off Ramp	65	55	55	53	54	54	55	55	54	55	54	55	54	55	54	54	55	55	55	54	53	50	50	48	47	55	56	55	57	58	58	58
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	6	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	61	57	50	33	29	62	62	62	62	62	62	62
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	-	48	48	48	48	48	45	48	47	45	44	49	48	47	48	50	46	48	50	41	29	23	20	17	15	52	55	55	56	56	56	57
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	63	45	46	46	44	45	44	46	44	45	45	45	45	44	45	45	44	46	46	42	40	39	33	27	19	47	50	51	53	54	54	55
California Ave Off Ramp to California Ave On Ramp	65	52	52	56	61	56	56	50	56	61	60	61	59	57	57	59	55	60	55	43	44	35	21	15	13	58	61	61	61	61	62	62
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	63	44	43	44	48	45	45	43	45	46	47	46	45	44	47	47	45	47	44	41	41	40	40	40	40	48	50	52	54	53	56	57
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	65	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	61	61	61	62	62	62	63	63	63	63	63
SR58 WB On Ramp to Real Rd On Ramp	-	50	49	45	47	49	49	50	47	50	44	46	48	50	47	49	49	46	48	50	48	40	46	39	46	41	49	48	49	49	49	47
Real Rd On Ramp to Ming Ave Off Ramp	-	53	53	49	53	51	54	54	51	54	52	52	54	54	53	54	54	52	53	53	51	48	48	48	49	40	54	54	55	53	54	56
Ming Ave Off Ramp to Ming Ave On Ramp	65	62	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	57	62	62	63	63	63	62	62	63
Ming Ave On Ramp to White Ln Off Ramp	63	57	49	54	57	54	47	50	56	50	55	28	48	53	53	52	56	51	52	44	51	46	50	31	52	57	52	60	36	60	42	50
White Ln Off Ramp to White Ln Loop On Ramp	65	63	62	62	62	62	61	61	62	62	62	61	61	62	62	61	62	61	62	62	62	62	62	62	62	62	61	63	62	62	61	61
White Ln Loop On Ramp to White Ln Direct On Ramp	-	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
White Ln Direct On Ramp to SR99 SB south end of the network	65	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	62	62	62	62	62	62	62	62	62	62	62	63	62	63	63
SR58 EB Mainline																																
SR58 west end of the network to SR99 On Ramp	-	55	54	55	55	55	54	55	55	55	55	55	54	55	55	55	55	55	55	54	54	54	53	52	52	55	55	56	56	56	57	56
SR99 On Ramp to H St Off Ramp	-	58	58	58	58	58	58	58	58	58	58	58	58	58	58	59	58	58	58	58	58	58	58	57	57	58	58	59	59	59	59	59
H St Off Ramp to Chester Ave On Ramp	64	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	60	59	59	59	59	58	60	60	60	61	61	61	61
Chester Ave On Ramp to Union Ave Off Ramp	61	55	55	56	56	56	56	56	55	56	56	55	56	56	57	56	56	56	56	55	54	53	53	51	49	57	56	58	58	59	59	59
Union Ave Off Ramp to Union Ave Loop On Ramp	64	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	61	60	59	61	61	61	62	61	62	62
Union Ave Loop On Ramp to Union Ave Direct On Ramp	-	58	58	58	58	58	58	58	57	58	58	58	57	58	59	58	58	57	58	58	58	56	58	57	56	58	59	57	59	59	59	59
Union Ave Direct On Ramp to SR58 east end of the network	61	60	59	59	60	60	60	60	59	60	60	60	60	60	60	60	59	60	60	60	59	59	59	58	58	60	60	60	61	61	61	61
SR58 WB Mainline																																
SR58 east end of the network to Brundage Ln Off Ramp	64	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	61	61	62	62	62	63	63	63	63
Brundage Ln Off Ramp to Brundage Ln On Ramp	65	61	61	61	61	62	61	61	61	61	61	62	61	61	61	61	62	61	61	61	61	61	61	61	60	61	62	61	62	62	62	62
Brundage Ln On Ramp to Union Ave On Ramp	-	59	59	58	58	59	58	58	59	59	59	59	59	59	59	59	59	58	59	58	58	58	58	58	57	59	59	59	60	60	60	60
Union Ave On Ramp to Chester Ave Off Ramp	-	57	57	57	57	57	57	56	56	57	56	57	57	57	56	56	57	56	57	56	55	54	53	53	51	57	58	58	58	58	59	59
Chester Ave Off Ramp to H St On Ramp	65	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	60	61	60	59	61	61	61	62	62	62	62
H St On Ramp to SR99 NB Off Ramp	63	56	56	56	55	56	55	55	56	56	56	57	56	56	55	56	56	55	56	55	54	54	54	51	51	56	57	57	58	58	58	58
SR99 NB Off Ramp to SR99 SB Off Ramp	65	57	57	57	57	57	57	56	57	57	57	57	57	57	57	57	57	57	57	57	56	56	56	56	56	57	57	57	57	57	57	57

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - SPEED (MPH)
CORSIM ANALYSIS RESULTS - PM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

Freeway Segment	CFS -80%	CFS -90%	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																						
SR-99 NB south end of the network to White Ln Off Ramp	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
White Ln Off Ramp to White Ln Loop On Ramp	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
White Ln Loop On Ramp to White Ln Direct On Ramp	54	52	53	53	52	51	53	53	52	52	52	51	53	52	52	51	53	53	53	53	52	54
White Ln Direct On Ramp to Ming Ave Off Ramp	62	62	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62
Ming Ave Off Ramp to Ming Ave On Ramp	62	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	62
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	54	53	45	46	50	47	48	49	50	47	48	47	41	49	47	50	50	51	53	52	53	53
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	63	63	62	62	63	63	62	62	63	63	63	62	62	63	63	63	63	63	63	63	63	63
Wible Rd On Ramp to SR58 WB On Ramp	60	60	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
SR58 WB On Ramp to California Ave Off Ramp	59	60	58	58	59	58	58	58	59	58	58	59	57	59	59	58	59	58	59	59	59	59
California Ave Off Ramp to California Ave Loop On Ramp	62	62	62	62	63	63	62	62	63	62	62	62	62	62	62	63	63	62	62	62	62	63
California Ave Loop On Ramp to California Ave Direct On Ramp	57	58	55	56	56	57	56	55	57	54	56	56	54	56	57	56	57	57	56	57	58	57
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	57	57	51	53	52	53	53	52	54	50	52	52	45	52	53	52	56	56	55	55	56	57
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	63	63	62	62	62	62	62	62	63	62	62	62	61	62	62	62	63	63	63	62	63	63
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	61	61	60	60	60	60	60	61	61	60	60	60	59	60	60	60	61	61	61	61	61	61
Airport Dr Off Ramp to SR99 NB north end of the network	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
SR-99 SB Mainline																						
SR99 SB north end of the network to Airport Dr On Ramp	64	64	63	64	64	63	64	64	64	63	63	63	63	63	63	64	64	64	64	64	64	64
Airport Dr On Ramp to Rosedale Hwy Off Ramp	58	58	55	55	55	55	55	56	56	54	54	54	50	54	55	55	56	56	57	56	57	58
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	62	62	62	62	62	62	62	62	62	62	62	62	56	62	62	62	62	62	62	62	62	62
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	58	57	53	54	55	54	54	54	54	45	49	50	21	52	56	55	54	56	56	55	57	57
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	56	56	46	47	47	47	48	48	48	43	45	45	33	47	49	50	51	53	52	54	55	55
California Ave Off Ramp to California Ave On Ramp	62	61	59	58	61	61	61	60	60	58	59	60	22	59	60	61	60	61	61	60	62	62
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	57	57	44	48	48	49	51	47	49	45	45	45	41	48	47	51	52	51	53	52	54	56
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	63	63	62	62	62	63	62	63	63	62	62	62	61	62	63	63	63	63	63	63	62	63
SR58 WB On Ramp to Real Rd On Ramp	48	48	49	50	34	47	47	50	49	43	43	50	48	46	50	48	47	47	48	45	49	47
Real Rd On Ramp to Ming Ave Off Ramp	57	56	55	54	37	50	54	55	54	45	49	53	52	52	55	54	54	55	55	55	54	53
Ming Ave Off Ramp to Ming Ave On Ramp	63	63	63	62	62	62	62	63	63	62	62	62	62	62	63	62	63	63	63	63	62	62
Ming Ave On Ramp to White Ln Off Ramp	50	61	55	58	55	55	50	58	58	54	45	44	30	42	58	50	47	46	48	53	56	59
White Ln Off Ramp to White Ln Loop On Ramp	62	63	62	63	62	62	61	62	63	62	61	61	61	61	63	61	61	62	61	62	62	62
White Ln Loop On Ramp to White Ln Direct On Ramp	62	62	62	62	62	62	62	62	62	62	62	61	62	62	62	61	62	62	62	62	62	62
White Ln Direct On Ramp to SR99 SB south end of the network	63	62	62	62	63	62	62	62	62	62	62	62	62	62	62	62	62	63	63	62	63	63
SR58 EB Mainline																						
SR58 west end of the network to SR99 On Ramp	56	56	54	55	55	55	55	55	55	55	55	55	54	55	55	55	56	55	56	56	56	56
SR99 On Ramp to H St Off Ramp	59	59	57	58	58	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	58	59
H St Off Ramp to Chester Ave On Ramp	61	61	59	60	60	60	60	60	60	60	60	60	60	60	60	61	60	61	61	60	61	61
Chester Ave On Ramp to Union Ave Off Ramp	59	59	55	56	56	56	56	56	57	55	55	55	53	56	56	57	58	58	58	58	59	59
Union Ave Off Ramp to Union Ave Loop On Ramp	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	62	61	61	61	61	61	62
Union Ave Loop On Ramp to Union Ave Direct On Ramp	59	59	58	58	58	59	58	58	57	58	57	58	58	59	59	59	58	59	60	59	60	60
Union Ave Direct On Ramp to SR58 east end of the network	61	61	60	60	60	60	60	60	60	59	60	59	59	60	60	60	60	60	60	60	61	61
SR58 WB Mainline																						
SR58 east end of the network to Brundage Ln Off Ramp	63	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63
Brundage Ln Off Ramp to Brundage Ln On Ramp	62	62	62	62	61	61	61	62	62	61	61	61	61	62	62	62	62	62	62	62	62	62
Brundage Ln On Ramp to Union Ave On Ramp	60	61	59	59	59	58	59	59	59	59	59	58	58	58	59	60	60	59	59	60	60	60
Union Ave On Ramp to Chester Ave Off Ramp	59	59	57	57	57	57	57	57	57	57	56	56	56	56	57	58	58	58	58	59	59	59
Chester Ave Off Ramp to H St On Ramp	62	62	61	61	61	61	61	61	61	61	61	61	61	61	61	61	62	61	62	61	62	62
H St On Ramp to SR99 NB Off Ramp	59	59	57	57	56	57	57	56	56	56	55	56	54	56	57	57	57	57	58	58	58	57
SR99 NB Off Ramp to SR99 SB Off Ramp	57	57	57	57	57	57	57	57	57	57	57	56	57	57	57	57	57	57	57	57	57	57

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Density (Vehicle/Lane/Mile)
CORSIM ANALYSIS RESULTS - PM PEAK

Freeway Segment	F&P Analysis	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%
SR-99 NB Mainline																																
SR-99 NB south end of the network to White Ln Off Ramp	15	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
White Ln Off Ramp to White Ln Loop On Ramp	13	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
White Ln Loop On Ramp to White Ln Direct On Ramp	-	18	18	18	17	18	18	18	18	17	19	17	18	18	18	18	18	18	18	17	17	18	18	17	18	18	18	17	17	18	18	17
White Ln Direct On Ramp to Ming Ave Off Ramp	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Ming Ave Off Ramp to Ming Ave On Ramp	15	13	13	13	14	13	13	13	14	13	14	13	14	14	14	13	14	13	13	13	13	13	13	14	14	13	14	13	13	13	13	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	-	22	22	23	22	21	20	22	22	22	21	22	22	22	21	22	21	22	20	21	24	24	24	27	27	20	21	19	20	19	19	19
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	14	13	12	13	12	13	12	12	12	13	13	12	13	13	12	12	13	12	13	12	12	12	13	13	14	13	12	13	12	12	12	13
Wible Rd On Ramp to SR58 WB On Ramp	-	15	14	14	14	15	14	14	14	15	14	14	15	15	14	14	15	14	14	14	14	14	15	14	27	14	14	15	14	15	14	15
SR58 WB On Ramp to California Ave Off Ramp	21	21	21	20	20	20	20	20	20	21	20	20	20	21	21	20	21	20	21	20	20	21	21	21	43	20	20	20	20	20	20	20
California Ave Off Ramp to California Ave Loop On Ramp	18	17	16	17	16	17	17	17	16	17	17	16	17	16	17	16	17	16	17	16	16	16	16	16	80	16	16	16	16	16	17	16
California Ave Loop On Ramp to California Ave Direct On Ramp	-	20	19	20	19	20	20	19	19	20	20	19	19	19	19	19	19	19	20	19	19	19	20	27	84	19	19	19	19	19	19	19
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	22	24	22	23	23	23	24	23	23	26	23	22	23	23	23	23	24	22	23	24	24	25	27	30	44	22	22	21	21	21	21	20
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	-	13	13	13	13	13	13	13	13	12	13	12	13	13	13	13	13	12	13	12	13	13	13	13	10	12	13	13	12	13	13	12
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	14	11	11	12	11	11	12	11	11	11	12	11	11	11	11	11	11	11	12	11	11	11	12	12	9	11	11	12	11	11	11	11
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	-	14	14	14	13	13	14	13	13	13	14	13	13	13	14	13	14	13	14	13	14	13	14	14	11	13	13	14	13	13	13	13
Airport Dr Off Ramp to SR99 NB north end of the network	14	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	9	10	10	10	10	8	9	9	10	10	10	10	10
SR-99 SB Mainline																																
SR99 SB north end of the network to Airport Dr On Ramp	20	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Airport Dr On Ramp to Rosedale Hwy Off Ramp	23	22	22	23	22	22	22	22	22	22	22	22	23	22	22	22	22	22	22	22	23	24	25	26	26	22	22	22	21	21	21	21
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	20	18	17	18	17	17	17	17	18	17	17	18	17	17	17	17	17	17	17	17	18	19	21	32	36	17	17	17	17	17	17	17
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	-	26	26	26	26	26	28	26	26	28	28	26	26	26	26	25	27	26	25	31	43	54	62	69	74	24	23	23	22	23	22	22
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	31	37	36	36	37	36	38	36	37	37	37	37	37	37	37	36	37	36	36	39	42	43	48	55	69	35	33	32	31	30	30	30
California Ave Off Ramp to California Ave On Ramp	25	27	27	25	23	25	25	29	25	23	23	23	24	25	24	24	25	24	26	33	32	39	63	88	90	24	23	23	23	23	23	23
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	29	37	37	37	32	35	36	38	36	34	34	34	35	36	34	33	35	34	36	40	40	40	41	40	37	33	32	30	29	29	28	28
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	20	18	18	18	18	18	18	18	18	18	19	18	18	18	18	18	18	18	18	18	18	19	18	18	16	19	18	18	18	18	18	18
SR58 WB On Ramp to Real Rd On Ramp	-	23	23	25	24	23	23	23	24	23	26	25	24	23	25	24	23	25	24	23	24	28	24	28	22	28	24	24	24	23	23	24
Real Rd On Ramp to Ming Ave Off Ramp	-	26	26	28	26	27	25	26	27	25	27	27	26	26	27	26	25	27	26	26	27	29	27	28	25	35	26	26	25	26	26	25
Ming Ave Off Ramp to Ming Ave On Ramp	20	18	17	18	17	17	18	18	17	17	18	18	18	18	18	18	17	18	17	18	18	17	17	18	16	17	18	17	17	17	18	18
Ming Ave On Ramp to White Ln Off Ramp	31	25	30	26	25	27	33	30	25	28	26	56	32	27	28	28	25	29	28	33	29	32	29	47	25	25	29	24	44	23	40	32
White Ln Off Ramp to White Ln Loop On Ramp	18	15	15	16	15	15	15	16	15	15	16	15	15	15	15	16	15	16	15	15	16	15	15	14	14	15	15	16	15	15	15	15
White Ln Loop On Ramp to White Ln Direct On Ramp	-	15	14	15	14	14	14	15	15	14	15	14	14	14	14	15	14	15	14	14	15	14	14	13	13	14	14	15	14	14	14	14
White Ln Direct On Ramp to SR99 SB south end of the network	191	16	15	16	16	16	16	16	16	15	16	15	16	16	16	16	16	16	16	15	16	16	15	14	15	15	16	16	15	16	15	16
SR58 EB Mainline																																
SR58 west end of the network to SR99 On Ramp	-	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
SR99 On Ramp to H St Off Ramp	-	20	20	20	19	19	19	20	20	19	19	20	20	20	20	19	20	20	20	20	20	20	19	19	19	20	20	19	19	19	19	20
H St Off Ramp to Chester Ave On Ramp	27	21	22	21	21	21	21	21	22	21	21	21	21	21	21	21	21	21	21	21	22	21	21	21	20	21	22	21	20	21	21	21
Chester Ave On Ramp to Union Ave Off Ramp	34	31	32	31	31	30	31	31	32	30	30	31	31	31	30	30	31	30	31	31	32	32	32	32	33	30	32	30	29	29	29	29
Union Ave Off Ramp to Union Ave Loop On Ramp	27	25	26	25	25	25	25	25	26	25	25	25	25	25	25	25	25	25	25	25	25	25	25	24	25	25	26	25	24	25	25	25
Union Ave Loop On Ramp to Union Ave Direct On Ramp	-	24	24	24	23	23	23	23	24	23	23	23	24	23	23	23	23	24	24	23	24	24	23	23	23	23	24	24	22	23	23	23
Union Ave Direct On Ramp to SR58 east end of the network	33	29	29	29	29	29	29	28	29	29	28	29	29	29	28	28	28	29	29	29	29	29	28	28	28	28	29	28	27	28	28	28
SR58 WB Mainline																																
SR58 east end of the network to Brundage Ln Off Ramp	27	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	24	24	24	24
Brundage Ln Off Ramp to Brundage Ln On Ramp	24	23	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	23	22	22	22	22	22	22	22
Brundage Ln On Ramp to Union Ave On Ramp	-	22	22	22	22	22	23	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	23	22	22	22	22	22	22	21
Union Ave On Ramp to Chester Ave Off Ramp	-	27	27	27	27	27	27	27	27	27	27	27	26	27	27	27	27	27	27	27	27	28	28	28	30	27	27	26	26	26	26	26
Chester Ave Off Ramp to H St On Ramp	25	24	23	23	23	23	24	23	23	23	23	23	23	23	24	23	23	23	23	23	23	23	23	23	24	23	23	23	23	23	23	23
H St On Ramp to SR99 NB Off Ramp	29	28	28	28	28	28	29	28	28	28	28	27	28	28	28	28	28	28	28	28	28	29	28	30	30	27	27	27	27	27	27	26
SR99 NB Off Ramp to SR99 SB Off Ramp	19	20	19	19	20	20	19	19	20	19	20	19	19	19	20	19	20	20	19	19	19	19	19	20	20	19	19	20	20	19	19	19

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Density (Vehicle/Lane/Mile)

CORSIM ANALYSIS RESULTS - PM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

Freeway Segment	CFS -80%	CFS -90%	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																						
SR-99 NB south end of the network to White Ln Off Ramp	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
White Ln Off Ramp to White Ln Loop On Ramp	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
White Ln Loop On Ramp to White Ln Direct On Ramp	17	17	17	17	18	18	18	17	18	18	17	18	17	18	18	18	17	17	17	17	18	17
White Ln Direct On Ramp to Ming Ave Off Ramp	18	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Ming Ave Off Ramp to Ming Ave On Ramp	13	13	13	14	14	14	14	14	13	13	13	13	14	13	13	13	13	13	13	13	13	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	19	19	22	22	20	21	21	21	20	21	21	22	24	20	21	20	20	20	19	19	19	19
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	12	13	13	13	12	13	13	12	12	12	12	12	13	13	12	13	12	12	13	12	13	12
Wible Rd On Ramp to SR58 WB On Ramp	14	15	15	15	14	15	15	15	14	14	15	14	15	15	14	15	14	14	15	15	15	14
SR58 WB On Ramp to California Ave Off Ramp	20	20	20	21	20	21	21	20	20	20	20	20	21	20	20	20	20	20	20	20	20	20
California Ave Off Ramp to California Ave Loop On Ramp	16	17	17	17	16	17	17	16	16	16	16	16	17	17	16	17	16	16	17	16	16	16
California Ave Loop On Ramp to California Ave Direct On Ramp	19	19	20	19	19	19	20	19	18	19	19	19	20	19	19	19	19	18	19	19	19	19
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	21	21	23	23	22	23	23	23	22	23	22	22	26	23	22	23	21	20	22	21	21	20
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	12	13	13	13	13	13	13	13	12	12	13	13	13	13	13	13	13	13	13	13	12	13
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	11	11	11	11	11	12	12	11	11	11	11	11	12	12	11	11	11	11	11	11	11	11
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	13	13	14	13	13	14	14	13	13	13	14	14	14	14	13	13	13	13	14	13	13	13
Airport Dr Off Ramp to SR99 NB north end of the network	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
SR-99 SB Mainline																						
SR99 SB north end of the network to Airport Dr On Ramp	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Airport Dr On Ramp to Rosedale Hwy Off Ramp	21	21	22	22	22	22	22	22	22	23	22	23	25	22	22	22	22	22	21	22	21	21
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	17	17	17	17	17	17	17	17	17	17	17	18	19	17	17	17	17	17	17	18	17	17
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	21	22	24	23	22	23	23	23	23	28	25	25	58	24	22	22	23	22	22	23	22	22
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	29	29	35	34	35	34	34	34	34	38	36	37	49	35	33	33	32	31	31	30	29	29
California Ave Off Ramp to California Ave On Ramp	23	23	24	24	23	23	23	24	23	24	24	24	63	24	24	23	23	23	23	24	23	23
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	27	28	36	33	32	32	30	34	31	35	36	36	41	32	34	30	30	31	29	30	29	28
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
SR58 WB On Ramp to Real Rd On Ramp	24	24	23	23	33	24	25	23	23	27	27	23	24	25	23	24	24	24	24	26	23	24
Real Rd On Ramp to Ming Ave Off Ramp	24	25	25	26	37	27	26	25	25	31	28	26	26	27	25	26	25	25	25	26	25	26
Ming Ave Off Ramp to Ming Ave On Ramp	17	17	18	17	17	17	18	17	17	18	18	17	17	18	17	18	17	17	17	18	18	17
Ming Ave On Ramp to White Ln Off Ramp	31	23	26	24	25	26	31	24	24	26	35	36	48	39	24	32	33	33	32	28	26	24
White Ln Off Ramp to White Ln Loop On Ramp	15	15	15	15	15	15	16	15	15	15	15	15	14	15	15	16	15	15	15	16	15	15
White Ln Loop On Ramp to White Ln Direct On Ramp	14	15	14	15	14	14	15	14	14	14	14	14	13	14	14	15	14	14	14	15	15	14
White Ln Direct On Ramp to SR99 SB south end of the network	16	16	16	16	15	16	16	16	16	16	16	16	15	16	16	16	15	15	15	16	16	16
SR58 EB Mainline																						
SR58 west end of the network to SR99 On Ramp	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
SR99 On Ramp to H St Off Ramp	20	20	20	20	20	20	19	20	20	20	20	20	19	20	20	19	20	20	19	20	20	20
H St Off Ramp to Chester Ave On Ramp	21	21	22	21	22	21	21	22	21	22	21	22	21	21	22	21	21	22	21	22	21	21
Chester Ave On Ramp to Union Ave Off Ramp	30	29	31	31	31	31	30	31	30	31	31	32	31	30	31	30	30	31	29	30	30	29
Union Ave Off Ramp to Union Ave Loop On Ramp	26	25	25	25	25	26	25	25	25	25	25	26	25	25	26	24	25	25	25	26	25	25
Union Ave Loop On Ramp to Union Ave Direct On Ramp	24	23	23	23	24	23	23	24	24	23	23	24	23	23	24	23	23	23	23	24	23	23
Union Ave Direct On Ramp to SR58 east end of the network	29	28	29	28	29	29	28	29	29	29	28	29	28	28	29	28	28	29	28	29	28	28
SR58 WB Mainline																						
SR58 east end of the network to Brundage Ln Off Ramp	24	24	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	24	24
Brundage Ln Off Ramp to Brundage Ln On Ramp	22	22	22	22	22	22	22	22	22	22	22	23	22	22	22	22	22	22	22	22	22	22
Brundage Ln On Ramp to Union Ave On Ramp	21	21	22	22	22	22	22	22	22	22	22	22	22	22	22	21	21	22	22	21	21	21
Union Ave On Ramp to Chester Ave Off Ramp	26	26	27	27	27	27	27	27	27	27	27	27	27	27	27	26	26	27	26	26	26	26
Chester Ave Off Ramp to H St On Ramp	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
H St On Ramp to SR99 NB Off Ramp	27	26	27	27	28	28	28	28	28	28	28	28	29	28	27	27	27	28	27	27	27	27
SR99 NB Off Ramp to SR99 SB Off Ramp	19	19	19	19	20	19	20	20	20	20	20	20	19	19	19	19	20	20	19	20	19	19

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Level of Service (LOS) HCM 2000 Criteria
CORSIM ANALYSIS RESULTS - PM PEAK

Freeway Segment	F&P Analysis	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%	CFS -80%	CFS -90%
SR-99 NB Mainline																																		
SR-99 NB south end of the network to White Ln Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Off Ramp to White Ln Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	A	B	B	B	A	B	B	B	B	A	B	B	B	B	B	B	B	A	B	B	B	A	A
White Ln Loop On Ramp to White Ln Direct On Ramp	-	B	B	B	B	C	C	C	C	B	C	B	B	C	B	B	B	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Direct On Ramp to Ming Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Ming Ave Off Ramp to Ming Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	C	C	C	C	C	C	C	C	C
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Wible Rd On Ramp to SR58 WB On Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	D	B	B	B	B	B	B	B	B	B	B
SR58 WB On Ramp to California Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	E	C	C	C	C	C	C	C	C	C	C
California Ave Off Ramp to California Ave Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	F	B	B	B	B	B	B	B	B	B	B
California Ave Loop On Ramp to California Ave Direct On Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	F	C	C	C	C	C	C	C	C	C	C
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	E	C	C	C	C	C	C	C	C	C	C
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A	B	A	B	B	B	A	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A	B	B	B	B	B	B	B	B	B	B
Airport Dr Off Ramp to SR99 NB north end of the network	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR-99 SB Mainline																																		
SR99 SB north end of the network to Airport Dr On Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr On Ramp to Rosedale Hwy Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C	C
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C	C	D	E	B	B	B	B	B	B	B	B	B
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	-	D	C	C	D	C	D	D	D	D	D	C	C	D	D	C	D	C	C	D	E	F	F	F	F	C	C	C	C	C	C	C	C	C
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	F	F	F	D	D	D	D	D	D	D	D	D
California Ave Off Ramp to California Ave On Ramp	C	D	D	C	C	C	C	D	C	C	C	C	C	C	C	C	C	C	C	D	D	E	F	F	F	C	C	C	C	C	C	C	C	C
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	D	E	E	E	D	D	E	E	E	D	D	D	D	E	D	D	D	D	E	E	E	E	E	E	E	D	D	D	D	D	D	D	D	D
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B	C	C	C	C	C	B	B	B	C	C	C	C	C	C	C	C	C
SR58 WB On Ramp to Real Rd On Ramp	-	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C	C	D	C	D	C	D	C	C	C	C	C	C	C	C
Real Rd On Ramp to Ming Ave Off Ramp	-	C	D	D	D	D	C	C	D	C	D	D	C	C	D	C	C	D	C	D	D	D	D	D	C	D	C	C	C	C	C	C	C	C
Ming Ave Off Ramp to Ming Ave On Ramp	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B	B	B
Ming Ave On Ramp to White Ln Off Ramp	D	C	D	D	C	D	D	D	C	D	D	F	D	D	D	D	C	D	D	D	D	D	D	F	C	C	D	C	E	C	E	D	D	C
White Ln Off Ramp to White Ln Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Loop On Ramp to White Ln Direct On Ramp	-	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Direct On Ramp to SR99 SB south end of the network	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 EB Mainline																																		
SR58 west end of the network to SR99 On Ramp	-	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR99 On Ramp to H St Off Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St Off Ramp to Chester Ave On Ramp	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Chester Ave On Ramp to Union Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Union Ave Off Ramp to Union Ave Loop On Ramp	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Loop On Ramp to Union Ave Direct On Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Direct On Ramp to SR58 east end of the network	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR58 WB Mainline																																		
SR58 east end of the network to Brundage Ln Off Ramp	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln Off Ramp to Brundage Ln On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln On Ramp to Union Ave On Ramp	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave On Ramp to Chester Ave Off Ramp	-	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	C	C	C	C	C
Chester Ave Off Ramp to H St On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St On Ramp to SR99 NB Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR99 NB Off Ramp to SR99 SB Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Level of Service (LOS) HCM 2000 Criteria

CORSIM ANALYSIS RESULTS - PM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distributior

Freeway Segment	PCFC -10%	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS -10% PCFC -10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																				
SR-99 NB south end of the network to White Ln Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Off Ramp to White Ln Loop On Ramp	B	B	B	B	B	B	A	B	B	A	B	B	B	B	A	A	B	B	B	B
White Ln Loop On Ramp to White Ln Direct On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Direct On Ramp to Ming Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Ming Ave Off Ramp to Ming Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Wible Rd On Ramp to SR58 WB On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 WB On Ramp to California Ave Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
California Ave Off Ramp to California Ave Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
California Ave Loop On Ramp to California Ave Direct On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr Off Ramp to SR99 NB north end of the network	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR-99 SB Mainline																				
SR99 SB north end of the network to Airport Dr On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Airport Dr On Ramp to Rosedale Hwy Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	B	B	B	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B	B
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	C	C	C	C	C	C	C	D	C	C	F	C	C	C	C	C	C	C	C	C
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	E	D	D	D	D	D	D	E	E	E	F	D	D	D	D	D	D	D	D	D
California Ave Off Ramp to California Ave On Ramp	C	C	C	C	C	C	C	C	C	C	F	C	C	C	C	C	C	C	C	C
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	E	D	D	D	D	D	D	E	E	E	E	D	D	D	D	D	D	D	D	D
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
SR58 WB On Ramp to Real Rd On Ramp	C	C	D	C	C	C	C	D	D	C	C	C	C	C	C	C	C	C	C	C
Real Rd On Ramp to Ming Ave Off Ramp	C	C	E	D	D	C	C	D	D	D	D	D	C	C	C	C	C	C	C	C
Ming Ave Off Ramp to Ming Ave On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Ming Ave On Ramp to White Ln Off Ramp	D	C	C	C	D	C	C	D	D	E	F	E	C	D	D	D	D	D	C	C
White Ln Off Ramp to White Ln Loop On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Loop On Ramp to White Ln Direct On Ramp	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
White Ln Direct On Ramp to SR99 SB south end of the network	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
SR58 EB Mainline																				
SR58 west end of the network to SR99 On Ramp	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SR99 On Ramp to H St Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St Off Ramp to Chester Ave On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Chester Ave On Ramp to Union Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Union Ave Off Ramp to Union Ave Loop On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C	C	C	C
Union Ave Loop On Ramp to Union Ave Direct On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave Direct On Ramp to SR58 east end of the network	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR58 WB Mainline																				
SR58 east end of the network to Brundage Ln Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln Off Ramp to Brundage Ln On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Brundage Ln On Ramp to Union Ave On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Union Ave On Ramp to Chester Ave Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C	D	D	C	C	C
Chester Ave Off Ramp to H St On Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
H St On Ramp to SR99 NB Off Ramp	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR99 NB Off Ramp to SR99 SB Off Ramp	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Cumulative Travel Time (seconds)
CORSIM ANALYSIS RESULTS - PM PEAK

Freeway Segment	Free Flow	Default (Constant Headway)	Normal	Erlang1	Erlang2	Erlang3	Erlang4	Erlang5	Erlang6	Erlang7	Erlang8	Erlang9	CFS -1%+1%	CFS -2%+2%	CFS -3%+3%	CFS -4%+4%	CFS -5%+5%	CFS -6%+6%	CFS -7%+7%	CFS +10%	CFS +20%	CFS +30%	CFS +40%	CFS +50%	CFS +60%	CFS -10%	CFS -20%	CFS -30%	CFS -40%	CFS -50%	CFS -60%	CFS -70%	CFS -80%	CFS -90%	PCFC -10%
SR-99 NB Mainline																																			
SR-99 NB south end of the network to White Ln Off Ramp	49	50	50	50	50	50	49	50	50	50	50	49	50	50	50	49	49	50	49	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	50
White Ln Off Ramp to White Ln Loop On Ramp	67	69	69	69	69	69	68	69	69	69	69	69	69	69	69	68	69	69	68	69	69	69	69	69	69	68	68	68	68	68	68	68	68	68	69
White Ln Loop On Ramp to White Ln Direct On Ramp	73	76	76	77	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	75	75	76	76
White Ln Direct On Ramp to Ming Ave Off Ramp	143	151	151	151	151	151	151	151	151	150	151	150	151	151	151	150	151	151	151	151	151	151	152	152	152	150	150	150	150	150	150	149	149	149	151
Ming Ave Off Ramp to Ming Ave On Ramp	167	176	176	177	176	176	176	176	176	176	176	176	176	176	176	175	176	176	176	176	176	177	177	177	178	175	175	175	175	175	175	174	174	174	176
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	177	190	190	191	190	189	189	190	190	189	189	190	189	190	189	189	189	190	189	190	191	192	193	195	195	188	188	187	188	187	187	187	186	186	190
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	207	221	221	222	221	221	220	221	222	221	221	221	221	221	221	221	221	221	220	221	223	223	224	226	230	220	219	218	219	219	218	218	217	218	222
Wible Rd On Ramp to SR58 WB On Ramp	216	231	231	232	231	231	230	231	231	231	230	231	231	231	231	230	231	231	230	231	233	233	234	236	251	229	229	228	229	229	228	228	227	227	231
SR58 WB On Ramp to California Ave Off Ramp	248	267	268	268	267	266	266	267	267	266	266	267	266	267	267	266	267	267	266	267	269	270	271	273	340	265	265	264	264	264	263	263	263	262	268
California Ave Off Ramp to California Ave Loop On Ramp	263	283	284	284	283	282	282	283	283	283	283	283	283	284	283	283	283	283	282	283	286	286	287	290	433	281	281	280	280	280	280	279	279	279	284
California Ave Loop On Ramp to California Ave Direct On Ramp	272	293	294	294	293	292	292	293	293	293	293	292	292	293	293	292	292	293	292	293	295	296	297	303	491	291	291	289	290	290	289	288	288	288	294
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	293	320	320	321	320	319	319	320	320	322	320	319	319	321	320	319	319	319	318	321	324	326	329	339	557	317	317	314	314	314	313	312	312	312	320
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	308	336	336	337	336	334	335	335	335	338	335	334	334	336	336	335	335	335	334	337	340	342	345	355	574	332	332	330	330	329	329	328	328	327	336
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	340	369	369	370	369	367	368	368	368	371	368	367	367	370	369	368	368	368	367	370	373	375	378	388	607	365	365	363	363	362	361	361	361	360	369
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	371	403	403	404	403	401	402	402	402	405	402	401	401	403	403	402	402	402	401	404	407	409	413	423	641	399	399	397	396	396	395	394	394	394	403
Airport Dr Off Ramp to SR99 NB north end of the network	410	443	443	444	443	441	442	442	443	445	443	441	442	443	443	442	443	442	441	444	448	449	453	463	681	439	439	437	437	436	435	434	434	434	443
% Difference against Free Flow	-	8%	8%	8%	8%	8%	8%	8%	8%	9%	8%	8%	8%	8%	8%	8%	8%	8%	7%	8%	9%	9%	10%	13%	66%	7%	7%	6%	6%	6%	6%	6%	6%	6%	8%
SR-99 SB Mainline																																			
SR99 SB north end of the network to Airport Dr On Ramp	47	49	49	49	49	49	48	48	49	49	48	49	49	48	48	49	48	48	48	48	49	49	49	49	49	49	48	48	48	48	48	48	48	48	48
Airport Dr On Ramp to Rosedale Hwy Off Ramp	77	85	84	86	85	85	84	84	84	84	85	84	85	84	85	85	84	84	84	85	86	88	89	91	92	84	83	84	82	82	82	82	81	81	84
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	100	110	109	111	110	110	109	109	110	109	110	109	110	109	110	110	109	109	109	110	112	115	120	137	145	109	108	109	107	107	107	106	106	106	109
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	113	127	126	128	127	127	127	126	127	128	129	126	127	126	127	126	127	126	126	130	140	151	162	185	201	125	123	124	122	122	121	121	120	121	124
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	142	171	169	171	172	171	173	170	172	173	173	170	172	171	172	170	172	170	169	178	191	203	223	256	298	167	162	162	159	158	157	157	155	155	167
California Ave Off Ramp to California Ave On Ramp	155	187	185	186	186	186	188	187	187	187	187	184	186	186	186	184	187	184	184	197	210	227	262	313	362	181	176	176	172	171	171	170	169	169	181
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	181	227	226	227	221	225	227	229	226	224	224	221	225	225	223	220	226	221	224	241	254	273	311	362	411	217	210	208	204	203	201	200	198	198	221
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	220	268	267	267	261	265	268	270	267	265	264	262	265	266	264	261	267	262	265	282	295	314	352	403	452	258	250	249	244	243	241	240	238	239	261
SR58 WB On Ramp to Real Rd On Ramp	224	273	272	273	267	271	273	275	272	270	270	267	271	271	269	266	272	267	270	287	301	321	358	410	458	264	256	254	249	249	247	246	244	244	266
Real Rd On Ramp to Ming Ave Off Ramp	245	299	298	301	293	297	299	300	299	296	297	294	296	297	295	292	298	293	296	313	327	349	386	439	486	298	281	279	274	274	272	270	268	269	291
Ming Ave Off Ramp to Ming Ave On Ramp	278	334	333	336	328	332	333	335	334	331	331	328	331	332	330	327	333	328	331	348	363	385	422	478	521	333	316	314	309	309	307	305	302	303	326
Ming Ave On Ramp to White Ln Off Ramp	335	399	415	406	393	403	424	416	400	410	400	470	420	405	404	401	400	406	407	439	439	472	501	606	595	399	393	376	431	371	418	393	388	364	396
White Ln Off Ramp to White Ln Loop On Ramp	353	418	434	425	413	423	443	435	420	430	419	490	440	424	423	420	420	426	426	458	458	491	521	625	615	419	413	395	450	390	437	413	407	383	415
White Ln Loop On Ramp to White Ln Direct On Ramp	363	428	444	435	423	433	453	445	429	440	429	500	450	434	433	430	430	436	436	468	468	501	531	635	625	428	423	405	460	400	447	422	417	393	425
White Ln Direct On Ramp to SR99 SB south end of the network	413	480	496	487	475	485	505	497	482	492	481	552	502	486	485	483	482	488	489	521	521	553	583	687	677	481	475	458	512	452	499	474	469	445	477
% Difference against Free Flow	-	16%	20%	18%	15%	17%	22%	20%	17%	19%	17%	34%	22%	18%	18%	17%	17%	18%	18%	26%	26%	34%	41%	66%	64%	16%	15%	11%	24%	9%	21%	15%	14%	8%	16%
SR59 EB Mainline																																			
SR58 west end of the network to SR99 On Ramp	37	44	44	44	43	43	44	43	43	44	44	43	44	44	43	43	43	44	44	44	44	45	45	46	46	43	43	42	43	43	42	42	42	42	44
SR99 On Ramp to H St Off Ramp	46	54	54	54	53	53	54	53	53	54	54	54	54	54	53	53	53	54	54	54	55	55	56	57	56	53	53	53	53	53	52	52	52	52	54
H St Off Ramp to Chester Ave On Ramp	80	91	91	91	90	90	91	90	91	91	91	91	91	91	90	90	91	91	91	91	92	93	94	95	95	90	90	90	89	89	88	89	89	89	91
Chester Ave On Ramp to Union Ave Off Ramp	106	121	122	121	120	120	121	120	121	120	121	121	121	121	120	120	121	120	121	121	123	124	125	127	129	119	120	118	118	117	116	117	117	117	122
Union Ave Off Ramp to Union Ave Loop On Ramp	122	138	139	138	137	137	138	137	138	138	138	138	138	138	137	137	138	138	138	138	140	142	142	144	146	136	137	135	135	135	133	134	134	134	139
Union Ave Loop On Ramp to Union Ave Direct On Ramp	130	147	148	147	146	146	147	146	147	146	147	147	147	147	145	146	146	146	147	147	149	151	151	153	155	145	146	144	144	143	142	142	142	142	147
Union Ave Direct On Ramp to SR58 east end of the network	198	222	223	222	221	221	222	220	222	221	221	221	222	222	220	220	222	222	222	222	224	227	227	230	233	219	220	219	217	217	216	216	216	216	222
% Difference against Free Flow	-	12%	12%	12%	11%	11%	12%	11%	12%	11%	11%	12%	12%	12%	11%	11%	12%	12%	12%	12%	13%	14%	14%	16%	17%	11%	11%	10%	9%	9%	9%	9%	9%	9%	12%
SR59 WB Mainline																																			
SR58 east end of the network to Brundage Ln Off Ramp	65	68	68	69	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	69	69	69	69	68	68	68	68	67	67	67	67	67	68
Brundage Ln Off Ramp to Brundage Ln On Ramp	81	85	85	86	86	85	86	86	85	85	85	85	85	85	85	86	85	85	85	86	86	86	86	86	87	85	85	85	85	85	85	85	85	85	85
Brundage Ln On Ramp to Union Ave On Ramp	93	98	98	99	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	99	99	99	99	100	98	97	98	97	97	97	97	97	97	98
Union Ave On Ramp to Chester Ave Off Ramp	114	122	123	123	123	123	123	123	123	122	123	122	122	122	123	123	122	123	122	123	124	125	125	126	128	122	122	122	121	121	121	121	121	120	122
Chester Ave Off Ramp to H St On Ramp	152	162	163	163	163	163	163	163	163	162	163	162	162	162	163	163	162	163	162	164	164	165	165	166	169	162	162	162	161	160	160	160	160	160	162
H St On Ramp to SR99 NB Off Ramp	176	191	191	192	192	192	192	192	191	191	192	191	191	191	192	192	191	192	191	193	194	195	195	198	200	191	190	190	188	188	188	188	188	187	190
SR99 NB Off Ramp to SR99 SB Off Ramp	199	218	218	219	219	219	219	219	218	218	219	217	218	218	219	219	218	219	218	220	221	222	222	225	227	218	217	217	215	215	215	214	214	214	217
% Difference against Free Flow	-	10%	10%	10%	10%	10%	10%	10%	9%	9%	10%	9%	9%	9%	10%	10%	9%	10%	9%	10%	11%	12%	12%	13%	14%	9%	9%	9%	8%	8%	8%	8%	8%	7%	9%

CENTENNIAL EXISTING CONDITIONS: Calibration Results Comparision - Cumulative Travel Time (seconds)

CORSIM ANALYSIS RESULTS - PM PEAK

selected global parameter: CFS -30%, PCFC -30% (7 ft), normal distribution

Freeway Segment	PCFC -20%	PCFC -30%	PCFC -40%	PCFC -50%	PCFC -60%	PCFC -70%	CFS +10% PCFC -10% Normal	CFS +10% PCFC -30% Normal	CFS +10% PCFC -50% Normal	CFS +30% PCFC -10% Normal	CFS +10% PCFC +10% Normal	CFS -10% PCFC -30% Normal	CFS -10% PCFC -50% Normal	CFS -30% PCFC -10% Normal	CFS -30% PCFC -30% Normal	CFS -30% PCFC -50% Normal	CFS -50% PCFC -10% Normal	CFS -50% PCFC -30% Normal	CFS -50% PCFC -50% Normal
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	49	49	49	50	50	49	49	50	49	50	50	50	50	50	50	50	50	49	50
White Ln Off Ramp to White Ln Loop On Ramp	69	69	68	69	69	68	68	69	68	69	69	69	69	69	69	69	69	68	69
White Ln Loop On Ramp to White Ln Direct On Ramp	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
White Ln Direct On Ramp to Ming Ave Off Ramp	150	150	150	151	151	150	151	151	150	151	151	151	150	150	150	150	150	150	150
Ming Ave Off Ramp to Ming Ave On Ramp	176	176	176	176	176	175	176	176	176	177	176	176	176	175	175	175	175	175	175
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	189	188	189	189	189	188	189	189	189	192	189	189	188	188	188	187	187	186	187
SR59 EB/Wible Rd Off Ramp to Wible Rd On Ramp	221	220	221	221	221	219	221	221	221	224	220	221	220	219	219	219	219	218	218
Wible Rd On Ramp to SR58 WB On Ramp	231	229	230	230	230	229	231	231	230	233	230	231	229	229	229	228	228	228	228
SR58 WB On Ramp to California Ave Off Ramp	267	265	266	267	267	265	267	267	266	270	266	266	265	265	265	264	264	263	263
California Ave Off Ramp to California Ave Loop On Ramp	283	281	283	283	283	281	283	283	282	287	282	283	281	281	281	280	280	279	279
California Ave Loop On Ramp to California Ave Direct On Ramp	292	291	292	292	293	290	293	293	292	296	292	292	291	291	290	290	289	288	288
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	319	317	318	318	319	316	320	319	318	327	318	318	317	315	314	314	314	312	312
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	334	332	334	334	335	331	336	335	334	343	333	334	333	331	330	330	330	328	328
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	367	365	367	367	368	364	369	368	367	376	367	367	366	364	363	363	363	361	361
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	401	399	401	401	402	398	403	402	401	411	400	400	400	397	397	397	397	394	394
Airport Dr Off Ramp to SR99 NB north end of the network	441	440	441	441	442	438	443	442	441	451	441	441	440	437	437	437	437	434	434
% Difference against Free Flow	8%	7%	7%	7%	8%	7%	8%	8%	8%	10%	7%	7%	7%	7%	7%	6%	6%	6%	6%
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	48	48	48	48	48	48	49	49	49	49	49	48	48	48	48	48	48	48	48
Airport Dr On Ramp to Rosedale Hwy Off Ramp	84	84	84	84	83	83	85	85	85	89	85	84	84	83	83	82	83	82	82
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	109	109	109	109	108	108	110	110	110	116	110	109	109	108	108	107	108	107	107
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	124	124	125	124	123	123	129	126	127	155	125	124	123	123	123	122	123	122	121
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	166	166	166	165	164	165	175	170	170	215	167	163	162	162	159	159	159	157	157
California Ave Off Ramp to California Ave On Ramp	180	180	180	179	178	178	190	184	184	253	181	177	176	176	173	173	173	171	170
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	216	215	214	211	214	213	228	223	223	300	216	214	209	209	206	204	205	202	200
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	256	256	255	252	255	253	269	264	264	341	257	254	249	249	246	245	246	242	240
SR58 WB On Ramp to Real Rd On Ramp	262	264	260	257	260	259	275	270	269	346	263	259	255	255	252	250	251	247	246
Real Rd On Ramp to Ming Ave Off Ramp	287	300	288	283	285	284	305	298	295	373	289	284	280	280	277	275	276	272	271
Ming Ave Off Ramp to Ming Ave On Ramp	322	336	323	318	320	318	340	333	330	408	324	319	315	314	312	310	311	307	306
Ming Ave On Ramp to White Ln Off Ramp	386	405	392	402	383	382	411	430	430	537	435	383	403	410	405	400	386	376	370
White Ln Off Ramp to White Ln Loop On Ramp	405	424	411	422	403	401	430	450	450	557	454	403	423	429	424	420	406	396	389
White Ln Loop On Ramp to White Ln Direct On Ramp	415	434	421	431	413	411	440	460	460	566	464	412	433	439	434	430	416	405	399
White Ln Direct On Ramp to SR99 SB south end of the network	467	486	473	484	465	463	492	512	512	619	516	465	485	491	486	482	468	458	451
% Difference against Free Flow	13%	18%	15%	17%	13%	12%	19%	24%	24%	50%	25%	13%	17%	19%	18%	17%	13%	11%	9%
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	43	43	43	43	43	43	44	43	43	44	43	43	43	42	43	42	42	42	42
SR99 On Ramp to H St Off Ramp	54	53	53	53	54	53	54	53	53	54	53	53	53	53	53	52	52	53	52
H St Off Ramp to Chester Ave On Ramp	91	91	90	91	91	91	91	91	91	92	90	90	90	89	90	89	89	89	89
Chester Ave On Ramp to Union Ave Off Ramp	121	120	120	120	120	120	121	121	121	123	120	120	119	118	118	117	118	117	117
Union Ave Off Ramp to Union Ave Loop On Ramp	138	137	137	137	137	137	138	138	138	140	137	137	136	135	135	135	135	134	134
Union Ave Loop On Ramp to Union Ave Direct On Ramp	146	146	146	146	146	146	147	147	147	149	145	145	144	144	144	143	144	143	143
Union Ave Direct On Ramp to SR58 east end of the network	221	221	220	221	221	221	222	222	222	224	220	221	218	218	218	217	218	217	216
% Difference against Free Flow	11%	11%	11%	11%	11%	11%	12%	12%	12%	13%	11%	11%	10%	10%	10%	9%	10%	9%	9%
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	68	68	68	68	68	68	68	68	68	69	68	68	68	68	68	68	68	68	67
Brundage Ln Off Ramp to Brundage Ln On Ramp	85	85	86	85	85	85	86	86	86	86	85	85	85	85	85	85	85	85	85
Brundage Ln On Ramp to Union Ave On Ramp	98	98	98	98	98	98	98	98	98	99	98	98	97	97	97	97	97	97	97
Union Ave On Ramp to Chester Ave Off Ramp	122	123	123	122	122	122	123	123	123	124	123	122	121	121	122	121	121	121	121
Chester Ave Off Ramp to H St On Ramp	162	162	163	162	162	162	163	163	163	164	163	162	161	161	161	161	161	160	160
H St On Ramp to SR99 NB Off Ramp	191	191	191	190	190	190	192	192	192	194	191	190	189	189	190	189	189	188	188
SR99 NB Off Ramp to SR99 SB Off Ramp	217	218	218	217	217	217	219	219	219	221	218	217	216	216	216	215	215	215	215
% Difference against Free Flow	9%	9%	10%	9%	9%	9%	10%	10%	10%	11%	10%	9%	8%	8%	9%	8%	8%	8%	8%

CORSIM ORIGIN-DESTINATION (O.D.) TABLE - Existing Conditions

SR-99 Traffic Operations - White Ln. to Airport Dr.

PM PEAK

SR-99 NB

Entry Location			Exit Location																										
			Name	White Ln Off			Ming Ave Off			SR-58 EB & Wible Off			California Off			Rosedale Off			Buck-Owens Off			Airport Off			SR-99 NB					
			Node #	298			303			306			151			96			128			98			164					
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	2448		338	14	2110	322	13	1788	447	18	1341	213	9	1128	476	19	652	72	3	581	236	10	345	345	14	0			
White Loop On	533	1155			X	1155	58	5	1097	274	24	823	130	11	693	292	25	401	44	4	357	145	13	212	212	18	0			
White Diagonal On	299	457			X	457	23	5	434	109	24	326	52	11	274	116	25	158	17	4	141	57	13	84	84	18	0			
Ming On	305	1215			X	1215		X	1215	608	50	608	96	8	511	216	18	296	32	3	263	107	9	156	156	13	0			
Wible On	307	561			X	561		X	561		X	561	79	14	482	203	36	279	31	5	248	101	18	148	148	26	0			
SR-58 WB On	310	1084			X	1084		X	1084		X	1084	108	10	976	411	38	564	62	6	502	204	19	299	299	28	0			
California Loop On	132	629			X	629		X	629		X	629		X	629	31	5	598	31	5	566	230	37	336	336	53	0			
California Diagonal On	130	297			X	297		X	297		X	297		X	297	15	5	282	15	5	267	108	37	159	159	53	0			
Buck-Owens On	97	479			X	479		X	479		X	479		X	479		X	479		X	479	24	5	455	455	95	0			
				338			403			1437			678			1760			304			1211			2194					

PM PEAK

SR-99 SB

Entry Location			Exit Location																										
			Name	Rosedale Off			California Off			SR-58 EB & Stockdale Off			Ming Off			White Off			SR-99 SB											
			Node #	102			105			313			316			322			95											
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	3150		547	17	2603	555	18	2048	654	21	1394	432	14	963	427	14	536	536	17	0									
Airport on	101	1725		86	5	1639	349	20	1289	412	24	878	272	16	606	269	16	337	337	20	0									
Rosedale Loop On	103	1267			X	1267	63	5	1204	384	30	819	254	20	566	251	20	315	315	25	0									
Rosedale Diagonal On	104	1191			X	1191	60	5	1131	361	30	770	238	20	532	236	20	296	296	25	0									
California On	137	845			X	845		X	845	85	10	761	235	28	525	233	28	292	292	35	0									
SR-58 WB On	314	1124			X	1124		X	1124		X	1124	112	10	1012	449	40	563	563	50	0									
Real On	315	281			X	281		X	281		X	281	14	5	267	118	42	149	149	53	0									
Ming On	318	458			X	458		X	458		X	458		X	458	46	10	412	412	90	0									
White Loop On	323	139			X	139		X	139		X	139		X	139		X	139	139	100	0									
White Diagonal On	324	138			X	138		X	138		X	138		X	138		X	138	138	100	0									
				633			1027			1896			1557			2029			3176											

CORSIM ORIGIN-DESTINATION (O.D.) TABLE - Existing Conditions

SR-99 Traffic Operations - White Ln. to Airport Dr.

AM PEAK

SR-99 NB

Entry Location			Exit Location																										
			Name	White Ln Off			Ming Ave Off			SR-58 EB & Wible Off			California Off			Rosedale Off			Buck-Owens Off			Airport Off			SR-99 NB					
			Node #	298			303			306			151			96			128			98			164					
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	3555		202	6	3353	184	5	3169	677	19	2491	494	14	1997	644	18	1353	299	8	1053	464	13	589	589	17	0			
White Loop On	533	1571			X	1571	79	5	1492	319	20	1173	233	15	941	304	19	637	141	9	496	219	14	277	277	18	0			
White Diagonal On	299	684			X	684	34	5	650	139	20	511	101	15	410	132	19	277	61	9	216	95	14	121	121	18	0			
Ming On	305	1265			X	1265		X	1265	633	50	633	125	10	507	164	13	343	76	6	267	118	9	150	150	12	0			
Wible On	307	490			X	490		X	490		X	490	69	14	421	136	28	285	63	13	222	98	20	124	124	25	0			
SR-58 WB On	310	1088			X	1088		X	1088		X	1088	109	10	979	316	29	663	147	13	516	228	21	289	289	27	0			
California Loop On	132	456			X	456		X	456		X	456		X	456	23	5	433	23	5	410	181	40	230	230	50	0			
California Diagonal On	130	228			X	228		X	228		X	228		X	228	11	5	217	11	5	205	90	40	115	115	50	0			
Buck-Owens On	97	306			X	306		X	306		X	306		X	306		X	306		X	306	15	5	291	291	95	0			
				202			297			1768			1131			1730			822			1508			2185					

AM PEAK

SR-99 SB

Entry Location			Exit Location																										
			Name	Rosedale Off			California Off			SR-58 EB & Stockdale Off			Ming Off			White Off			SR-99 SB											
			Node #	102			105			313			316			322			95											
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	2953		530	18	2423	694	24	1729	617	21	1112	271	9	840	340	12	500	500	17	0									
Airport on	101	1109		55	5	1054	302	27	752	268	24	483	118	11	365	148	13	217	217	20	0									
Rosedale Loop On	103	698			X	698	35	5	663	237	34	426	104	15	322	130	19	192	192	27	0									
Rosedale Diagonal On	104	917			X	917	46	5	871	311	34	560	137	15	423	171	19	252	252	27	0									
California On	137	337			X	337		X	337	34	10	303	74	22	229	93	28	136	136	40	0									
SR-58 WB On	314	938			X	938		X	938		X	938	94	10	844	342	36	502	502	54	0									
Real On	315	255			X	255		X	255		X	255	13	5	242	98	38	144	144	57	0									
Ming On	318	245			X	245		X	245		X	245		X	245	25	10	221	221	90	0									
White Loop On	323	111			X	111		X	111		X	111		X	111		X	111	111	100	0									
White Diagonal On	324	139			X	139		X	139		X	139		X	139		X	139	139	100	0									
				585			1077			1467			811			1347			2415											

VARIATION OF GLOBAL PARAMETERS
AM PEAK

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Default (VEH constant, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3135	50	1	1189	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,339	100%	20	1	62	18	C	70	1118	18	1	1113	0	0	0	1,768	1967784	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	521	14	5	1651	1	13	1	555	916490	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	9	58	30	D	159	7120	123	13	1693	0	0	0	6,695	10734954	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,254	99%	48	24	37	38	E	207	2612	70	35	1313	1	65	5	2,291	3008942	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,555	100%	21	10	30	48	F	228	1149	38	18	1639	1	29	9	926	1517483	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,677	97%	32	2	61	19	C	260	2560	42	2	1169	0	0	0	2,890	3379133	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,165	97%	10	1	60	20	C	270	826	14	1	1291	0	0	0	844	1089815	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,230	98%	37	6	56	27	D	307	3598	65	10	1559	0	0	0	3,000	4672500	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,119	97%	16	1	62	21	C	323	1446	23	1	1280	0	0	0	1,491	1908107	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,578	98%	10	2	55	23	C	333	830	15	2	1395	0	0	0	785	1094683	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,749	97%	33	12	42	33	D	366	2184	52	18	1437	0	0	0	2,014	2894622	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,031	96%	17	1	59	17	B	382	1093	18	1	1008	0	0	0	1,432	1443098	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,238	96%	33	1	63	13	B	416	1874	30	1	810	0	0	0	3,055	2473023	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,550	96%	34	2	60	14	B	450	2017	33	2	888	0	0	0	3,000	2662500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,094	96%	40	1	63	10	A	490	1477	23	1	598	0	0	0	3,726	2229213	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2211	39	5	1028	0	0	0	2,800	2879333	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1510	24	1	878	0	0	0	2,271	1993370	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	16	B	121	956	16	2	1052	0	0	0	1,200	1262100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	7	52	24	C	158	2729	52	11	1280	0	0	0	2,800	3583067	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	171	941	15	1	1011	0	0	0	1,229	1241905	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,339	100%	28	3	58	18	C	200	1999	34	3	1085	0	0	0	2,433	2638994	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,864	99%	40	1	63	11	B	240	2014	32	1	716	0	0	0	3,714	2659224	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,807	100%	5	1	51	16	B	245	275	5	1	952	0	0	0	381	362617	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,048	99%	24	2	58	16	B	269	1532	27	3	1012	0	0	0	2,004	2027881	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,212	98%	35	1	63	13	B	303	1940	31	1	803	0	0	0	3,189	2560368	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,461	99%	60	3	61	17	B	364	3552	58	3	989	0	0	0	5,403	5343181	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,118	98%	19	1	63	11	B	383	710	11	0	706	0	0	0	1,770	1249620	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,248	99%	10	0	62	11	A	392	380	6	0	749	0	0	0	894	669904	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,312	96%	52	2	63	12	B	444	2090	33	1	771	0	0	0	4,777	3681475	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	669	12	1	676	0	0	0	3,523	2380374	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	22	C	54	622	11	1	1256	0	0	0	870	1092720	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	24	C	92	2085	35	3	1346	0	0	0	3,265	4393384	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	122	1780	33	6	1928	0	0	0	2,419	4663429	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	895	15	1	1541	0	0	0	1,533	2362353	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	148	452	8	1	1616	0	0	0	739	1193855	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	28	D	222	4258	71	5	1713	0	0	0	6,567	11249271	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3739	60	3	1591	0	0	0	6,193	9853837	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	794	13	1	1346	0	0	0	1,558	2097068	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	589	10	1	1437	0	0	0	1,082	1554293	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	58	25	C	122	1216	21	2	1559	0	0	0	2,060	3212227	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	162	1813	30	2	1338	0	0	0	3,579	4787807	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	4	55	26	C	191	1335	24	3	1500	0	0	0	2,350	3523825	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	2	57	17	B	218	813	14	1	959	0	0	0	2,163	2073236	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Normal (VEH normal distribution, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3138	50	1	1191	0	0	0	4,648	5534993	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,352	100%	20	1	62	18	C	70	1122	18	1	1117	0	0	0	1,768	1975445	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	E	79	523	13	5	1857	1	13	0	555	919635	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	80	10	57	30	D	159	7111	125	15	1804	0	0	0	6,695	10738302	39
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,288	100%	53	29	33	42	E	212	2589	78	42	1322	1	65	13	2,291	3028702	18
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	233	1157	38	19	1549	1	29	9	926	1526743	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,719	98%	32	2	61	19	C	266	2563	43	3	1180	0	0	0	2,890	3409478	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,200	98%	10	1	60	20	C	275	831	14	1	1380	0	0	0	844	1097200	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,292	99%	37	5	56	27	D	312	3638	65	10	1873	0	0	0	3,000	4718750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,218	99%	17	1	60	22	C	329	1474	24	2	1365	0	0	0	1,491	1945010	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,644	99%	12	4	44	29	D	341	839	19	6	1411	0	0	0	785	1107635	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,838	98%	33	12	42	33	D	374	2224	53	19	1460	0	0	0	2,014	2939433	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,153	99%	16	1	59	18	B	390	1127	19	1	1038	0	0	0	1,432	1486774	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,319	98%	33	1	62	13	B	424	1920	31	1	830	0	0	0	3,055	2534886	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,638	99%	34	3	60	15	B	458	2067	35	3	910	0	0	0	3,000	2728500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,121	97%	40	1	53	10	A	498	1497	24	1	506	0	0	0	3,726	2257956	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3818802	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2194	38	5	1026	0	0	0	2,800	2871633	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1512	24	1	879	0	0	0	2,271	1995074	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	121	962	16	2	1058	0	0	0	1,200	1269300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	38	8	51	24	C	159	2735	54	12	1200	0	0	0	2,800	3582600	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	61	16	B	172	942	15	1	1012	0	0	0	1,229	1243748	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	201	2008	35	4	1089	0	0	0	2,433	2650145	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	241	2036	32	1	724	0	0	0	3,714	2687079	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,805	100%	5	1	53	15	B	246	274	5	1	951	0	0	0	381	362426	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,034	99%	23	2	58	16	B	269	1527	26	3	1009	0	0	0	2,004	2021201	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,225	99%	35	1	63	13	B	304	1948	31	1	806	0	0	0	3,189	2570733	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,458	98%	61	4	61	17	B	364	3551	58	4	988	0	0	0	5,403	5337778	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,122	98%	19	1	63	11	B	384	711	11	0	707	0	0	0	1,770	1251980	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,242	99%	10	0	63	11	A	393	380	6	0	747	0	0	0	894	668116	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,297	95%	52	2	63	12	B	445	2077	33	1	766	0	0	0	4,777	3656794	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	672	12	1	677	0	0	0	3,523	2386245	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	615	11	1	1242	0	0	0	870	1080105	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	24	C	92	2068	35	3	1336	0	0	0	3,265	4360734	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	123	1756	32	5	1806	0	0	0	2,419	4611420	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	870	14	1	1499	0	0	0	1,533	2297201	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	443	7	1	1581	0	0	0	739	1168359	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	60	27	D	223	4188	69	5	1677	0	0	0	6,567	11015322	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	62	26	C	69	3748	61	3	1594	0	0	0	6,193	9869320	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,859	2,859	100%	17	1	61	22	C	86	788	13	1	1335	0	0	0	1,558	2079151	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,849	100%	12	1	59	21	C	98	584	10	1	1425	0	0	0	1,082	1541309	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	58	25	C	122	1205	21	2	1549	0	0	0	2,080	3190597	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,599	99%	40	2	61	21	C	162	1782	29	2	1300	0	0	0	3,579	4650911	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,924	99%	28	3	57	24	C	190	1304	23	3	1462	0	0	0	2,350	3436092	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,822	98%	27	1	57	16	B	217	772	14	1	911	0	0	0	2,163	1969952	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang1 (VEH Erlang distribution shape parameter alpha=1, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3124	50	2	1185	0	0	0	4,648	5510204	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,311	99%	20	1	61	18	C	70	1109	18	1	1104	0	0	0	1,768	1951283	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,909	100%	10	4	37	37	E	80	516	14	5	1636	1	13	1	555	908165	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,593	100%	80	10	57	30	D	160	7088	124	15	1598	0	0	0	6,695	10699068	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,181	98%	50	25	36	38	E	210	2606	72	37	1295	1	65	7	2,291	2967131	17
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,502	99%	21	10	30	47	F	231	1140	37	18	1626	1	28	9	926	1505213	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,632	96%	32	2	61	19	C	263	2535	42	3	1158	0	0	0	2,890	3346620	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,103	96%	10	1	60	20	C	273	816	14	1	1276	0	0	0	844	1076733	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,162	96%	37	5	56	27	D	310	3564	63	9	1540	0	0	0	3,000	4621250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,105	97%	16	1	62	21	C	326	1442	23	1	1276	0	0	0	1,491	1902889	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,560	97%	10	1	55	23	C	336	827	15	2	1380	0	0	0	785	1091150	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,750	97%	33	12	42	33	D	369	2183	52	18	1437	0	0	0	2,014	2894957	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,046	96%	17	1	59	17	B	385	1097	19	2	1012	0	0	0	1,432	1448468	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,223	95%	33	1	63	13	B	418	1865	30	1	806	0	0	0	3,055	2461566	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,553	96%	34	2	60	14	B	452	2019	34	2	888	0	0	0	3,000	2664375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,142	98%	40	1	63	10	A	492	1512	24	1	612	0	0	0	3,726	2279780	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	49	2	63	16	B	49	2537	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2195	38	5	1024	0	0	0	2,800	2867200	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1512	24	1	879	0	0	0	2,271	1995074	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	121	962	16	2	1069	0	0	0	1,200	1270200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	52	24	C	158	2739	53	11	1283	0	0	0	2,800	3592667	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	172	939	15	1	1098	0	0	0	1,229	1238525	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,314	99%	28	3	58	18	C	200	1988	34	3	1078	0	0	0	2,433	2623788	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,878	100%	40	1	63	11	B	240	2025	32	1	720	0	0	0	3,714	2672223	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,786	99%	5	1	52	15	B	245	273	5	1	947	0	0	0	381	360617	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,006	98%	23	2	58	16	B	269	1516	26	3	1002	0	0	0	2,004	2007173	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,227	99%	35	1	63	13	B	303	1949	31	1	687	0	0	0	3,189	2572726	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,470	99%	60	4	61	17	B	364	3561	58	3	991	0	0	0	5,403	5355917	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,109	97%	19	1	63	11	B	383	707	11	0	703	0	0	0	1,770	1244310	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,226	98%	10	0	62	11	A	393	377	6	0	742	0	0	0	894	663348	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,272	94%	52	2	63	12	B	444	2054	33	1	757	0	0	0	4,777	3617781	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	55	9	A	44	655	12	1	661	0	0	0	3,523	2327529	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	611	11	1	1231	0	0	0	870	1071260	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	91	2034	34	3	1314	0	0	0	3,265	4288904	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	121	1743	32	5	1991	0	0	0	2,419	4573523	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	139	853	14	1	1469	0	0	0	1,533	2251977	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	147	432	7	1	1544	0	0	0	739	1141016	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	26	D	221	4054	67	5	1631	0	0	0	6,567	10712419	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	61	26	C	69	3744	61	4	1593	0	0	0	6,193	9863901	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,640	99%	17	1	61	22	C	86	779	13	1	1320	0	0	0	1,558	2056560	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,818	99%	12	1	59	21	C	99	578	10	1	1409	0	0	0	1,082	1524530	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,055	99%	24	3	58	25	C	123	1190	21	2	1527	0	0	0	2,060	3146307	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,582	98%	40	2	61	21	C	163	1750	29	2	1291	0	0	0	3,579	4620489	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,916	99%	29	4	55	25	C	192	1302	24	4	1458	0	0	0	2,350	3426692	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,846	99%	27	1	57	16	B	219	782	14	1	923	0	0	0	2,163	1996449	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang2 (VEH Erlang distribution shape parameter alpha=2, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3128	50	2	1187	0	0	0	4,648	5518725	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,335	99%	20	1	61	18	C	70	1117	18	1	1112	0	0	0	1,768	1965427	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,920	100%	10	4	39	35	E	79	517	13	5	1640	1	13	0	555	910200	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,584	100%	79	9	58	30	D	158	7083	122	13	1596	0	0	0	6,695	10681873	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,274	99%	46	22	39	36	E	204	2824	68	33	1319	1	66	2	2,291	3020684	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,572	100%	21	10	31	47	F	225	1153	38	18	1643	1	29	9	926	1521418	9
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,706	98%	32	2	61	19	C	257	2576	42	3	1177	0	0	0	2,890	3400085	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,191	98%	10	1	59	20	C	267	830	14	1	1298	0	0	0	844	1095301	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,238	98%	36	5	57	27	D	303	3594	63	8	1560	0	0	0	3,000	4678750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,072	97%	16	1	62	20	C	320	1432	23	1	1268	0	0	0	1,491	1890588	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,531	97%	9	1	57	22	C	329	823	14	2	1383	0	0	0	785	1085459	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,696	96%	30	9	45	30	D	359	2172	48	14	1424	0	0	0	2,014	2867768	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,025	96%	16	1	60	17	B	376	1092	18	1	1006	0	0	0	1,432	1440950	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,218	95%	33	1	63	13	B	409	1862	30	1	805	0	0	0	3,055	2457748	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,523	95%	34	2	60	14	B	443	2001	33	2	881	0	0	0	3,000	2642250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,049	94%	40	1	63	9	A	483	1446	23	1	585	0	0	0	3,726	2180775	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2541	40	1	850	0	0	0	4,498	3825228	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2211	39	5	1031	0	0	0	2,800	2886800	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1505	24	1	875	0	0	0	2,271	1985990	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	121	962	16	1	1059	0	0	0	1,200	1270200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	7	52	24	C	157	2727	53	10	1264	0	0	0	2,800	3595200	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	171	949	15	1	1019	0	0	0	1,229	1252351	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	57	19	C	200	2024	35	4	1098	0	0	0	2,433	2670218	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,846	99%	40	1	63	11	B	240	2003	32	1	712	0	0	0	3,714	2644368	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,773	99%	5	1	53	15	B	245	272	5	1	943	0	0	0	381	359378	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,003	98%	23	2	58	16	B	268	1516	26	3	1091	0	0	0	2,004	2005503	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,212	98%	35	1	63	13	B	303	1940	31	1	803	0	0	0	3,189	2560767	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,472	99%	61	4	61	17	B	363	3565	58	4	992	0	0	0	5,403	5359390	17
White Ln Off Ramp to White Ln Loop On Ramp	2,166	2,062	95%	19	0	63	11	A	382	691	11	0	687	0	0	0	1,770	1216590	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,170	95%	10	0	62	10	A	392	368	6	0	723	0	0	0	894	646660	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,233	92%	52	2	63	11	B	444	2019	32	1	744	0	0	0	4,777	3555680	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	665	12	1	669	0	0	0	3,523	2358061	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	55	623	11	1	1257	0	0	0	870	1093735	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	24	C	93	2113	36	4	1364	0	0	0	3,265	4452154	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	35	D	124	1799	34	6	1948	0	0	0	2,419	4713018	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	141	878	14	1	1513	0	0	0	1,533	2318663	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	150	447	8	1	1595	0	0	0	739	1178705	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	224	4185	70	5	1685	0	0	0	6,567	11063753	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	82	26	C	69	3736	61	3	1590	0	0	0	6,193	9844548	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,652	100%	17	1	61	22	C	86	783	13	1	1326	0	0	0	1,558	2065908	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,830	99%	13	1	59	21	C	99	580	10	1	1415	0	0	0	1,082	1531030	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,059	99%	24	2	59	24	C	123	1193	20	2	1530	0	0	0	2,060	3151113	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1802	29	2	1330	0	0	0	3,579	4758281	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	4	57	25	C	191	1330	23	3	1492	0	0	0	2,350	3506883	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	217	825	14	1	972	0	0	0	2,163	2101355	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang3 (VEH Erlang distribution shape parameter alpha=3, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3137	50	1	1191	0	0	0	4,648	5533986	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,341	100%	20	1	61	18	C	70	1119	18	1	1114	0	0	0	1,768	1969139	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	D	79	521	13	5	1651	0	0	0	555	916305	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	83	13	55	31	D	162	7133	130	20	1604	0	0	0	6,685	10738111	40
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,280	99%	63	39	26	52	F	225	2404	92	57	1320	2	60	32	2,291	3024065	23
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,564	100%	20	9	32	45	F	245	1173	36	17	1641	1	29	7	926	1519566	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,633	96%	32	2	61	19	C	278	2535	42	3	1158	0	0	0	2,890	3347270	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,115	97%	10	1	59	20	C	287	818	14	1	1279	0	0	0	844	1079265	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,186	97%	36	4	57	26	D	323	3559	62	8	1547	0	0	0	3,000	4639650	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,110	97%	16	1	62	21	C	340	1443	23	1	1277	0	0	0	1,491	1904678	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,565	97%	9	1	58	22	C	349	828	14	2	1391	0	0	0	785	1092171	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,756	97%	30	9	46	30	D	379	2208	48	14	1439	0	0	0	2,014	2897978	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,049	96%	16	1	60	17	B	395	1098	18	1	1012	0	0	0	1,432	1449685	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,299	97%	33	1	63	13	B	428	1909	30	1	825	0	0	0	3,055	2519917	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,598	97%	34	3	60	15	B	463	2044	34	3	899	0	0	0	3,000	2698313	6
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,145	98%	40	1	63	10	A	503	1514	24	1	613	0	0	0	3,726	2283878	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2529	40	1	846	0	0	0	4,498	3807493	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	18	B	82	2204	38	5	1028	0	0	0	2,800	2878213	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1521	24	1	884	0	0	0	2,271	2007167	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	966	16	2	1063	0	0	0	1,200	1275330	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	52	24	C	157	2743	53	11	1290	0	0	0	2,000	3610787	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	171	941	15	1	1010	0	0	0	1,229	1241136	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,351	100%	28	3	58	18	C	199	2005	34	3	1088	0	0	0	2,433	2646617	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,879	100%	40	1	63	11	B	239	2025	32	1	729	0	0	0	3,714	2673244	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,770	99%	5	1	54	15	B	244	272	5	1	943	0	0	0	381	359093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,992	98%	23	2	58	16	B	268	1512	26	2	998	0	0	0	2,004	2000025	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,189	98%	35	1	63	13	B	302	1926	31	1	797	0	0	0	3,189	2542510	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,442	98%	61	4	61	17	B	363	3533	58	3	984	0	0	0	5,403	5313966	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,115	98%	19	1	63	11	B	382	709	11	0	705	0	0	0	1,770	1247732	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,236	98%	10	0	63	11	A	392	379	6	0	745	0	0	0	894	666179	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,295	95%	52	2	63	12	B	444	2077	33	1	765	0	0	0	4,777	3655122	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	666	12	1	671	0	0	0	3,523	2365577	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	616	11	1	1244	0	0	0	870	1082256	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	92	2061	35	3	1331	0	0	0	3,265	4345258	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	33	D	122	1758	32	5	1895	0	0	0	2,419	4607268	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	872	14	1	1502	0	0	0	1,533	2302566	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	148	442	8	1	1580	0	0	0	739	1167620	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	223	4162	70	5	1675	0	0	0	6,567	11001695	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	70	5	61	26	D	70	3765	62	4	1592	0	0	0	6,193	9860495	31
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,653	100%	17	1	61	22	C	87	763	13	1	1326	0	0	0	1,558	2066531	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,826	99%	12	1	59	21	C	100	579	10	1	1413	0	0	0	1,082	1529092	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,047	98%	25	3	57	25	C	124	1192	21	2	1524	0	0	0	2,060	3138410	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,595	99%	40	2	61	21	C	164	1759	29	2	1297	0	0	0	3,579	4642947	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,918	99%	28	3	58	24	C	192	1300	23	3	1459	0	0	0	2,350	3429003	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,838	98%	27	1	57	16	B	219	780	14	1	919	0	0	0	2,163	1987473	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang4 (VEH Erlang distribution shape parameter alpha=4, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3129	50	1	1188	0	0	0	4,648	5519500	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,327	99%	20	1	61	18	C	70	1114	18	1	1109	0	0	0	1,768	1960712	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	521	14	5	1651	1	13	1	555	916490	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	158	7117	122	13	1603	0	0	0	6,695	10729694	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,293	100%	40	16	45	32	D	199	2657	59	24	1323	0	0	0	2,291	3031566	14
Ming Ave On Ramp to SR58 EB/White Rd Off Ramp	6,576	6,576	100%	21	10	31	47	F	219	1157	38	18	1649	1	29	9	926	1527206	8
SR58 EB/White Rd Off Ramp to White Rd On Ramp	4,808	4,670	97%	32	2	61	19	C	251	2556	42	2	1168	0	0	0	2,890	3374075	10
White Rd On Ramp to SR58 WB On Ramp	5,298	5,137	97%	10	1	60	20	C	261	821	14	1	1284	0	0	0	844	1083907	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,205	97%	37	5	56	27	D	298	3577	64	9	1551	0	0	0	3,000	4654000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,112	97%	16	1	62	21	C	314	1444	23	1	1278	0	0	0	1,491	1905498	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,561	97%	9	1	58	22	C	324	827	14	2	1390	0	0	0	785	1091346	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,741	97%	30	9	46	30	D	354	2193	48	14	1435	0	0	0	2,014	2890594	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,052	96%	16	1	59	17	B	370	1099	18	1	1013	0	0	0	1,432	1450616	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,241	96%	33	1	63	13	B	403	1875	30	1	810	0	0	0	3,055	2475314	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,558	96%	34	2	60	14	B	437	2021	34	2	689	0	0	0	3,000	2668125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,138	98%	40	1	63	10	A	476	1509	24	1	611	0	0	0	3,726	2275521	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2532	40	1	848	0	0	0	4,498	3813661	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2207	38	4	1930	0	0	0	2,800	2883533	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1516	24	1	881	0	0	0	2,271	2000751	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	963	16	2	1060	0	0	0	1,200	1271400	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	51	24	C	158	2750	53	11	1285	0	0	0	2,800	3597767	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	171	953	15	1	1024	0	0	0	1,229	1258496	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	19	C	200	2028	35	4	1100	0	0	0	2,433	2676503	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	240	2037	32	1	724	0	0	0	3,714	2688936	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,605	100%	5	1	53	15	B	245	274	5	1	951	0	0	0	381	362426	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,031	99%	23	2	58	16	B	268	1527	26	3	1008	0	0	0	2,004	2019531	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,190	98%	35	1	63	13	B	303	1926	31	1	797	0	0	0	3,189	2542829	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,443	98%	61	4	61	17	B	363	3535	58	3	984	0	0	0	5,403	5315394	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,133	99%	19	1	63	11	B	382	715	11	0	711	0	0	0	1,770	1258470	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,248	99%	10	0	63	11	A	392	380	6	0	749	0	0	0	894	669904	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,295	95%	52	2	63	12	B	444	2075	33	1	765	0	0	0	4,777	3654405	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	54	9	A	44	661	12	1	666	0	0	0	3,523	2346318	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	628	11	1	1267	0	0	0	870	1101855	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	24	C	92	2087	36	4	1347	0	0	0	3,265	4397302	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	123	1788	33	5	1936	0	0	0	2,419	4683184	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	893	15	1	1539	0	0	0	1,533	2358521	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	149	453	8	1	1619	0	0	0	739	1196072	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	60	28	D	223	4254	71	5	1712	0	0	0	6,567	11240241	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	4	62	26	C	68	3736	60	3	1590	0	0	0	6,193	9843774	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	787	13	1	1334	0	0	0	1,558	2077583	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,844	100%	12	1	59	21	C	98	583	10	1	1422	0	0	0	1,082	1538604	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,076	99%	24	2	58	24	C	122	1197	21	2	1528	0	0	0	2,060	3167937	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,604	99%	40	2	61	21	C	162	1765	29	2	1392	0	0	0	3,579	4858963	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,946	100%	28	3	57	24	C	190	1314	23	3	1473	0	0	0	2,350	3461550	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	217	803	14	1	947	0	0	0	2,163	2047820	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang5 (VEH Erlang distribution shape parameter alpha=5, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3133	50	1	1189	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,337	100%	20	1	62	18	B	70	1117	18	1	1112	0	0	0	1,768	1966605	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	39	36	E	79	522	13	5	1656	1	13	0	555	919080	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	9	58	30	D	159	7170	124	14	1613	0	0	0	6,695	10801426	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	52	28	38	40	E	210	2943	77	41	1330	1	74	3	2,291	3047889	17
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	231	1157	38	19	1649	1	29	9	926	1526974	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,716	98%	32	2	61	19	C	263	2581	42	2	1179	0	0	0	2,890	3407310	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,173	98%	10	1	60	20	C	273	827	14	1	1293	0	0	0	844	1091503	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,279	98%	37	5	56	27	D	310	3523	64	9	1570	0	0	0	3,000	4709000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,171	98%	16	1	62	21	C	326	1460	24	1	1293	0	0	0	1,491	1927490	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,627	99%	9	1	57	23	C	336	936	15	2	1407	0	0	0	785	1104299	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,787	97%	31	10	44	32	D	367	2194	50	16	1447	0	0	0	2,014	2913587	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,066	97%	16	1	59	17	B	383	1103	19	1	1017	0	0	0	1,432	1455628	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,277	97%	33	1	63	13	B	417	1896	30	1	819	0	0	0	3,055	2502809	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,587	97%	34	2	60	15	B	451	2038	34	2	897	0	0	0	3,000	2689875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,129	97%	40	1	63	10	A	491	1503	24	1	608	0	0	0	3,726	2265940	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	848	0	0	0	4,498	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	82	2201	38	4	1027	0	0	0	2,800	2876067	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1543	25	1	897	0	0	0	2,271	2036519	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	17	B	120	980	17	2	1078	0	0	0	1,200	1293600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	52	25	C	157	2771	54	11	1304	0	0	0	2,800	3651900	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	171	943	15	1	1013	0	0	0	1,229	1244977	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,350	100%	29	3	57	18	C	200	2004	35	4	1088	0	0	0	2,433	2648090	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	240	2042	32	1	726	0	0	0	3,714	2695436	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	53	15	B	245	276	5	1	956	0	0	0	381	364141	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,058	100%	24	2	58	16	B	268	1538	27	3	1015	0	0	0	2,004	2033225	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,179	97%	35	1	63	13	B	303	1920	31	1	795	0	0	0	3,189	2534458	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,427	98%	61	4	61	16	B	364	3520	58	4	979	0	0	0	5,403	5289923	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,084	96%	19	1	63	11	A	383	699	11	0	695	0	0	0	1,770	1229550	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,188	96%	10	0	63	10	A	392	370	6	0	729	0	0	0	894	652024	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,248	93%	52	1	63	11	B	444	2033	32	1	749	0	0	0	4,777	3578769	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	674	13	1	679	0	0	0	3,523	2390943	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	55	613	11	1	1238	0	0	0	870	1077060	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	23	C	92	2045	35	3	1320	0	0	0	3,265	4310453	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	123	1757	32	5	1905	0	0	0	2,419	4608195	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	892	15	1	1536	0	0	0	1,533	2354698	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	148	452	8	1	1613	0	0	0	739	1192007	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	60	28	D	223	4233	71	5	1704	0	0	0	6,567	11188526	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	62	26	C	69	3741	61	3	1592	0	0	0	6,193	9856934	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,644	99%	17	1	61	22	C	86	780	13	1	1322	0	0	0	1,558	2059676	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,833	99%	12	1	59	21	C	98	560	10	1	1417	0	0	0	1,082	1532653	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,075	99%	24	3	58	25	C	123	1198	21	2	1538	0	0	0	2,060	3167250	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	163	1790	29	2	1321	0	0	0	3,579	4726070	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	57	25	C	191	1320	23	3	1480	0	0	0	2,350	3477608	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	218	792	14	1	934	0	0	0	2,163	2019701	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang6 (VEH Erlang distribution shape parameter alpha=6, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3129	49	1	1187	0	0	0	4,648	5517176	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,322	99%	20	1	62	18	B	70	1112	18	1	1107	0	0	0	1,768	1957765	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,918	100%	9	3	41	34	D	79	517	13	4	1639	0	0	0	555	909830	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,586	100%	79	9	58	30	D	158	7089	122	13	1595	0	0	0	6,695	10684742	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,284	99%	39	15	47	30	D	196	2690	57	22	1321	0	0	0	2,291	3026411	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	31	47	F	217	1154	38	18	1646	1	29	9	926	1523733	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,680	97%	32	2	61	19	C	249	2562	42	2	1170	0	0	0	2,890	3381300	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,136	97%	10	1	60	20	C	259	821	14	1	1284	0	0	0	844	1083696	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,185	97%	37	5	56	27	D	296	3572	64	9	1546	0	0	0	3,000	4639000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,131	98%	16	1	62	21	C	312	1449	23	1	1283	0	0	0	1,491	1912580	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,595	98%	10	2	55	23	C	322	832	15	2	1399	0	0	0	785	1098019	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,774	97%	34	13	41	34	D	356	2205	54	20	1444	0	0	0	2,014	2907209	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,099	97%	17	1	59	17	B	372	1112	19	2	1625	0	0	0	1,432	1467442	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,280	97%	33	1	63	13	B	406	1898	30	1	820	0	0	0	3,055	2505100	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,603	98%	34	3	59	15	B	440	2047	34	3	901	0	0	0	3,000	2702250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,102	96%	40	1	63	10	A	480	1483	23	1	601	0	0	0	3,726	2237729	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2532	40	1	840	0	0	0	4,498	3813019	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	58	17	B	82	2198	38	5	1024	0	0	0	2,800	2865800	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1523	25	1	866	0	0	0	2,271	2010971	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	17	B	121	968	17	2	1065	0	0	0	1,200	1277700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	38	8	52	24	C	158	2773	54	11	1291	0	0	0	2,800	3614800	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	172	946	15	1	1017	0	0	0	1,229	1249279	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	200	2007	35	3	1089	0	0	0	2,433	2650551	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,856	99%	40	1	63	11	B	241	2009	32	1	714	0	0	0	3,714	2651796	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,774	99%	5	1	53	15	B	245	272	5	1	944	0	0	0	381	359474	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,000	98%	23	2	58	16	B	269	1516	26	3	1000	0	0	0	2,004	2004167	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,234	99%	35	1	63	13	B	303	1953	31	1	808	0	0	0	3,180	2577908	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,470	99%	61	4	61	17	B	364	3564	58	4	931	0	0	0	5,403	5356689	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,130	98%	19	1	63	11	B	383	714	11	0	710	0	0	0	1,770	1256700	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,267	100%	10	0	62	11	A	393	384	6	0	756	0	0	0	894	675566	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,319	96%	52	2	63	12	B	445	2097	33	1	773	0	0	0	4,777	3692621	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	670	12	1	674	0	0	0	3,523	2375676	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	55	627	11	1	1265	0	0	0	870	1100260	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	24	C	92	2097	35	3	1354	0	0	0	3,265	4421463	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	34	D	123	1789	33	5	1943	0	0	0	2,419	4700520	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	876	14	1	1309	0	0	0	1,533	2313297	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	445	8	1	1590	0	0	0	739	1174641	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	223	4183	70	5	1683	0	0	0	6,567	11050619	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	4	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9853837	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	793	13	1	1344	0	0	0	1,558	2093173	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	585	10	1	1435	0	0	0	1,082	1552670	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,092	100%	24	2	59	25	C	122	1204	21	2	1546	0	0	0	2,060	3184760	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,613	100%	40	2	61	21	C	162	1771	29	2	1307	0	0	0	3,579	4675964	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,953	100%	28	3	57	24	C	190	1316	23	3	1476	0	0	0	2,350	3469383	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	805	14	1	949	0	0	0	2,163	2051606	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang7 (VEH Erlang distribution shape parameter alpha=7, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3133	50	1	1189	0	0	0	4,648	5525897	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,325	99%	19	1	62	18	B	70	1113	18	1	1168	0	0	0	1,768	1959533	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	3	40	35	E	79	521	13	5	1652	1	13	0	555	917045	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	158	7134	122	13	1607	0	0	0	6,695	10759343	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,301	100%	49	24	39	38	E	206	2808	72	36	1325	1	70	2	2,291	3036148	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	227	1153	38	19	1644	1	29	10	926	1522576	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,700	98%	32	2	61	19	C	259	2573	42	2	1175	0	0	0	2,890	3395750	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,166	98%	10	1	60	20	C	269	826	14	1	1292	0	0	0	844	1090026	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,223	97%	36	4	57	26	D	305	3577	62	8	1556	0	0	0	3,000	4667500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,129	98%	16	1	62	21	C	321	1448	23	1	1282	0	0	0	1,491	1911835	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,567	97%	9	1	57	22	C	331	827	14	2	1392	0	0	0	785	1092524	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,731	96%	30	9	46	30	D	361	2172	48	14	1433	0	0	0	2,014	2885391	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,075	97%	16	1	60	17	B	377	1105	18	1	1019	0	0	0	1,432	1458850	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,288	97%	33	1	63	13	B	410	1902	30	1	822	0	0	0	3,055	2511210	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,611	98%	34	3	60	15	B	444	2052	34	3	903	0	0	0	3,000	2708250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,137	98%	40	1	63	10	A	485	1508	24	1	611	0	0	0	3,726	2274969	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	46	1	64	15	B	48	2533	40	1	848	0	0	0	4,498	3814304	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2202	38	5	1026	0	0	0	2,800	2871400	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1502	24	1	873	0	0	0	2,271	1982015	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	16	B	121	956	16	2	1052	0	0	0	1,200	1262700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	38	8	51	24	C	158	2722	53	11	1280	0	0	0	2,800	3583300	13
California Ave Off Ramp to California Ave On Ramp	4,015	3,986	99%	14	1	62	16	B	172	928	15	1	997	0	0	0	1,229	1224699	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,293	99%	28	3	58	18	B	200	1979	34	3	1073	0	0	0	2,433	2611015	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,864	99%	40	1	63	11	B	240	2015	32	1	716	0	0	0	3,714	2659224	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,766	99%	5	1	54	15	B	245	271	5	1	842	0	0	0	381	358712	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,996	98%	23	2	58	16	B	268	1514	26	2	999	0	0	0	2,004	2002183	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,202	98%	34	1	63	13	B	303	1934	31	1	800	0	0	0	3,189	2552396	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,456	98%	61	4	61	17	B	363	3549	58	3	987	0	0	0	5,403	5335077	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,162	100%	19	1	63	11	B	382	725	12	0	721	0	0	0	1,770	1275580	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,273	100%	10	0	62	11	A	392	385	6	0	758	0	0	0	894	677354	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,319	96%	52	2	63	12	B	444	2097	33	1	773	0	0	0	4,777	3691825	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	669	12	1	674	0	0	0	3,523	2373328	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	613	11	1	1237	0	0	0	870	1076335	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	92	2055	35	3	1327	0	0	0	3,285	4333308	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	33	D	123	1745	32	5	1695	0	0	0	2,419	4583602	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	867	14	1	1494	0	0	0	1,533	2289536	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	438	7	1	1567	0	0	0	739	1157644	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	223	4122	69	5	1658	0	0	0	6,567	10869728	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	4	62	26	C	68	3741	60	3	1591	0	0	0	6,193	9855385	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	786	13	1	1332	0	0	0	1,558	2075256	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,852	100%	12	1	60	21	C	98	585	10	1	1426	0	0	0	1,082	1542932	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,081	100%	24	2	58	24	C	122	1200	21	2	1541	0	0	0	2,060	3173773	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	21	C	162	1781	29	2	1314	0	0	0	3,579	4701911	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,947	100%	28	3	58	24	C	190	1314	23	2	1474	0	0	0	2,350	3462725	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	806	14	1	951	0	0	0	2,163	2056472	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang8 (VEH Erlang distribution shape parameter alpha=8, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3132	50	1	1169	0	0	0	4,648	5524148	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,343	100%	20	1	62	18	C	70	1120	18	1	1114	0	0	0	1,768	1970141	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	D	79	520	13	5	1648	0	0	0	555	914825	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,577	99%	81	11	56	30	D	160	7059	126	17	1594	0	0	0	6,695	10668483	39
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,264	99%	59	35	28	48	F	219	2416	87	51	1316	1	60	26	2,291	3014670	21
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,556	100%	21	10	30	48	F	240	1150	38	19	1639	1	29	9	926	1517714	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,636	96%	32	2	61	19	C	272	2538	42	3	1159	0	0	0	2,890	3349510	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,120	97%	10	1	60	20	C	282	818	14	1	1280	0	0	0	844	1080320	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,134	96%	36	5	57	26	D	318	3524	62	8	1533	0	0	0	3,000	4600250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,043	96%	16	1	62	20	C	335	1424	23	1	1261	0	0	0	1,491	1879778	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,472	96%	10	2	52	24	C	345	813	16	3	1368	0	0	0	785	1073880	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,658	95%	31	10	44	31	D	376	2146	49	15	1415	0	0	0	2,014	2848803	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,000	95%	16	1	59	17	B	393	1085	18	1	1000	0	0	0	1,432	1432000	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,213	95%	33	1	63	13	B	426	1859	30	1	803	0	0	0	3,055	2453929	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,543	96%	34	3	60	14	B	460	2012	34	2	886	0	0	0	3,000	2658875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,115	97%	40	1	63	10	A	500	1493	24	1	604	0	0	0	3,726	2251569	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2537	40	1	849	0	0	0	4,498	3820087	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2205	38	5	1629	0	0	0	2,800	2881200	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1504	24	1	874	0	0	0	2,271	1984854	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	16	B	121	959	16	2	1055	0	0	0	1,200	1266000	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	7	52	24	C	158	2730	52	11	1279	0	0	0	2,800	3580033	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	171	944	15	1	1013	0	0	0	1,229	1245284	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	200	2016	35	4	1095	0	0	0	2,433	2662919	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	240	2059	33	1	732	0	0	0	3,714	2717720	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	53	15	B	245	277	5	1	960	0	0	0	381	365855	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,068	100%	23	2	58	16	B	268	1539	26	3	1017	0	0	0	2,004	2038235	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,237	99%	35	1	63	13	B	303	1954	31	1	809	0	0	0	3,189	2580898	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,485	99%	61	4	61	17	B	363	3578	59	4	996	0	0	0	5,403	5379844	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,150	99%	19	1	63	11	B	383	721	11	0	717	0	0	0	1,770	1268500	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,275	100%	10	0	62	11	A	392	385	6	0	758	0	0	0	894	677950	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,327	96%	52	2	63	12	B	444	2105	34	1	776	0	0	0	4,777	3705360	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	665	12	1	671	0	0	0	3,523	2362759	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	625	11	1	1262	0	0	0	870	1097650	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	4	58	24	C	93	2109	36	4	1360	0	0	0	3,265	4439747	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	124	1790	33	6	1940	0	0	0	2,419	4692054	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	141	887	15	1	1528	0	0	0	1,533	2342424	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	149	449	8	1	1602	0	0	0	739	1183878	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	28	D	224	4192	70	5	1687	0	0	0	6,567	11080171	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	4	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9853837	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,828	99%	17	1	61	21	C	86	776	13	1	1314	0	0	0	1,558	2047212	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,814	99%	12	1	60	21	C	98	577	10	1	1407	0	0	0	1,082	1522374	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,050	99%	24	2	58	24	C	122	1188	20	2	1525	0	0	0	2,060	3141843	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,539	97%	40	2	61	21	C	162	1721	28	2	1270	0	0	0	3,579	4543541	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,862	97%	28	3	57	24	C	190	1275	22	3	1431	0	0	0	2,350	3362850	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,851	99%	27	1	57	16	B	217	786	14	1	925	0	0	0	2,163	2001316	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: Erlang9 (VEH Erlang distribution shape parameter alpha=9, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3134	50	1	1189	0	0	0	4,648	5528021	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,334	99%	19	1	62	18	B	70	1116	18	1	1111	0	0	0	1,768	1964837	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	D	79	522	13	5	1654	0	0	0	555	916155	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	80	9	57	30	D	159	7122	124	15	1607	0	0	0	6,695	10759321	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	58	34	31	46	F	216	2618	85	50	1329	1	65	20	2,291	3045312	20
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	237	1154	38	18	1645	1	29	9	926	1523039	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,664	97%	32	2	61	19	C	270	2553	42	3	1165	0	0	0	2,890	3369740	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,151	97%	10	1	60	20	C	279	823	14	1	1288	0	0	0	844	1086861	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,213	97%	36	5	57	26	D	315	3566	62	8	1553	0	0	0	3,000	4659500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,120	97%	16	1	62	21	C	332	1446	23	1	1280	0	0	0	1,491	1908480	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,566	97%	10	2	53	24	C	342	827	16	3	1392	0	0	0	785	1092320	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,739	97%	34	13	41	34	D	376	2187	54	20	1435	0	0	0	2,014	2889754	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,003	95%	17	1	59	17	B	392	1086	18	2	1001	0	0	0	1,432	1433074	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,194	94%	33	1	63	13	B	425	1848	30	1	799	0	0	0	3,055	2439418	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,508	95%	34	2	60	14	B	460	1993	33	2	877	0	0	0	3,000	2630625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,125	97%	40	1	63	10	A	500	1500	24	1	607	0	0	0	3,726	2261682	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2203	39	5	1028	0	0	0	2,800	2878400	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1528	25	1	899	0	0	0	2,271	2017784	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	17	B	121	973	17	2	1070	0	0	0	1,200	1284000	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	39	9	49	26	C	160	2763	56	14	1297	0	0	0	2,800	3630200	14
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	61	17	B	173	948	16	1	1019	0	0	0	1,229	1251737	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	202	2017	35	4	1094	0	0	0	2,433	2662108	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,849	99%	40	1	63	11	B	242	2004	32	1	712	0	0	0	3,714	2645297	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,771	99%	5	1	52	15	B	247	272	5	1	943	0	0	0	381	359168	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,009	98%	23	2	59	16	B	270	1518	26	2	1002	0	0	0	2,004	2008676	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,218	98%	35	1	63	13	B	305	1943	31	1	684	0	0	0	3,189	2565152	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,461	99%	61	4	61	17	B	365	3553	58	3	969	0	0	0	5,403	5342409	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,162	100%	19	1	63	11	B	385	725	12	0	721	0	0	0	1,770	1275580	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,276	100%	10	0	62	11	A	394	385	6	0	759	0	0	0	894	678248	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,338	97%	52	2	63	12	B	446	2114	34	1	779	0	0	0	4,777	3722079	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	674	12	1	679	0	0	0	3,523	2393291	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	633	11	1	1277	0	0	0	870	1110700	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	24	C	92	2095	35	3	1352	0	0	0	3,265	4415586	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	123	1789	33	6	1639	0	0	0	2,419	4690038	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	882	14	1	1519	0	0	0	1,533	2328627	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	148	448	8	1	1599	0	0	0	739	1181661	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	223	4210	70	5	1694	0	0	0	6,567	11126961	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,188	100%	69	4	62	26	C	69	3745	61	3	1593	0	0	0	6,193	9863901	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	785	13	1	1330	0	0	0	1,558	2072140	6
Brundage Ln On Ramp to Union Ave On Ramp	2,835	2,835	99%	12	1	60	21	C	98	581	10	1	1418	0	0	0	1,082	1533735	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,068	99%	24	2	58	25	C	122	1195	21	2	1534	0	0	0	2,060	3160040	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1779	29	2	1313	0	0	0	3,579	4697438	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,951	100%	29	4	56	25	C	191	1315	24	3	1475	0	0	0	2,350	3467033	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	218	799	14	1	942	0	0	0	2,163	2038087	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-1%+1% (VEH constant, CFS -1% for driver types 1 to 5; +1% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3136	50	1	1109	0	0	0	4,648	5528021	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,339	100%	20	1	62	18	C	70	1116	18	1	1113	0	0	0	1,768	1967784	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	3	40	35	E	79	521	13	5	1653	1	13	0	555	917415	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	80	10	57	30	D	160	7108	125	16	1604	0	0	0	6,695	10739736	39
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	63	39	26	52	F	222	2409	93	57	1332	2	60	33	2,291	3052185	22
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	243	1161	39	19	1655	1	29	10	926	1532762	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,712	98%	32	2	61	19	C	276	2579	42	3	1176	0	0	0	2,890	3404420	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,160	98%	10	1	60	20	C	285	828	14	1	1295	0	0	0	844	1092980	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,280	98%	37	6	56	27	D	323	3627	65	10	1570	0	0	0	3,000	4709750	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,247	100%	17	1	62	21	C	339	1482	24	1	1312	0	0	0	1,491	1955819	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,705	100%	10	2	53	25	C	349	848	16	3	1426	0	0	0	785	1119606	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,865	99%	36	15	38	37	E	385	2235	59	24	1466	1	56	3	2,014	2952860	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,068	97%	17	1	59	17	B	402	1103	19	2	1017	0	0	0	1,432	1456344	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,274	97%	33	1	62	13	B	435	1894	30	1	819	0	0	0	3,055	2500518	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,581	97%	34	3	59	15	B	470	2035	34	3	895	0	0	0	3,000	2685750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,146	98%	40	1	63	10	A	510	1515	24	1	613	0	0	0	3,726	2284570	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	58	17	B	81	2219	38	4	1038	0	0	0	2,800	2905000	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1519	24	1	853	0	0	0	2,271	2004725	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	963	16	2	1059	0	0	0	1,200	1270800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,040	99%	36	6	53	23	C	156	2881	51	9	1260	0	0	0	2,800	3527767	12
California Ave Off Ramp to California Ave On Ramp	4,015	3,949	98%	13	1	62	16	B	169	919	15	1	987	0	0	0	1,229	1213330	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,258	98%	29	3	58	18	B	198	1963	34	4	1665	0	0	0	2,433	2590131	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,826	98%	40	1	63	11	B	238	1988	31	1	707	0	0	0	3,714	2623941	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,734	96%	5	1	52	15	B	243	269	5	1	934	0	0	0	381	355664	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,970	97%	23	2	58	16	B	267	1502	26	2	992	0	0	0	2,004	1988803	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,237	99%	35	1	63	13	B	301	1955	31	1	809	0	0	0	3,189	2580898	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,479	99%	61	3	61	17	B	362	3571	58	3	994	0	0	0	5,403	5369010	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,119	98%	19	1	63	11	B	381	710	11	0	706	0	0	0	1,770	1250210	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,250	99%	10	0	62	11	A	391	381	6	0	750	0	0	0	894	670500	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,311	96%	52	2	63	12	B	442	2090	33	1	770	0	0	0	4,777	3679086	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	10	A	44	679	13	1	684	0	0	0	3,523	2408558	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	55	627	11	1	1264	0	0	0	870	1099970	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	24	C	92	2078	35	3	1342	0	0	0	3,265	4381630	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	123	1780	33	5	1931	0	0	0	2,419	4670686	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	140	863	14	1	1487	0	0	0	1,533	2279571	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	149	438	7	1	1565	0	0	0	739	1156166	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	223	4098	68	5	1650	0	0	0	6,567	10833087	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9852289	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	792	13	1	1343	0	0	0	1,558	2091615	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	59	21	C	98	586	10	1	1431	0	0	0	1,082	1547801	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	58	25	C	122	1208	21	2	1551	0	0	0	2,060	3195403	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1808	30	2	1334	0	0	0	3,579	4773491	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	4	57	25	C	190	1333	24	3	1496	0	0	0	2,350	3514425	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	217	798	14	1	940	0	0	0	2,163	2033761	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-2%+2% (VEH constant, CFS -2% for driver types 1 to 5; +2% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3135	50	1	1169	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,330	99%	20	1	61	18	C	70	1115	18	1	1110	0	0	0	1,768	1962480	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	518	14	5	1643	1	13	1	555	911865	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	9	58	30	D	159	7122	123	14	1604	0	0	0	6,695	10739258	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,308	100%	58	33	32	45	E	216	2710	85	49	1327	1	68	17	2,291	3040157	20
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	31	48	F	237	1162	38	18	1656	1	29	9	926	1533688	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,706	98%	32	2	61	19	C	269	2575	42	3	1177	0	0	0	2,890	3400095	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,168	98%	10	1	60	20	C	279	827	14	1	1292	0	0	0	844	1090448	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,249	98%	37	6	56	27	D	316	3610	64	10	1562	0	0	0	3,000	4686500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,184	98%	17	1	62	21	C	333	1458	24	1	1291	0	0	0	1,491	1924881	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,630	99%	10	1	56	23	C	342	837	15	2	1408	0	0	0	785	1104888	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,790	97%	32	11	43	33	D	374	2206	52	18	1448	0	0	0	2,014	2915265	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,077	97%	17	1	59	17	B	391	1106	19	2	1019	0	0	0	1,432	1459566	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,226	95%	33	1	62	13	B	424	1867	30	1	807	0	0	0	3,055	2463858	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,552	96%	34	3	60	14	B	459	2018	34	2	888	0	0	0	3,000	2664000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,040	93%	40	1	63	9	A	499	1440	23	1	583	0	0	0	3,726	2171726	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2195	38	4	1024	0	0	0	2,800	2867667	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1505	24	1	875	0	0	0	2,271	1986557	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	960	16	2	1056	0	0	0	1,200	1267200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	36	7	53	24	C	156	2735	52	10	1284	0	0	0	2,800	3594033	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	170	950	15	1	1020	0	0	0	1,229	1253887	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	57	19	C	199	2010	35	4	1030	0	0	0	2,433	2652984	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,869	99%	40	1	63	11	B	239	2018	32	1	717	0	0	0	3,714	2663867	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,761	98%	5	1	53	15	B	244	271	5	1	940	0	0	0	381	358235	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,999	98%	23	2	58	16	B	267	1514	26	3	1000	0	0	0	2,004	2003499	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,189	98%	35	1	63	13	B	302	1925	31	1	797	0	0	0	3,189	2542032	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,417	97%	61	4	61	16	B	362	3508	58	4	976	0	0	0	5,403	5274100	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,081	96%	19	1	63	11	A	381	698	11	0	694	0	0	0	1,770	1227790	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,207	97%	10	0	63	11	A	391	374	6	0	736	0	0	0	894	657686	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,260	94%	52	1	63	12	B	443	2043	32	1	753	0	0	0	4,777	3597877	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	664	12	1	670	0	0	0	3,523	2359236	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	622	11	1	1254	0	0	0	870	1090980	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	24	C	92	2102	36	3	1359	0	0	0	3,265	4432564	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	122	1784	33	5	1934	0	0	0	2,419	4678346	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	879	14	1	1513	0	0	0	1,533	2319429	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	146	446	8	1	1593	0	0	0	739	1177227	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	223	4189	70	5	1686	0	0	0	6,567	11069499	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3741	60	3	1592	0	0	0	6,193	9857708	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	785	13	1	1330	0	0	0	1,558	2072140	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,850	100%	12	1	60	21	C	98	584	10	1	1425	0	0	0	1,082	1541850	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,093	100%	24	3	57	25	C	122	1204	21	2	1546	0	0	0	2,060	3185447	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,610	100%	40	2	61	21	C	162	1768	29	2	1305	0	0	0	3,579	4669760	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,929	99%	28	3	57	24	C	190	1305	23	3	1464	0	0	0	2,350	3441183	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,848	99%	27	1	57	16	B	217	784	14	1	924	0	0	0	2,153	1998071	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-3%+3% (VEH constant, CFS -3% for driver types 1 to 5; +3% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3137	50	1	1189	0	0	0	4,648	5527247	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1123	18	1	1118	0	0	0	1,768	1977213	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	523	14	5	1660	1	13	1	555	921485	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	8	58	30	D	158	7142	123	13	1808	0	0	0	6,695	10765560	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,298	100%	49	25	37	38	E	207	2678	72	36	1324	1	67	5	2,291	3034143	17
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	228	1157	38	19	1649	1	29	9	926	1527206	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,751	99%	32	2	61	20	C	260	2600	43	3	1188	0	0	0	2,890	3432598	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,224	99%	10	1	60	20	C	270	835	14	1	1306	0	0	0	844	1102264	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,314	99%	38	6	56	28	D	307	3658	66	10	1579	0	0	0	3,000	4735500	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,199	99%	17	1	61	21	C	324	1469	24	1	1309	0	0	0	1,491	1937927	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,633	99%	13	5	41	31	D	337	838	20	8	1408	0	0	0	785	1105476	5
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,823	98%	38	16	36	38	E	375	2222	61	27	1456	1	56	5	2,014	2931881	15
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,121	98%	17	1	59	18	B	392	1118	19	2	1030	0	0	0	1,432	1475318	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,268	96%	33	1	63	13	B	425	1891	30	1	817	0	0	0	3,055	2495935	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,581	97%	34	3	60	15	B	459	2035	34	3	895	0	0	0	3,000	2685375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,072	95%	40	1	63	10	A	499	1463	23	1	592	0	0	0	3,726	2205792	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2535	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	18	B	81	2213	38	5	1033	0	0	0	2,800	2891000	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1533	25	1	891	0	0	0	2,271	2023461	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	972	16	1	1069	0	0	0	1,200	1283100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	38	8	51	25	C	158	2761	54	12	1294	0	0	0	2,800	3623200	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	171	952	15	1	1022	0	0	0	1,229	1255038	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	57	19	C	200	2023	35	4	1098	0	0	0	2,433	2670823	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,883	100%	40	1	63	11	B	240	2028	32	1	721	0	0	0	3,714	2676866	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,770	99%	5	1	53	15	B	245	272	5	1	943	0	0	0	381	359093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,998	98%	23	2	58	16	B	269	1513	26	3	999	0	0	0	2,004	2002831	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,159	97%	35	1	63	13	B	303	1907	30	1	790	0	0	0	3,189	2518114	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,396	97%	61	4	61	16	B	364	3487	57	3	970	0	0	0	5,403	5242840	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,069	96%	19	1	63	11	A	383	694	11	0	690	0	0	0	1,770	1220710	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,194	96%	10	0	63	11	A	393	372	6	0	731	0	0	0	894	653812	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,252	93%	52	2	63	12	B	444	2037	32	1	751	0	0	0	4,777	3585935	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	671	12	1	678	0	0	0	3,523	2387420	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	615	11	1	1241	0	0	0	870	1079960	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	91	2070	35	3	1336	0	0	0	3,265	4362693	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	122	1769	32	5	1315	0	0	0	2,419	4631982	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	139	866	14	1	1491	0	0	0	1,533	2284937	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	147	439	7	1	1567	0	0	0	739	1157644	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	222	4107	68	5	1653	0	0	0	6,567	10857714	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,188	100%	68	3	62	26	C	68	3740	60	3	1592	0	0	0	6,193	9856934	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,656	100%	17	1	62	22	C	85	784	13	1	1328	0	0	0	1,558	2069024	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,846	100%	12	1	59	21	C	98	503	10	1	1423	0	0	0	1,082	1539686	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,076	99%	24	3	58	25	C	122	1198	21	2	1538	0	0	0	2,060	3166623	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,603	99%	40	2	61	21	C	162	1765	29	2	1302	0	0	0	3,579	4658069	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,938	99%	28	4	56	25	C	190	1310	23	3	1469	0	0	0	2,359	3452150	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,833	98%	27	1	57	16	B	217	777	14	1	917	0	0	0	2,163	1982390	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-4%+4% (VEH constant, CFS -4% for driver types 1 to 5; +4% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3135	50	1	1189	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,309	99%	20	1	62	18	B	70	1108	18	1	1103	0	0	0	1,768	1950104	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	39	36	E	79	518	13	5	1641	1	13	0	555	910940	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,581	100%	79	8	58	30	D	158	7083	122	13	1594	0	0	0	6,695	10674699	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,263	99%	49	25	38	38	E	207	2769	72	37	1316	1	69	3	2,291	3014097	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,552	100%	21	10	30	46	F	228	1149	38	18	1638	1	29	9	926	1516788	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,660	97%	32	2	61	19	C	261	2551	42	3	1165	0	0	0	2,890	3366850	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,147	97%	10	1	60	20	C	270	822	14	1	1287	0	0	0	844	1086017	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,227	98%	36	5	57	27	D	306	3582	63	8	1557	0	0	0	3,000	4670000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,173	98%	16	1	62	21	C	323	1461	24	1	1293	0	0	0	1,491	1928236	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,621	98%	10	1	56	23	C	332	835	15	2	1405	0	0	0	785	1103121	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,803	98%	32	11	43	32	D	364	2213	51	17	1451	0	0	0	2,014	2921811	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,038	96%	16	1	60	17	B	381	1095	18	1	1010	0	0	0	1,432	1445604	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,264	96%	33	1	63	13	B	414	1889	30	1	816	0	0	0	3,055	2492880	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,580	97%	34	2	60	15	B	448	2034	34	2	895	0	0	0	3,000	2685000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,113	97%	40	1	63	10	A	488	1491	24	1	604	0	0	0	3,726	2249439	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,082	4,082	100%	33	4	58	18	B	82	2208	38	5	1031	0	0	0	2,600	2887267	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1514	24	1	880	0	0	0	2,271	1998480	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	16	B	120	962	16	2	1058	0	0	0	1,200	1269300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	7	52	24	C	157	2711	52	10	1274	0	0	0	2,800	3567900	13
California Ave Off Ramp to California Ave On Ramp	4,015	3,990	99%	14	1	62	16	B	171	928	15	1	998	0	0	0	1,229	1225928	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,297	99%	28	3	58	18	B	199	1980	34	3	1074	0	0	0	2,433	2613448	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,833	98%	40	1	63	11	B	239	1993	32	1	708	0	0	0	3,714	2630441	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,785	99%	5	1	52	15	B	244	273	5	1	946	0	0	0	381	360521	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,027	99%	23	2	58	16	B	268	1524	26	3	1007	0	0	0	2,004	2017694	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,184	97%	34	1	63	13	B	302	1923	31	1	796	0	0	0	3,189	2538444	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,423	97%	61	4	61	16	B	363	3514	58	3	978	0	0	0	5,403	5284134	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,093	97%	19	1	63	11	B	382	702	11	0	698	0	0	0	1,770	1234870	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,219	97%	10	0	63	11	A	391	376	6	0	740	0	0	0	894	661262	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,280	94%	52	2	63	12	B	443	2061	33	1	760	0	0	0	4,777	3629724	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	54	9	A	44	677	12	1	684	0	0	0	3,523	2408556	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	622	11	1	1256	0	0	0	870	1092720	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	24	C	92	2079	36	4	1341	0	0	0	3,265	4379671	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	122	1771	32	5	1923	0	0	0	2,419	4652140	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	874	14	1	1506	0	0	0	1,533	2307932	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	148	443	8	1	1584	0	0	0	739	1170576	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	223	4151	69	5	1671	0	0	0	6,567	10970174	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	88	3740	60	3	1592	0	0	0	6,193	9856160	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,638	99%	17	1	61	22	C	85	778	13	1	1319	0	0	0	1,558	2055002	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,817	99%	12	1	59	21	C	98	577	10	1	1409	0	0	0	1,082	1523997	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,059	99%	24	3	58	25	C	122	1192	21	2	1530	0	0	0	2,060	3151113	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,566	98%	40	2	61	21	C	162	1739	28	2	1283	0	0	0	3,579	4591857	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,897	98%	28	3	57	24	C	190	1291	23	3	1449	0	0	0	2,350	3403975	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,816	97%	27	1	57	16	B	217	771	14	1	998	0	0	0	2,163	1964004	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-5%+5% (VEH constant, CFS -5% for driver types 1 to 5; +5% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3135	50	1	1109	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,331	99%	19	1	62	16	B	70	1115	18	1	1110	0	0	0	1,768	1963069	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	78	521	12	4	1651	0	0	0	555	916490	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	8	58	30	D	157	7103	123	13	1603	0	0	0	6,695	10731607	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,279	99%	49	25	35	40	E	207	2503	73	37	1320	1	63	10	2,291	3023261	17
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	227	1158	38	18	1650	1	29	9	926	1527900	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,753	99%	32	2	61	19	C	259	2601	42	2	1188	0	0	0	2,890	3434043	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,225	99%	10	1	60	20	C	269	835	14	1	1305	0	0	0	844	1102475	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,301	99%	36	5	57	27	D	305	3630	63	8	1575	0	0	0	3,000	4725500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,197	99%	16	1	62	21	C	322	1468	24	1	1299	0	0	0	1,491	1937182	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,641	99%	10	2	53	24	C	332	839	16	3	1410	0	0	0	785	1107046	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,830	98%	32	11	43	32	D	364	2214	52	17	1457	0	0	0	2,014	2935237	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,108	98%	16	1	60	17	B	380	1114	19	1	1027	0	0	0	1,432	1470664	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,322	98%	33	1	63	13	B	413	1922	31	1	831	0	0	0	3,055	2537178	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,638	98%	34	2	60	15	B	447	2067	34	2	969	0	0	0	3,000	2728125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,165	99%	40	1	63	10	A	487	1528	24	1	618	0	0	0	3,726	2304265	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	82	2205	38	4	1029	0	0	0	2,800	2881900	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1521	24	1	884	0	0	0	2,271	2007564	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	965	16	2	1061	0	0	0	1,200	1273500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	7	52	24	C	157	2732	52	10	1286	0	0	0	2,800	3600333	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	170	947	15	1	1018	0	0	0	1,229	1250508	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	57	19	C	199	2018	35	4	1094	0	0	0	2,433	2661499	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	239	2043	32	1	726	0	0	0	3,714	2696364	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,794	99%	5	1	52	15	B	244	274	5	1	949	0	0	0	381	361379	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,031	99%	23	2	58	16	B	268	1527	26	3	1068	0	0	0	2,004	2019364	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,206	98%	34	1	63	13	B	302	1936	31	1	602	0	0	0	3,189	2555984	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,452	98%	60	4	61	16	B	362	3543	58	3	986	0	0	0	5,403	5328516	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,083	96%	19	1	63	11	A	381	698	11	0	694	0	0	0	1,770	1228970	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,205	97%	10	0	63	11	A	391	373	6	0	735	0	0	0	894	657090	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,266	94%	52	2	63	12	B	443	2049	32	1	755	0	0	0	4,777	3607431	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	55	9	A	44	677	12	1	684	0	0	0	3,523	2409732	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	613	11	1	1236	0	0	0	870	1075610	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	91	2050	34	3	1324	0	0	0	3,265	4323513	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	121	1752	32	5	1800	0	0	0	2,419	4596100	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	138	872	14	1	1502	0	0	0	1,533	2301800	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	147	442	8	1	1580	0	0	0	739	1167620	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	221	4164	69	5	1675	0	0	0	6,567	11002186	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3738	60	3	1591	0	0	0	6,193	9853837	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,647	100%	17	1	62	21	C	85	781	13	1	1324	0	0	0	1,568	2062013	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,832	99%	12	1	60	21	C	98	580	10	1	1416	0	0	0	1,082	1532112	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,075	99%	24	2	59	24	C	122	1197	20	2	1538	0	0	0	2,060	3167593	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	21	C	161	1779	29	2	1313	0	0	0	3,579	4698332	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,951	100%	28	3	57	25	C	189	1316	23	3	1475	0	0	0	2,350	3467033	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	16	B	216	795	14	1	938	0	0	0	2,163	2027813	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-6%+6% (VEH constant, CFS -6% for driver types 1 to 5; +6% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3135	50	2	1169	0	0	0	4,648	5527247	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,351	100%	20	1	62	18	C	70	1122	18	1	1117	0	0	0	1,768	1974856	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	E	79	523	13	5	1659	0	0	0	555	920745	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	8	58	30	D	158	7140	123	13	1606	0	0	0	6,695	10765550	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	49	25	39	38	E	207	2821	73	37	1335	1	71	2	2,291	3057626	17
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	228	1166	38	19	1662	1	29	9	926	1539244	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,780	99%	32	2	61	20	C	260	2617	43	3	1195	0	0	0	2,890	3453550	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,245	99%	10	1	60	20	C	270	838	14	1	1311	0	0	0	844	1106695	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,293	99%	37	5	57	27	D	306	3627	64	8	1573	0	0	0	3,000	4719500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,174	98%	17	2	58	22	C	324	1461	25	3	1294	0	0	0	1,491	1928608	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,613	98%	12	4	44	29	D	336	835	19	6	1403	0	0	0	785	1101551	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,818	98%	33	12	41	34	D	370	2211	54	20	1455	0	0	0	2,014	2929363	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,110	98%	16	1	59	17	B	386	1114	19	1	1028	0	0	0	1,432	1471380	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,327	98%	33	1	63	13	B	419	1925	31	1	832	0	0	0	3,055	2540996	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,645	99%	34	2	60	15	B	453	2071	34	2	911	0	0	0	3,000	2733750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,185	100%	40	1	63	10	A	494	1551	25	1	628	0	0	0	3,726	2338863	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	82	2205	38	4	1029	0	0	0	2,800	2880033	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1519	24	1	883	0	0	0	2,271	2005293	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	967	16	2	1064	0	0	0	1,200	1276200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	52	24	C	158	2754	53	11	1287	0	0	0	2,800	3602900	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,013	100%	14	1	62	16	B	171	934	15	1	1003	0	0	0	1,229	1232994	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,319	99%	28	3	58	18	C	199	1990	34	3	1080	0	0	0	2,433	2627235	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,841	98%	40	1	63	11	B	239	1998	32	1	710	0	0	0	3,714	2637869	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,787	99%	5	1	53	15	B	244	273	5	1	947	0	0	0	381	360712	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,012	98%	23	2	58	16	B	268	1519	26	3	1003	0	0	0	2,004	2009845	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,179	97%	35	1	63	13	B	302	1920	30	1	795	0	0	0	3,189	2534458	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,427	98%	60	3	61	16	B	363	3518	57	3	979	0	0	0	5,403	5290309	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,092	97%	19	1	63	11	B	382	701	11	0	697	0	0	0	1,770	1234280	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,211	97%	10	0	62	11	A	391	374	6	0	737	0	0	0	894	658878	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,257	93%	52	2	63	12	B	443	2041	32	1	752	0	0	0	4,777	3593896	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	10	A	44	678	13	1	682	0	0	0	3,523	2403860	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	55	618	11	1	1246	0	0	0	870	1084310	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	24	C	93	2061	35	4	1331	0	0	0	3,265	4346388	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	34	D	124	1762	33	5	1905	0	0	0	2,419	4611017	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	141	872	14	1	1502	0	0	0	1,533	2301800	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	149	442	8	1	1579	0	0	0	739	1166881	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	60	27	D	224	4153	69	5	1671	0	0	0	6,567	10974278	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3738	60	3	1591	0	0	0	6,193	9851515	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,649	100%	17	1	61	22	C	86	782	13	1	1325	0	0	0	1,558	2063571	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,830	99%	12	1	60	21	C	98	580	10	1	1415	0	0	0	1,082	1531030	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,077	99%	24	3	58	25	C	122	1199	21	2	1539	0	0	0	2,080	3169053	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,585	99%	40	2	61	21	C	162	1752	29	2	1293	0	0	0	3,579	4625658	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,924	99%	28	3	58	24	C	190	1303	23	2	1462	0	0	0	2,350	3435308	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	16	B	216	792	14	1	834	0	0	0	2,163	2019161	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-7%+7% (VEH constant, CFS -7% for driver types 1 to 5; +7% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3136	50	1	1190	0	0	0	4,648	5528796	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,335	99%	20	1	62	18	C	70	1117	18	1	1112	0	0	0	1,768	1965427	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	36	E	80	521	14	5	1651	1	13	1	555	916490	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	158	7122	122	12	1605	0	0	0	6,685	10744997	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,275	99%	47	24	38	37	E	205	2671	70	34	1319	1	67	3	2,291	3021256	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	31	48	F	226	1157	38	18	1649	1	29	9	926	1526511	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,716	98%	32	2	61	19	C	258	2582	42	2	1179	0	0	0	2,690	3407310	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,196	98%	10	1	60	20	C	268	831	14	1	1299	0	0	0	844	1096356	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,289	98%	36	5	57	27	D	304	3618	63	8	1572	0	0	0	3,000	4717000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,213	99%	16	1	62	21	C	321	1472	24	1	1303	0	0	0	1,491	1943146	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,675	99%	10	1	56	23	C	330	844	15	2	1419	0	0	0	785	1113719	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,846	98%	33	12	42	34	D	363	2228	53	19	1462	0	0	0	2,014	2943461	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,152	99%	17	1	59	16	B	380	1126	19	1	1038	0	0	0	1,432	1486416	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,306	98%	33	1	63	13	B	413	1913	31	1	827	0	0	0	3,055	2524958	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,612	98%	34	2	60	15	B	447	2052	34	2	993	0	0	0	3,000	2708625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,130	97%	40	1	63	10	A	487	1504	24	1	669	0	0	0	3,726	2267537	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	848	0	0	0	4,498	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2211	39	5	1030	0	0	0	2,800	2883360	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1516	24	1	881	0	0	0	2,271	2001319	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	121	967	16	1	1064	0	0	0	1,200	1276800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	51	24	C	158	2730	53	11	1287	0	0	0	2,800	3604533	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	171	948	15	1	1018	0	0	0	1,229	1251429	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	200	2016	35	4	1094	0	0	0	2,433	2661905	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	240	2049	32	1	728	0	0	0	3,714	2704721	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	54	15	B	245	276	5	1	957	0	0	0	381	364617	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,054	99%	23	2	59	16	B	268	1535	26	2	1013	0	0	0	2,004	2030887	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,198	98%	35	1	63	13	B	303	1932	31	1	600	0	0	0	3,189	2549606	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,436	98%	61	4	61	16	B	363	3528	58	4	982	0	0	0	5,403	5303430	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,033	94%	19	1	63	11	A	382	682	11	0	678	0	0	0	1,770	1199470	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,155	95%	10	0	62	10	A	392	365	6	0	718	0	0	0	894	642190	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,215	92%	52	2	63	11	B	444	2002	32	1	738	0	0	0	4,777	3527018	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	671	12	1	677	0	0	0	3,523	2383897	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	611	11	1	1232	0	0	0	870	1071405	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	92	2064	35	3	1333	0	0	0	3,265	4352245	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	122	1753	32	5	1900	0	0	0	2,419	4595284	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	139	869	14	1	1497	0	0	0	1,533	2294135	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	442	8	1	1578	0	0	0	739	1166142	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	60	27	D	223	4159	69	5	1674	0	0	0	6,567	10989875	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3739	60	3	1591	0	0	0	6,193	9853837	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	785	13	1	1330	0	0	0	1,558	2071361	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,843	100%	12	1	60	21	C	98	582	10	1	1422	0	0	0	1,082	1538063	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,079	99%	24	2	58	24	C	122	1199	21	2	1540	0	0	0	2,050	3171713	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	21	C	162	1780	29	2	1313	0	0	0	3,579	4699227	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	57	25	C	190	1318	23	3	1479	0	0	0	2,350	3475650	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,855	99%	27	1	57	16	B	216	787	14	1	927	0	0	0	2,163	2005642	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+10% (VEH constant, CFS+10%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3135	50	2	1180	0	0	0	4,648	5527247	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	61	16	C	70	1124	18	1	1118	0	0	0	1,768	1977213	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	524	14	5	1663	1	13	1	555	922780	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,600	100%	92	22	49	35	D	172	7097	143	34	1600	0	0	0	6,695	10712000	44
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,138	97%	78	54	20	64	F	251	2233	112	77	1288	2	56	56	2,291	2942790	28
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,424	98%	21	10	30	47	F	272	1127	38	19	1606	1	28	10	926	1487156	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,585	95%	33	2	61	19	C	304	2510	41	3	1146	0	0	0	2,890	3312653	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,064	96%	10	1	60	19	C	314	810	14	1	1266	0	0	0	844	1068504	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,174	97%	37	5	56	27	D	351	3558	64	9	1543	0	0	0	3,000	4630250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,100	97%	17	1	61	21	C	367	1440	23	1	1275	0	0	0	1,491	1901025	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,555	97%	10	2	52	24	C	378	826	16	3	1389	0	0	0	785	1090169	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,724	96%	35	14	39	35	D	413	2178	55	22	1431	1	54	1	2,014	2881666	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,027	96%	17	1	59	17	B	429	1092	19	2	1007	0	0	0	1,432	1441666	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,263	96%	33	1	62	13	B	463	1888	30	1	816	0	0	0	3,055	2492116	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,574	97%	34	3	59	15	B	497	2031	34	3	894	0	0	0	3,000	2680500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,120	97%	40	1	63	10	A	537	1496	24	1	606	0	0	0	3,726	2256359	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2218	39	5	1035	0	0	0	2,800	2898933	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1533	25	1	891	0	0	0	2,271	2023461	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	17	B	121	973	17	2	1071	0	0	0	1,200	1284900	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	39	9	50	25	C	159	2776	56	13	1298	0	0	0	2,800	3633933	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	173	954	15	1	1025	0	0	0	1,229	1259725	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	19	C	202	2030	35	4	1192	0	0	0	2,433	2679950	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	242	2052	32	1	729	0	0	0	3,714	2708435	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	52	15	B	247	276	5	1	959	0	0	0	361	364998	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,064	100%	23	2	58	16	B	270	1539	27	3	1016	0	0	0	2,004	2035897	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,258	100%	35	1	63	13	B	305	1967	31	1	814	0	0	0	3,189	2597042	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,503	100%	61	4	61	17	B	365	3596	59	4	1001	0	0	0	5,403	5408017	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,165	100%	19	1	63	12	B	384	733	12	0	729	0	0	0	1,770	1290920	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,276	100%	10	0	62	11	B	394	393	6	0	773	0	0	0	894	691360	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,381	99%	52	2	63	12	B	446	2153	34	1	794	0	0	0	4,777	3790550	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	45	6	53	10	A	45	669	13	2	672	0	0	0	3,523	2368630	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	11	1	56	22	C	56	615	11	1	1242	0	0	0	870	1080830	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	24	C	94	2076	36	4	1340	0	0	0	3,265	4373794	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	6	53	34	D	125	1763	33	6	1915	0	0	0	2,419	4631992	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	142	887	15	1	1526	0	0	0	1,533	2342424	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	151	450	8	1	1607	0	0	0	739	1187573	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	28	D	226	4223	71	6	1700	0	0	0	6,567	11163079	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9855385	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	784	13	1	1330	0	0	0	1,558	2071361	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,839	99%	12	1	60	21	C	98	582	10	1	1420	0	0	0	1,082	1535899	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,078	99%	24	3	58	25	C	122	1199	21	2	1539	0	0	0	2,060	3170340	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1790	29	2	1321	0	0	0	3,579	4726070	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	4	57	25	C	190	1324	23	3	1486	0	0	0	2,350	3491317	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,849	99%	27	1	57	16	B	217	785	14	1	925	0	0	0	2,163	1999694	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+20% (VEH constant, CFS+20%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3135	50	2	1169	0	0	0	4,648	5527247	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,339	100%	20	1	61	18	C	70	1118	18	1	1113	0	0	0	1,768	1967784	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	39	36	E	80	523	14	5	1658	1	13	0	555	920375	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	91	20	51	34	D	170	7168	141	31	1604	0	0	0	6,695	10741171	43
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,197	98%	76	52	21	63	F	246	2282	110	74	1299	2	57	53	2,291	2976295	27
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,491	99%	20	10	31	46	F	267	1138	37	18	1623	1	28	8	926	1502667	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,683	97%	33	2	60	19	C	300	2553	43	3	1171	0	0	0	2,890	3383468	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,166	98%	10	1	59	20	C	309	826	14	1	1292	0	0	0	844	1090026	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,230	98%	39	7	53	28	D	348	3571	67	12	1558	0	0	0	3,000	4672500	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,122	97%	32	16	31	41	E	380	1447	46	23	1281	1	36	10	1,491	1909226	12
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,460	96%	28	18	19	65	F	408	812	42	28	1365	2	20	22	785	1071525	10
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,675	95%	44	22	32	44	E	452	2226	69	35	1419	1	56	13	2,014	2857363	17
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,964	94%	17	2	58	17	B	469	1075	19	2	991	0	0	0	1,432	1419112	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,187	94%	34	1	62	13	B	502	1844	30	1	797	0	0	0	3,055	2434071	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,499	95%	35	3	59	14	B	537	1988	34	3	875	0	0	0	3,000	2623875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,048	94%	40	1	63	9	A	577	1445	23	1	585	0	0	0	3,726	2179710	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2536	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2201	38	5	1026	0	0	0	2,800	2877000	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1524	24	1	886	0	0	0	2,271	2012106	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	121	968	16	2	1065	0	0	0	1,200	1278300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	39	10	49	26	C	160	2747	56	14	1288	0	0	0	2,800	3605233	14
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	173	947	15	1	1018	0	0	0	1,229	1251122	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	30	4	56	19	C	203	2020	36	5	1097	0	0	0	2,433	2669204	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	243	2037	32	1	724	0	0	0	3,714	2688936	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,812	100%	5	1	53	15	B	248	275	5	1	953	0	0	0	381	363093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,042	99%	24	2	58	16	B	272	1532	26	3	1011	0	0	0	2,004	2025042	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,235	99%	35	1	63	13	B	306	1954	31	1	609	0	0	0	3,189	2578705	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,476	99%	61	4	60	17	B	367	3574	59	4	993	0	0	0	5,403	5366337	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,100	97%	19	1	63	11	B	387	704	11	0	700	0	0	0	1,770	1239000	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,225	98%	10	0	62	11	A	396	377	6	0	742	0	0	0	894	663050	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,278	94%	52	2	63	12	B	448	2080	33	1	759	0	0	0	4,777	3626539	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	45	6	53	10	A	45	673	13	2	676	0	0	0	3,523	2382722	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	56	608	11	1	1227	0	0	0	870	1067760	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	4	58	24	C	94	2051	36	4	1323	0	0	0	3,265	4320248	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	32	6	53	34	D	126	1749	33	6	1894	0	0	0	2,419	4581989	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	143	854	14	1	1471	0	0	0	1,533	2255043	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	152	434	7	1	1549	0	0	0	739	1144711	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	227	4080	68	5	1642	0	0	0	6,567	10781372	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	88	4	62	26	C	68	3741	60	3	1592	0	0	0	6,193	9858482	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,654	100%	17	1	61	22	C	86	783	13	1	1327	0	0	0	1,558	2067466	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,839	99%	13	1	59	21	C	98	582	10	1	1420	0	0	0	1,082	1535699	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,085	100%	24	3	58	25	C	123	1203	21	2	1543	0	0	0	2,060	3177550	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1802	29	2	1329	0	0	0	3,579	4756491	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	4	56	25	C	191	1329	24	3	1492	0	0	0	2,350	3505025	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	218	805	14	1	950	0	0	0	2,163	2055391	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+30% (VEH constant, CFS+30%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/in/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)	ne	5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3135	50	2	1189	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,329	99%	21	3	57	20	C	72	1115	20	3	1110	0	0	0	1,768	1961891	7
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,761	97%	14	7	28	49	F	85	501	18	10	1587	1	13	6	555	880785	5
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,323	95%	170	99	27	61	F	255	6756	251	147	1521	1	169	82	6,695	10181182	78
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,823	91%	93	67	17	74	F	348	2049	124	90	1206	2	51	73	2,291	2762373	32
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,134	93%	21	11	30	46	F	369	1076	36	18	1534	1	27	10	926	1420021	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,429	92%	33	2	60	18	C	402	2424	40	3	1107	0	0	0	2,890	3199953	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	4,909	93%	10	1	60	19	C	412	785	13	1	1227	0	0	0	844	1035799	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,987	94%	38	6	55	27	D	449	3466	63	10	1497	0	0	0	3,000	4490500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,985	94%	31	15	33	38	E	481	1402	43	21	1241	1	35	8	1,491	1850704	11
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,337	93%	30	21	18	68	F	510	793	44	31	1334	2	20	24	785	1047386	10
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,540	93%	45	23	32	43	E	555	2174	69	36	1365	1	54	14	2,014	2789222	17
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,906	93%	17	2	58	17	B	572	1059	18	2	977	0	0	0	1,432	1398348	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,120	92%	34	1	62	13	B	606	1805	29	1	780	0	0	0	3,055	2382900	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,434	93%	35	3	59	14	B	640	1951	33	3	858	0	0	0	3,000	2575125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,033	93%	40	1	63	9	A	681	1435	23	1	581	0	0	0	3,726	2164274	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	63	16	B	48	2536	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	5	57	18	B	82	2191	39	5	1024	0	0	0	2,800	2867667	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1505	24	1	875	0	0	0	2,271	1986557	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	2	57	17	B	122	958	17	2	1053	0	0	0	1,200	1263600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	41	11	47	26	D	162	2746	58	16	1280	0	0	0	2,800	3584233	14
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	176	947	15	1	1017	0	0	0	1,229	1250200	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	31	5	54	20	C	207	2010	37	6	1093	0	0	0	2,433	2859877	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,844	99%	40	1	63	11	B	247	2000	32	1	711	0	0	0	3,714	2640654	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,740	98%	5	1	54	15	B	252	270	5	1	935	0	0	0	381	356235	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,961	97%	24	3	57	16	B	275	1502	26	3	990	0	0	0	2,004	1984628	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,114	95%	35	1	63	12	B	310	1880	30	1	778	0	0	0	3,189	2482238	7
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,358	96%	61	4	60	16	B	371	3454	57	4	959	0	0	0	5,403	5183793	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,034	94%	19	1	63	11	A	390	682	11	0	678	0	0	0	1,770	1200060	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,160	95%	10	0	62	10	A	400	366	6	0	720	0	0	0	894	643680	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,221	92%	52	2	63	11	B	452	2009	32	1	740	0	0	0	4,777	3536572	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	46	6	52	10	A	46	679	13	2	661	0	0	0	3,523	2397989	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	22	C	56	604	11	1	1220	0	0	0	870	1061110	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	23	C	94	2014	35	4	1360	0	0	0	3,265	4243194	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	34	8	50	36	E	128	1722	35	8	1865	0	0	0	2,419	4511838	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	24	C	145	848	14	1	1460	0	0	0	1,533	2238180	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	22	C	154	432	7	1	1542	0	0	0	739	1139538	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	229	4064	68	5	1636	0	0	0	6,567	10741149	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	62	26	C	69	3742	61	3	1592	0	0	0	6,193	9860804	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	790	13	1	1338	0	0	0	1,558	2084604	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	13	1	59	21	C	99	586	10	1	1430	0	0	0	1,082	1546719	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	3	56	26	C	124	1209	22	3	1550	0	0	0	2,060	3191970	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	164	1781	29	2	1314	0	0	0	3,579	4701017	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	4	56	25	C	193	1318	24	3	1480	0	0	0	2,350	3477608	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	220	801	14	1	945	0	0	0	2,163	2043494	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+40% (VEH constant, CFS+40%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3136	50	2	1190	0	0	0	4,648	5529571	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,326	99%	24	5	51	22	C	74	1114	22	5	1109	0	0	0	1,768	1960123	7
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,481	91%	19	13	20	64	F	93	471	24	16	1494	2	12	12	555	828985	7
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	4,983	89%	218	147	21	73	F	311	6312	302	203	1424	2	158	144	6,695	9530811	93
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,489	85%	102	76	15	76	F	413	1901	127	95	1122	3	48	79	2,291	2570788	33
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	5,829	89%	22	11	29	44	E	434	1023	35	18	1457	1	26	9	926	1349414	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,151	86%	33	2	61	17	B	467	2272	37	2	1038	0	0	0	2,890	2990098	9
Wible Rd On Ramp to SR58 WB On Ramp	5,298	4,623	87%	10	1	60	18	B	476	739	12	1	1156	0	0	0	844	975453	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,740	90%	38	7	54	26	C	515	3332	61	11	1435	0	0	0	3,000	4305250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,734	90%	17	2	59	20	C	532	1337	23	2	1184	0	0	0	1,491	1764599	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,151	90%	17	8	32	37	E	549	766	24	12	1268	1	19	5	785	1010884	5
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,345	90%	41	19	34	38	E	590	2066	60	29	1336	1	52	9	2,014	2691375	15
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,783	90%	17	2	58	16	B	606	1026	18	2	946	0	0	0	1,432	1354314	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,074	91%	33	1	62	12	B	640	1778	29	1	769	0	0	0	3,055	2347788	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,399	92%	35	4	58	14	B	675	1931	33	4	850	0	0	0	3,000	2548875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,005	92%	40	1	63	9	A	716	1415	22	1	573	0	0	0	3,726	2133933	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2536	40	1	849	0	0	0	4,498	3818802	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	5	56	18	C	83	2200	39	6	1029	0	0	0	2,800	2880033	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	108	1506	24	1	875	0	0	0	2,271	1987125	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	15	2	56	17	B	122	959	17	2	1055	0	0	0	1,200	1265400	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	45	16	43	29	D	167	2796	64	22	1280	0	0	0	2,800	3582600	15
California Ave Off Ramp to California Ave On Ramp	4,015	4,002	100%	14	1	61	16	B	181	931	15	1	1001	0	0	0	1,229	1229615	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,308	99%	30	4	55	19	C	211	1981	36	5	1077	0	0	0	2,433	2620341	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,872	100%	40	1	63	11	B	251	2020	32	1	718	0	0	0	3,714	2666652	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,799	99%	5	1	53	15	B	256	274	5	1	950	0	0	0	381	361855	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,032	99%	24	3	57	16	B	280	1530	27	3	1008	0	0	0	2,004	2020032	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,212	98%	34	1	63	13	B	315	1940	31	1	803	0	0	0	3,189	2560767	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,458	98%	62	5	60	17	B	376	3559	59	5	998	0	0	0	5,403	5338550	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,122	98%	19	1	63	11	B	395	711	11	0	707	0	0	0	1,770	1251980	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,247	99%	10	0	63	11	A	405	380	6	0	749	0	0	0	894	669606	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,303	95%	52	2	63	12	B	457	2082	33	1	768	0	0	0	4,777	3656348	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	46	7	52	10	A	46	677	13	2	670	0	0	0	3,523	2388594	7
SR99 On Ramp to H St Off Ramp	3,553	3,546	100%	10	1	57	21	C	56	586	10	1	1182	0	0	0	870	1028340	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	4	58	23	C	95	1968	34	4	1270	0	0	0	3,265	4147856	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	33	7	51	34	D	128	1679	33	7	1823	0	0	0	2,419	4410643	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	24	C	145	826	14	1	1422	0	0	0	1,533	2179926	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	22	C	154	420	7	1	1502	0	0	0	739	1109609	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	76	6	59	26	D	229	3976	67	6	1599	0	0	0	6,567	10503096	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	61	26	C	69	3742	61	4	1592	0	0	0	6,193	9857708	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	800	13	1	1355	0	0	0	1,558	2111090	7
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	13	1	59	22	C	99	594	10	1	1449	0	0	0	1,082	1567818	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	3	56	26	C	124	1224	22	3	1569	0	0	0	2,060	3231453	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	164	1802	30	2	1330	0	0	0	3,579	4758281	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	4	55	26	C	193	1330	24	4	1494	0	0	0	2,350	3509725	12
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	220	795	14	1	937	0	0	0	2,163	2026731	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+50% (VEH constant, CFS+50%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	51	2	63	19	C	51	3134	50	2	1189	0	0	0	4,648	5528021	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,298	98%	37	18	33	34	D	88	1104	34	17	1099	1	28	6	1,768	1943621	11
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,154	84%	27	20	14	83	F	114	437	31	23	1335	3	11	20	555	768490	9
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	4,740	85%	252	181	18	81	F	367	5993	332	239	1354	2	150	182	6,695	9067421	102
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,324	81%	109	83	14	79	F	475	1831	130	100	1081	3	46	85	2,291	2476571	34
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	5,664	86%	22	11	29	43	E	497	993	34	17	1416	1	25	9	926	1311216	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,014	83%	33	2	60	17	B	530	2197	36	3	1004	0	0	0	2,890	2900115	9
Wible Rd On Ramp to SR58 WB On Ramp	5,298	4,487	85%	10	1	60	17	B	539	717	12	1	1122	0	0	0	844	946757	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,534	87%	39	7	54	25	C	578	3206	59	11	1383	0	0	0	3,000	4150250	14
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,520	86%	19	4	53	21	C	597	1276	24	4	1130	0	0	0	1,491	1684830	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	4,914	86%	16	7	34	33	D	613	731	22	10	1229	1	18	3	785	964373	5
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,082	86%	41	20	34	37	E	654	1968	58	28	1270	1	49	9	2,014	2558619	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,618	86%	17	2	58	16	B	671	981	17	2	905	0	0	0	1,432	1295244	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	2,878	85%	34	1	62	12	B	704	1865	27	1	720	0	0	0	3,055	2188073	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,205	87%	35	3	58	13	B	739	1821	31	3	691	0	0	0	3,000	2403375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	1,948	89%	40	1	63	9	A	780	1375	22	1	557	0	0	0	3,726	2073785	6
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	2	63	16	B	48	2536	40	1	849	0	0	0	4,498	3818802	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	35	6	54	19	C	84	2204	40	7	1032	0	0	0	2,800	2890533	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	109	1525	25	1	866	0	0	0	2,271	2012106	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	15	3	54	18	B	124	968	18	3	1054	0	0	0	1,200	1277100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	48	18	42	31	D	172	2878	68	26	1269	0	0	0	2,800	3606033	16
California Ave Off Ramp to California Ave On Ramp	4,015	4,006	100%	14	1	61	16	B	186	932	15	1	1002	0	0	0	1,229	1230844	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,313	99%	31	6	53	20	C	217	1986	38	7	1078	0	0	0	2,433	2623585	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,811	97%	40	1	63	11	B	257	1977	31	1	703	0	0	0	3,714	2610014	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,742	98%	5	1	54	14	B	262	270	5	1	936	0	0	0	381	356426	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,967	97%	24	3	58	16	B	285	1504	26	3	992	0	0	0	2,004	1987634	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,173	97%	35	1	63	13	B	320	1916	30	1	793	0	0	0	3,189	2529276	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,433	98%	62	5	60	17	B	382	3530	59	5	981	0	0	0	5,403	5298799	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,149	99%	19	1	63	11	B	401	720	11	0	716	0	0	0	1,770	1267910	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,272	100%	10	0	62	11	A	411	385	6	0	757	0	0	0	894	677056	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,316	96%	52	2	63	12	B	462	2095	33	1	772	0	0	0	4,777	3687844	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	47	8	51	10	A	47	676	13	2	675	0	0	0	3,523	2376851	7
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	21	C	57	588	10	1	1186	0	0	0	870	1031965	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	42	8	53	25	C	99	1971	37	7	1277	0	0	0	3,265	4170711	16
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	40	15	42	42	E	139	1719	41	15	1628	0	0	0	2,419	4421126	19
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	18	2	59	24	C	157	831	14	1	1431	0	0	0	1,533	2193723	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	22	C	166	422	7	1	1507	0	0	0	739	1113304	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	76	7	59	27	D	242	3974	68	6	1598	0	0	0	6,567	10496529	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	5	61	26	D	69	3743	61	4	1592	0	0	0	6,193	9861578	31
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	18	1	61	22	C	87	766	13	1	1331	0	0	0	1,558	2073698	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,843	100%	13	1	59	21	C	99	583	10	1	1422	0	0	0	1,082	1536063	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,090	100%	25	3	57	25	C	124	1206	21	3	1545	0	0	0	2,060	3183043	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	164	1808	30	2	1334	0	0	0	3,579	4773491	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	30	5	54	26	D	194	1331	25	4	1485	0	0	0	2,350	3512467	12
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	2	56	17	B	221	816	14	1	964	0	0	0	2,163	2085132	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+60% (VEH constant, CFS+60%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,550	100%	58	9	53	23	C	58	3024	57	9	1183	0	0	0	4,648	5500133	20
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,222	96%	60	39	20	53	F	118	1079	53	35	1074	2	27	26	1,768	1898632	18
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	3,991	81%	29	22	13	85	F	146	419	32	24	1330	3	10	21	555	738335	9
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	4,517	81%	265	194	17	81	F	411	5715	332	243	1291	2	143	190	6,695	8640854	102
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,045	76%	117	90	13	80	F	528	1712	132	102	1011	3	43	89	2,291	2316774	35
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	5,407	82%	22	11	29	41	E	550	948	32	16	1352	1	24	9	926	1251721	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	3,782	79%	32	2	61	16	B	582	2070	34	2	946	0	0	0	2,890	2732495	8
Wible Rd On Ramp to SR58 WB On Ramp	5,298	4,257	80%	10	1	60	16	B	592	681	11	1	1064	0	0	0	844	896227	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,368	84%	39	7	54	24	C	630	3115	58	11	1342	0	0	0	3,000	4026000	14
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,423	84%	17	1	60	18	C	647	1249	21	1	1106	0	0	0	1,491	1648673	5
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	4,830	85%	15	7	36	31	D	662	718	20	9	1208	1	18	2	785	947688	5
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,053	85%	38	16	37	33	D	700	1935	53	23	1263	1	48	4	2,014	2544018	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,633	86%	17	1	59	15	B	716	985	17	1	908	0	0	0	1,432	1300614	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	2,958	87%	34	1	62	12	B	750	1712	28	1	740	0	0	0	3,055	2259173	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,276	89%	36	4	57	14	B	786	1861	33	4	819	0	0	0	3,000	2457000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	1,942	89%	40	1	63	9	A	826	1371	22	1	555	0	0	0	3,726	2067398	6
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3818802	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	35	6	55	19	C	83	2200	40	7	1031	0	0	0	2,800	2885867	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	108	1513	24	1	879	0	0	0	2,271	1996777	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	16	3	52	19	C	124	961	19	4	1057	0	0	0	1,200	1268700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	48	18	42	30	D	172	2861	68	25	1276	0	0	0	2,800	3573733	16
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	61	17	B	186	947	15	1	1017	0	0	0	1,229	1249586	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	32	6	52	21	C	218	2009	39	7	1094	0	0	0	2,433	2661094	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	258	2037	32	1	724	0	0	0	3,714	2688936	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,805	100%	5	1	53	15	B	263	275	5	1	951	0	0	0	381	362426	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,032	98%	24	3	57	17	B	287	1532	27	3	1008	0	0	0	2,004	2020199	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,231	99%	35	1	63	13	B	322	1951	31	1	808	0	0	0	3,189	2575915	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,491	99%	63	6	59	17	B	385	3592	61	6	985	0	0	0	5,403	5374055	18
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,161	100%	19	1	62	12	B	404	725	12	0	720	0	0	0	1,770	1274990	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,276	100%	10	0	62	11	B	414	387	6	0	762	0	0	0	894	681228	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,317	96%	52	2	63	12	B	466	2096	34	1	772	0	0	0	4,777	3689436	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	47	8	51	10	A	47	680	13	2	677	0	0	0	3,523	2386245	7
SR99 On Ramp to H St Off Ramp	3,553	3,517	99%	10	1	57	21	C	58	580	10	1	1172	0	0	0	870	1019785	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,114	99%	39	5	57	23	C	97	1931	34	4	1246	0	0	0	3,265	4066884	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,611	100%	38	12	44	39	E	135	1664	38	12	1806	0	0	0	2,419	4367908	18
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	18	2	58	24	C	153	822	14	1	1416	0	0	0	1,533	2169962	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	57	22	C	161	418	7	1	1495	0	0	0	739	1104805	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	76	7	59	26	D	237	3945	67	6	1585	0	0	0	6,567	10410337	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	70	5	61	26	D	70	3744	62	4	1592	0	0	0	6,193	9861578	31
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	18	1	61	22	C	87	789	13	1	1338	0	0	0	1,558	2083825	7
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,850	100%	13	1	58	22	C	100	584	10	1	1425	0	0	0	1,082	1541850	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,090	100%	26	4	54	26	D	126	1207	22	4	1545	0	0	0	2,060	3183043	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,620	100%	41	3	60	22	C	166	1776	30	2	1310	0	0	0	3,579	4688490	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,953	100%	31	6	52	27	D	197	1315	25	5	1477	0	0	0	2,350	3469775	12
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,851	99%	27	2	56	17	B	224	784	14	1	925	0	0	0	2,163	2001316	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-10% (VEH constant, CFS-10%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3136	50	1	1130	0	0	0	4,648	5529571	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1124	18	1	1119	0	0	0	1,768	1977803	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	3	39	36	E	79	523	13	5	1657	1	13	0	555	919450	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	157	7153	122	12	1612	0	0	0	6,695	10792818	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,310	100%	42	18	44	33	D	199	2730	62	27	1327	0	0	0	2,291	3041016	14
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,575	100%	21	10	30	48	F	220	1161	39	19	1655	1	29	10	926	1532299	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,739	99%	32	2	61	19	C	253	2594	43	3	1185	0	0	0	2,890	3423928	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,216	98%	10	1	60	20	C	262	833	14	1	1304	0	0	0	844	1100576	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,283	98%	37	5	57	27	D	299	3620	64	9	1571	0	0	0	3,000	4712000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,152	98%	16	1	62	21	C	315	1455	24	1	1268	0	0	0	1,491	1920408	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,602	98%	9	1	57	22	C	325	833	15	2	1401	0	0	0	765	1099393	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,772	97%	31	10	44	31	D	356	2196	50	16	1443	0	0	0	2,014	2906034	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,019	95%	16	1	59	17	B	372	1090	18	1	1065	0	0	0	1,432	1438802	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,197	94%	33	1	63	13	B	405	1850	30	1	799	0	0	0	3,055	2441709	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,507	95%	34	2	60	14	B	439	1992	33	2	877	0	0	0	3,000	2630250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,079	95%	40	1	63	10	A	479	1467	23	1	594	0	0	0	3,726	2212712	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,488	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2213	36	4	1033	0	0	0	2,800	2893100	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1527	25	1	868	0	0	0	2,271	2016080	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	967	17	2	1064	0	0	0	1,200	1277100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	52	24	C	158	2763	54	11	1280	0	0	0	2,800	3606167	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	171	947	15	1	1016	0	0	0	1,229	1250508	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	3	58	18	C	200	2019	35	4	1094	0	0	0	2,433	2861094	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	240	2041	32	1	726	0	0	0	3,714	2694507	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,812	100%	5	1	53	15	B	245	275	5	1	953	0	0	0	381	363093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,049	99%	23	2	58	16	B	268	1532	26	3	1012	0	0	0	2,004	2028716	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,256	100%	35	1	63	13	B	303	1966	31	1	814	0	0	0	3,189	2595846	6
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,511	100%	60	3	61	17	B	363	3603	59	3	1003	0	0	0	5,403	5419595	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,144	99%	19	1	63	11	B	382	719	11	0	715	0	0	0	1,770	1264960	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,270	100%	10	0	62	11	A	392	384	6	0	757	0	0	0	894	676460	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,325	96%	52	2	63	12	B	444	2102	33	1	775	0	0	0	4,777	3701379	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	55	9	A	44	677	12	1	683	0	0	0	3,523	2406209	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	623	11	1	1258	0	0	0	870	1094170	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	24	C	92	2075	35	3	1339	0	0	0	3,265	4371182	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	122	1771	32	5	1918	0	0	0	2,419	4638836	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	139	869	14	1	1496	0	0	0	1,533	2293368	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	440	7	1	1571	0	0	0	739	1160969	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	222	4141	69	5	1667	0	0	0	6,567	10943906	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,188	100%	68	3	62	26	C	68	3739	60	3	1591	0	0	0	6,193	9854611	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	798	13	1	1352	0	0	0	1,558	2106416	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	591	10	1	1442	0	0	0	1,082	1560244	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	25	C	122	1218	21	2	1564	0	0	0	2,060	3221840	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	161	1800	29	2	1328	0	0	0	3,579	4752017	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	57	25	C	190	1332	23	3	1494	0	0	0	2,350	3510900	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	814	14	1	961	0	0	0	2,163	2077562	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-20% (VEH constant, CFS-20%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3134	50	1	1189	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,343	100%	20	1	62	18	C	70	1119	18	1	1114	0	0	0	1,768	1970141	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	34	D	79	521	13	4	1653	0	0	0	555	917415	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	7	59	29	D	156	7116	120	11	1605	0	0	0	6,695	10743084	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	36	12	49	29	D	192	2642	54	18	1340	0	0	0	2,291	3069367	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	20	10	31	47	F	212	1162	37	18	1657	1	29	8	926	1534151	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,717	98%	32	2	61	19	C	245	2582	42	2	1179	0	0	0	2,890	3408033	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,185	98%	10	1	60	20	C	254	828	14	1	1296	0	0	0	844	1094035	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,230	98%	36	5	57	27	D	290	3579	63	8	1558	0	0	0	3,000	4672500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,148	98%	17	1	62	21	C	307	1454	24	1	1287	0	0	0	1,491	1918917	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,599	98%	9	1	57	23	C	316	833	15	2	1400	0	0	0	785	1098804	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,769	97%	28	6	50	28	D	344	2184	44	10	1442	0	0	0	2,014	2904859	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,010	95%	16	1	61	17	B	360	1088	18	1	1003	0	0	0	1,432	1435580	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,240	96%	33	1	63	13	B	393	1875	30	1	810	0	0	0	3,055	2474550	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,549	96%	34	2	61	14	B	427	2016	33	2	887	0	0	0	3,000	2661750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,138	98%	40	1	63	10	A	467	1509	24	1	611	0	0	0	3,726	2276054	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2211	38	4	1030	0	0	0	2,800	2884000	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1529	24	1	889	0	0	0	2,271	2018351	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	969	16	1	1066	0	0	0	1,200	1279500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	35	6	54	23	C	155	2741	50	8	1287	0	0	0	2,800	3602900	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,006	100%	13	1	62	16	B	168	932	15	1	1002	0	0	0	1,229	1230844	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,314	99%	28	2	59	18	B	196	1991	34	3	1079	0	0	0	2,433	2523991	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,852	99%	40	1	63	11	B	236	2006	32	1	713	0	0	0	3,714	2648082	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,781	99%	5	1	53	15	B	241	273	5	1	945	0	0	0	381	360140	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,018	99%	23	2	59	16	B	265	1521	26	2	1005	0	0	0	2,004	2013185	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,244	99%	34	1	63	13	B	299	1959	31	1	811	0	0	0	3,189	2585880	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,492	99%	60	3	62	17	B	359	3583	58	3	998	0	0	0	5,403	5390264	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,135	99%	19	1	63	11	B	378	716	11	0	712	0	0	0	1,770	1259650	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,259	99%	10	0	63	11	A	388	383	6	0	753	0	0	0	894	673182	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,315	96%	52	1	63	12	B	439	2093	33	1	772	0	0	0	4,777	3685456	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	668	12	1	674	0	0	0	3,523	2375676	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	626	11	1	1262	0	0	0	870	1097505	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	24	C	91	2104	35	3	1359	0	0	0	3,265	4435829	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	56	33	D	121	1789	32	4	1944	0	0	0	2,419	4702133	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	138	882	14	1	1518	0	0	0	1,533	2327094	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	146	448	8	1	1601	0	0	0	739	1183139	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	220	4219	70	5	1699	0	0	0	6,567	11154050	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,168	100%	68	3	62	26	C	68	3739	60	3	1591	0	0	0	6,193	9853063	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,624	99%	17	1	62	21	C	85	774	13	1	1312	0	0	0	1,558	2044096	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,805	98%	12	1	60	21	C	97	575	10	1	1403	0	0	0	1,082	1517505	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,046	98%	24	2	59	24	C	121	1186	20	2	1523	0	0	0	2,060	3137037	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,621	100%	40	2	61	21	C	161	1776	29	2	1310	0	0	0	3,579	4689385	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,953	100%	28	3	58	24	C	188	1318	23	3	1477	0	0	0	2,350	3469775	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	215	805	14	1	948	0	0	0	2,163	2050524	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-30% (VEH constant, CFS-30%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3133	50	1	1189	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,330	99%	19	1	62	18	B	69	1115	18	1	1110	0	0	0	1,768	1962480	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	78	520	12	4	1648	0	0	0	555	914455	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,601	100%	77	7	59	29	D	156	7098	120	11	1600	0	0	0	6,695	10713435	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	32	8	53	26	C	188	2483	47	12	1320	0	0	0	2,291	3042162	11
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	19	9	32	45	F	207	1165	36	16	1660	1	29	7	926	1536929	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,664	97%	32	2	62	19	C	239	2553	42	2	1166	0	0	0	2,890	3369740	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,133	97%	10	1	60	20	C	249	820	14	1	1283	0	0	0	844	1083083	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,245	98%	37	5	57	27	D	285	3599	63	9	1561	0	0	0	3,000	4684000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,121	97%	16	1	62	21	C	302	1446	23	1	1280	0	0	0	1,491	1908853	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,572	98%	9	1	58	22	C	311	829	14	2	1393	0	0	0	785	1093505	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,752	97%	26	5	52	26	D	337	2176	42	8	1438	0	0	0	2,014	2895132	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,032	96%	16	1	61	17	B	353	1094	18	1	1008	0	0	0	1,432	1443456	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,239	96%	33	1	63	13	B	386	1874	30	1	810	0	0	0	3,055	2473786	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,566	97%	34	2	61	14	B	420	2026	33	2	691	0	0	0	3,000	2674125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,115	97%	40	1	63	10	A	460	1492	24	1	604	0	0	0	3,726	2251036	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2205	37	4	1027	0	0	0	2,800	2876767	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	105	1528	24	1	668	0	0	0	2,271	2016648	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	969	16	1	1065	0	0	0	1,200	1278600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	5	56	22	C	154	2747	49	7	1290	0	0	0	2,800	3611533	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	167	948	15	1	1016	0	0	0	1,229	1250815	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	C	195	2025	34	3	1097	0	0	0	2,433	2667957	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,870	99%	40	1	63	11	B	235	2019	32	1	718	0	0	0	3,714	2664795	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,807	100%	5	1	51	16	B	240	275	5	1	952	0	0	0	381	362617	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,047	99%	23	2	59	16	B	263	1530	26	2	1012	0	0	0	2,004	2027547	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,225	99%	35	1	63	13	B	298	1948	31	1	806	0	0	0	3,189	2570733	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,455	98%	60	3	62	16	B	358	3543	58	3	987	0	0	0	5,403	5333533	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,127	98%	19	1	63	11	B	377	713	11	0	709	0	0	0	1,770	1254930	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,258	99%	10	0	63	11	A	387	382	6	0	753	0	0	0	894	672884	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,317	96%	52	1	63	12	B	438	2096	33	1	772	0	0	0	4,777	3689436	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	3	55	9	A	43	671	12	1	678	0	0	0	3,523	2389768	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	639	11	1	1287	0	0	0	870	1119835	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	59	24	C	91	2134	36	3	1379	0	0	0	3,265	4501129	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	56	33	D	120	1819	32	4	1973	0	0	0	2,419	4772284	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	137	893	15	1	1539	0	0	0	1,533	2359287	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	146	453	8	1	1619	0	0	0	739	1196441	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	28	D	220	4250	70	5	1711	0	0	0	6,567	11232854	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	63	25	C	68	3739	60	3	1591	0	0	0	6,193	9850741	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	785	13	1	1331	0	0	0	1,558	2072919	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,849	100%	12	1	60	21	C	97	584	10	1	1425	0	0	0	1,082	1541309	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,089	100%	24	2	59	24	C	121	1202	20	2	1544	0	0	0	2,060	3181327	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,619	100%	40	2	62	21	C	160	1775	29	2	1310	0	0	0	3,579	4686701	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	24	C	188	1323	23	2	1484	0	0	0	2,350	3486225	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,860	100%	27	1	57	16	B	215	789	14	1	930	0	0	0	2,163	2011590	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-40% (VEH constant, CFS-40%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3132	49	1	1189	0	0	0	4,648	5524923	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	19	1	62	18	C	69	1125	18	1	1119	0	0	0	1,768	1978961	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	78	522	12	4	1655	0	0	0	555	918710	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	6	59	29	D	155	7141	120	10	1611	0	0	0	6,695	10785645	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	29	5	56	24	C	184	2412	43	8	1335	0	0	0	2,291	3059631	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	18	8	34	43	E	203	1164	34	15	1659	1	29	5	926	1536003	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,715	98%	32	2	62	19	C	235	2581	42	2	1179	0	0	0	2,890	3406588	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,183	98%	10	1	60	20	C	244	829	14	1	1295	0	0	0	844	1093613	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,297	99%	35	4	59	26	D	279	3616	61	6	1574	0	0	0	3,000	4723000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,205	99%	16	1	62	21	C	296	1470	24	1	1301	0	0	0	1,491	1940164	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,653	99%	9	1	57	22	C	305	841	15	2	1413	0	0	0	785	1109401	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,827	98%	25	4	54	26	C	330	2206	41	6	1457	0	0	0	2,014	2934082	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,103	97%	16	1	61	17	B	346	1113	18	1	1026	0	0	0	1,432	1468874	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,322	98%	33	1	63	13	B	379	1922	30	1	631	0	0	0	3,055	2537178	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,628	98%	34	2	61	15	B	413	2061	34	2	907	0	0	0	3,000	2721000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,136	98%	40	1	64	10	A	453	1507	24	0	610	0	0	0	3,726	2273925	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	848	0	0	0	4,498	3815589	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2206	37	4	1030	0	0	0	2,800	2883767	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	105	1534	25	1	892	0	0	0	2,271	2025164	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	970	16	1	1067	0	0	0	1,200	1279800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	35	5	56	23	C	154	2752	50	7	1291	0	0	0	2,890	3614100	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	167	938	15	1	1008	0	0	0	1,229	1238525	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,335	100%	28	2	59	18	B	195	2001	34	3	1084	0	0	0	2,433	2636967	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,818	98%	40	1	63	11	B	235	1982	31	1	705	0	0	0	3,714	2616513	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,725	97%	5	1	53	15	B	240	269	5	1	931	0	0	0	381	354806	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,947	97%	23	2	59	16	B	263	1492	25	2	987	0	0	0	2,004	1977280	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,157	97%	34	1	63	13	B	298	1906	30	1	769	0	0	0	3,189	2516520	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,386	97%	60	3	62	16	B	357	3482	56	3	970	0	0	0	5,403	5242840	16
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,068	96%	19	1	63	11	A	376	693	11	0	669	0	0	0	1,770	1220120	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,190	96%	10	0	63	10	A	386	371	6	0	730	0	0	0	894	652620	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,245	93%	52	1	63	12	B	438	2030	32	1	748	0	0	0	4,777	3574788	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	3	56	9	A	43	666	12	1	674	0	0	0	3,523	2373328	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	21	C	53	624	11	1	1257	0	0	0	870	1093300	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	90	2097	35	2	1356	0	0	0	3,265	4427340	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	33	D	119	1790	32	4	1942	0	0	0	2,419	4696892	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	136	881	14	1	1517	0	0	0	1,533	2324795	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	144	446	7	1	1595	0	0	0	739	1178705	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	218	4196	69	4	1688	0	0	0	6,567	11066738	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	25	C	68	3737	60	3	1590	0	0	0	6,193	9848418	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	768	13	1	1336	0	0	0	1,558	2080709	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,853	100%	12	1	60	21	C	97	585	10	1	1427	0	0	0	1,082	1543473	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,095	100%	24	2	60	24	C	121	1205	20	2	1548	0	0	0	2,060	3187850	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,599	99%	40	2	62	21	C	160	1762	29	1	1300	0	0	0	3,579	4650911	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,936	99%	28	3	58	24	C	188	1310	22	2	1468	0	0	0	2,350	3450192	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,838	98%	27	1	57	16	B	214	779	14	1	919	0	0	0	2,163	1987797	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-50% (VEH constant, CFS-50%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	64	19	C	50	3133	49	1	1169	0	0	0	4,648	5524148	16
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,323	99%	19	1	62	18	B	69	1113	18	1	1108	0	0	0	1,768	1958355	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	78	519	12	4	1647	0	0	0	555	914270	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,589	100%	77	7	59	29	D	155	7085	119	10	1597	0	0	0	6,695	10691437	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,291	100%	27	4	58	23	C	183	2346	40	5	1323	0	0	0	2,281	3030134	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	18	8	34	42	E	201	1156	34	14	1646	1	29	5	926	1525817	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,800	4,707	98%	32	2	52	19	C	233	2576	42	2	1177	0	0	0	2,830	3400808	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,167	98%	10	1	60	20	C	243	829	14	1	1297	0	0	0	844	1094457	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,297	99%	35	4	59	26	D	278	3612	61	6	1574	0	0	0	3,000	4722500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,198	99%	16	1	62	21	C	294	1468	24	1	1300	0	0	0	1,491	1937555	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,652	99%	9	1	58	22	C	303	841	15	2	1413	0	0	0	785	1109205	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,844	98%	25	4	55	25	C	328	2214	40	6	1461	0	0	0	2,014	2942622	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,151	99%	16	1	62	17	B	344	1126	18	1	1038	0	0	0	1,432	1486058	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,339	99%	33	1	63	13	B	377	1932	31	1	635	0	0	0	3,055	2550161	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,662	99%	33	2	61	15	B	410	2081	34	2	916	0	0	0	3,000	2746500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,179	100%	40	1	63	10	A	450	1537	24	1	622	0	0	0	3,726	2319169	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	849	0	0	0	4,488	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2213	37	4	1030	0	0	0	2,800	2884933	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1537	25	1	893	0	0	0	2,271	2028571	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	976	16	1	1073	0	0	0	1,200	1287600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	4	57	22	C	153	2774	49	6	1299	0	0	0	2,800	3636967	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	166	950	15	1	1020	0	0	0	1,229	1253587	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	60	18	B	194	2025	34	3	1086	0	0	0	2,433	2667592	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	234	2046	32	1	727	0	0	0	3,714	2700078	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	52	15	B	239	276	5	1	956	0	0	0	381	364331	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,056	99%	23	2	59	16	B	262	1533	26	2	1014	0	0	0	2,004	2032056	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,227	99%	35	1	63	13	B	297	1949	31	1	807	0	0	0	3,189	2572726	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,477	99%	60	3	62	16	B	356	3566	58	3	993	0	0	0	5,403	5367495	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,054	95%	19	0	63	11	A	375	689	11	0	685	0	0	0	1,770	1211860	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,175	96%	10	0	63	10	A	385	368	6	0	725	0	0	0	894	646150	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,243	93%	52	1	63	11	B	437	2027	32	1	748	0	0	0	4,777	3570808	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	663	12	1	672	0	0	0	3,523	2366282	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	21	C	52	623	11	1	1256	0	0	0	870	1092865	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	24	C	90	2089	35	3	1350	0	0	0	3,265	4407097	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	3	57	32	D	119	1778	31	4	1929	0	0	0	2,419	4667057	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	136	869	14	1	1497	0	0	0	1,533	2294901	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	144	441	7	1	1576	0	0	0	739	1164295	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	218	4150	68	4	1670	0	0	0	6,567	10964427	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	25	C	68	3738	60	2	1591	0	0	0	6,193	9849967	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,653	100%	17	1	62	21	C	85	783	13	1	1327	0	0	0	1,558	2065687	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,835	99%	12	1	60	21	C	97	581	10	1	1418	0	0	0	1,082	1533735	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,074	99%	23	2	60	24	C	121	1196	20	2	1537	0	0	0	2,060	3168563	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	62	21	C	160	1789	29	2	1320	0	0	0	3,579	4722491	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	24	C	188	1325	23	2	1485	0	0	0	2,350	3488575	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,861	100%	27	1	57	16	B	215	789	14	1	931	0	0	0	2,163	2012672	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-60% (VEH constant, CFS-60%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3133	49	1	1189	0	0	0	4,648	5524148	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,322	99%	19	1	62	18	B	69	1112	18	1	1107	0	0	0	1,768	1957765	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	43	33	D	78	518	12	4	1642	0	0	0	555	911125	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,596	100%	77	6	60	29	D	155	7091	119	10	1599	0	0	0	6,635	10703392	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,307	100%	27	3	58	23	C	182	2348	40	5	1327	0	0	0	2,291	3039298	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	7	37	40	E	199	1167	32	13	1663	1	29	3	926	1539938	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,688	98%	32	2	62	19	C	231	2566	42	2	1172	0	0	0	2,890	3387080	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,158	97%	10	1	60	20	C	241	825	14	1	1290	0	0	0	844	1088338	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,273	98%	35	4	58	26	D	276	3607	62	7	1568	0	0	0	3,000	4704500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,209	99%	16	1	62	21	C	293	1471	24	1	1302	0	0	0	1,491	1941655	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,653	99%	9	1	58	22	C	302	840	14	1	1413	0	0	0	785	1109401	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,832	98%	24	3	56	25	C	326	2208	39	5	1458	0	0	0	2,014	2936244	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,078	97%	16	1	61	17	B	342	1106	18	1	1020	0	0	0	1,432	1459924	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,333	98%	33	1	63	13	B	375	1929	31	1	833	0	0	0	3,055	2545579	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,640	99%	34	2	61	15	B	409	2068	34	2	910	0	0	0	3,000	2730000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,148	98%	40	1	63	10	A	449	1516	24	1	614	0	0	0	3,726	2286167	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	32	3	60	17	B	80	2212	37	3	1032	0	0	0	2,800	2888667	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1531	24	1	890	0	0	0	2,271	2021190	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	118	971	16	1	1059	0	0	0	1,200	1281300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	4	57	22	C	152	2774	48	6	1293	0	0	0	2,800	3619933	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	166	936	15	1	1005	0	0	0	1,229	1235145	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,343	100%	28	2	59	18	B	194	2008	34	3	1086	0	0	0	2,433	2641427	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	234	2044	32	1	727	0	0	0	3,714	2698221	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,770	99%	5	1	52	15	B	239	272	5	1	943	0	0	0	361	359093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,002	98%	23	2	59	16	B	262	1512	26	2	1000	0	0	0	2,004	2004835	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,158	97%	34	1	63	13	B	296	1906	30	1	789	0	0	0	3,189	2517317	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,402	97%	59	3	62	16	B	356	3436	56	3	972	0	0	0	5,403	5251716	16
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,121	98%	19	1	63	11	B	375	711	11	0	707	0	0	0	1,770	1251390	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,243	99%	10	0	62	11	A	385	380	6	0	748	0	0	0	894	668414	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,298	95%	52	2	63	12	B	436	2078	33	1	766	0	0	0	4,777	3659182	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	672	12	1	680	0	0	0	3,523	2396814	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	21	C	53	624	11	1	1257	0	0	0	870	1093890	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	2	60	23	C	89	2095	35	2	1355	0	0	0	3,265	4423422	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	32	D	119	1789	31	4	1939	0	0	0	2,419	4690441	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	136	885	14	1	1525	0	0	0	1,533	2337059	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	144	448	8	1	1603	0	0	0	739	1184617	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	218	4198	69	4	1689	0	0	0	6,567	11092484	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	25	C	68	3737	60	3	1580	0	0	0	6,193	9848418	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,645	99%	17	1	62	21	C	85	780	13	1	1323	0	0	0	1,558	2060455	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,827	99%	12	1	60	21	C	97	579	10	1	1414	0	0	0	1,082	1529407	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,060	99%	23	2	60	24	C	121	1190	20	2	1530	0	0	0	2,060	3152143	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,555	97%	39	2	62	21	C	160	1732	28	1	1278	0	0	0	3,579	4572173	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,891	98%	27	3	59	23	C	187	1291	22	2	1446	0	0	0	2,350	3398925	10
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,777	95%	26	1	58	16	B	214	753	13	1	869	0	0	0	2,163	1921826	6

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-70% (VEH constant, CFS-70%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	64	19	C	50	3132	49	1	1188	0	0	0	4,648	5523373	16
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,321	99%	19	1	63	18	B	69	1112	18	1	1107	0	0	0	1,768	1957176	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	2	44	32	D	77	519	12	3	1648	0	0	0	555	914455	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,598	100%	76	5	60	29	D	153	7089	118	8	1599	0	0	0	6,695	10707696	36
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	27	3	59	22	C	180	2337	39	4	1329	0	0	0	2,291	3045598	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	7	37	39	E	197	1163	31	12	1658	1	29	2	926	1534845	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,728	98%	32	2	62	19	C	229	2588	42	2	1182	0	0	0	2,890	3415980	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,192	98%	10	1	60	20	C	238	830	14	1	1298	0	0	0	844	1095512	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,317	99%	35	3	59	26	D	273	3619	61	6	1579	0	0	0	3,000	4738000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,211	99%	16	1	62	21	C	289	1472	24	1	1303	0	0	0	1,491	1942400	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,660	99%	9	1	57	23	C	299	841	15	2	1415	0	0	0	785	1110775	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,824	98%	25	4	55	25	C	324	2205	40	6	1456	0	0	0	2,014	2932216	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,056	98%	16	1	62	16	B	339	1100	18	1	1014	0	0	0	1,432	1452048	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,269	97%	33	1	63	13	B	372	1892	30	1	817	0	0	0	3,055	2490699	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,893	3,602	93%	33	2	61	14	B	406	2047	33	2	901	0	0	0	3,000	2701500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,186	2,139	98%	40	1	63	10	A	446	1510	24	1	611	0	0	0	3,726	2277118	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	39	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	32	3	60	17	B	80	2213	37	3	1033	0	0	0	2,800	2893100	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	104	1515	24	1	881	0	0	0	2,271	1999616	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	118	960	16	1	1057	0	0	0	1,200	1267800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	4	58	21	C	152	2734	47	6	1276	0	0	0	2,800	3572567	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	165	947	15	1	1017	0	0	0	1,229	1249893	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	60	18	B	193	2026	34	3	1096	0	0	0	2,433	2667176	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	233	2071	33	1	736	0	0	0	3,714	2733504	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	52	15	B	238	278	5	1	962	0	0	0	381	366522	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,078	100%	23	2	59	16	B	261	1541	26	2	1020	0	0	0	2,004	2043245	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,240	99%	34	1	63	13	B	295	1956	31	1	810	0	0	0	3,189	2582091	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,482	99%	59	3	62	16	B	354	3570	58	3	995	0	0	0	5,403	5375599	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,118	98%	19	1	63	11	B	373	710	11	0	705	0	0	0	1,770	1249620	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,242	99%	10	0	63	11	A	383	380	6	0	747	0	0	0	894	668116	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,308	96%	52	1	63	12	B	435	2085	33	1	769	0	0	0	4,777	3674309	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	677	12	1	686	0	0	0	3,523	2415604	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	21	C	52	613	10	1	1237	0	0	0	870	1076335	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	90	2067	34	3	1335	0	0	0	3,265	4358122	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	28	3	58	31	D	118	1762	30	3	1913	0	0	0	2,419	4626338	14
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	62	24	C	135	861	14	1	1483	0	0	0	1,533	2272873	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	143	437	7	1	1561	0	0	0	739	1153579	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	73	4	61	26	D	217	4106	67	4	1652	0	0	0	6,567	10849505	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	67	3	63	25	C	67	3736	59	2	1590	0	0	0	6,193	9849192	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,859	2,859	100%	17	1	62	22	C	84	800	13	1	1356	0	0	0	1,558	2111869	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	61	21	C	97	593	10	1	1417	0	0	0	1,082	1565113	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	24	C	120	1217	20	2	1564	0	0	0	2,060	3221840	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	39	2	62	22	C	160	1823	29	1	1345	0	0	0	3,579	4812860	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	27	2	59	24	C	187	1347	23	2	1510	0	0	0	2,350	3548882	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	26	1	58	17	B	213	805	14	1	949	0	0	0	2,163	2053228	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-80% (VEH constant, CFS-80%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3133	50	1	1180	0	0	0	4,648	5524923	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,335	99%	19	1	62	18	B	69	1117	18	1	1112	0	0	0	1,768	1965427	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	43	32	D	78	521	12	4	1652	0	0	0	555	916675	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	76	6	60	29	D	154	7109	119	9	1603	0	0	0	6,695	10733520	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,296	100%	27	3	60	22	C	181	2323	39	4	1324	0	0	0	2,291	3033284	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	16	6	39	38	E	197	1158	30	11	1651	1	29	1	926	1520363	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,694	98%	32	1	62	19	C	229	2569	42	2	1174	0	0	0	2,890	3391415	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,167	98%	10	1	60	20	C	239	826	14	1	1292	0	0	0	844	1090237	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,255	98%	35	3	59	26	C	273	3584	60	5	1564	0	0	0	3,000	4691250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,218	99%	16	1	62	21	C	290	1474	24	1	1305	0	0	0	1,491	1945010	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,677	99%	9	1	58	22	C	299	844	15	2	1419	0	0	0	785	1114111	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,864	99%	24	3	56	25	C	324	2221	40	5	1465	0	0	0	2,014	2952524	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,150	99%	16	1	62	17	B	339	1126	18	1	1038	0	0	0	1,432	1485700	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,331	98%	33	1	63	13	B	372	1927	31	1	833	0	0	0	3,055	2544051	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,648	99%	33	2	61	15	B	406	2072	34	2	912	0	0	0	3,000	2736000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,169	99%	40	1	53	10	A	446	1531	24	1	620	0	0	0	3,726	2308523	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	49	2534	39	1	648	0	0	0	4,498	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	32	3	60	17	B	80	2210	37	3	1030	0	0	0	2,800	2884933	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1534	24	1	892	0	0	0	2,271	2024597	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	61	16	B	118	974	16	1	1071	0	0	0	1,200	1285200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	3	59	21	C	151	2768	47	5	1293	0	0	0	2,800	3619467	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	165	953	15	1	1023	0	0	0	1,229	1256960	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	C	193	2035	34	3	1100	0	0	0	2,433	2675692	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,880	100%	40	1	63	11	B	233	2026	32	1	720	0	0	0	3,714	2674080	6
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,796	99%	5	1	51	16	B	238	274	5	1	949	0	0	0	381	361559	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,029	99%	23	2	59	16	B	261	1522	26	2	1007	0	0	0	2,004	2018696	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,220	99%	35	1	63	13	B	296	1944	31	1	805	0	0	0	3,189	2567145	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,472	99%	59	2	62	16	B	355	3558	57	2	992	0	0	0	5,403	5359380	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,113	98%	19	1	63	11	B	374	708	11	0	704	0	0	0	1,770	1246670	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,229	98%	10	0	63	11	A	384	378	6	0	743	0	0	0	894	664242	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,291	95%	52	1	63	12	B	435	2072	33	1	764	0	0	0	4,777	3648036	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	57	9	A	42	670	12	1	680	0	0	0	3,523	2394466	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	22	C	52	629	11	1	1270	0	0	0	870	1105045	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	89	2093	35	2	1353	0	0	0	3,265	4418851	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	3	58	32	D	117	1787	31	3	1339	0	0	0	2,419	4690844	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	62	25	C	134	878	14	1	1513	0	0	0	1,533	2318663	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	60	22	C	143	446	7	1	1592	0	0	0	739	1176119	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	73	4	61	27	D	216	4187	69	4	1685	0	0	0	6,567	11062112	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	67	3	63	25	C	67	3739	60	2	1591	0	0	0	6,193	9854611	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	793	13	1	1344	0	0	0	1,558	2093173	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	61	21	C	97	588	10	1	1435	0	0	0	1,082	1552670	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	23	2	60	24	C	120	1209	20	2	1554	0	0	0	2,060	3200897	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	39	2	62	21	C	160	1793	29	1	1323	0	0	0	3,579	4734122	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	27	2	58	24	C	187	1328	22	2	1489	0	0	0	2,350	3498367	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	58	17	B	213	804	14	1	947	0	0	0	2,163	2047820	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-90% (VEH constant, CFS-90%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	64	19	C	50	3133	49	1	1189	0	0	0	4,648	5524923	16
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,336	100%	19	1	62	18	B	69	1118	18	1	1113	0	0	0	1,768	1967195	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	44	32	D	78	520	12	4	1650	0	0	0	555	915935	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	76	6	60	29	D	154	7105	118	9	1603	0	0	0	6,695	10730172	36
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,303	100%	27	3	59	22	C	181	2336	40	4	1326	0	0	0	2,291	3037293	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	6	39	36	E	197	1162	30	12	1656	1	29	1	926	1533688	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,635	96%	32	1	62	19	C	229	2537	41	2	1159	0	0	0	2,890	3348788	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,123	97%	10	1	60	20	C	238	819	14	1	1281	0	0	0	844	1080953	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,176	97%	35	3	59	25	C	273	3538	60	5	1544	0	0	0	3,000	4631750	14
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,097	97%	16	1	62	21	C	290	1439	23	1	1274	0	0	0	1,491	1899907	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,539	97%	9	1	58	22	C	299	823	14	1	1385	0	0	0	785	1087029	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,731	97%	24	3	57	24	C	323	2170	38	4	1433	0	0	0	2,014	2885726	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,012	95%	16	1	62	16	B	339	1088	18	1	1003	0	0	0	1,432	1436296	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,246	96%	33	1	63	13	B	372	1878	30	1	812	0	0	0	3,055	2479133	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,569	97%	33	2	61	14	B	405	2028	33	2	892	0	0	0	3,000	2676750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,112	97%	40	1	64	10	A	445	1491	23	0	603	0	0	0	3,726	2248375	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2533	39	1	848	0	0	0	4,499	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	32	3	60	17	B	80	2196	37	3	1025	0	0	0	2,800	2869300	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1523	24	1	885	0	0	0	2,271	2009835	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	13	1	61	16	B	118	966	16	1	1063	0	0	0	1,200	1275600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	4	58	21	C	151	2758	47	5	1286	0	0	0	2,800	3601033	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	165	945	15	1	1015	0	0	0	1,229	1247742	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	60	18	B	192	2022	33	2	1083	0	0	0	2,433	2659877	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	232	2043	32	1	726	0	0	0	3,714	2696364	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	53	15	B	237	278	5	1	963	0	0	0	381	366903	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,078	100%	23	2	60	16	B	260	1543	26	2	1021	0	0	0	2,004	2046919	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,244	99%	34	1	63	13	B	294	1959	31	1	811	0	0	0	3,189	2585880	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,486	99%	59	2	62	16	B	353	3573	57	2	996	0	0	0	5,403	5381388	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,126	98%	19	1	63	11	B	373	713	11	0	709	0	0	0	1,770	1254340	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,247	99%	10	0	62	11	A	382	380	6	0	749	0	0	0	894	669606	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,302	95%	52	1	63	12	B	434	2082	33	1	767	0	0	0	4,777	3664755	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	666	12	1	676	0	0	0	3,523	2380374	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	52	629	11	1	1269	0	0	0	870	1103740	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	2	61	23	C	89	2095	35	2	1354	0	0	0	3,265	4420810	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	28	3	58	32	D	117	1788	31	3	1940	0	0	0	2,419	4693666	14
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	134	889	14	1	1530	0	0	0	1,533	2345490	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	59	23	C	143	450	8	1	1608	0	0	0	739	1187943	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	73	4	61	27	D	216	4226	69	4	1700	0	0	0	6,567	11163900	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	67	3	63	25	C	67	3737	59	2	1591	0	0	0	6,193	9849987	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	84	795	13	1	1347	0	0	0	1,558	2098626	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	61	21	C	96	589	10	1	1437	0	0	0	1,082	1554634	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	23	2	60	24	C	120	1213	20	2	1560	0	0	0	2,050	3213600	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	62	21	C	159	1792	29	2	1322	0	0	0	3,579	4731438	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	27	3	59	24	C	187	1328	23	2	1488	0	0	0	2,350	3496408	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	213	813	14	1	959	0	0	0	2,163	2073776	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-10% (VEH constant, CFS at default, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3136	50	2	1169	0	0	0	4,648	5526021	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	61	18	C	70	1124	18	1	1119	0	0	0	1,768	1978392	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	3	39	36	E	79	522	13	5	1657	1	13	0	555	919450	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,606	5,608	100%	79	8	58	30	D	158	7155	123	13	1612	0	0	0	6,695	10789471	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	44	20	43	34	D	202	2850	66	30	1337	0	0	0	2,291	3063067	15
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	223	1167	38	19	1664	1	29	9	926	1540633	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,800	100%	32	2	61	20	C	255	2628	43	3	1200	0	0	0	2,890	3468000	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,267	99%	10	1	59	20	C	265	842	14	1	1317	0	0	0	844	1111337	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,351	99%	37	5	56	28	D	302	3665	65	9	1588	0	0	0	3,000	4763000	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,255	100%	17	1	62	21	C	319	1484	24	1	1314	0	0	0	1,491	1959174	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,711	100%	9	1	57	23	C	328	850	15	2	1429	0	0	0	785	1121373	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,898	99%	32	10	43	33	D	360	2251	52	17	1474	0	0	0	2,014	2969475	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,154	99%	17	1	59	18	B	376	1127	19	2	1039	0	0	0	1,432	1487132	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,314	98%	33	1	63	13	B	409	1918	31	1	829	0	0	0	3,055	2531068	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,631	98%	34	2	60	15	B	443	2063	34	2	908	0	0	0	3,000	2723250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,167	99%	40	1	63	10	A	484	1530	24	1	619	0	0	0	3,726	2306926	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,496	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2188	38	4	1022	0	0	0	2,800	2861600	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1498	24	1	871	0	0	0	2,271	1977473	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	954	16	2	1050	0	0	0	1,200	1259700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,039	99%	36	7	53	23	C	156	2670	51	10	1260	0	0	0	2,800	3527067	12
California Ave Off Ramp to California Ave On Ramp	4,015	3,962	99%	14	1	62	16	B	170	922	15	1	991	0	0	0	1,229	1217325	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,262	98%	29	3	58	18	B	199	1964	34	4	1065	0	0	0	2,433	2592159	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,796	97%	40	1	63	11	B	239	1967	31	1	699	0	0	0	3,714	2595086	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,863	96%	5	1	54	14	B	243	264	5	1	916	0	0	0	381	348901	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,896	96%	23	2	59	15	B	266	1475	25	2	974	0	0	0	2,004	1952063	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,112	95%	34	1	63	12	B	301	1879	30	1	778	0	0	0	3,189	2480643	7
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,358	96%	60	3	61	16	B	361	3446	56	3	959	0	0	0	5,403	5183407	16
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,072	96%	19	0	63	11	A	380	695	11	0	691	0	0	0	1,770	1222480	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,201	97%	10	0	62	11	A	390	373	6	0	734	0	0	0	894	655898	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,265	94%	52	2	63	12	B	442	2048	33	1	755	0	0	0	4,777	3605839	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	679	13	1	685	0	0	0	3,523	2413255	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	617	11	1	1246	0	0	0	870	1084165	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	56	24	C	92	2089	36	4	1347	0	0	0	3,265	4399261	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	122	1767	32	5	1920	0	0	0	2,419	4644883	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	880	14	1	1517	0	0	0	1,533	2324795	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	148	447	8	1	1596	0	0	0	739	1179075	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	223	4203	70	5	1691	0	0	0	6,567	11104797	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,188	100%	68	3	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9855385	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	786	13	1	1332	0	0	0	1,558	2075256	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,841	100%	12	1	59	21	C	98	582	10	1	1421	0	0	0	1,082	1536981	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,085	100%	24	2	58	25	C	122	1202	21	2	1542	0	0	0	2,060	3177207	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	21	C	162	1779	29	2	1313	0	0	0	3,579	4697438	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	24	C	190	1318	23	3	1480	0	0	0	2,350	3476825	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	796	14	1	938	0	0	0	2,163	2029435	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-20% (VEH constant, CFS at default, PCFC-20%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3134	50	1	1189	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,344	100%	20	1	62	18	C	70	1120	18	1	1115	0	0	0	1,766	1970731	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	34	D	79	522	13	4	1655	0	0	0	555	918525	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	8	58	30	D	157	7128	123	13	1605	0	0	0	6,695	10745953	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	44	20	42	34	D	202	2765	65	30	1329	0	0	0	2,291	3044453	15
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	46	F	223	1164	39	19	1660	1	29	9	926	1536929	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,749	99%	32	2	61	19	C	255	2600	43	3	1187	0	0	0	2,890	3431153	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,209	98%	10	1	60	20	C	265	833	14	1	1302	0	0	0	844	1099099	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,292	99%	36	5	57	27	D	301	3628	63	8	1573	0	0	0	3,000	4719000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,246	100%	16	1	62	21	C	317	1481	24	1	1312	0	0	0	1,491	1955447	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,698	100%	10	2	54	24	C	327	847	16	3	1425	0	0	0	785	1118233	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,884	99%	33	11	42	33	D	360	2254	53	19	1471	0	0	0	2,014	2962426	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,206	100%	17	1	59	18	B	376	1140	19	2	1052	0	0	0	1,432	1505748	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,350	99%	33	1	62	13	B	410	1939	31	1	838	0	0	0	3,055	2558563	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,673	99%	34	2	60	15	B	444	2087	35	2	918	0	0	0	3,000	2754375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,185	100%	40	1	63	10	A	484	1578	25	1	639	0	0	0	3,726	2380914	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	18	B	82	2206	38	4	1030	0	0	0	2,800	2884700	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1530	25	1	690	0	0	0	2,271	2020055	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	17	B	120	971	17	2	1069	0	0	0	1,200	1281000	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	52	24	C	158	2764	53	11	1295	0	0	0	2,800	3625533	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	171	950	15	1	1020	0	0	0	1,229	1253887	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	56	19	C	200	2021	35	4	1096	0	0	0	2,433	2667176	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	240	2050	32	1	729	0	0	0	3,714	2705649	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	50	16	B	245	279	6	1	965	0	0	0	361	367760	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,078	100%	24	3	57	17	B	269	1556	27	3	1027	0	0	0	2,004	2057607	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,256	100%	35	1	63	13	B	304	1966	31	1	814	0	0	0	3,189	2595447	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,492	99%	61	4	61	17	B	364	3587	59	4	998	0	0	0	5,403	5390650	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,140	99%	19	1	63	11	B	384	718	11	0	713	0	0	0	1,770	1262600	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,271	100%	10	0	63	11	A	393	384	6	0	757	0	0	0	894	676758	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,324	96%	52	2	63	12	B	445	2101	33	1	775	0	0	0	4,777	3699787	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	667	12	1	672	0	0	0	3,523	2368630	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	21	C	55	605	11	1	1221	0	0	0	870	1062270	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	92	2042	34	3	1319	0	0	0	3,265	4307188	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	55	32	D	122	1733	31	4	1883	0	0	0	2,419	4554977	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	139	858	14	1	1477	0	0	0	1,533	2284241	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	146	434	7	1	1551	0	0	0	739	1146189	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	222	4096	68	5	1649	0	0	0	6,567	10824879	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3741	60	3	1592	0	0	0	6,193	9856934	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	790	13	1	1339	0	0	0	1,558	2085383	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	587	10	1	1432	0	0	0	1,082	1549424	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	25	C	122	1211	21	2	1553	0	0	0	2,060	3199523	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	161	1800	29	2	1328	0	0	0	3,579	4751123	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	57	25	C	189	1330	23	3	1491	0	0	0	2,350	3504633	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	804	14	1	948	0	0	0	2,163	2049983	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-30% (VEH constant, CFS at default, PCFC-30%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3134	50	2	1189	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,348	100%	20	1	62	18	C	70	1121	18	1	1116	0	0	0	1,768	1973088	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	34	D	79	523	13	4	1659	0	0	0	555	920745	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	157	7139	123	12	1608	0	0	0	6,685	10767473	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	43	19	45	33	D	200	2828	63	28	1329	0	0	0	2,291	3045312	14
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	31	48	F	221	1156	38	18	1646	1	29	9	926	1526048	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,697	98%	32	2	61	19	C	253	2571	42	2	1174	0	0	0	2,890	3393583	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,175	98%	10	1	60	20	C	263	827	14	1	1294	0	0	0	844	1091925	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,256	98%	37	5	57	27	D	299	3614	64	9	1567	0	0	0	3,000	4699500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,167	98%	17	1	62	21	C	316	1459	24	1	1292	0	0	0	1,491	1925999	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,627	99%	10	1	56	23	C	325	837	15	2	1407	0	0	0	785	1104299	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,811	98%	30	9	45	31	D	356	2202	49	15	1453	0	0	0	2,014	2925839	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,107	98%	16	1	60	17	B	372	1114	19	1	1027	0	0	0	1,432	1470306	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,292	97%	33	1	63	13	B	405	1905	30	1	823	0	0	0	3,055	2514265	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,683	3,609	98%	34	2	60	15	B	439	2051	34	2	902	0	0	0	3,000	2706375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,154	99%	40	1	63	10	A	480	1520	24	1	615	0	0	0	3,726	2293087	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2203	38	4	1029	0	0	0	2,800	2880500	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1512	24	1	879	0	0	0	2,271	1996209	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	960	16	1	1056	0	0	0	1,200	1267200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	7	52	24	C	157	2736	52	10	1283	0	0	0	2,800	3592400	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	170	935	15	1	1004	0	0	0	1,229	1234223	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,318	99%	29	3	58	18	C	199	1991	34	4	1060	0	0	0	2,433	2626626	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,835	98%	40	1	63	11	B	239	1994	32	1	709	0	0	0	3,714	2632298	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,758	98%	5	1	54	15	B	244	271	5	1	940	0	0	0	381	357950	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,994	98%	23	2	59	16	B	267	1512	26	2	999	0	0	0	2,004	2001161	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,188	98%	34	1	63	13	B	301	1925	30	1	797	0	0	0	3,189	2541234	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,438	98%	60	3	61	16	B	361	3528	57	3	982	0	0	0	5,403	5306518	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,106	97%	19	1	63	11	B	381	706	11	0	702	0	0	0	1,770	1242540	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,227	98%	10	0	63	11	A	390	377	6	0	742	0	0	0	894	663646	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,285	95%	52	2	63	12	B	442	2066	33	1	762	0	0	0	4,777	3638482	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	54	9	A	44	672	12	1	678	0	0	0	3,523	2389768	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	620	11	1	1252	0	0	0	870	1088805	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	24	C	92	2080	35	3	1343	0	0	0	3,265	4386201	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	55	33	D	122	1769	32	5	1922	0	0	0	2,419	4649318	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	139	869	14	1	1497	0	0	0	1,533	2294901	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	441	8	1	1576	0	0	0	739	1164295	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	222	4148	69	5	1670	0	0	0	6,567	10964427	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9855385	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	786	13	1	1332	0	0	0	1,558	2075256	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,839	99%	12	1	59	21	C	98	582	10	1	1420	0	0	0	1,082	1535899	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,085	100%	24	2	59	24	C	122	1202	20	2	1543	0	0	0	2,060	3177893	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,619	100%	40	2	61	21	C	161	1775	29	2	1369	0	0	0	3,579	4885806	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,948	100%	28	3	58	24	C	189	1313	23	3	1474	0	0	0	2,350	3463900	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,853	99%	27	1	57	16	B	216	786	14	1	926	0	0	0	2,163	2003479	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-40% (VEH constant, CFS at default, PCFC-40%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3134	50	1	1189	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,344	100%	20	1	62	18	C	70	1120	18	1	1115	0	0	0	1,768	1970731	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	34	D	79	521	13	4	1651	0	0	0	555	916305	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,604	100%	78	8	58	30	D	157	7106	122	12	1601	0	0	0	6,695	10719651	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,302	100%	47	23	39	37	E	204	2690	69	33	1325	1	67	2	2,291	3036434	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	30	48	F	225	1159	38	19	1652	1	29	9	926	1529289	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,702	98%	32	2	61	19	C	257	2574	42	2	1176	0	0	0	2,890	3397195	11
Wible Rd On Ramp to SR58 WB On Ramp	5,238	5,169	98%	10	1	60	20	C	266	826	14	1	1292	0	0	0	844	1090659	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,216	97%	37	5	57	27	D	303	3582	63	8	1554	0	0	0	3,000	4662000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,068	96%	16	1	62	20	C	319	1431	23	1	1267	0	0	0	1,491	1889097	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,524	97%	9	1	58	22	C	329	821	14	2	1381	0	0	0	785	1084085	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,689	96%	28	7	49	28	D	356	2160	44	10	1422	0	0	0	2,014	2864412	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,959	94%	16	1	60	16	B	372	1074	18	1	990	0	0	0	1,432	1417322	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,192	94%	33	1	63	13	B	406	1847	29	1	798	0	0	0	3,055	2437880	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,526	95%	34	2	60	14	B	440	2003	33	2	881	0	0	0	3,000	2644125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,038	93%	40	1	63	9	A	480	1438	23	0	582	0	0	0	3,726	2169064	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2208	38	4	1032	0	0	0	2,800	2890767	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1517	24	1	882	0	0	0	2,271	2003022	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	955	16	1	1061	0	0	0	1,200	1273500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	36	7	53	24	C	156	2721	52	10	1280	0	0	0	2,800	3583067	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,013	100%	14	1	62	16	B	170	934	15	1	1003	0	0	0	1,229	1232994	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,317	99%	29	3	58	18	C	198	1990	34	3	1079	0	0	0	2,433	2625815	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,840	98%	40	1	63	11	B	238	1998	32	1	710	0	0	0	3,714	2636940	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,768	99%	5	1	52	15	B	243	272	5	1	942	0	0	0	381	358902	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,998	98%	23	2	58	16	B	267	1514	26	2	999	0	0	0	2,004	2002831	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,231	99%	35	1	63	13	B	301	1951	31	1	808	0	0	0	3,189	2575815	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,471	99%	60	3	61	17	B	362	3563	58	3	992	0	0	0	5,403	5357846	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,124	98%	19	1	63	11	B	381	712	11	0	708	0	0	0	1,770	1253160	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,247	99%	10	0	62	11	A	391	380	6	0	749	0	0	0	894	669606	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,311	96%	52	2	63	12	B	442	2090	33	1	770	0	0	0	4,777	3679882	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	55	9	A	44	667	12	1	673	0	0	0	3,523	2370979	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	617	11	1	1245	0	0	0	870	1083440	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	24	C	92	2069	35	3	1336	0	0	0	3,265	4363346	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	122	1761	32	5	1916	0	0	0	2,419	4633998	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	139	872	14	1	1502	0	0	0	1,533	2301800	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	148	443	8	1	1581	0	0	0	739	1168359	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	60	27	D	222	4161	69	5	1675	0	0	0	6,567	10996442	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3741	60	3	1592	0	0	0	6,193	9856160	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,651	100%	17	1	61	22	C	85	782	13	1	1326	0	0	0	1,558	2065129	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,831	99%	12	1	59	21	C	98	580	10	1	1416	0	0	0	1,082	1531571	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,069	99%	24	2	58	24	C	122	1195	21	2	1534	0	0	0	2,080	3160727	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,611	100%	40	2	61	21	C	162	1770	29	2	1305	0	0	0	3,579	4671480	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,942	100%	28	3	57	24	C	190	1312	23	3	1471	0	0	0	2,350	3456850	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	805	14	1	948	0	0	0	2,153	2050524	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-50% (VEH constant, CFS at default, PCFC-50%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3134	50	1	1189	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,331	99%	19	1	62	18	B	70	1115	18	1	1110	0	0	0	1,768	1963069	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	D	79	518	13	5	1643	0	0	0	555	912050	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,601	100%	78	8	58	30	D	157	7104	122	13	1800	0	0	0	6,695	10713435	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	33	9	52	27	D	191	2537	49	14	1330	0	0	0	2,291	3047889	12
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	20	10	31	47	F	211	1166	38	18	1662	1	29	8	926	1538781	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,756	99%	32	2	61	20	C	243	2604	43	3	1189	0	0	0	2,890	3436210	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,201	98%	10	1	59	20	C	253	831	14	1	1300	0	0	0	844	1097411	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,269	98%	36	5	57	27	D	290	3607	63	8	1567	0	0	0	3,000	4701750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,167	98%	16	1	62	21	C	306	1459	24	1	1292	0	0	0	1,481	1925999	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,632	99%	9	1	57	22	C	315	837	15	2	1408	0	0	0	785	1105280	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,822	98%	29	8	48	29	D	344	2215	46	12	1455	0	0	0	2,014	2931377	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,089	97%	16	1	60	17	B	360	1109	19	1	1022	0	0	0	1,432	1463862	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,253	96%	33	1	63	13	B	394	1882	30	1	813	0	0	0	3,055	2484479	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,578	97%	34	3	60	15	B	428	2033	34	2	895	0	0	0	3,000	2683500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,101	96%	40	1	63	10	A	468	1483	23	1	600	0	0	0	3,726	2236665	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2209	38	4	1030	0	0	0	2,800	2885167	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1513	24	1	880	0	0	0	2,271	1997345	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	120	963	16	1	1059	0	0	0	1,200	1271100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	36	7	53	24	C	156	2735	52	10	1285	0	0	0	2,800	3598233	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	170	938	15	1	1007	0	0	0	1,229	1237910	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,312	99%	28	3	59	18	B	198	1988	34	3	1078	0	0	0	2,433	2622571	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,865	2,870	99%	40	1	63	11	B	238	2019	32	1	718	0	0	0	3,714	2664795	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,774	99%	5	1	52	15	B	243	272	5	1	944	0	0	0	381	359474	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,013	98%	23	2	58	16	B	266	1519	26	3	1003	0	0	0	2,004	2010346	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,195	98%	35	1	63	13	B	301	1929	31	1	799	0	0	0	3,189	2547214	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,440	98%	60	4	61	16	B	361	3532	58	3	983	0	0	0	5,403	5309991	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,096	97%	19	1	63	11	B	380	703	11	0	669	0	0	0	1,770	1236640	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,216	97%	10	0	62	11	A	390	375	6	0	739	0	0	0	894	660368	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,278	94%	52	2	63	12	B	442	2060	33	1	759	0	0	0	4,777	3627335	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	55	9	A	44	666	12	1	672	0	0	0	3,523	2368630	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	617	11	1	1246	0	0	0	870	1084020	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	24	C	91	2080	35	3	1343	0	0	0	3,265	4386201	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	56	33	D	121	1774	32	5	1924	0	0	0	2,419	4654156	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	138	879	14	1	1515	0	0	0	1,533	2321729	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	147	448	8	1	1600	0	0	0	739	1182031	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	221	4206	70	5	1692	0	0	0	6,567	11113006	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3740	60	3	1591	0	0	0	6,193	9855385	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,632	99%	17	1	62	21	C	85	777	13	1	1316	0	0	0	1,558	2050328	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,815	99%	12	1	60	21	C	98	577	10	1	1408	0	0	0	1,082	1522915	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,057	99%	24	2	59	24	C	121	1190	20	2	1529	0	0	0	2,060	3148710	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,616	100%	40	2	61	21	C	161	1773	29	2	1308	0	0	0	3,579	4680437	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,942	100%	28	3	58	24	C	189	1311	23	3	1471	0	0	0	2,350	3456850	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	16	B	216	793	14	1	935	0	0	0	2,163	2022405	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-60% (VEH constant, CFS at default, PCFC-60%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3134	50	1	1169	0	0	0	4,648	5526472	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1125	18	1	1120	0	0	0	1,768	1980160	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	34	D	79	523	13	4	1660	0	0	0	555	921485	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	157	7148	122	12	1611	0	0	0	6,695	10782776	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	37	13	49	29	D	194	2669	55	19	1335	0	0	0	2,291	3058199	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	31	48	F	215	1164	38	18	1660	1	29	9	926	1536697	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,713	98%	32	2	61	19	C	247	2580	42	2	1170	0	0	0	2,890	3405143	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,181	98%	10	1	60	20	C	256	928	14	1	1295	0	0	0	844	1093191	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,268	98%	37	5	56	27	D	293	3626	64	9	1567	0	0	0	3,000	4701000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,210	99%	16	1	62	21	C	310	1471	24	1	1303	0	0	0	1,491	1942028	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,666	99%	9	1	57	23	C	319	843	15	2	1417	0	0	0	785	1111953	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,833	98%	29	8	47	30	D	348	2209	47	12	1458	0	0	0	2,014	2937063	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,083	97%	16	1	59	17	B	364	1107	19	1	1021	0	0	0	1,432	1461714	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,294	97%	33	1	63	13	B	398	1906	30	1	824	0	0	0	3,055	2515793	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,610	98%	34	2	60	15	B	431	2051	34	2	903	0	0	0	3,000	2707500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,153	99%	40	1	63	10	A	472	1519	24	1	615	0	0	0	3,726	2291490	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2210	38	4	1031	0	0	0	2,800	2887967	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1541	25	1	836	0	0	0	2,271	2033681	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	119	977	17	2	1074	0	0	0	1,200	1288800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	35	6	54	23	C	155	2761	51	9	1299	0	0	0	2,800	3637433	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	168	949	15	1	1020	0	0	0	1,229	1253580	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	197	2031	35	4	1101	0	0	0	2,433	2678733	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	237	2050	32	1	729	0	0	0	3,714	2706578	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,818	100%	5	1	53	15	B	242	275	5	1	955	0	0	0	381	363665	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,041	99%	23	2	58	16	B	265	1530	26	3	1010	0	0	0	2,004	2024374	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,194	98%	35	1	63	13	B	300	1929	31	1	798	0	0	0	3,189	2546018	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,438	98%	60	3	61	16	B	360	3527	57	3	992	0	0	0	5,403	5306904	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,065	95%	19	1	63	11	A	379	692	11	0	688	0	0	0	1,770	1218350	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,190	96%	10	0	63	11	A	389	371	6	0	730	0	0	0	894	652620	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,247	93%	52	2	63	12	B	440	2032	32	1	749	0	0	0	4,777	3577177	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	670	12	1	677	0	0	0	3,523	2383897	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	640	11	1	1290	0	0	0	870	1122010	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	59	25	C	92	2149	37	4	1387	0	0	0	3,265	4528555	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	54	35	D	122	1823	33	5	1882	0	0	0	2,419	4793652	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	26	C	139	903	15	1	1556	0	0	0	1,533	2385348	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	56	23	C	148	456	8	1	1630	0	0	0	739	1204570	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	5	80	28	D	223	4276	71	5	1720	0	0	0	6,567	11290061	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,188	100%	68	3	62	26	C	68	3739	60	3	1591	0	0	0	6,193	9855385	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	796	13	1	1349	0	0	0	1,558	2100963	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	59	21	C	98	590	10	1	1440	0	0	0	1,082	1558080	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	25	C	121	1211	21	2	1556	0	0	0	2,060	3206047	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,616	100%	40	2	61	21	C	161	1773	29	2	1308	0	0	0	3,579	4681332	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	24	C	189	1317	23	3	1478	0	0	0	2,350	3472517	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,864	100%	27	1	57	16	B	216	790	14	1	932	0	0	0	2,163	2015375	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: PCFC-70% (VEH constant, CFS at default, PCFC-70%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	83	19	C	50	3133	50	1	1169	0	0	0	4,648	5525697	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,344	100%	20	1	62	18	C	70	1120	18	1	1115	0	0	0	1,768	1970731	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	35	D	79	524	13	4	1661	0	0	0	555	921670	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	78	8	58	30	D	157	7141	122	12	1608	0	0	0	6,695	10768429	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	37	13	49	29	D	194	2665	55	19	1337	0	0	0	2,291	3061922	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	20	9	32	46	F	214	1167	37	17	1663	1	29	8	926	1539707	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,778	99%	32	2	61	20	C	246	2615	43	3	1195	0	0	0	2,890	3452105	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,257	99%	10	1	60	20	C	256	840	14	1	1314	0	0	0	844	1109227	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,353	99%	36	5	57	27	D	292	3660	64	8	1588	0	0	0	3,000	4764750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,255	100%	16	1	62	21	C	309	1484	24	1	1314	0	0	0	1,491	1959547	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,711	100%	9	1	57	23	C	318	850	15	2	1430	0	0	0	785	1122354	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,876	99%	30	8	46	30	D	348	2230	48	14	1469	0	0	0	2,014	2958398	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,097	97%	16	1	60	17	B	364	1112	19	1	1024	0	0	0	1,432	1466726	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,295	97%	33	1	63	13	B	397	1907	30	1	824	0	0	0	3,055	2516556	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,611	98%	34	2	60	15	B	431	2052	34	2	903	0	0	0	3,000	2707875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,100	96%	40	1	63	10	A	472	1482	23	1	600	0	0	0	3,726	2235068	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2212	38	4	1031	0	0	0	2,800	2887500	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1526	24	1	887	0	0	0	2,271	2014377	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	970	16	2	1867	0	0	0	1,200	1280100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	36	6	54	23	C	155	2754	51	9	1290	0	0	0	2,800	3612000	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	17	B	169	954	15	1	1025	0	0	0	1,229	1260032	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	3	58	18	C	197	2034	35	3	1103	0	0	0	2,433	2683802	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	238	2085	33	1	741	0	0	0	3,714	2752074	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	53	15	B	242	282	5	1	978	0	0	0	381	372618	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,078	100%	23	2	58	17	B	266	1571	27	3	1037	0	0	0	2,004	2078816	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,267	100%	35	1	63	13	B	300	1984	32	1	822	0	0	0	3,189	2619764	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,512	100%	60	3	61	17	B	361	3625	59	3	1009	0	0	0	5,403	5452399	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,185	100%	19	1	63	12	B	380	734	12	0	730	0	0	0	1,770	1292100	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,276	100%	10	0	62	11	B	390	391	6	0	769	0	0	0	894	687784	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,367	98%	52	2	63	12	B	441	2141	34	1	769	0	0	0	4,777	3768257	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	55	9	A	44	669	12	1	676	0	0	0	3,523	2380374	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	54	615	11	1	1240	0	0	0	870	1078945	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	59	23	C	91	2071	35	3	1338	0	0	0	3,265	4367264	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	55	33	D	121	1768	32	5	1919	0	0	0	2,419	4641255	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	138	871	14	1	1501	0	0	0	1,533	2300267	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	147	442	8	1	1578	0	0	0	739	1166142	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	221	4143	69	5	1667	0	0	0	6,567	10948831	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3741	60	3	1592	0	0	0	6,193	9856160	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	787	13	1	1335	0	0	0	1,558	2079151	6
Brundage Ln On Ramp to Union Ave On Ramp	2,865	2,847	100%	12	1	60	21	C	98	583	10	1	1424	0	0	0	1,082	1540227	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,091	100%	24	2	59	24	C	122	1203	21	2	1546	0	0	0	2,060	3183730	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	21	C	161	1780	29	2	1313	0	0	0	3,579	4700122	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	57	25	C	189	1320	23	3	1479	0	0	0	2,350	3476433	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,853	99%	27	1	57	16	B	216	787	14	1	927	0	0	0	2,163	2004020	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+10%_PCFC-10%_normal (VEH normal distribution, CFS+10%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3138	50	1	1191	0	0	0	4,648	5534219	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	61	18	C	70	1125	18	1	1120	0	0	0	1,768	1979571	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	522	14	5	1657	1	13	1	555	919450	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	80	9	57	30	D	159	7132	124	14	1603	0	0	0	6,695	10733998	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,280	99%	47	23	41	36	E	206	2824	69	34	1320	0	0	0	2,291	3023834	16
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,564	100%	21	10	30	48	F	227	1151	38	19	1641	1	29	9	926	1519566	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,730	98%	32	2	61	19	C	260	2589	43	3	1183	0	0	0	2,890	3417425	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,209	98%	10	1	59	20	C	269	833	14	1	1302	0	0	0	844	1099099	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,322	99%	37	6	56	28	D	307	3653	65	10	1580	0	0	0	3,000	4741250	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,211	99%	17	1	62	21	C	323	1471	24	1	1303	0	0	0	1,491	1942400	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,668	99%	11	3	48	27	D	334	842	17	5	1417	0	0	0	785	1112345	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,832	98%	36	15	38	37	E	370	2220	58	24	1458	1	56	3	2,014	2936580	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,148	99%	17	1	59	18	B	387	1125	19	2	1037	0	0	0	1,432	1484984	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,335	98%	33	1	62	13	B	420	1930	31	1	634	0	0	0	3,055	2547106	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,653	99%	35	3	59	15	B	455	2075	35	3	913	0	0	0	3,000	2739375	9
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,098	96%	40	1	63	10	A	495	1481	23	1	569	0	0	0	3,726	2233471	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2202	38	4	1027	0	0	0	2,800	2875133	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1532	25	1	690	0	0	0	2,271	2021190	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	967	16	2	1964	0	0	0	1,200	1277100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	38	8	51	25	C	158	2752	54	12	1290	0	0	0	2,800	3611300	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	171	937	15	1	1007	0	0	0	1,229	1236989	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,339	100%	29	3	57	18	C	200	1997	35	4	1085	0	0	0	2,433	2638994	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	240	2035	32	1	723	0	0	0	3,714	2686151	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,790	99%	5	1	52	15	B	245	274	5	1	948	0	0	0	381	360998	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,025	99%	24	2	58	16	B	269	1524	26	3	1006	0	0	0	2,004	2016525	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,205	98%	35	1	63	13	B	303	1935	31	1	801	0	0	0	3,189	2555186	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,442	98%	61	4	61	17	B	364	3535	58	4	903	0	0	0	5,403	5313079	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,083	96%	19	1	63	11	B	383	698	11	0	594	0	0	0	1,770	1228970	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,204	97%	10	0	62	11	A	393	373	6	0	735	0	0	0	894	656792	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,272	94%	52	2	63	12	B	445	2054	33	1	757	0	0	0	4,777	3617791	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	668	12	1	672	0	0	0	3,523	2368630	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	55	610	11	1	1230	0	0	0	870	1070390	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	92	2056	35	3	1327	0	0	0	3,285	4332002	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	5	54	33	D	123	1750	32	5	1899	0	0	0	2,419	4593278	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	140	874	14	1	1505	0	0	0	1,533	2306399	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	149	443	8	1	1562	0	0	0	739	1169098	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	223	4160	69	5	1675	0	0	0	6,567	10990442	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	62	26	C	69	3743	61	3	1593	0	0	0	6,193	9863127	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	768	13	1	1335	0	0	0	1,558	2079930	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,853	100%	12	1	59	21	C	98	585	10	1	1427	0	0	0	1,082	1543473	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	3	57	25	C	123	1207	21	2	1549	0	0	0	2,060	3190940	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	163	1797	29	2	1326	0	0	0	3,579	4744859	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	4	58	25	C	191	1326	24	3	1488	0	0	0	2,350	3495625	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	218	796	14	1	939	0	0	0	2,163	2030516	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+10%_PCFC-30%_normal (VEH normal distribution, CFS+10%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3136	50	1	1190	0	0	0	4,648	5531895	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,351	100%	20	1	62	16	C	70	1122	18	1	1117	0	0	0	1,768	1974856	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	D	79	522	13	5	1656	0	0	0	555	919265	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	8	58	30	D	158	7130	123	13	1605	0	0	0	6,695	10742606	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	44	20	43	34	D	202	2760	65	29	1331	0	0	0	2,291	3048176	15
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	10	31	48	F	222	1163	38	18	1658	1	29	9	926	1535308	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,808	100%	32	2	61	20	C	255	2638	43	3	1205	0	0	0	2,890	3481728	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,291	100%	10	1	60	20	C	264	846	14	1	1323	0	0	0	844	1116401	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,386	100%	38	6	55	28	D	302	3712	68	11	1600	0	0	0	3,000	4800000	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,255	100%	17	1	62	21	C	319	1487	24	1	1317	0	0	0	1,491	1963647	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,711	100%	10	2	55	24	C	328	850	15	2	1430	0	0	0	785	1122550	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,890	99%	33	12	41	34	D	362	2244	55	20	1473	0	0	0	2,014	2965783	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,188	100%	17	1	59	18	B	379	1136	19	2	1047	0	0	0	1,432	1499304	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,358	99%	33	1	62	13	B	412	1943	31	1	840	0	0	0	3,055	2564673	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,668	99%	34	3	60	15	B	446	2084	35	3	917	0	0	0	3,000	2751000	9
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,185	100%	40	1	63	10	A	487	1547	25	1	626	0	0	0	3,726	2334073	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,082	4,082	100%	34	4	57	18	B	82	2208	39	5	1032	0	0	0	2,800	2888433	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1516	24	1	881	0	0	0	2,271	2000751	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	963	16	2	1059	0	0	0	1,200	1270500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	51	24	C	156	2724	53	11	1283	0	0	0	2,800	3592167	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	171	942	15	1	1012	0	0	0	1,229	1243748	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	57	19	C	200	2006	35	4	1090	0	0	0	2,433	2652173	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,870	99%	40	1	63	11	B	240	2019	32	1	718	0	0	0	3,714	2664795	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,780	99%	5	1	52	15	B	246	273	5	1	945	0	0	0	381	360045	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,001	98%	24	2	58	16	B	269	1514	26	3	1000	0	0	0	2,004	2004501	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,205	98%	35	1	63	13	B	303	1935	31	1	801	0	0	0	3,189	2555186	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,450	98%	61	4	61	17	B	364	3545	58	4	986	0	0	0	5,403	5326200	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,096	97%	19	1	63	11	B	384	703	11	0	699	0	0	0	1,770	1236540	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,212	97%	10	0	62	11	A	393	374	6	0	737	0	0	0	894	659176	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,278	94%	52	2	63	12	B	445	2059	33	1	759	0	0	0	4,777	3626539	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	45	5	54	9	A	45	673	13	1	677	0	0	0	3,523	2383897	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	55	611	11	1	1233	0	0	0	870	1072855	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	4	58	24	C	93	2057	35	4	1328	0	0	0	3,265	4335267	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	6	53	34	D	124	1754	33	6	1903	0	0	0	2,419	4602551	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	141	868	14	1	1496	0	0	0	1,533	2292602	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	150	441	7	1	1576	0	0	0	739	1164664	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	224	4145	69	5	1668	0	0	0	6,567	10952935	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,168	100%	69	4	62	26	C	69	3745	61	3	1593	0	0	0	6,193	9864675	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,648	100%	17	1	61	22	C	86	781	13	1	1324	0	0	0	1,558	2062792	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,827	99%	12	1	59	21	C	98	579	10	1	1414	0	0	0	1,062	1529407	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,076	99%	24	3	57	25	C	123	1199	21	2	1538	0	0	0	2,060	3167937	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,619	100%	40	3	61	21	C	163	1775	29	2	1369	0	0	0	3,579	4685806	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,944	100%	28	4	56	25	C	191	1311	23	3	1472	0	0	0	2,350	3458808	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,833	98%	27	1	57	16	B	218	778	14	1	916	0	0	0	2,163	1981849	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+10%_PCFC-50%_normal (VEH normal distribution, CFS+10%, PCFC-50%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3138	50	1	1190	0	0	0	4,648	5532669	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1127	18	1	1122	0	0	0	1,768	1984286	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	39	36	E	79	524	13	5	1661	1	13	0	555	921670	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	79	8	58	30	D	158	7147	123	13	1609	0	0	0	6,695	10774168	38
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	44	20	42	35	D	202	2773	66	30	1336	0	0	0	2,291	3060776	15
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	21	11	30	49	F	223	1163	39	19	1657	1	29	10	926	1534614	9
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,708	98%	32	2	61	19	C	256	2577	42	3	1177	0	0	0	2,890	3401530	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,175	98%	10	1	60	20	C	265	827	14	1	1294	0	0	0	644	1091925	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,288	98%	37	5	56	27	D	302	3828	65	10	1572	0	0	0	3,000	4716000	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,169	98%	16	1	62	21	C	319	1460	24	1	1292	0	0	0	1,491	1926745	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,628	99%	9	1	58	22	C	328	836	14	1	1407	0	0	0	785	1104495	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,794	98%	28	7	49	29	D	356	2201	45	11	1449	0	0	0	2,014	2917447	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,123	98%	16	1	60	17	B	373	1118	19	1	1031	0	0	0	1,432	1476034	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,362	99%	33	1	63	13	B	406	1945	31	1	841	0	0	0	3,055	2567728	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,685	100%	34	3	60	15	B	440	2094	35	3	921	0	0	0	3,000	2763750	9
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,136	98%	40	1	63	10	A	480	1508	24	1	610	0	0	0	3,726	2273925	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	49	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2188	37	4	1022	0	0	0	2,890	2861833	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1505	24	1	875	0	0	0	2,271	1985990	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	120	958	16	1	1054	0	0	0	1,200	1264500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	37	8	51	24	C	157	2711	53	11	1279	0	0	0	2,800	3579800	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	170	949	15	1	1020	0	0	0	1,229	1252966	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	3	58	18	C	199	2018	35	4	1095	0	0	0	2,433	2664135	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,879	100%	40	1	63	11	B	239	2025	32	1	720	0	0	0	3,714	2673152	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	51	16	B	244	277	5	1	960	0	0	0	381	365665	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,088	100%	24	2	58	16	B	268	1540	27	3	1017	0	0	0	2,004	2038235	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,287	100%	35	1	63	13	B	302	1873	31	1	817	0	0	0	3,189	2604217	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,505	100%	61	4	61	17	B	363	3599	59	4	1002	0	0	0	5,403	5411105	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,162	100%	19	1	63	11	B	382	725	12	0	721	0	0	0	1,770	1275580	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,276	100%	10	0	63	11	A	392	386	6	0	760	0	0	0	894	679440	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,345	97%	52	2	63	12	B	444	2120	34	1	782	0	0	0	4,777	3733226	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	4	54	9	A	44	654	12	1	660	0	0	0	3,523	2325180	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	621	11	1	1253	0	0	0	870	1090110	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	38	3	59	23	C	92	2054	35	3	1326	0	0	0	3,265	4330696	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	122	1753	32	5	1302	0	0	0	2,419	4600132	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	139	867	14	1	1484	0	0	0	1,533	2289538	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	146	441	8	1	1573	0	0	0	739	1162447	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	222	4133	69	5	1664	0	0	0	6,567	10924205	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	4	62	26	C	68	3745	61	3	1584	0	0	0	6,193	9869320	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	791	13	1	1341	0	0	0	1,558	2089278	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	586	10	1	1430	0	0	0	1,082	1547260	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	25	C	122	1209	21	2	1552	0	0	0	2,060	3196090	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1812	29	2	1337	0	0	0	3,579	4785123	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	25	C	189	1336	23	2	1500	0	0	0	2,350	3525000	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	806	14	1	947	0	0	0	2,163	2048902	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+30%_PCFC-10%_normal (VEH normal distribution, CFS+30%, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3138	50	2	1191	0	0	0	4,648	5534219	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,349	100%	20	1	62	18	C	70	1121	18	1	1116	0	0	0	1,768	1973677	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	39	36	E	80	522	13	5	1855	1	13	0	555	918525	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,519	98%	129	58	36	49	F	208	7135	197	90	1577	1	178	19	6,635	10557537	62
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,040	95%	85	60	18	70	F	293	2156	119	84	1260	2	54	65	2,291	2886374	30
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,366	97%	21	10	30	47	F	314	1116	37	16	1592	1	28	9	926	1473729	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,607	96%	33	2	60	19	C	347	2522	42	3	1152	0	0	0	2,890	3328558	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,078	96%	10	1	59	20	C	357	812	14	1	1270	0	0	0	844	1071456	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,172	97%	38	7	55	28	D	395	3571	65	11	1543	0	0	0	3,000	4629250	16
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,080	97%	22	7	46	28	D	417	1434	31	9	1270	0	0	0	1,491	1893570	8
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,457	96%	23	14	23	53	F	440	811	35	22	1364	2	20	14	785	1070936	8
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,618	95%	42	21	33	42	E	462	2195	66	33	1405	1	55	11	2,014	2828663	16
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,928	93%	17	2	59	17	B	499	1065	18	2	982	0	0	0	1,432	1406224	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,200	94%	34	1	62	13	B	532	1851	30	1	809	0	0	0	3,055	2444000	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,524	95%	35	3	59	15	B	567	2002	34	3	881	0	0	0	3,000	2642625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,113	97%	40	1	63	10	A	607	1492	24	1	604	0	0	0	3,726	2249439	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	35	5	56	18	C	83	2210	39	6	1030	0	0	0	2,800	2884000	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	108	1510	24	1	878	0	0	0	2,271	1993370	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	2	58	17	B	122	959	17	2	1056	0	0	0	1,200	1266600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	41	11	47	26	D	163	2742	58	16	1278	0	0	0	2,600	3578633	14
California Ave Off Ramp to California Ave On Ramp	4,015	4,012	100%	14	1	62	16	B	176	934	15	1	1003	0	0	0	1,229	1232687	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,326	99%	30	4	56	19	C	206	1989	36	5	1081	0	0	0	2,433	2631087	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,801	97%	40	1	63	11	B	246	1970	31	1	700	0	0	0	3,714	2600729	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,686	96%	5	1	52	15	B	251	266	5	1	922	0	0	0	381	351092	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,917	96%	24	3	57	16	B	275	1484	26	3	979	0	0	0	2,004	1962250	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,100	95%	35	1	63	12	B	310	1872	30	1	775	0	0	0	3,189	2471475	7
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,336	95%	61	4	61	16	B	371	3427	57	4	953	0	0	0	5,403	5149445	16
White Ln Off Ramp to White Ln Loop On Ramp	2,166	2,051	95%	19	1	63	11	A	390	687	11	0	684	0	0	0	1,770	1210090	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,170	95%	10	0	63	10	A	399	367	6	0	723	0	0	0	894	646660	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,232	92%	52	2	63	11	B	451	2018	32	1	744	0	0	0	4,777	3554088	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	46	6	52	10	A	46	670	13	2	672	0	0	0	3,523	2367456	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	21	C	56	605	11	1	1223	0	0	0	870	1063720	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	5	57	24	C	95	2040	36	4	1316	0	0	0	3,265	4296087	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	33	8	50	36	E	128	1732	35	8	1860	0	0	0	2,419	4546914	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	24	C	146	854	14	1	1470	0	0	0	1,533	2253510	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	154	433	7	1	1547	0	0	0	739	1142864	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	229	4076	68	5	1641	0	0	0	6,567	10775626	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	61	26	C	69	3746	61	4	1594	0	0	0	6,193	9869320	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	792	13	1	1343	0	0	0	1,558	2091615	6
Brundage Ln On Ramp to Union Ave On Ramp	2,865	2,865	100%	13	1	59	21	C	99	587	10	1	1433	0	0	0	1,082	1549965	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	3	57	26	C	124	1216	21	3	1559	0	0	0	2,060	3212227	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	164	1779	29	2	1312	0	0	0	3,579	4696543	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,953	100%	29	4	55	25	C	193	1315	24	4	1477	0	0	0	2,350	3470167	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	16	B	220	792	14	1	935	0	0	0	2,153	2021864	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+30%_PCFC-30%_normal (VEH normal distribution, CFS+30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3138	50	2	1191	0	0	0	4,648	5534219	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1123	18	1	1118	0	0	0	1,768	1976624	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	4	38	37	E	80	522	14	5	1656	1	13	1	555	919265	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,554	99%	115	44	41	43	E	194	7178	177	68	1587	0	0	0	6,695	10623530	55
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,108	96%	85	60	18	70	F	279	2191	121	86	1277	2	55	66	2,291	2925607	31
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,405	97%	21	10	30	47	F	300	1123	37	18	1601	1	28	9	926	1482758	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,572	95%	33	2	60	19	C	333	2503	41	3	1143	0	0	0	2,890	3303270	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,038	95%	10	1	60	19	C	343	805	13	1	1260	0	0	0	844	1063018	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,105	96%	38	6	55	27	D	380	3528	64	11	1526	0	0	0	3,000	4578750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,045	96%	17	1	61	21	C	397	1425	23	1	1261	0	0	0	1,491	1880524	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,506	96%	10	1	55	23	C	407	818	15	2	1377	0	0	0	785	1080553	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,652	95%	33	12	41	33	D	440	2157	52	19	1413	0	0	0	2,014	2845614	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,997	95%	17	1	59	17	B	456	1064	18	1	999	0	0	0	1,432	1430926	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,272	97%	33	1	62	13	B	490	1893	30	1	818	0	0	0	3,055	2498990	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,586	97%	35	3	58	15	B	525	2037	35	3	837	0	0	0	3,000	2689500	9
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,086	95%	40	1	63	10	A	565	1472	23	1	596	0	0	0	3,726	2220104	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2536	40	1	849	0	0	0	4,498	3818158	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2201	38	5	1030	0	0	0	2,800	2885167	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1535	25	1	893	0	0	0	2,271	2028898	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	58	17	B	121	970	17	2	1068	0	0	0	1,200	1281000	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	41	12	46	27	D	162	2742	59	17	1291	0	0	0	2,800	3614333	14
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	176	937	15	1	1007	0	0	0	1,229	1237296	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,327	99%	30	5	55	19	C	206	1992	36	6	1062	0	0	0	2,433	2631898	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,872	100%	40	1	63	11	B	246	2020	32	1	718	0	0	0	3,714	2666652	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,757	98%	5	1	55	14	B	251	271	5	1	939	0	0	0	381	357854	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,979	98%	23	2	58	16	B	274	1508	26	3	995	0	0	0	2,004	1993479	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,180	97%	34	1	63	13	B	309	1908	30	1	790	0	0	0	3,189	2518911	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,411	97%	61	4	61	16	B	370	3505	58	4	975	0	0	0	5,403	5265224	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,112	98%	19	1	63	11	B	389	706	11	0	704	0	0	0	1,770	1246080	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,230	98%	10	0	63	11	A	398	378	6	0	743	0	0	0	894	664540	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,286	95%	52	2	83	12	B	450	2067	33	1	762	0	0	0	4,777	3640074	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	46	6	52	10	A	46	677	13	2	678	0	0	0	3,523	2389768	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	22	C	56	614	11	1	1239	0	0	0	870	1078220	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	4	58	24	C	95	2051	36	4	1324	0	0	0	3,265	4322207	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	33	7	51	36	E	127	1753	35	8	1662	0	0	0	2,419	4599729	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	25	C	145	876	15	1	1508	0	0	0	1,533	2311764	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	23	C	153	444	8	1	1586	0	0	0	739	1172054	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	76	6	59	28	D	229	4180	71	6	1682	0	0	0	6,567	11043231	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	4	61	26	C	69	3745	61	4	1593	0	0	0	6,193	9866223	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	791	13	1	1340	0	0	0	1,558	2087720	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	13	1	59	21	C	99	587	10	1	1432	0	0	0	1,082	1548883	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	3	57	25	C	124	1212	21	3	1555	0	0	0	2,060	3202270	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	164	1782	29	2	1315	0	0	0	3,579	4705490	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	4	56	25	C	193	1316	24	3	1478	0	0	0	2,350	3472125	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	219	799	14	1	943	0	0	0	2,163	2038628	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+30%_PCFC-50%_normal (VEH normal distribution, CFS+30%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3138	50	2	1191	0	0	0	4,648	5536543	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,340	100%	20	1	62	18	C	70	1118	18	1	1113	0	0	0	1,768	1958373	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	35	D	79	523	13	5	1659	0	0	0	555	920930	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,600	100%	108	37	44	41	E	187	7296	167	58	1600	0	0	0	6,695	10712478	52
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,220	98%	82	57	19	89	F	268	2234	118	83	1305	2	56	63	2,291	2989469	30
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,521	99%	21	10	31	47	F	289	1144	37	18	1630	1	29	9	926	1509612	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,661	97%	33	2	60	19	C	322	2551	42	3	1165	0	0	0	2,890	3367573	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,129	97%	10	1	60	20	C	331	820	14	1	1282	0	0	0	844	1082219	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,151	96%	37	5	56	27	D	368	3541	63	9	1538	0	0	0	3,000	4613000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,061	96%	17	1	62	21	C	385	1429	23	1	1265	0	0	0	1,491	1886488	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,504	96%	11	3	47	27	D	396	818	17	5	1376	0	0	0	785	1080160	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,670	95%	37	16	37	36	E	433	2165	58	24	1417	1	54	4	2,014	2854677	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,023	96%	17	1	59	17	B	449	1091	19	2	1006	0	0	0	1,432	1440234	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,231	95%	33	1	62	13	B	483	1869	30	1	808	0	0	0	3,055	2467676	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,552	96%	35	3	59	15	B	518	2018	34	3	868	0	0	0	3,000	2663625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,125	97%	40	1	63	10	A	558	1500	24	1	607	0	0	0	3,726	2262214	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2536	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	34	4	57	18	B	82	2206	39	5	1030	0	0	0	2,800	2884467	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	107	1540	25	1	695	0	0	0	2,271	2033113	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	2	58	17	B	121	975	17	2	1073	0	0	0	1,200	1287000	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	40	10	48	26	D	161	2758	57	15	1298	0	0	0	2,600	3633700	14
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	175	944	15	1	1014	0	0	0	1,229	1245899	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	29	4	56	19	C	204	2004	36	5	1090	0	0	0	2,433	2651362	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,848	99%	40	1	63	11	B	244	2004	32	1	712	0	0	0	3,714	2644368	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,754	98%	5	1	54	15	B	249	271	5	1	939	0	0	0	381	357569	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,979	98%	24	2	58	16	B	272	1508	26	3	995	0	0	0	2,004	1993479	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,156	97%	35	1	63	13	B	307	1905	30	1	789	0	0	0	3,189	2515722	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,397	97%	61	4	61	16	B	368	3492	58	4	971	0	0	0	5,403	5243997	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,093	97%	19	1	63	11	B	387	702	11	0	698	0	0	0	1,770	1234870	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,208	97%	10	0	63	11	A	397	374	6	0	736	0	0	0	894	657984	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,273	94%	52	2	63	12	B	449	2056	33	1	758	0	0	0	4,777	3618578	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	44	5	54	9	A	44	663	12	1	668	0	0	0	3,523	2353364	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	22	C	55	616	11	1	1243	0	0	0	870	1081555	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	4	58	24	C	93	2066	36	4	1333	0	0	0	3,265	4353551	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	33	7	51	36	E	126	1759	35	7	1909	0	0	0	2,419	4617065	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	25	C	143	861	14	1	1482	0	0	0	1,533	2271906	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	152	437	7	1	1562	0	0	0	739	1153949	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	60	27	D	227	4123	69	5	1659	0	0	0	6,567	10894653	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,168	100%	69	4	61	26	C	69	3748	61	4	1594	0	0	0	6,193	9871642	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,645	99%	17	1	61	22	C	86	780	13	1	1323	0	0	0	1,558	2060455	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,832	99%	12	1	59	21	C	99	580	10	1	1416	0	0	0	1,082	1532112	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,071	99%	25	3	57	25	C	123	1197	21	2	1535	0	0	0	2,060	3162787	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,577	98%	40	2	61	21	C	163	1747	29	2	1288	0	0	0	3,579	4610647	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,911	99%	28	4	56	24	C	192	1298	23	3	1456	0	0	0	2,350	3420425	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	218	800	14	1	943	0	0	0	2,163	2039168	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+50%_PCFC-10%_normal (VEH normal distribution, CFS+50%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3137	50	2	1191	0	0	0	4,648	5534219	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,332	99%	32	13	38	30	D	83	1116	30	12	1111	1	28	2	1,768	1963659	10
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,390	89%	21	15	18	70	F	104	461	26	18	1463	2	12	15	555	812150	7
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	4,915	88%	220	149	21	73	F	324	6201	301	203	1404	2	155	146	6,695	9400736	93
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,465	84%	104	78	15	78	F	428	1890	129	97	1116	3	47	82	2,291	2557042	34
Ming Ave On Ramp to SR58 EB/White Rd Off Ramp	6,576	5,777	88%	22	11	29	44	E	450	1013	35	18	1444	1	25	10	926	1337376	8
SR58 EB/White Rd Off Ramp to White Rd On Ramp	4,808	4,107	85%	32	2	61	17	B	482	2248	37	2	1027	0	0	0	2,890	2967308	9
White Rd On Ramp to SR58 WB On Ramp	5,298	4,575	86%	10	1	60	18	B	492	731	12	1	1144	0	0	0	844	965325	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,676	89%	38	6	55	25	C	530	3282	59	9	1419	0	0	0	3,000	4257000	14
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,749	90%	25	9	41	29	D	554	1341	33	12	1187	0	0	0	1,481	1770190	8
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,145	90%	28	19	19	62	F	583	765	40	28	1286	2	19	21	785	1009706	9
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,326	90%	46	25	31	43	E	629	2117	69	37	1331	1	53	16	2,014	2681473	17
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,780	90%	17	2	58	16	B	646	1025	18	2	945	0	0	0	1,432	1353240	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	2,999	89%	33	1	62	12	B	679	1735	28	1	750	0	0	0	3,055	2290486	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,317	90%	35	3	59	14	B	714	1885	32	3	829	0	0	0	3,000	2487375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	1,973	90%	40	1	63	9	A	754	1393	22	1	564	0	0	0	3,726	2100399	6
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	63	16	B	48	2535	40	1	849	0	0	0	4,498	3818159	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	35	6	55	19	C	84	2217	41	7	1030	0	0	0	2,800	2884700	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	109	1513	25	1	860	0	0	0	2,271	1997912	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	15	3	53	18	B	124	962	18	3	1058	0	0	0	1,200	1269900	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	48	19	41	31	D	173	2852	69	26	1283	0	0	0	2,800	3593567	16
California Ave Off Ramp to California Ave On Ramp	4,015	4,009	100%	14	1	61	16	B	186	933	15	1	1092	0	0	0	1,229	1231765	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,296	99%	31	5	54	20	C	217	1973	37	6	1074	0	0	0	2,433	2613042	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,685	2,825	98%	40	1	63	11	B	257	1987	31	1	706	0	0	0	3,714	2623013	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,713	97%	5	1	54	14	B	262	268	5	1	928	0	0	0	381	353663	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,934	96%	24	3	58	16	B	286	1492	26	3	904	0	0	0	2,004	1971101	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,167	97%	35	1	63	13	B	320	1912	30	1	792	0	0	0	3,189	2524492	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,399	97%	62	5	60	17	B	383	3501	59	5	971	0	0	0	5,403	5247471	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,071	96%	19	1	63	11	A	402	694	11	0	690	0	0	0	1,770	1221890	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,186	96%	10	0	62	11	A	411	370	6	0	729	0	0	0	894	651428	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,239	93%	52	2	63	12	B	463	2024	32	1	746	0	0	0	4,777	3565234	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	46	6	52	10	A	46	659	13	2	661	0	0	0	3,523	2328703	6
SR99 On Ramp to H St Off Ramp	3,553	3,521	99%	10	1	57	21	C	56	581	10	1	1174	0	0	0	870	1020945	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	40	6	56	23	C	96	1960	35	5	1265	0	0	0	3,265	4130225	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	37	11	45	38	E	133	1682	37	11	1817	0	0	0	2,419	4395726	18
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	18	2	59	24	C	151	829	14	1	1428	0	0	0	1,533	2188358	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	22	C	159	421	7	1	1505	0	0	0	739	1111826	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	75	6	59	26	D	235	3977	67	5	1601	0	0	0	6,567	10512125	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	5	61	26	D	69	3746	61	4	1584	0	0	0	6,193	9870868	31
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,650	100%	18	1	61	22	C	87	782	13	1	1325	0	0	0	1,558	2064350	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,831	99%	13	1	58	21	C	100	580	10	1	1416	0	0	0	1,082	1531571	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,075	99%	25	3	56	25	C	125	1200	21	3	1537	0	0	0	2,060	3166907	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	165	1779	29	2	1312	0	0	0	3,579	4696543	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	5	54	26	C	194	1315	24	4	1477	0	0	0	2,350	3471733	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	56	17	B	221	792	14	1	935	0	0	0	2,163	2022946	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+50%_PCFC-30%_normal (VEH normal distribution, CFS+50%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/in/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3138	50	2	1191	0	0	0	4,648	5535768	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,340	100%	25	6	49	23	C	75	1118	23	6	1113	0	0	0	1,768	1968373	8
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,539	92%	19	12	20	63	F	94	477	23	15	1513	2	12	12	555	839715	7
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,083	91%	213	143	21	73	F	307	6429	301	201	1452	2	161	140	6,695	9722575	93
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,633	87%	103	77	15	80	F	410	1962	132	99	1158	3	49	83	2,291	2653264	35
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	5,944	90%	21	11	30	44	E	431	1042	35	18	1486	1	26	9	926	1376036	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,241	88%	33	2	60	18	B	464	2321	38	3	1060	0	0	0	2,890	3064123	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	4,713	89%	10	1	60	18	C	473	753	13	1	1178	0	0	0	844	994443	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,818	91%	39	7	54	26	D	512	3371	63	12	1455	0	0	0	3,000	4363500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,811	92%	17	1	61	20	C	529	1359	22	1	1203	0	0	0	1,491	1793300	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,262	92%	12	4	43	28	D	541	782	18	6	1316	0	0	0	785	1032658	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,431	91%	40	19	35	38	E	581	2098	60	28	1358	1	52	8	2,014	2734341	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,899	93%	17	2	58	17	B	598	1058	18	2	975	0	0	0	1,432	1395842	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,183	94%	34	1	62	13	B	631	1841	30	1	796	0	0	0	3,055	2431016	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,502	95%	35	3	58	15	B	666	1989	34	3	875	0	0	0	3,000	2626125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,137	98%	40	1	63	10	A	707	1508	24	1	610	0	0	0	3,726	2274457	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2536	40	1	849	0	0	0	4,498	3818802	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	35	5	56	18	C	83	2199	40	6	1028	0	0	0	2,800	2878633	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	108	1517	25	1	882	0	0	0	2,271	2002454	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	2	57	17	B	122	962	17	2	1059	0	0	0	1,200	1270800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	43	14	45	28	D	166	2763	62	20	1283	0	0	0	2,600	3591467	15
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	179	945	15	1	1015	0	0	0	1,229	1247435	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	30	5	54	20	C	210	2002	37	6	1091	0	0	0	2,433	2653389	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,829	98%	40	1	63	11	B	250	1990	31	1	707	0	0	0	3,714	2626727	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,764	98%	5	1	52	15	B	255	271	5	1	941	0	0	0	381	358521	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,990	98%	24	3	57	16	B	279	1513	27	3	998	0	0	0	2,004	1999157	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,167	97%	35	1	63	13	B	313	1912	30	1	792	0	0	0	3,189	2524891	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,400	97%	63	6	59	17	B	376	3505	59	5	972	0	0	0	5,403	5249015	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,065	95%	19	1	63	11	A	395	669	11	0	685	0	0	0	1,770	1212450	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,173	95%	10	0	62	10	A	405	358	6	0	724	0	0	0	894	647554	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,239	93%	52	2	63	12	B	457	2023	32	1	746	0	0	0	4,777	3564438	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	47	7	52	10	A	47	674	13	2	674	0	0	0	3,523	2373328	7
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	21	C	57	587	10	1	1185	0	0	0	870	1031095	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	5	57	23	C	96	1972	35	4	1273	0	0	0	3,265	4156345	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	34	9	48	36	E	130	1684	35	9	1828	0	0	0	2,419	4421932	16
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	18	2	59	25	C	148	846	14	1	1457	0	0	0	1,533	2233581	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	22	C	157	429	7	1	1533	0	0	0	739	1132897	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	76	7	59	27	D	232	4077	69	6	1640	0	0	0	6,567	10769880	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	70	5	61	26	D	70	3748	62	4	1594	0	0	0	6,193	9870868	31
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	18	1	60	22	C	87	796	13	1	1349	0	0	0	1,558	2100963	7
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	13	1	58	22	C	100	589	10	1	1437	0	0	0	1,082	1554834	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	4	55	26	D	125	1218	22	3	1560	0	0	0	2,060	3213943	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	61	22	C	165	1784	29	2	1316	0	0	0	3,579	4709954	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	30	5	54	26	D	195	1321	24	4	1453	0	0	0	2,350	3484658	12
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,861	100%	27	2	56	17	B	222	787	14	1	930	0	0	0	2,163	2012131	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS+50%_PCFC-50%_normal (VEH normal distribution, CFS+50%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	2	63	19	C	50	3137	50	2	1190	0	0	0	4,648	5532669	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	23	5	51	22	C	74	1124	22	5	1118	0	0	0	1,768	1977213	7
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,570	93%	18	12	21	63	F	92	481	23	15	1523	2	12	11	555	845450	7
White Ln Direct On Ramp to Ming Ave Off Ramp	5,808	5,105	91%	212	141	21	73	F	304	6456	301	201	1458	2	161	139	6,695	9764179	93
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	4,645	87%	100	75	15	78	F	405	1967	129	97	1161	3	49	80	2,291	2660137	34
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	5,948	90%	22	11	29	45	F	426	1043	36	18	1487	1	26	10	926	1376662	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,224	88%	33	2	60	18	B	459	2312	38	3	1056	0	0	0	2,890	3051840	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	4,705	89%	10	1	60	18	C	469	752	13	1	1176	0	0	0	844	992755	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	5,810	91%	38	7	54	26	D	507	3355	62	11	1453	0	0	0	3,000	4357500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	4,782	91%	18	2	57	21	C	525	1351	24	3	1196	0	0	0	1,491	1782491	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,203	91%	14	6	37	32	D	539	773	21	9	1301	1	19	2	785	1021099	5
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,405	91%	38	17	36	36	E	578	2065	57	26	1351	1	52	6	2,014	2721250	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,827	91%	17	2	58	16	B	594	1036	18	2	957	0	0	0	1,432	1370056	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,075	91%	34	1	62	12	B	628	1779	29	1	769	0	0	0	3,055	2348531	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,394	92%	35	4	58	14	B	663	1928	33	3	849	0	0	0	3,000	2545500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,025	93%	40	1	63	9	A	703	1429	23	1	579	0	0	0	3,726	2155757	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2537	40	1	849	0	0	0	4,498	3819445	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	35	5	56	18	C	83	2205	40	6	1032	0	0	0	2,800	2888200	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	108	1529	25	1	869	0	0	0	2,271	2018919	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	15	2	55	18	B	123	988	18	3	1065	0	0	0	1,200	1277700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	44	14	44	29	D	167	2783	63	20	1288	0	0	0	2,800	3605467	15
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	61	17	B	181	946	15	1	1016	0	0	0	1,229	1248971	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	30	5	54	20	C	211	2003	37	6	1090	0	0	0	2,433	2651767	9
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,865	2,843	99%	40	1	63	11	B	251	2000	32	1	711	0	0	0	3,714	2639726	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,718	97%	5	1	53	15	B	256	266	5	1	930	0	0	0	381	354140	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,946	97%	24	3	57	16	B	280	1496	26	3	987	0	0	0	2,004	1976946	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,170	97%	35	1	63	13	B	315	1914	31	1	792	0	0	0	3,189	2526884	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,410	97%	62	5	60	17	B	377	3510	59	5	974	0	0	0	5,403	5264066	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,095	97%	19	1	63	11	B	396	702	11	0	698	0	0	0	1,770	1236050	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,216	97%	10	0	62	11	A	406	375	6	0	739	0	0	0	894	660368	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,278	94%	52	2	63	12	B	458	2059	33	1	759	0	0	0	4,777	3628539	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	46	7	52	10	A	46	671	13	2	671	0	0	0	3,523	2362759	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	57	21	C	57	602	11	1	1214	0	0	0	870	1056470	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	39	5	57	24	C	96	2026	36	4	1307	0	0	0	3,265	4266702	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	34	8	49	36	E	130	1724	35	9	1877	0	0	0	2,419	4539254	17
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	25	C	147	854	14	1	1472	0	0	0	1,533	2255810	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	58	22	C	156	433	7	1	1549	0	0	0	739	1144711	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	76	7	59	27	D	232	4086	69	6	1643	0	0	0	6,567	10780581	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	69	5	61	26	D	69	3749	61	4	1595	0	0	0	6,193	9875513	31
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	18	1	60	22	C	87	789	13	1	1337	0	0	0	1,556	2083046	7
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,850	100%	13	1	58	21	C	100	584	10	1	1425	0	0	0	1,082	1541650	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	4	55	26	D	125	1209	22	3	1548	0	0	0	2,060	3189567	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	3	60	22	C	165	1779	30	2	1312	0	0	0	3,579	4696543	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	29	5	54	26	C	195	1319	24	4	1481	0	0	0	2,350	3481133	12
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	222	795	14	1	938	0	0	0	2,163	2029435	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-10%_PCFC-10%_normal (VEH normal distribution, CFS-10%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,565	100%	50	1	63	19	C	50	3137	50	1	1191	0	0	0	4,648	5534219	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,344	100%	20	1	61	18	C	70	1120	18	1	1115	0	0	0	1,768	1970731	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	79	522	12	4	1654	0	0	0	555	917970	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	76	8	59	30	D	157	7120	122	12	1604	0	0	0	5,695	10740215	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,294	100%	35	11	50	28	D	192	2576	52	16	1324	0	0	0	2,291	3032139	12
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	20	10	31	47	F	212	1156	37	18	1640	1	29	8	926	1526048	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,741	99%	32	2	61	19	C	244	2595	42	2	1195	0	0	0	2,690	3425373	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,206	98%	10	1	60	20	C	254	832	14	1	1302	0	0	0	844	1099466	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,237	98%	36	5	57	26	D	290	3600	63	8	1559	0	0	0	3,060	4677750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,135	98%	16	1	62	21	C	306	1450	23	1	1284	0	0	0	1,491	1914071	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,582	98%	9	1	57	23	C	316	830	15	2	1396	0	0	0	785	1095468	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,747	97%	29	8	47	29	D	345	2188	46	13	1437	0	0	0	2,014	2893447	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,055	96%	16	1	60	17	B	361	1100	18	1	1014	0	0	0	1,432	1451690	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,261	96%	33	1	63	13	B	395	1887	30	1	815	0	0	0	3,055	2490589	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,579	97%	34	2	60	14	B	429	2034	34	2	895	0	0	0	3,000	2884250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,125	97%	40	1	63	10	A	469	1500	24	1	607	0	0	0	3,726	2261682	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2197	38	4	1025	0	0	0	2,800	2870467	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1535	25	1	893	0	0	0	2,271	2026868	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	17	B	120	971	17	2	1069	0	0	0	1,200	1282200	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	36	7	53	24	C	157	2744	52	10	1260	0	0	0	2,800	3607100	13
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	170	939	15	1	1009	0	0	0	1,229	1239754	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,342	100%	29	3	58	18	C	199	2002	34	4	1066	0	0	0	2,433	2641224	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	239	2041	32	1	726	0	0	0	3,714	2694507	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,820	100%	5	1	53	15	B	244	276	5	1	955	0	0	0	381	363855	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,050	99%	23	2	58	16	B	267	1533	26	3	1012	0	0	0	2,004	2028883	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,243	99%	35	1	63	13	B	302	1958	31	1	811	0	0	0	3,189	2585482	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,484	99%	60	3	61	17	B	362	3576	58	3	995	0	0	0	5,403	5377915	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,116	98%	19	1	63	11	B	381	709	11	0	705	0	0	0	1,770	1248440	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,233	98%	10	0	62	11	A	391	378	6	0	744	0	0	0	894	665434	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,300	95%	52	2	63	12	B	443	2080	33	1	767	0	0	0	4,777	3662367	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	656	12	1	663	0	0	0	3,523	2334575	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	53	606	10	1	1226	0	0	0	870	1066185	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	91	2040	34	3	1318	0	0	0	3,265	4303923	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	56	32	D	120	1737	31	4	1887	0	0	0	2,418	4564653	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	137	860	14	1	1481	0	0	0	1,533	2270373	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	59	22	C	146	436	7	1	1569	0	0	0	739	1152840	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	220	4120	69	5	1658	0	0	0	6,567	10885623	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3744	60	3	1593	0	0	0	6,193	9905449	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	86	791	13	1	1340	0	0	0	1,558	2087720	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	587	10	1	1433	0	0	0	1,082	1550506	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	3	58	25	C	122	1211	21	2	1556	0	0	0	2,060	3204330	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,594	99%	40	2	61	21	C	162	1758	29	2	1287	0	0	0	3,579	4641068	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,929	99%	28	3	58	24	C	190	1306	23	2	1465	0	0	0	2,350	3441967	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	807	14	1	952	0	0	0	2,163	2058635	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-10%_PCFC-30%_normal (VEH normal distribution, CFS-10%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3137	49	1	1191	0	0	0	4,648	5533444	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,337	100%	19	1	62	18	B	69	1117	18	1	1112	0	0	0	1,768	1966605	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	41	34	D	79	518	13	4	1643	0	0	0	555	911690	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,594	100%	77	7	59	29	D	156	7089	120	11	1598	0	0	0	6,695	10699566	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,308	100%	34	11	51	27	D	190	2572	51	16	1327	0	0	0	2,291	3040157	12
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	20	10	31	46	F	210	1154	37	18	1645	1	29	8	926	1523039	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,688	98%	32	2	61	19	C	243	2566	42	3	1172	0	0	0	2,890	3387039	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,146	97%	10	1	60	20	C	252	823	14	1	1287	0	0	0	844	1085806	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,147	96%	36	4	58	26	C	288	3531	61	7	1537	0	0	0	3,000	4610000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,080	97%	16	1	62	20	C	304	1435	23	1	1270	0	0	0	1,491	1893570	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,537	97%	9	1	57	22	C	314	823	15	2	1384	0	0	0	785	1086636	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,700	96%	28	7	49	28	D	342	2166	44	11	1425	0	0	0	2,014	2869782	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	3,987	95%	16	1	60	17	B	358	1081	18	1	997	0	0	0	1,432	1427346	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,218	95%	33	1	63	13	B	391	1862	30	1	805	0	0	0	3,055	2457748	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,534	96%	34	2	60	14	B	425	2008	33	2	883	0	0	0	3,000	2650125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,118	97%	40	1	63	10	A	465	1494	24	1	605	0	0	0	3,726	2254230	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2185	37	4	1021	0	0	0	2,800	2857400	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1497	24	1	870	0	0	0	2,271	1975770	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	952	16	2	1047	0	0	0	1,200	1256700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,068	100%	36	6	54	23	C	155	2710	50	9	1267	0	0	0	2,800	3547367	12
California Ave Off Ramp to California Ave On Ramp	4,015	3,987	99%	14	1	62	16	B	169	928	15	1	997	0	0	0	1,229	1225006	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,300	99%	29	3	58	18	C	197	1982	34	4	1075	0	0	0	2,433	2615272	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,685	2,624	98%	40	1	63	11	B	238	1987	31	1	705	0	0	0	3,714	2622084	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,756	98%	5	1	52	15	B	242	271	5	1	939	0	0	0	381	357759	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,996	98%	23	2	58	16	B	266	1513	26	3	999	0	0	0	2,004	2001829	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,244	99%	35	1	63	13	B	300	1959	31	1	811	0	0	0	3,189	2585880	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,493	99%	60	3	61	17	B	361	3584	58	3	930	0	0	0	5,403	5392590	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,107	97%	19	1	63	11	B	380	706	11	0	702	0	0	0	1,770	1243130	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,227	98%	10	0	63	11	A	390	377	6	0	742	0	0	0	894	663646	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,289	95%	52	2	63	12	B	441	2070	33	1	763	0	0	0	4,777	3644851	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	670	12	1	677	0	0	0	3,523	2383897	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	54	623	11	1	1255	0	0	0	870	1092720	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	59	24	C	91	2081	35	3	1345	0	0	0	3,265	4390772	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	5	55	33	D	121	1781	32	5	1829	0	0	0	2,419	4667057	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	138	880	14	1	1516	0	0	0	1,533	2323262	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	147	446	8	1	1593	0	0	0	739	1177227	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	221	4190	69	5	1686	0	0	0	6,567	11071962	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3744	60	3	1593	0	0	0	6,193	9865449	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,646	100%	17	1	62	21	C	85	781	13	1	1323	0	0	0	1,556	2061234	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,833	99%	12	1	60	21	C	97	580	10	1	1417	0	0	0	1,082	1532653	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,081	100%	24	2	59	24	C	121	1200	20	2	1549	0	0	0	2,060	3173087	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,579	98%	40	2	62	21	C	161	1747	28	2	1289	0	0	0	3,579	4614226	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,909	98%	28	3	58	24	C	189	1298	22	2	1455	0	0	0	2,350	3418467	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	215	805	14	1	949	0	0	0	2,163	2052687	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-10%_PCFC-50%_normal (VEH normal distribution, CFS-10%, PCFC-50%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3135	50	1	1190	0	0	0	4,648	5531120	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1125	18	1	1120	0	0	0	1,768	1979571	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	43	33	D	78	522	12	4	1655	0	0	0	555	918710	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	7	59	29	D	156	7111	120	11	1804	0	0	0	6,695	10736389	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	31	7	54	25	C	186	2446	45	10	1330	0	0	0	2,291	3045895	11
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	18	8	34	43	E	205	1158	34	15	1651	1	29	5	926	1528826	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,710	98%	32	2	61	19	C	237	2578	42	2	1178	0	0	0	2,890	3402975	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,187	98%	10	1	60	20	C	246	829	14	1	1297	0	0	0	844	1094457	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,270	98%	36	4	58	26	D	282	3607	62	7	1567	0	0	0	3,000	4702250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,189	99%	16	1	62	21	C	298	1486	24	1	1297	0	0	0	1,491	1934200	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,644	99%	9	1	58	22	C	307	839	14	1	1411	0	0	0	785	1107635	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,830	98%	26	5	52	27	D	334	2208	43	8	1458	0	0	0	2,014	2935573	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,162	99%	16	1	61	17	B	350	1129	19	1	1041	0	0	0	1,432	1489996	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,334	98%	33	1	63	13	B	383	1929	31	1	834	0	0	0	3,055	2546343	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,650	99%	34	2	61	15	B	417	2074	34	2	912	0	0	0	3,000	2737125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,180	100%	40	1	63	10	A	457	1539	24	1	623	0	0	0	3,726	2320766	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2535	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2208	38	4	1039	0	0	0	2,800	2882600	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1523	24	1	686	0	0	0	2,271	2010971	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	120	966	16	1	1062	0	0	0	1,200	1274700	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	35	6	55	23	C	155	2745	50	8	1288	0	0	0	2,800	3605933	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	168	945	15	1	1015	0	0	0	1,229	1247128	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	C	196	2013	34	3	1092	0	0	0	2,433	2655620	6
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	236	2063	33	1	733	0	0	0	3,714	2723291	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	51	16	B	242	276	5	1	957	0	0	0	381	364427	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,060	100%	23	2	58	16	B	265	1537	26	3	1015	0	0	0	2,004	2033893	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,262	100%	35	1	63	13	B	299	1970	31	1	815	0	0	0	3,189	2600231	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,503	100%	60	3	61	17	B	359	3593	58	3	1001	0	0	0	5,403	5407245	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,155	100%	19	1	63	11	B	379	722	11	0	718	0	0	0	1,770	1271450	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,265	100%	10	0	63	11	A	388	383	6	0	755	0	0	0	894	674970	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,335	97%	52	2	63	12	B	440	2112	33	1	778	0	0	0	4,777	3718098	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	667	12	1	674	0	0	0	3,523	2374502	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	619	11	1	1251	0	0	0	870	1088370	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	91	2081	35	3	1343	0	0	0	3,265	4386201	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	30	4	56	33	D	121	1775	32	4	1328	0	0	0	2,419	4662623	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	138	876	14	1	1509	0	0	0	1,533	2313297	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	146	443	8	1	1585	0	0	0	739	1171315	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	220	4161	69	5	1674	0	0	0	6,567	10993979	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3744	60	3	1593	0	0	0	6,193	9883901	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	789	13	1	1336	0	0	0	1,558	2081488	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	98	585	10	1	1428	0	0	0	1,082	1544555	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	3	57	25	C	122	1209	21	2	1552	0	0	0	2,060	3196090	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1805	29	2	1331	0	0	0	3,579	4763649	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	24	C	189	1332	23	2	1494	0	0	0	2,350	3511683	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	805	14	1	949	0	0	0	2,163	2052146	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-30%_PCFC-10%_normal (VEH normal distribution, CFS-30%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3130	50	1	1188	0	0	0	4,648	5521049	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	20	1	62	18	C	70	1124	18	1	1118	0	0	0	1,768	1977213	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	79	520	12	4	1649	0	0	0	555	915010	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	6	59	29	D	155	7108	120	10	1603	0	0	0	6,695	10731129	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	31	7	54	25	C	186	2452	45	10	1333	0	0	0	2,291	3052758	11
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	19	9	33	44	E	205	1164	35	16	1660	1	29	6	926	1536929	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,723	98%	32	2	61	19	C	237	2585	42	2	1181	0	0	0	2,890	3412366	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,176	98%	10	1	60	20	C	247	827	14	1	1294	0	0	0	844	1092136	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,305	99%	37	5	57	27	D	284	3649	64	9	1576	0	0	0	3,000	4729000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,216	99%	16	1	62	21	C	300	1473	24	1	1304	0	0	0	1,491	1944264	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,672	99%	9	1	57	23	C	310	844	15	2	1418	0	0	0	785	1113130	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,830	98%	28	7	48	29	D	338	2207	46	11	1458	0	0	0	2,014	2935573	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,088	97%	16	1	60	17	B	354	1109	18	1	1022	0	0	0	1,432	1463504	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,397	3,221	95%	33	1	63	13	B	387	1864	30	1	805	0	0	0	3,055	2460038	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,545	96%	34	2	61	14	B	421	2014	33	2	886	0	0	0	3,000	2658375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,065	94%	40	1	63	10	A	461	1457	23	1	590	0	0	0	3,726	2197608	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2535	40	1	649	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	58	17	B	81	2217	38	4	1032	0	0	0	2,800	2890533	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1525	24	1	887	0	0	0	2,271	2013242	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	120	972	16	1	1069	0	0	0	1,200	1283100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	35	5	55	23	C	155	2763	50	8	1292	0	0	0	2,800	3618067	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	168	940	15	1	1010	0	0	0	1,229	1240983	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,338	100%	28	2	59	18	B	196	2003	34	3	1085	0	0	0	2,433	2638791	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,872	100%	40	1	63	11	B	236	2020	32	1	718	0	0	0	3,714	2666652	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,727	97%	5	1	54	15	B	241	269	5	1	932	0	0	0	381	354997	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,963	97%	23	2	59	16	B	264	1499	25	2	991	0	0	0	2,004	1985296	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,174	97%	35	1	63	13	B	299	1917	30	1	794	0	0	0	3,189	2530472	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,410	97%	60	3	52	16	B	359	3497	57	3	974	0	0	0	5,403	5263294	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,100	97%	19	1	63	11	B	378	704	11	0	700	0	0	0	1,770	1239000	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,236	98%	10	0	62	11	A	387	379	6	0	745	0	0	0	894	666328	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,299	95%	52	2	63	12	B	439	2079	33	1	766	0	0	0	4,777	3659978	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	3	55	9	A	43	679	12	1	687	0	0	0	3,523	2419127	6
SR99 On Ramp to H St Off Ramp	3,563	3,553	100%	10	1	58	22	C	53	627	11	1	1266	0	0	0	870	1100985	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	24	C	90	2106	35	3	1361	0	0	0	3,265	4442359	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	32	D	119	1784	31	4	1835	0	0	0	2,419	4681571	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	136	878	14	1	1512	0	0	0	1,533	2317896	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	22	C	145	446	8	1	1594	0	0	0	739	1177966	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	219	4219	70	4	1698	0	0	0	6,567	11148303	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	25	C	68	3736	60	3	1590	0	0	0	6,183	9846870	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	790	13	1	1338	0	0	0	1,558	2083825	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,854	100%	12	1	60	21	C	97	585	10	1	1427	0	0	0	1,082	1544014	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,090	100%	24	2	59	24	C	121	1202	20	2	1545	0	0	0	2,060	3182357	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,614	100%	40	2	61	21	C	161	1772	29	2	1307	0	0	0	3,579	4677753	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,953	100%	28	3	58	24	C	188	1317	23	2	1476	0	0	0	2,350	3469383	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,811	97%	27	1	57	16	B	215	768	13	1	906	0	0	0	2,163	1956597	6

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-30%_PCFC-30%_normal (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3138	50	1	1191	0	0	0	4,648	5533444	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,347	100%	20	1	62	18	C	69	1121	18	1	1116	0	0	0	1,768	1972499	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	40	35	D	79	520	13	5	1649	1	13	0	555	915010	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	7	59	29	D	156	7122	120	11	1606	0	0	0	6,695	10750257	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	28	4	58	23	C	184	2372	41	6	1332	0	0	0	2,291	3051326	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	18	8	35	41	E	202	1162	33	14	1656	1	29	4	926	1533688	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,748	99%	32	2	61	19	C	234	2599	42	2	1167	0	0	0	2,890	3430430	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,220	99%	10	1	60	20	C	243	834	14	1	1305	0	0	0	844	1101420	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,286	98%	36	4	58	26	D	279	3620	62	7	1571	0	0	0	3,000	4714250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,176	98%	16	1	62	21	C	295	1461	24	1	1294	0	0	0	1,491	1929354	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,635	99%	9	1	57	23	C	305	838	15	2	1409	0	0	0	785	1105869	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,807	98%	26	5	52	27	D	331	2196	42	8	1452	0	0	0	2,014	2923657	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,118	98%	16	1	61	17	B	347	1117	18	1	1030	0	0	0	1,432	1474244	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,300	97%	33	1	63	13	B	380	1909	30	1	825	0	0	0	3,055	2520375	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,620	98%	34	2	61	14	B	413	2057	34	2	905	0	0	0	3,000	2715000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,120	97%	40	1	63	10	A	454	1495	24	1	696	0	0	0	3,726	2256359	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	848	0	0	0	4,498	3815589	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	4	59	17	B	81	2210	38	4	1029	0	0	0	2,800	2881900	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	106	1504	24	1	874	0	0	0	2,271	1984854	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	59	16	B	120	958	16	2	1054	0	0	0	1,200	1264500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	4	57	22	C	153	2717	48	6	1279	0	0	0	2,800	3582367	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	167	945	15	1	1016	0	0	0	1,229	1248050	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	B	195	2016	34	3	1092	0	0	0	2,433	2656431	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	235	2052	32	1	729	0	0	0	3,714	2708435	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	52	15	B	240	277	5	1	960	0	0	0	381	365855	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,069	100%	23	2	59	16	B	263	1538	26	2	1017	0	0	0	2,004	2038402	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,267	100%	35	1	63	13	B	297	1979	31	1	819	0	0	0	3,189	2612588	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,512	100%	60	3	62	17	B	357	3606	59	3	1004	0	0	0	5,403	5426156	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,135	99%	19	1	63	11	B	376	716	11	0	712	0	0	0	1,770	1259650	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,250	99%	10	0	63	11	A	386	381	6	0	750	0	0	0	894	670500	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,309	96%	52	2	63	12	B	438	2088	33	1	770	0	0	0	4,777	3676698	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	3	56	9	A	43	664	12	1	672	0	0	0	3,523	2367456	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	21	C	53	612	10	1	1235	0	0	0	870	1074740	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	90	2032	34	2	1313	0	0	0	3,265	4286945	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	31	D	119	1736	30	4	1883	0	0	0	2,419	4555380	14
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	62	24	C	136	858	14	1	1470	0	0	0	1,533	2265008	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	144	436	7	1	1557	0	0	0	739	1150254	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	218	4109	68	4	1653	0	0	0	6,567	10857714	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3744	60	3	1593	0	0	0	6,193	9864675	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,654	100%	17	1	62	22	C	85	783	13	1	1327	0	0	0	1,558	2067466	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,840	99%	12	1	60	21	C	97	582	10	1	1420	0	0	0	1,082	1536440	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,083	100%	24	2	59	24	C	121	1199	20	2	1541	0	0	0	2,060	3175147	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	21	C	161	1777	29	2	1311	0	0	0	3,579	4691174	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,948	100%	27	3	58	24	C	188	1314	23	2	1474	0	0	0	2,350	3463508	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	215	800	14	1	941	0	0	0	2,163	2035383	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-30%_PCFC-50%_normal (VEH normal distribution, CFS-30%, PCFC-50%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3136	50	1	1190	0	0	0	4,648	5531895	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	19	1	62	18	C	69	1128	18	1	1123	0	0	0	1,768	1985464	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	78	522	12	4	1655	0	0	0	555	918340	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	6	60	29	D	155	7140	120	10	1610	0	0	0	6,695	10780385	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	28	4	57	23	C	183	2381	42	6	1330	0	0	0	2,291	3046744	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	18	8	34	42	E	201	1160	34	14	1654	1	29	5	926	1531373	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,809	4,685	97%	32	2	62	19	C	233	2564	41	2	1171	0	0	0	2,890	3384913	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,170	98%	10	1	60	20	C	243	826	14	1	1293	0	0	0	844	1090870	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,239	98%	35	4	58	26	D	278	3582	61	7	1560	0	0	0	3,000	4679500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,135	98%	16	1	62	21	C	295	1450	23	1	1284	0	0	0	1,491	1914071	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,586	98%	9	1	59	22	C	304	830	14	1	1397	0	0	0	785	1096253	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,735	97%	24	3	56	24	C	328	2171	39	5	1434	0	0	0	2,014	2887573	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,060	96%	16	1	62	16	B	344	1101	18	1	1015	0	0	0	1,432	1453480	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,274	97%	33	1	63	13	B	377	1894	30	1	819	0	0	0	3,055	2500518	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,586	97%	34	2	61	14	B	410	2038	33	2	897	0	0	0	3,000	2691000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,155	99%	40	1	63	10	A	450	1520	24	1	616	0	0	0	3,726	2293619	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	849	0	0	0	4,498	3816874	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2195	37	4	1025	0	0	0	2,800	2869533	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1525	24	1	887	0	0	0	2,271	2013609	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	969	16	1	1065	0	0	0	1,200	1278300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	4	57	22	C	153	2744	48	6	1290	0	0	0	2,800	3611767	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	166	942	15	1	1012	0	0	0	1,229	1243441	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	B	194	2012	34	3	1030	0	0	0	2,433	2650754	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,851	99%	40	1	63	11	B	234	2005	32	1	713	0	0	0	3,714	2647154	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,739	98%	5	1	51	15	B	239	270	5	1	935	0	0	0	381	356140	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	3,975	97%	24	3	57	16	B	263	1503	26	3	994	0	0	0	2,004	1991475	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,157	97%	35	1	63	13	B	298	1906	30	1	789	0	0	0	3,189	2516520	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,404	97%	60	3	62	16	B	358	3492	57	3	973	0	0	0	5,403	5254803	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,074	96%	19	1	63	11	A	377	695	11	0	691	0	0	0	1,770	1223660	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,195	96%	10	0	63	11	A	387	372	6	0	732	0	0	0	894	654110	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,253	93%	52	1	63	12	B	438	2037	32	1	751	0	0	0	4,777	3587527	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	669	12	1	677	0	0	0	3,523	2386245	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	636	11	1	1282	0	0	0	870	1115340	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	24	C	90	2136	36	3	1379	0	0	0	3,265	4502435	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	33	D	119	1809	32	4	1963	0	0	0	2,419	4747288	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	136	887	14	1	1528	0	0	0	1,533	2342424	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	145	449	8	1	1606	0	0	0	739	1186465	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	219	4218	70	5	1697	0	0	0	6,567	11145841	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,188	3,168	100%	68	3	62	26	C	68	3742	60	3	1592	0	0	0	6,193	9861578	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,859	2,859	100%	17	1	62	22	C	85	788	13	1	1336	0	0	0	1,558	2081498	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	97	586	10	1	1430	0	0	0	1,082	1546719	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	24	C	121	1208	21	2	1553	0	0	0	2,060	3199180	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,620	100%	40	2	62	21	C	161	1776	29	1	1310	0	0	0	3,579	4688490	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	27	3	59	24	C	188	1318	22	2	1478	0	0	0	2,350	3472125	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	215	803	14	1	946	0	0	0	2,163	2045657	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-50%_PCFC-10%_normal (VEH normal distribution, CFS-50%, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	64	19	C	50	3132	49	1	1198	0	0	0	4,648	5523373	16
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,318	99%	19	1	62	18	B	69	1111	18	1	1106	0	0	0	1,768	1955408	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,904	100%	9	3	42	33	D	78	515	12	4	1635	0	0	0	555	907240	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,578	99%	76	6	60	29	D	155	7067	118	9	1594	0	0	0	6,635	10668961	36
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	28	4	58	23	C	182	2383	41	5	1328	0	0	0	2,291	3043307	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	7	36	40	E	200	1165	32	13	1561	1	29	3	926	1538318	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,769	99%	32	2	62	19	C	232	2610	42	2	1192	0	0	0	2,890	3445603	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,212	98%	10	1	60	20	C	241	633	14	1	1303	0	0	0	844	1099732	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,324	99%	35	4	59	26	D	277	3635	62	7	1581	0	0	0	3,000	4742750	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,246	100%	16	1	62	21	C	293	1482	24	1	1312	0	0	0	1,491	1955447	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,697	100%	9	1	58	22	C	302	847	15	2	1424	0	0	0	785	1118036	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,850	99%	25	4	54	26	D	328	2219	41	7	1463	0	0	0	2,014	2945475	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,103	97%	16	1	61	17	B	344	1113	18	1	1026	0	0	0	1,432	1468874	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,303	98%	33	1	63	13	B	377	1911	30	1	826	0	0	0	3,055	2522666	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,622	98%	33	2	61	14	B	410	2057	34	2	905	0	0	0	3,000	2716125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,124	97%	40	1	63	10	A	450	1499	24	1	607	0	0	0	3,726	2261150	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2535	40	1	849	0	0	0	4,498	3817517	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	32	3	60	17	B	80	2203	37	3	1028	0	0	0	2,800	2878633	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1508	24	1	877	0	0	0	2,271	1991099	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	118	953	16	1	1059	0	0	0	1,200	1271100	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	5	57	22	C	153	2752	49	7	1285	0	0	0	2,800	3597067	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	14	1	62	16	B	166	947	15	1	1018	0	0	0	1,229	1250508	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	60	18	B	194	2022	34	3	1094	0	0	0	2,433	2662716	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	234	2062	33	1	733	0	0	0	3,714	2722362	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,818	100%	5	1	53	15	B	239	276	5	1	955	0	0	0	381	363760	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,058	100%	23	2	59	16	B	262	1533	26	2	1014	0	0	0	2,004	2032891	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,238	99%	34	1	63	13	B	296	1955	31	1	809	0	0	0	3,189	2581097	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,471	99%	60	3	62	16	B	356	3559	58	3	992	0	0	0	5,403	5358618	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,140	99%	19	1	63	11	B	375	717	11	0	713	0	0	0	1,770	1262690	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,276	100%	10	0	63	11	A	385	385	6	0	759	0	0	0	894	678246	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,335	97%	52	2	63	12	B	436	2112	33	1	778	0	0	0	4,777	3718088	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	671	12	1	679	0	0	0	3,523	2392117	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	21	C	52	611	10	1	1234	0	0	0	870	1073725	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	2	61	23	C	89	2042	34	2	1320	0	0	0	3,265	4310453	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	3	58	31	D	118	1747	30	3	1893	0	0	0	2,419	4579167	14
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	135	864	14	1	1488	0	0	0	1,533	2280338	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	143	440	7	1	1571	0	0	0	739	1160600	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	217	4135	68	4	1664	0	0	0	6,567	10925025	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	63	25	C	68	3735	60	3	1589	0	0	0	6,193	9942999	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	789	13	1	1337	0	0	0	1,558	2092267	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	61	21	C	97	585	10	1	1428	0	0	0	1,082	1544555	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,094	100%	24	2	59	24	C	121	1204	20	2	1547	0	0	0	2,050	3166820	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,609	100%	40	2	62	21	C	160	1768	29	1	1305	0	0	0	3,579	4668806	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,951	100%	27	3	59	24	C	187	1316	22	2	1476	0	0	0	2,350	3457425	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,848	99%	27	1	57	16	B	214	785	14	1	924	0	0	0	2,163	1998612	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-50%_PCFC-30%_normal (VEH normal distribution, CFS-50%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	64	19	C	50	3137	49	1	1180	0	0	0	4,646	5532669	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	19	1	62	18	C	69	1128	18	1	1122	0	0	0	1,768	1984285	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	43	32	D	78	524	12	4	1661	0	0	0	555	921670	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	76	6	60	29	D	154	7139	120	10	1610	0	0	0	6,695	10775603	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	27	3	59	23	C	181	2361	40	5	1336	0	0	0	2,291	3061635	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	16	6	39	38	E	198	1166	30	11	1663	1	29	1	926	1539938	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,751	99%	32	2	62	19	C	230	2601	42	2	1188	0	0	0	2,890	3432598	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,225	99%	10	1	59	20	C	239	835	14	1	1306	0	0	0	844	1102475	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,274	98%	35	4	59	26	D	275	3605	62	7	1568	0	0	0	3,000	4705250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,193	99%	16	1	62	21	C	291	1467	24	1	1298	0	0	0	1,491	1935691	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,650	99%	9	1	59	22	C	300	840	14	1	1413	0	0	0	785	1109813	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,808	98%	24	3	56	25	C	324	2198	39	5	1452	0	0	0	2,014	2924328	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,085	97%	16	1	61	17	B	340	1108	18	1	1021	0	0	0	1,432	1462430	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,270	97%	33	1	63	13	B	373	1892	30	1	818	0	0	0	3,055	2497463	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,583	97%	33	2	61	14	B	407	2036	33	2	896	0	0	0	3,000	2687250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,125	97%	40	1	63	10	A	447	1498	24	1	607	0	0	0	3,726	2261682	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	848	0	0	0	4,498	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2214	37	4	1032	0	0	0	2,800	2888667	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1529	24	1	889	0	0	0	2,271	2018351	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	969	16	1	1066	0	0	0	1,200	1278900	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	4	58	21	C	152	2739	47	5	1284	0	0	0	2,600	3595200	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	165	940	15	1	1010	0	0	0	1,229	1241597	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,336	100%	28	3	59	18	C	194	2002	34	3	1084	0	0	0	2,433	2637575	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,832	98%	40	1	63	11	B	234	1992	31	1	768	0	0	0	3,714	2629512	8
SR58 WB On Ramp to Real Rd On Ramp	3,623	3,791	99%	5	1	53	15	B	239	273	5	1	948	0	0	0	381	361093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,022	99%	23	2	60	16	B	261	1520	26	2	1005	0	0	0	2,004	2014855	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,182	97%	34	1	63	13	B	296	1921	30	1	795	0	0	0	3,189	2536451	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,423	97%	59	3	62	16	B	355	3509	57	2	978	0	0	0	5,403	5284520	17
White Ln Off Ramp to White Ln Loop On Ramp	2,195	2,086	95%	19	0	63	11	A	374	699	11	0	695	0	0	0	1,770	1230740	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,201	97%	10	0	63	11	A	384	373	6	0	734	0	0	0	894	655898	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,257	93%	51	1	63	12	B	436	2041	32	1	752	0	0	0	4,777	3593896	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	677	12	1	685	0	0	0	3,523	2414429	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	629	11	1	1270	0	0	0	870	1104755	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	24	C	90	2116	35	3	1358	0	0	0	3,265	4465214	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	3	57	32	D	119	1794	31	4	1846	0	0	0	2,419	4707374	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	136	888	14	1	1529	0	0	0	1,533	2343957	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	144	449	7	1	1604	0	0	0	739	1184987	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	218	4220	69	4	1698	0	0	0	6,567	11147483	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	63	25	C	68	3741	60	2	1582	0	0	0	6,193	9860030	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	794	13	1	1347	0	0	0	1,558	2097847	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,855	100%	12	1	60	21	C	97	569	10	1	1439	0	0	0	1,062	1556457	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	24	2	59	25	C	121	1213	21	2	1560	0	0	0	2,060	3214287	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	39	2	62	21	C	160	1790	29	1	1320	0	0	0	3,579	4725175	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	27	2	59	24	C	187	1323	22	2	1484	0	0	0	2,350	3487792	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	58	17	B	214	815	14	1	980	0	0	0	2,163	2075399	7

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: CFS-50%_PCFC-50%_normal (VEH normal distribution, CFS-50%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3138	49	1	1191	0	0	0	4,648	5533444	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	19	1	62	18	C	89	1127	18	1	1122	0	0	0	1,768	1983107	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	43	33	D	78	523	12	4	1656	0	0	0	555	919265	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	76	6	60	29	D	154	7133	119	9	1609	0	0	0	6,695	10771777	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	27	3	59	23	C	181	2358	40	5	1334	0	0	0	2,291	3055049	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	6	38	39	E	198	1165	31	12	1661	1	29	2	926	1538086	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,783	99%	32	2	62	19	C	230	2618	42	2	1196	0	0	0	2,890	3455718	11
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,242	99%	10	1	60	20	C	240	838	14	1	1311	0	0	0	844	1106062	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,315	99%	35	3	59	26	D	275	3618	61	6	1579	0	0	0	3,000	4736250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,200	99%	16	1	62	21	C	291	1468	24	1	1300	0	0	0	1,491	1938300	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,657	99%	9	1	58	22	C	300	841	15	2	1414	0	0	0	785	1110186	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,812	98%	25	3	55	25	C	325	2205	40	6	1453	0	0	0	2,014	2926174	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,154	99%	16	1	61	17	B	341	1127	18	1	1039	0	0	0	1,432	1487132	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,335	98%	33	1	63	13	B	374	1930	31	1	834	0	0	0	3,055	2547106	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,661	99%	33	2	61	15	B	407	2080	34	2	915	0	0	0	3,000	2745375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,185	100%	40	1	63	10	A	448	1556	25	1	630	0	0	0	3,726	2346315	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2533	40	1	848	0	0	0	4,498	3814947	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	80	2204	37	4	1028	0	0	0	2,800	2878867	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1528	24	1	887	0	0	0	2,271	2013809	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	968	16	1	1065	0	0	0	1,200	1278300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	4	58	22	C	152	2764	48	5	1291	0	0	0	2,800	3615500	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	165	950	15	1	1021	0	0	0	1,229	1254195	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	C	193	2027	34	3	1097	0	0	0	2,433	2669609	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,872	100%	40	1	63	11	B	233	2020	32	1	718	0	0	0	3,714	2666652	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,799	99%	5	1	53	15	B	238	274	5	1	950	0	0	0	381	361855	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,024	99%	23	2	59	16	B	261	1522	26	2	1006	0	0	0	2,004	2016191	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,210	98%	34	1	63	13	B	296	1939	31	1	803	0	0	0	3,189	2559173	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,451	98%	60	3	62	16	B	355	3538	57	3	986	0	0	0	5,403	5327744	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,091	97%	19	1	63	11	B	374	701	11	0	697	0	0	0	1,770	1233690	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,210	97%	10	0	63	11	A	384	374	6	0	737	0	0	0	894	658580	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,279	94%	52	1	63	12	B	436	2061	33	1	760	0	0	0	4,777	3628928	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	3	56	9	A	43	661	12	1	668	0	0	0	3,523	2354538	6
SR99 On Ramp to H St Off Ramp	3,553	3,563	100%	10	1	58	21	C	53	614	11	1	1240	0	0	0	870	1078656	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	61	23	C	90	2032	34	2	1313	0	0	0	3,265	4286945	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	3	58	31	D	118	1737	30	3	1865	0	0	0	2,419	4560621	14
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	24	C	135	862	14	1	1484	0	0	0	1,533	2274206	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	144	436	7	1	1557	0	0	0	739	1150623	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	217	4113	68	4	1655	0	0	0	6,567	10865102	33
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	63	25	C	68	3742	60	2	1593	0	0	0	6,193	9863127	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,644	99%	17	1	62	21	C	85	780	13	1	1322	0	0	0	1,558	2059876	6
Brundage Ln On Ramp to Union Ave On Ramp	2,856	2,827	99%	12	1	60	21	C	97	579	10	1	1414	0	0	0	1,082	1529407	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,077	99%	24	2	60	24	C	121	1197	20	2	1538	0	0	0	2,080	3168967	9
Chester Ave Off Ramp to H St On Ramp	2,622	2,607	99%	40	2	62	21	C	160	1767	29	1	1303	0	0	0	3,579	4664332	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,930	99%	27	2	59	24	C	187	1307	22	2	1465	0	0	0	2,350	3442358	10
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,865	100%	27	1	57	16	B	214	792	14	1	932	0	0	0	2,163	2016457	7

VARIATION OF GLOBAL PARAMETERS
PM PEAK

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Default (VEH constant, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	819	0	0	0	4,646	3804398	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	710	11	0	707	0	0	0	1,768	1249976	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,246	99%	7	1	52	18	B	76	341	7	1	1082	0	0	0	555	600510	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	61	19	C	151	4748	78	5	1072	0	0	0	6,695	7175127	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	176	1458	23	1	838	0	0	0	2,291	1920431	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	47	22	C	190	802	17	5	1133	0	0	0	926	1057955	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	221	1738	28	1	794	0	0	0	2,890	2293938	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	604	10	1	945	0	0	0	844	797158	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	21	C	267	2837	49	6	1219	0	0	0	3,000	3656250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	283	1187	19	1	1051	0	0	0	1,491	1566668	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	55	20	C	293	710	13	2	1195	0	0	0	785	937879	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,984	100%	27	6	51	24	C	320	1894	37	8	1246	0	0	0	2,014	2509444	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,206	99%	16	1	62	13	B	336	870	14	1	802	0	0	0	1,432	1147748	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,865	98%	33	1	63	11	B	369	1658	26	1	716	0	0	0	3,055	2188144	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,326	98%	34	2	60	14	B	403	1890	32	2	832	0	0	0	3,000	2494500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,127	97%	40	1	63	10	A	443	1501	24	1	608	0	0	0	3,726	2263811	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2707	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	85	2672	49	9	1225	0	0	0	2,800	3430467	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	18	B	110	1804	30	1	1084	0	0	0	2,271	2480629	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	17	4	48	26	D	127	1262	26	7	1387	0	0	0	1,200	1664700	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,687	100%	44	14	45	37	E	171	3719	82	26	1672	0	0	0	2,800	4681133	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	16	3	52	27	D	187	1321	25	5	1419	0	0	0	1,229	1743337	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,446	99%	41	14	44	37	E	227	3185	73	26	1612	0	0	0	2,433	3920780	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,565	99%	41	2	62	18	C	268	3211	52	2	1141	0	0	0	3,714	4239603	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,616	98%	5	1	50	23	C	273	405	8	2	1404	0	0	0	381	534924	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,898	98%	26	5	53	26	C	299	2242	42	8	1475	0	0	0	2,004	2955065	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,369	98%	35	1	62	18	B	334	2639	42	2	1092	0	0	0	3,189	3482787	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,839	98%	65	8	57	25	C	399	5014	87	11	1383	0	0	0	5,403	7469648	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,884	99%	19	1	63	15	B	418	967	15	1	951	0	0	0	1,770	1701560	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,021	99%	10	0	62	15	B	428	511	8	0	1097	0	0	0	894	900258	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,091	97%	52	2	62	16	B	480	2795	45	2	1030	0	0	0	4,777	4921106	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	568	10	1	573	0	0	0	3,523	2017505	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	565	10	1	1141	0	0	0	870	992235	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1901	32	3	1227	0	0	0	3,265	4007461	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	5	55	31	D	121	1673	30	5	1811	0	0	0	2,419	4380406	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	902	15	1	1554	0	0	0	1,533	2381516	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	147	462	8	1	1649	0	0	0	739	1218611	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4380	73	6	1762	0	0	0	6,567	11571054	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	88	3602	58	3	1533	0	0	0	6,193	9495417	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	23	C	85	816	13	1	1383	0	0	0	1,558	2153935	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	59	22	C	98	610	10	1	1489	0	0	0	1,082	1610557	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	122	1292	23	3	1659	0	0	0	2,060	3417197	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	24	C	162	1951	32	2	1439	0	0	0	3,579	5150181	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	56	28	D	191	1465	27	4	1664	0	0	0	2,350	3910008	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	218	944	17	1	1112	0	0	0	2,163	2404175	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Normal (VEH normal distribution, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2157	34	1	616	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	708	11	0	705	0	0	0	1,768	1245851	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,238	99%	7	1	52	18	B	76	340	7	1	1079	0	0	0	555	599030	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4727	78	5	1067	0	0	0	6,695	7141174	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,301	99%	25	1	62	13	B	176	1435	23	1	825	0	0	0	2,291	1890648	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,524	100%	14	4	46	22	C	190	794	17	5	1131	0	0	0	926	1047306	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,084	100%	32	1	62	12	B	221	1688	27	1	771	0	0	0	2,890	2226190	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	588	10	1	920	0	0	0	844	776480	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	268	2795	49	7	1192	0	0	0	3,000	3575750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	284	1151	18	1	1019	0	0	0	1,491	1519329	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,646	99%	9	1	57	19	C	294	691	12	1	1162	0	0	0	765	911778	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,865	97%	26	5	52	22	C	320	1848	36	7	1216	0	0	0	2,014	2449360	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,164	98%	16	1	62	13	B	336	858	14	0	791	0	0	0	1,432	1132712	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,879	98%	33	1	63	11	B	369	1666	26	1	720	0	0	0	3,055	2198836	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,372	99%	34	3	60	14	B	403	1916	32	2	843	0	0	0	3,000	2528625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,142	98%	40	1	63	10	A	443	1511	24	1	612	0	0	0	3,726	2279780	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2703	43	1	904	0	0	0	4,498	4067477	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2679	49	8	1230	0	0	0	2,800	3443067	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1852	30	1	1077	0	0	0	2,271	2445299	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	17	4	48	26	C	126	1259	26	7	1385	0	0	0	1,200	1661700	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,661	99%	43	13	46	36	E	169	3669	80	24	1665	0	0	0	2,800	4662467	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,658	100%	16	3	52	27	D	185	1317	25	5	1415	0	0	0	1,229	1738421	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,467	99%	41	15	43	37	E	226	3194	74	27	1617	0	0	0	2,433	3933553	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,528	98%	41	2	62	18	C	267	3185	51	2	1132	0	0	0	3,714	4204248	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,604	98%	5	1	49	23	C	272	404	8	2	1401	0	0	0	381	533781	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,871	97%	26	5	53	26	D	298	2233	42	8	1368	0	0	0	2,004	2941371	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,331	97%	35	1	63	17	B	333	2616	42	2	1083	0	0	0	3,189	3452890	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,770	97%	82	25	49	30	D	415	5348	108	33	1363	0	0	0	5,403	7363517	30
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,774	96%	20	1	62	15	B	434	930	15	1	925	0	0	0	1,770	1636660	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,910	96%	10	0	62	14	B	444	493	8	0	970	0	0	0	894	867180	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,975	94%	52	2	62	15	B	496	2689	43	2	992	0	0	0	4,777	4736396	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	5	54	8	A	44	570	11	1	575	0	0	0	3,523	2025725	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	577	10	1	1165	0	0	0	870	1013695	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	91	1930	32	2	1247	0	0	0	3,265	4071455	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	5	55	32	D	122	1693	31	5	1833	0	0	0	2,419	4433221	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	139	910	15	1	1567	0	0	0	1,533	2402211	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	148	466	8	1	1665	0	0	0	739	1230435	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	29	D	223	4432	75	6	1764	0	0	0	6,567	11717170	37
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	88	3	62	25	C	88	3603	58	3	1533	0	0	0	6,193	9494843	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	807	13	1	1367	0	0	0	1,558	2129786	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,949	100%	13	1	59	22	C	98	605	10	1	1475	0	0	0	1,082	1595409	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	123	1287	23	3	1650	0	0	0	2,080	3398313	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,821	100%	40	3	61	23	C	163	1912	31	2	1411	0	0	0	3,579	5048180	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,274	99%	29	4	56	28	D	191	1461	26	4	1637	0	0	0	2,350	3847342	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,179	99%	27	1	57	19	C	218	925	16	1	1090	0	0	0	2,163	2356589	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang1 (VEH Erlang distribution shape parameter alpha=1, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	63	13	B	50	2155	34	1	817	0	0	0	4,648	3796641	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,091	99%	19	1	63	11	B	69	700	11	0	697	0	0	0	1,768	1232296	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,201	98%	8	2	50	18	B	77	336	7	1	1067	0	0	0	555	592185	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,704	100%	75	4	61	19	C	151	4690	77	4	1058	0	0	0	6,695	7085701	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,307	100%	25	1	62	13	B	177	1439	23	1	827	0	0	0	2,291	1894084	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,532	100%	14	4	44	23	C	191	795	18	5	1133	0	0	0	926	1049158	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	222	1718	27	1	785	0	0	0	2,890	2267928	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	232	596	10	1	933	0	0	0	844	787452	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	268	2802	48	6	1207	0	0	0	3,000	3620250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	284	1173	19	1	1039	0	0	0	1,491	1548404	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	2	54	20	C	294	704	13	2	1183	0	0	0	785	928851	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,970	100%	27	6	51	23	C	321	1691	37	8	1242	0	0	0	2,014	2502227	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,230	100%	16	1	62	13	B	337	876	14	0	868	0	0	0	1,432	1156698	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,911	98%	33	1	63	12	B	370	1684	27	1	728	0	0	0	3,055	2223276	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,391	100%	34	2	60	14	B	404	1927	32	2	848	0	0	0	3,000	2543250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,194	100%	40	1	63	10	A	444	1550	25	1	628	0	0	0	3,726	2338863	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2709	43	2	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	37	7	53	23	C	86	2700	51	10	1227	0	0	0	2,800	3436767	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	18	B	111	1860	30	2	1081	0	0	0	2,271	2454951	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	17	4	48	26	C	128	1261	26	7	1387	0	0	0	1,200	1664400	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,696	100%	43	13	46	36	E	171	3729	80	25	1674	0	0	0	2,800	4686967	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	15	2	56	25	C	186	1329	24	3	1427	0	0	0	1,229	1753169	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,502	100%	40	14	44	37	E	227	3201	73	26	1626	0	0	0	2,433	3954842	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,588	99%	41	2	62	18	C	267	3227	52	2	1147	0	0	0	3,714	4259958	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,696	99%	6	2	45	25	C	273	411	9	3	1424	0	0	0	381	542544	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,972	99%	28	6	49	28	D	301	2260	46	11	1493	0	0	0	2,004	2991972	11
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,390	98%	35	2	62	18	B	336	2651	43	2	1098	0	0	0	3,189	3499928	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,880	99%	70	13	54	26	D	406	5139	95	18	1394	0	0	0	5,403	7533326	27
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,899	100%	19	1	62	16	B	425	994	16	1	988	0	0	0	1,770	1748760	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	435	524	8	0	1032	0	0	0	894	922608	3
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,167	100%	52	2	62	16	B	487	2864	46	2	1056	0	0	0	4,777	5042124	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	574	11	1	580	0	0	0	3,523	2042166	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	571	10	1	1151	0	0	0	870	1001660	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1897	32	2	1226	0	0	0	3,265	4002890	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1666	30	4	1802	0	0	0	2,419	4359441	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	895	15	1	1541	0	0	0	1,533	2362353	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	147	457	8	1	1632	0	0	0	739	1205679	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	29	D	222	4377	74	6	1762	0	0	0	6,567	11572696	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	62	25	C	69	3604	58	3	1534	0	0	0	6,193	9497740	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	801	13	1	1357	0	0	0	1,558	2114206	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,939	100%	13	1	58	22	C	99	602	10	1	1470	0	0	0	1,082	1589999	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	123	1288	23	3	1653	0	0	0	2,060	3404837	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	163	1919	32	2	1416	0	0	0	3,579	5066969	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,276	100%	29	4	56	28	D	192	1461	26	3	1630	0	0	0	2,350	3849300	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,178	99%	27	2	57	19	C	219	926	16	1	1089	0	0	0	2,163	2355507	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang2 (VEH Erlang distribution shape parameter alpha=2, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2152	34	1	816	0	0	0	4,648	3794317	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	707	11	0	703	0	0	0	1,768	1243493	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,255	100%	7	1	53	17	B	76	342	6	1	1085	0	0	0	555	602175	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4740	78	4	1070	0	0	0	6,695	7161259	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1453	24	1	835	0	0	0	2,291	1912126	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	190	797	17	5	1136	0	0	0	926	1051705	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	12	B	221	1710	27	1	781	0	0	0	2,890	2256368	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	592	10	1	927	0	0	0	844	781966	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	267	2786	48	6	1199	0	0	0	3,000	3597250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	283	1157	19	1	1024	0	0	0	1,491	1527157	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,664	99%	10	2	55	19	C	293	693	13	2	1166	0	0	0	785	915310	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,888	98%	27	6	51	23	C	320	1854	36	8	1222	0	0	0	2,014	2460940	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,150	98%	16	1	62	13	B	336	854	14	0	788	0	0	0	1,432	1127700	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,845	97%	33	1	63	11	B	359	1646	26	1	711	0	0	0	3,055	2172869	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,291	97%	34	2	60	13	B	403	1870	31	2	823	0	0	0	3,000	2468250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,165	99%	40	1	63	10	A	443	1528	24	1	619	0	0	0	3,726	2304797	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2709	43	1	906	0	0	0	4,498	4075188	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	54	22	C	85	2659	49	9	1221	0	0	0	2,800	3419967	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1840	30	1	1070	0	0	0	2,271	2428835	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,483	100%	17	5	48	26	D	127	1246	26	7	1371	0	0	0	1,200	1644900	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,606	99%	45	15	44	37	E	172	3670	83	27	1651	0	0	0	2,800	4623967	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,565	98%	14	1	61	23	C	186	1295	21	1	1391	0	0	0	1,229	1709645	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,384	98%	35	9	48	32	D	221	3009	62	17	1596	0	0	0	2,433	3883068	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,561	99%	41	2	62	18	C	261	3208	51	2	1140	0	0	0	3,714	4234089	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,603	98%	5	1	47	24	C	267	404	9	2	1401	0	0	0	381	533686	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,888	98%	26	5	53	26	D	293	2242	42	8	1472	0	0	0	2,004	2950055	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,312	96%	35	1	62	17	B	328	2604	42	2	1076	0	0	0	3,189	3437343	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,778	97%	66	9	57	25	C	393	4954	87	11	1365	0	0	0	5,403	7375867	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,844	98%	19	1	62	15	B	413	953	15	1	948	0	0	0	1,770	1677960	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,972	98%	10	0	62	14	B	423	503	8	0	991	0	0	0	894	885856	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,056	96%	52	2	62	16	B	475	2762	44	2	1019	0	0	0	4,777	4866171	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	562	10	1	568	0	0	0	3,523	2002238	5
SR99 On Ramp to H St Off Ramp	3,419	3,392	99%	10	1	58	19	C	53	560	10	1	1131	0	0	0	870	983680	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1872	31	2	1209	0	0	0	3,265	3948038	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	120	1657	30	4	1794	0	0	0	2,419	4338680	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	890	15	1	1534	0	0	0	1,533	2350856	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	457	8	1	1634	0	0	0	739	1207157	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4339	73	5	1747	0	0	0	6,567	11470086	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3593	58	3	1529	0	0	0	6,193	9469097	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	802	13	1	1359	0	0	0	1,558	2117322	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,946	100%	13	1	58	22	C	98	604	10	1	1473	0	0	0	1,082	1593786	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,282	100%	25	3	57	27	D	123	1278	22	3	1641	0	0	0	2,060	3380117	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,830	100%	40	2	61	23	C	163	1918	31	2	1415	0	0	0	3,579	5063390	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,284	100%	29	4	55	28	D	192	1465	27	4	1642	0	0	0	2,350	3859092	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,203	100%	27	2	57	20	C	219	935	16	1	1101	0	0	0	2,163	2382004	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang3 (VEH Erlang distribution shape parameter alpha=3, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,446	2,448	100%	50	1	64	13	B	50	2152	34	1	816	0	0	0	4,648	3791993	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	712	11	0	709	0	0	0	1,768	1252923	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	2	51	18	C	76	345	7	1	1094	0	0	0	555	607170	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	61	19	C	151	4749	78	5	1072	0	0	0	6,695	7177518	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	176	1457	23	1	637	0	0	0	2,291	1918426	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,526	100%	13	3	47	21	C	189	794	17	4	1132	0	0	0	926	1047769	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	221	1730	28	1	790	0	0	0	2,890	2283100	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	600	10	1	938	0	0	0	844	791883	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	266	2798	48	5	1205	0	0	0	3,000	3615500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,084	4,084	100%	16	1	63	17	B	282	1176	19	1	1041	0	0	0	1,491	1552131	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	55	20	C	292	705	13	2	1166	0	0	0	785	930814	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,941	99%	27	5	51	23	C	319	1878	37	7	1235	0	0	0	2,014	2487626	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,159	98%	16	1	62	13	B	334	857	14	0	790	0	0	0	1,432	1130922	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,838	97%	33	1	63	11	B	367	1641	26	1	709	0	0	0	3,055	2165995	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,311	97%	34	2	60	13	B	401	1881	31	2	828	0	0	0	3,000	2482875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,150	98%	40	1	63	10	A	441	1517	24	1	614	0	0	0	3,726	2288829	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2704	43	1	904	0	0	0	4,498	4067477	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	54	22	C	85	2668	49	9	1228	0	0	0	2,800	3437933	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1832	30	1	1065	0	0	0	2,271	2418047	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,467	99%	17	4	48	26	C	127	1243	26	7	1367	0	0	0	1,200	1640100	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,610	99%	44	14	45	36	E	171	3701	82	26	1653	0	0	0	2,800	4627233	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,580	98%	15	2	56	25	C	186	1299	23	3	1395	0	0	0	1,229	1714455	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,374	98%	39	13	45	35	D	225	3106	66	22	1594	0	0	0	2,433	3876986	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,508	98%	41	2	62	18	C	265	3171	51	2	1127	0	0	0	3,714	4185678	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,576	97%	5	1	49	23	C	271	403	8	2	1394	0	0	0	381	531114	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,851	97%	27	5	51	27	D	297	2211	43	9	1463	0	0	0	2,004	2931184	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,334	97%	35	1	62	17	B	332	2616	42	2	1083	0	0	0	3,189	3454883	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,822	98%	71	14	54	27	D	403	5129	96	19	1378	0	0	0	5,403	7443018	27
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,844	98%	19	1	62	15	B	423	953	15	1	948	0	0	0	1,770	1677960	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,972	98%	10	0	62	14	B	433	503	8	0	991	0	0	0	894	885656	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,054	96%	52	2	62	16	B	485	2761	44	2	1018	0	0	0	4,777	4862986	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	566	10	1	572	0	0	0	3,523	2013982	5
SR99 On Ramp to H St Off Ramp	3,419	3,396	99%	10	1	58	19	C	53	561	10	1	1132	0	0	0	870	984840	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1884	31	2	1217	0	0	0	3,265	3974811	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	30	D	120	1655	30	4	1791	0	0	0	2,419	4332429	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	888	15	1	1530	0	0	0	1,533	2345490	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	455	8	1	1627	0	0	0	739	1202353	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4330	73	6	1743	0	0	0	6,567	11447102	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3608	58	3	1535	0	0	0	6,193	9508577	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	805	13	1	1365	0	0	0	1,558	2125891	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,949	100%	12	1	59	22	C	98	604	10	1	1475	0	0	0	1,082	1595409	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	123	1288	23	3	1654	0	0	0	2,060	3406897	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	61	23	C	163	1937	32	2	1429	0	0	0	3,579	5113496	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	56	28	D	192	1476	27	4	1653	0	0	0	2,350	3884550	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	2	57	20	C	219	951	17	1	1120	0	0	0	2,163	2422019	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang4 (VEH Erlang distribution shape parameter alpha=4, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2155	34	1	617	0	0	0	4,648	3797416	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	68	716	11	0	712	0	0	0	1,768	1259405	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,260	100%	7	2	51	18	C	76	343	7	1	1087	0	0	0	555	603100	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4760	78	5	1074	0	0	0	6,695	7191386	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,296	99%	25	1	62	13	B	176	1434	23	1	824	0	0	0	2,291	1887784	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,509	99%	13	3	48	20	C	189	791	16	4	1127	0	0	0	926	1043834	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,095	100%	31	1	63	12	B	220	1694	27	1	774	0	0	0	2,690	2236136	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	230	588	10	1	921	0	0	0	844	776902	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	266	2813	48	5	1212	0	0	0	3,000	3635500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	282	1182	19	1	1047	0	0	0	1,491	1560704	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	2	55	20	C	292	707	13	2	1169	0	0	0	785	932973	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,958	100%	27	6	51	24	C	319	1885	37	8	1242	0	0	0	2,014	2501556	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,230	100%	16	1	62	13	B	335	890	14	1	821	0	0	0	1,432	1174956	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,926	100%	33	1	63	12	B	368	1713	27	1	740	0	0	0	3,055	2261464	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,405	100%	34	2	60	14	B	402	1943	32	2	855	0	0	0	3,000	2564625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,164	99%	40	1	63	10	A	442	1527	24	1	618	0	0	0	3,726	2303733	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2703	43	1	905	0	0	0	4,498	4068762	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2662	49	8	1226	0	0	0	2,800	3431400	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1845	30	1	1073	0	0	0	2,271	2435648	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,507	100%	18	6	45	28	D	127	1251	28	9	1377	0	0	0	1,200	1652100	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,619	99%	45	15	44	38	E	173	3655	83	27	1655	0	0	0	2,800	4633300	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,591	99%	15	2	56	25	C	188	1301	23	3	1398	0	0	0	1,229	1717835	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,428	99%	39	13	45	36	E	227	3150	70	24	1607	0	0	0	2,433	3910034	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,588	99%	41	2	62	18	C	268	3227	52	2	1147	0	0	0	3,714	4259958	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,636	98%	5	1	49	23	C	273	407	8	2	1469	0	0	0	381	538829	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,897	98%	25	4	54	25	C	299	2238	41	7	1474	0	0	0	2,004	2954397	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,407	99%	35	1	82	18	B	333	2062	43	2	1162	0	0	0	3,189	3513481	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,855	99%	90	33	47	33	D	424	5671	122	45	1387	0	0	0	5,403	7495119	34
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,805	97%	20	1	61	15	B	443	941	15	1	935	0	0	0	1,770	1654950	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,935	97%	10	0	62	14	B	453	497	8	0	978	0	0	0	894	874630	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,015	95%	52	2	62	16	B	505	2725	44	2	1005	0	0	0	4,777	4800089	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	54	8	A	44	559	10	1	573	0	0	0	3,523	2019853	5
SR99 On Ramp to H St Off Ramp	3,419	3,381	99%	10	1	58	19	C	54	559	10	1	1127	0	0	0	870	980345	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1867	31	2	1206	0	0	0	3,285	3937590	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1645	30	4	1784	0	0	0	2,419	4315302	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	889	15	1	1531	0	0	0	1,533	2347023	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	147	456	8	1	1628	0	0	0	739	1203092	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4324	73	6	1740	0	0	0	6,587	11427401	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3603	58	3	1533	0	0	0	6,193	9494643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	811	13	1	1374	0	0	0	1,558	2140692	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	58	23	C	98	608	11	1	1484	0	0	0	1,082	1605658	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	123	1294	23	3	1662	0	0	0	2,060	3423720	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	24	C	163	1946	32	2	1436	0	0	0	3,579	5137655	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	55	29	D	192	1484	27	4	1664	0	0	0	2,350	3910792	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,163	98%	27	1	57	19	C	219	918	16	1	1082	0	0	0	2,163	2339285	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang5 (VEH Erlang distribution shape parameter alpha=5, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2160	34	1	819	0	0	0	4,648	3806712	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,095	99%	19	1	63	11	B	69	702	11	0	598	0	0	0	1,768	1234653	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,248	99%	7	2	51	18	C	76	341	7	1	1083	0	0	0	555	600360	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,701	99%	75	5	61	19	C	151	4685	77	5	1057	0	0	0	6,695	7079484	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,317	100%	25	1	62	13	B	176	1443	23	1	029	0	0	0	2,291	1899812	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	190	798	17	5	1137	0	0	0	926	1053094	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,093	100%	32	1	63	12	B	221	1693	27	1	773	0	0	0	2,890	2234693	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	60	14	B	231	588	10	1	919	0	0	0	844	775636	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	267	2783	48	6	1197	0	0	0	3,000	3591750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	17	B	283	1166	19	1	1033	0	0	0	1,491	1539830	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	293	701	13	2	1176	0	0	0	785	924926	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,931	99%	27	5	51	23	C	320	1874	37	7	1233	0	0	0	2,014	2482926	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,203	99%	16	1	62	13	B	335	869	14	0	801	0	0	0	1,432	1145674	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,857	98%	33	1	63	11	B	368	1653	26	1	714	0	0	0	3,055	2182034	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,301	97%	34	2	60	13	B	402	1876	31	2	825	0	0	0	3,000	2475750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,111	96%	40	1	63	10	A	442	1489	24	1	603	0	0	0	3,726	2246778	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2702	43	1	904	0	0	0	4,498	4066192	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2671	49	8	1230	0	0	0	2,800	3444833	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1655	30	1	1078	0	0	0	2,271	2448706	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	17	4	46	26	D	126	1254	26	7	1379	0	0	0	1,200	1654500	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,645	99%	44	14	46	36	E	170	3683	81	25	1661	0	0	0	2,800	4651267	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,670	100%	17	4	50	29	D	187	1320	27	6	1418	0	0	0	1,229	1742108	7
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,470	99%	42	16	43	38	E	229	3253	76	29	1618	0	0	0	2,433	3935580	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,590	99%	41	2	62	18	C	270	3229	52	2	1148	0	0	0	3,714	4261815	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,655	98%	5	1	50	23	C	275	408	8	2	1414	0	0	0	381	538639	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,935	98%	26	4	54	26	C	300	2257	42	7	1484	0	0	0	2,004	2973602	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,438	99%	35	1	62	18	B	335	2681	43	2	1109	0	0	0	3,189	3537797	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,920	100%	80	24	50	30	D	416	5508	110	32	1406	0	0	0	5,403	7595074	31
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,889	100%	20	1	61	16	B	435	981	16	1	976	0	0	0	1,770	1726830	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	445	519	8	0	1022	0	0	0	894	913668	3
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,139	99%	52	2	62	16	B	497	2837	46	2	1046	0	0	0	4,777	4997538	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	55	8	A	43	564	10	1	570	0	0	0	3,523	2009284	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	574	10	1	1159	0	0	0	870	1008040	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1905	32	3	1230	0	0	0	3,265	4017256	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	120	1673	30	4	1812	0	0	0	2,419	4382422	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	884	14	1	1523	0	0	0	1,533	2333993	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	454	8	1	1623	0	0	0	739	1199397	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	28	D	220	4337	72	5	1746	0	0	0	6,567	11464340	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3601	58	3	1532	0	0	0	6,193	9489224	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	801	13	1	1358	0	0	0	1,558	2114985	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,945	100%	13	1	58	22	C	98	603	10	1	1473	0	0	0	1,082	1593245	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,291	100%	25	3	56	27	D	123	1282	23	3	1646	0	0	0	2,060	3390073	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,823	100%	40	2	61	23	C	163	1913	31	2	1411	0	0	0	3,579	5050864	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,287	100%	29	4	55	28	D	192	1466	26	4	1644	0	0	0	2,350	3862225	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,179	99%	27	2	56	19	C	219	925	16	1	1089	0	0	0	2,163	2356048	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang6 (VEH Erlang distribution shape parameter alpha=6, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2155	34	1	817	0	0	0	4,648	3795867	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	712	11	0	769	0	0	0	1,768	1252923	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	2	51	18	C	76	348	7	1	1103	0	0	0	555	611980	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	61	19	C	151	4772	79	5	1677	0	0	0	6,695	7212428	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	82	14	B	176	1461	24	1	839	0	0	0	2,291	1921004	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	190	804	17	5	1145	0	0	0	926	1060733	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	222	1704	27	1	778	0	0	0	2,690	2248420	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	591	10	1	925	0	0	0	844	780489	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,729	100%	36	4	58	20	C	267	2742	47	5	1182	0	0	0	3,000	3546500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,056	100%	16	1	62	16	B	283	1146	18	1	1014	0	0	0	1,491	1511874	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,645	98%	10	1	56	19	C	293	690	12	2	1161	0	0	0	785	911581	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,878	98%	27	5	51	23	C	320	1847	36	7	1219	0	0	0	2,014	2455905	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,178	98%	16	1	62	13	B	335	862	14	1	795	0	0	0	1,432	1137724	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,836	97%	33	1	53	11	B	368	1641	26	1	709	0	0	0	3,055	2165095	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,295	97%	34	2	60	13	B	402	1872	31	2	824	0	0	0	3,000	2471250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,106	96%	40	1	63	10	A	443	1486	24	1	602	0	0	0	3,726	2241987	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2707	43	1	906	0	0	0	4,498	4073903	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	54	22	C	84	2676	49	9	1231	0	0	0	2,800	3445400	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	18	B	110	1859	30	2	1030	0	0	0	2,271	2453248	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	17	5	47	26	D	127	1254	27	7	1380	0	0	0	1,200	1655700	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,649	99%	45	15	44	37	E	172	3682	83	27	1662	0	0	0	2,600	4654533	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,664	100%	15	2	56	25	C	187	1318	24	3	1416	0	0	0	1,229	1740264	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,443	99%	39	14	45	36	E	226	3148	71	24	1611	0	0	0	2,433	3918752	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,508	95%	41	2	62	18	C	267	3171	51	2	1127	0	0	0	3,714	4185678	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,571	97%	5	1	47	24	C	272	402	8	2	1393	0	0	0	381	530638	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,852	97%	27	5	51	27	D	299	2204	43	9	1493	0	0	0	2,004	2931852	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,288	96%	35	1	62	17	B	334	2589	42	2	1072	0	0	0	3,189	3418608	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,771	97%	66	9	56	25	C	400	4957	88	12	1363	0	0	0	5,403	7365447	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,859	99%	19	1	62	15	B	420	959	15	1	953	0	0	0	1,770	1686810	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,000	99%	10	0	62	15	B	429	508	8	0	1000	0	0	0	894	894000	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,079	97%	52	2	62	16	B	482	2784	45	2	1026	0	0	0	4,777	4901998	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	574	10	1	580	0	0	0	3,523	2043340	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	580	10	1	1171	0	0	0	870	1018625	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	91	1922	32	3	1242	0	0	0	3,265	4055130	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	5	55	32	D	121	1692	31	5	1826	0	0	0	2,419	4417900	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	138	904	15	1	1557	0	0	0	1,533	2386891	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	57	24	C	147	464	8	1	1659	0	0	0	739	1225632	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	29	D	222	4410	74	6	1774	0	0	0	6,567	11648858	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3594	58	3	1530	0	0	0	6,193	9473742	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	805	13	1	1365	0	0	0	1,558	2125891	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,948	100%	12	1	59	22	C	96	604	10	1	1474	0	0	0	1,082	1594868	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	56	27	D	123	1285	23	3	1649	0	0	0	2,060	3396940	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,827	100%	40	2	61	23	C	163	1916	31	2	1413	0	0	0	3,579	5058022	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,279	100%	28	4	56	28	D	191	1481	26	3	1640	0	0	0	2,350	3852825	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	218	950	17	1	1116	0	0	0	2,163	2413908	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang7 (VEH Erlang distribution shape parameter alpha=7, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/in/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2160	34	1	819	0	0	0	4,648	3807487	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,091	99%	19	1	63	11	B	69	700	11	0	697	0	0	0	1,768	1232296	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,233	99%	7	1	53	17	B	76	340	6	1	1078	0	0	0	555	598105	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	150	4732	78	4	1068	0	0	0	6,695	7150260	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	176	1455	23	1	836	0	0	0	2,291	1915276	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	189	799	17	5	1140	0	0	0	926	1055640	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	13	B	221	1755	28	1	802	0	0	0	2,890	2317058	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	607	10	1	949	0	0	0	844	800745	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	21	C	266	2826	48	6	1217	0	0	0	3,000	3650250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	283	1180	19	1	1045	0	0	0	1,491	1557722	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	2	53	20	C	293	706	13	2	1180	0	0	0	795	932188	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,944	99%	30	8	46	26	C	322	1889	41	11	1236	0	0	0	2,014	2489136	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,094	96%	16	1	62	12	B	338	839	14	1	774	0	0	0	1,432	1107652	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,792	95%	33	1	63	11	B	371	1615	26	1	698	0	0	0	3,055	2132390	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,251	95%	34	2	60	13	B	405	1847	31	2	813	0	0	0	3,000	2437875	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,074	95%	40	1	63	10	A	445	1463	23	1	592	0	0	0	3,726	2207389	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2707	43	1	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2680	48	8	1223	0	0	0	2,800	3425100	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1840	30	1	1070	0	0	0	2,271	2428835	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,480	99%	18	6	45	28	D	126	1245	28	9	1370	0	0	0	1,200	1644000	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,607	99%	45	15	45	37	E	173	3732	83	28	1652	0	0	0	2,800	4625133	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,559	98%	14	1	61	23	C	187	1293	21	1	1390	0	0	0	1,229	1708003	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,373	98%	38	12	46	34	D	224	3065	67	21	1593	0	0	0	2,433	3876580	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,506	97%	41	2	62	18	C	265	3170	51	2	1127	0	0	0	3,714	4183821	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,553	97%	5	1	50	23	C	270	401	8	2	1398	0	0	0	381	526923	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,805	96%	26	4	54	25	C	296	2207	41	7	1451	0	0	0	2,004	2908305	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,261	95%	35	1	62	17	B	331	2573	41	2	1065	0	0	0	3,189	3397082	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,690	95%	80	23	50	28	D	410	5181	104	29	1340	0	0	0	5,403	7240020	29
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,741	95%	20	1	62	15	B	430	919	15	1	914	0	0	0	1,770	1617190	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,886	95%	10	0	62	14	B	440	488	8	0	962	0	0	0	894	860028	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,966	93%	52	2	62	15	B	492	2682	43	2	989	0	0	0	4,777	4722861	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	568	10	1	573	0	0	0	3,523	2019853	5
SR99 On Ramp to H St Off Ramp	3,419	3,391	99%	10	1	58	19	C	54	550	10	1	1130	0	0	0	870	983390	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1872	31	2	1210	0	0	0	3,265	3949997	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	30	D	120	1644	29	4	1782	0	0	0	2,419	4310255	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	886	15	1	1527	0	0	0	1,533	2340891	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	455	8	1	1625	0	0	0	739	1200875	3
Union Ave Direct On Ramp to SR58 east end of the network	3,489	3,489	100%	75	6	60	29	D	221	4327	73	5	1742	0	0	0	6,567	11442177	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3603	58	3	1533	0	0	0	6,193	9493869	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	804	13	1	1362	0	0	0	1,558	2121217	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,947	100%	13	1	59	22	C	98	604	10	1	1474	0	0	0	1,082	1594327	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,285	100%	25	3	57	27	D	122	1279	22	3	1643	0	0	0	2,060	3383550	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,802	99%	40	3	61	23	C	162	1899	31	2	1401	0	0	0	3,579	5013284	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,257	99%	29	4	56	28	D	191	1452	26	3	1629	0	0	0	2,350	3826975	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,179	99%	27	1	57	19	C	218	925	16	1	1089	0	0	0	2,163	2356048	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang8 (VEH Erlang distribution shape parameter alpha=8, CFS and PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2152	34	1	816	0	0	0	4,648	3792768	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	709	11	0	706	0	0	0	1,768	1248797	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	8	2	50	19	C	76	346	7	2	1097	0	0	0	555	608835	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4772	78	5	1077	0	0	0	6,695	7210515	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	82	14	B	176	1461	24	1	841	0	0	0	2,291	1925586	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	48	21	C	189	802	17	4	1143	0	0	0	926	1050650	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	221	1718	27	1	785	0	0	0	2,890	2267928	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	230	596	10	1	932	0	0	0	844	786397	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	266	2790	48	6	1198	0	0	0	3,000	3595250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	82	17	B	283	1172	19	1	1038	0	0	0	1,491	1547285	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	2	55	20	C	293	703	13	2	1183	0	0	0	785	926851	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,944	99%	27	6	51	23	C	320	1883	37	8	1236	0	0	0	2,014	2489304	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,179	98%	16	1	62	13	B	335	862	14	0	795	0	0	0	1,432	1138082	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,901	99%	33	1	63	12	B	368	1678	27	1	725	0	0	0	3,055	2215639	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,365	99%	34	2	60	14	B	402	1913	32	2	841	0	0	0	3,000	2523750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,179	99%	40	1	63	10	A	443	1538	24	1	622	0	0	0	3,726	2319169	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	2	64	17	B	48	2701	43	1	904	0	0	0	4,498	4065549	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	7	54	22	C	85	2674	49	9	1228	0	0	0	2,800	3437233	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1834	30	2	1066	0	0	0	2,271	2421454	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,467	99%	19	6	44	28	D	129	1242	28	9	1367	0	0	0	1,200	1640100	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,609	99%	44	14	45	37	E	173	3081	82	26	1652	0	0	0	2,800	4626533	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,640	99%	14	1	60	23	C	187	1312	22	2	1410	0	0	0	1,229	1732690	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,448	99%	37	11	47	34	D	224	3078	66	20	1612	0	0	0	2,433	3921793	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,622	100%	41	2	62	19	C	264	3255	52	2	1157	0	0	0	3,714	4297098	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,699	99%	6	2	44	26	D	270	411	9	3	1425	0	0	0	381	542830	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,967	99%	26	5	52	27	D	297	2274	44	9	1492	0	0	0	2,004	2989634	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,411	99%	35	1	82	18	B	331	2663	43	2	1103	0	0	0	3,189	3516271	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,886	99%	69	12	55	26	D	400	5100	93	16	1386	0	0	0	5,403	7542974	27
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,899	100%	19	1	62	16	B	419	985	16	1	969	0	0	0	1,770	1734010	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	82	15	B	429	519	8	0	1022	0	0	0	894	913370	3
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,137	99%	52	2	62	16	B	481	2835	45	2	1046	0	0	0	4,777	4995150	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	556	10	1	561	0	0	0	3,523	1975229	5
SR99 On Ramp to H St Off Ramp	3,419	3,374	99%	10	1	58	19	C	54	558	10	1	1125	0	0	0	870	978460	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1863	31	3	1203	0	0	0	3,285	3927142	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,550	100%	30	4	56	30	D	121	1640	29	4	1775	0	0	0	2,419	4294128	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	876	14	1	1509	0	0	0	1,533	2312531	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,215	100%	9	1	58	23	C	147	450	8	1	1608	0	0	0	739	1187943	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,453	100%	75	5	60	28	D	221	4289	71	5	1726	0	0	0	6,567	11336284	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3603	58	3	1533	0	0	0	6,193	9494643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	809	13	1	1371	0	0	0	1,558	2135239	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	59	22	C	98	608	10	1	1484	0	0	0	1,082	1605147	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	56	27	D	123	1295	23	3	1651	0	0	0	2,060	3422347	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	163	1942	32	2	1433	0	0	0	3,579	5126918	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	56	28	D	192	1481	27	4	1659	0	0	0	2,350	3897867	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	2	57	20	C	219	955	17	1	1124	0	0	0	2,163	2431212	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: Erlang9 (VEH Erlang distribution shape parameter alpha=9, CFS and PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2159	34	1	819	0	0	0	4,648	3804388	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,083	99%	19	1	63	11	A	69	698	11	0	694	0	0	0	1,768	1227581	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,258	100%	7	1	53	17	B	76	342	6	1	1086	0	0	0	555	602730	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,701	99%	75	4	61	19	C	150	4685	77	4	1057	0	0	0	6,695	7079006	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,309	100%	25	1	62	13	B	176	1440	23	1	827	0	0	0	2,291	1895230	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	45	22	C	190	797	18	5	1136	0	0	0	926	1052168	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,072	99%	32	1	63	12	B	221	1682	27	1	768	0	0	0	2,890	2219520	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,655	100%	10	1	60	14	B	231	584	10	1	914	0	0	0	844	771205	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,713	99%	36	4	58	20	C	267	2742	47	5	1178	0	0	0	3,000	3534500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	283	1149	18	1	1018	0	0	0	1,491	1517465	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,646	99%	9	1	56	19	C	292	691	12	2	1162	0	0	0	785	911778	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,861	97%	26	5	52	22	C	319	1849	36	7	1215	0	0	0	2,014	2447681	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,092	96%	16	1	62	12	B	334	839	13	0	773	0	0	0	1,432	1106936	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,774	95%	33	1	63	11	B	367	1005	25	1	694	0	0	0	3,055	2118643	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,247	95%	34	2	60	13	B	401	1045	31	2	812	0	0	0	3,000	2434875	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,089	95%	40	1	63	10	A	441	1474	23	1	597	0	0	0	3,726	2223890	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2708	43	1	986	0	0	0	4,498	4075188	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2677	49	8	1230	0	0	0	2,800	3444467	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	18	B	109	1869	30	1	1087	0	0	0	2,271	2467442	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	17	4	49	26	C	126	1261	26	6	1388	0	0	0	1,200	1665000	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,690	100%	44	14	45	37	E	170	3727	82	26	1673	0	0	0	2,800	4683233	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	61	23	C	184	1322	22	1	1419	0	0	0	1,229	1744258	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,510	100%	37	11	46	34	D	221	3112	67	21	1627	0	0	0	2,433	3959505	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,610	100%	41	2	62	18	C	262	3243	52	2	1153	0	0	0	3,714	4280385	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,719	100%	6	2	46	25	C	267	413	9	2	1430	0	0	0	381	544735	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,974	99%	26	5	52	27	D	294	2286	43	8	1494	0	0	0	2,004	2992974	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,419	99%	35	1	62	18	B	328	2669	43	2	1105	0	0	0	3,189	3523048	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,755	96%	142	85	28	56	F	470	5282	187	112	1369	1	132	55	5,403	7339976	57
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,738	94%	20	1	61	15	B	490	918	15	1	913	0	0	0	1,770	1615420	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,870	94%	10	1	62	14	B	500	466	8	0	957	0	0	0	894	855260	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,954	93%	52	2	62	15	B	552	2689	43	2	985	0	0	0	4,777	4703753	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	562	10	1	567	0	0	0	3,523	1998715	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	578	10	1	1165	0	0	0	870	1013695	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1904	32	2	1230	0	0	0	3,265	4017256	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	5	55	31	D	121	1678	30	5	1815	0	0	0	2,419	4390888	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	899	15	1	1548	0	0	0	1,533	2373084	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	147	461	8	1	1649	0	0	0	739	1218242	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4387	73	6	1766	0	0	0	6,567	11594039	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3600	58	3	1532	0	0	0	6,193	9484580	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	800	13	1	1356	0	0	0	1,558	2112648	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,919	99%	12	1	59	22	C	98	598	10	1	1460	0	0	0	1,082	1579179	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,272	99%	25	3	57	27	D	122	1274	22	3	1636	0	0	0	2,060	3370503	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,807	99%	40	2	61	23	C	162	1903	31	2	1403	0	0	0	3,579	5022232	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,268	99%	28	3	57	27	D	191	1458	26	3	1634	0	0	0	2,350	3839900	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,199	100%	27	1	57	19	C	217	934	16	1	1100	0	0	0	2,163	2378219	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-1%+1% (VEH constant, CFS -1% for driver types 1 to 5; +1% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	708	11	0	704	0	0	0	1,768	1245261	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,232	99%	7	1	51	18	B	76	340	7	1	1077	0	0	0	555	597920	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4718	77	4	1065	0	0	0	6,635	7128740	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	82	14	B	176	1462	24	1	840	0	0	0	2,291	1925299	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	189	804	17	5	1146	0	0	0	926	1060965	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	13	B	221	1736	28	1	793	0	0	0	2,890	2291770	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	602	10	1	942	0	0	0	844	795048	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	266	2808	48	5	1210	0	0	0	3,000	3629000	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	17	B	283	1166	19	1	1032	0	0	0	1,491	1538339	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	292	699	12	2	1177	0	0	0	785	923553	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,907	98%	26	5	52	23	C	319	1862	36	7	1227	0	0	0	2,014	2470675	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,155	98%	16	1	62	13	B	334	856	14	0	789	0	0	0	1,432	1129490	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,851	97%	33	1	63	11	B	367	1650	26	1	713	0	0	0	3,055	2177451	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,306	97%	34	2	60	13	B	401	1879	31	2	826	0	0	0	3,000	2479125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,117	96%	40	1	63	10	A	442	1494	24	1	605	0	0	0	3,726	2253698	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2707	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	37	7	54	23	C	85	2668	50	9	1225	0	0	0	2,800	3429833	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1835	30	1	1067	0	0	0	2,271	2422022	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,487	100%	17	4	48	26	C	127	1247	26	7	1372	0	0	0	1,200	1646100	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,614	99%	45	15	45	37	E	172	3708	83	27	1653	0	0	0	2,800	4629567	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,600	99%	14	1	59	24	C	186	1304	22	2	1400	0	0	0	1,229	1720600	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,401	98%	38	12	45	35	D	225	3092	68	22	1600	0	0	0	2,433	3893408	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,561	99%	41	2	62	18	C	265	3208	52	2	1140	0	0	0	3,714	4234889	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,625	98%	5	1	48	24	C	271	406	8	2	1406	0	0	0	381	535781	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,895	98%	26	4	54	26	C	296	2239	42	7	1474	0	0	0	2,094	2953562	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,380	98%	35	1	62	18	B	331	2645	42	2	1095	0	0	0	3,189	3491556	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,841	98%	89	32	48	32	D	420	5749	120	44	1383	0	0	0	5,403	7472735	33
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,822	97%	20	1	61	15	B	440	946	15	1	941	0	0	0	1,770	1664980	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,963	98%	10	1	62	14	B	450	502	8	0	988	0	0	0	894	882974	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,032	95%	52	2	62	16	B	502	2741	44	2	1011	0	0	0	4,777	4827159	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	54	8	A	44	569	10	1	574	0	0	0	3,523	2022202	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	573	10	1	1157	0	0	0	870	1006680	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1908	32	2	1233	0	0	0	3,265	4025745	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1677	30	4	1615	0	0	0	2,419	4300465	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	895	15	1	1542	0	0	0	1,533	2363120	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	57	24	C	147	458	8	1	1636	0	0	0	739	1209004	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4341	73	6	1747	0	0	0	6,567	11472549	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3602	58	3	1533	0	0	0	6,193	9494643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	798	13	1	1353	0	0	0	1,558	2107974	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,923	99%	13	1	59	22	C	98	599	10	1	1462	0	0	0	1,082	1581343	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,276	99%	24	3	57	26	D	122	1276	22	3	1638	0	0	0	2,060	3373937	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,811	99%	40	2	61	23	C	162	1905	31	2	1406	0	0	0	3,579	5030265	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,258	99%	29	4	56	28	D	191	1456	26	4	1629	0	0	0	2,350	3828542	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,175	99%	27	1	57	19	C	218	925	16	1	1088	0	0	0	2,163	2352263	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-2%+2% (VEH constant, CFS -2% for driver types 1 to 5; +2% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3804398	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	713	11	0	710	0	0	0	1,768	1255260	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	1	51	18	C	76	344	7	1	1090	0	0	0	555	604950	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4767	78	5	1076	0	0	0	6,685	7200951	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1462	24	1	839	0	0	0	2,291	1922722	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	190	800	17	5	1141	0	0	0	926	1056103	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	221	1720	27	1	786	0	0	0	2,890	2270618	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	597	10	1	935	0	0	0	844	789140	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	5	58	21	C	267	2818	49	6	1207	0	0	0	3,000	3620250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	284	1159	19	1	1026	0	0	0	1,491	1530139	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,686	100%	10	1	56	19	C	293	597	13	2	1172	0	0	0	785	919628	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,901	98%	27	6	50	23	C	321	1863	37	8	1225	0	0	0	2,014	2467486	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,136	97%	16	1	62	13	B	336	851	14	1	784	0	0	0	1,432	1122688	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,826	97%	33	1	63	11	B	370	1635	26	1	707	0	0	0	3,055	2158358	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,293	97%	34	2	60	13	B	403	1871	31	2	823	0	0	0	3,000	2469375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,134	97%	40	1	63	10	A	443	1506	24	1	610	0	0	0	3,726	2271263	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2706	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	6	55	22	C	84	2847	48	8	1223	0	0	0	2,800	3425567	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1843	30	1	1072	0	0	0	2,271	2433377	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,464	99%	17	5	47	26	D	126	1241	27	7	1366	0	0	0	1,200	1639200	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,607	99%	45	15	44	37	E	171	3684	83	28	1652	0	0	0	2,800	4624667	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,617	99%	15	2	57	25	C	186	1307	23	3	1404	0	0	0	1,229	1725823	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,434	99%	39	14	44	36	E	225	3121	70	24	1608	0	0	0	2,433	3913278	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,534	98%	41	2	62	18	C	266	3189	51	2	1134	0	0	0	3,714	4209619	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,594	97%	5	1	50	23	C	271	404	8	2	1399	0	0	0	381	532929	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,874	97%	25	4	54	26	C	297	2230	42	7	1469	0	0	0	2,004	2943041	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,393	98%	35	2	62	18	B	332	2654	43	2	1088	0	0	0	3,189	3502319	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,856	99%	73	16	53	27	D	405	5191	99	22	1398	0	0	0	5,403	7490663	28
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,824	97%	20	1	62	15	B	424	947	15	1	941	0	0	0	1,770	1666160	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,968	98%	10	1	62	14	B	434	502	8	0	989	0	0	0	894	884464	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,023	95%	52	2	62	16	B	486	2732	44	2	1008	0	0	0	4,777	4812828	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	580	11	1	586	0	0	0	3,523	2064478	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	570	10	1	1150	0	0	0	870	1000355	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1896	32	3	1224	0	0	0	3,265	3997666	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1671	30	4	1809	0	0	0	2,419	4375165	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	891	15	1	1534	0	0	0	1,533	2351622	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	147	456	8	1	1620	0	0	0	739	1203092	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4339	73	6	1747	0	0	0	6,567	11470907	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3603	58	3	1533	0	0	0	6,193	9494843	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	803	13	1	1351	0	0	0	1,558	2119659	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,936	99%	13	1	59	22	C	98	602	10	1	1468	0	0	0	1,082	1588376	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,285	100%	25	3	57	27	D	122	1279	22	3	1643	0	0	0	2,060	3383550	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,820	100%	40	2	61	23	C	162	1911	31	2	1410	0	0	0	3,579	5045495	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,286	100%	29	4	56	28	D	191	1464	26	4	1643	0	0	0	2,350	3861050	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,190	99%	27	1	57	19	C	218	929	16	1	1095	0	0	0	2,163	2367944	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-3%+3% (VEH constant, CFS -3% for driver types 1 to 5; +3% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,106	100%	19	1	63	11	B	69	705	11	0	702	0	0	0	1,768	1241136	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,243	99%	7	1	52	18	B	76	341	7	1	1081	0	0	0	555	599955	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4728	78	5	1067	0	0	0	6,695	7145000	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1460	24	1	839	0	0	0	2,291	1923008	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	4	47	21	C	189	802	17	4	1144	0	0	0	926	1058881	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	12	B	221	1709	27	1	781	0	0	0	2,890	2255645	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	594	10	1	929	0	0	0	844	783865	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	267	2793	49	6	1199	0	0	0	3,000	3597750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	283	1166	19	1	1033	0	0	0	1,491	1539458	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	293	699	13	2	1176	0	0	0	785	922964	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,910	98%	27	6	50	23	C	320	1866	37	8	1227	0	0	0	2,014	2472017	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,171	98%	16	1	62	13	B	336	860	14	0	793	0	0	0	1,432	1135216	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,875	98%	33	1	63	11	B	369	1663	26	1	719	0	0	0	3,055	2195781	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,342	98%	34	2	60	14	B	403	1899	32	2	835	0	0	0	3,000	2505125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,179	99%	40	1	63	10	A	443	1538	24	1	623	0	0	0	3,726	2319701	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2705	43	1	905	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	7	54	22	C	85	2861	49	9	1221	0	0	0	2,800	3418567	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1833	30	2	1066	0	0	0	2,271	2419751	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,482	100%	17	5	48	26	D	127	1246	26	7	1371	0	0	0	1,200	1644600	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,584	98%	45	15	45	37	E	172	3672	82	27	1646	0	0	0	2,800	4609033	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,583	98%	15	2	57	24	C	186	1300	23	3	1395	0	0	0	1,229	1715377	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,418	98%	37	11	47	34	D	223	3064	66	20	1605	0	0	0	2,433	3903749	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,596	99%	41	2	62	18	C	264	3233	52	2	1149	0	0	0	3,714	4267386	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,704	99%	6	1	47	25	C	269	412	9	2	1426	0	0	0	381	543306	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,972	99%	26	5	53	27	D	295	2273	43	8	1493	0	0	0	2,004	2991805	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,448	99%	35	1	62	18	B	330	2586	43	2	1112	0	0	0	3,189	3545769	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,895	99%	73	16	53	28	D	404	5244	100	22	1398	0	0	0	5,403	7555710	28
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,839	98%	19	1	62	15	B	423	952	15	1	946	0	0	0	1,770	1675010	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,984	98%	10	0	62	14	B	433	505	8	0	995	0	0	0	894	889232	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,052	96%	52	2	62	16	B	485	2760	44	2	1017	0	0	0	4,777	4859801	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	566	10	1	573	0	0	0	3,523	2017505	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	558	10	1	1146	0	0	0	870	996585	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1891	31	2	1222	0	0	0	3,265	3889177	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	57	30	D	120	1658	29	4	1798	0	0	0	2,419	4348959	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	887	14	1	1527	0	0	0	1,533	2340125	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	145	455	8	1	1624	0	0	0	739	1200136	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	28	D	220	4332	72	5	1744	0	0	0	6,567	11452027	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	88	3	62	25	C	68	3602	58	3	1533	0	0	0	6,193	9491547	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	806	13	1	1357	0	0	0	1,558	2129007	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,944	100%	13	1	59	22	C	98	603	10	1	1472	0	0	0	1,082	1592704	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,289	100%	25	3	56	27	D	123	1281	23	3	1645	0	0	0	2,060	3387670	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	61	24	C	163	1947	32	2	1436	0	0	0	3,579	5140339	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	55	28	D	192	1484	27	4	1664	0	0	0	2,350	3909617	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	219	956	17	1	1125	0	0	0	2,163	2432834	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-4%+4% (VEH constant, CFS -4% for driver types 1 to 5; +4% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,093	99%	19	1	64	11	A	68	701	11	0	698	0	0	0	1,768	1233475	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,220	99%	7	1	52	18	B	76	338	7	1	1073	0	0	0	555	595700	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,718	100%	75	4	61	19	C	150	4707	77	5	1062	0	0	0	6,695	7111525	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,289	99%	25	1	82	13	B	175	1430	23	1	822	0	0	0	2,291	1883775	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,510	99%	14	4	46	22	C	189	791	17	5	1128	0	0	0	926	1044065	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	221	1701	27	1	777	0	0	0	2,890	2245530	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	230	592	10	1	926	0	0	0	844	781333	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	266	2762	48	6	1192	0	0	0	3,000	3576000	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	283	1160	19	1	1027	0	0	0	1,491	1530884	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,686	100%	10	1	56	19	C	292	697	13	2	1172	0	0	0	785	919628	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,897	98%	27	5	51	23	C	319	1859	36	7	1224	0	0	0	2,014	2465472	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,152	98%	16	1	62	13	B	335	855	14	0	788	0	0	0	1,432	1128416	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,837	97%	33	1	63	11	B	368	1642	26	1	709	0	0	0	3,055	2166759	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,299	97%	34	2	60	13	B	402	1874	31	2	825	0	0	0	3,000	2474250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,131	97%	40	1	63	10	A	442	1504	24	1	609	0	0	0	3,726	2268602	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2705	43	1	905	0	0	0	4,498	4071333	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	54	22	C	85	2667	49	9	1225	0	0	0	2,800	3430467	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1837	30	1	1068	0	0	0	2,271	2424860	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,475	99%	16	4	50	25	C	126	1245	25	6	1369	0	0	0	1,200	1642500	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,599	98%	44	13	45	36	E	170	3619	80	25	1659	0	0	0	2,860	4619300	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,594	99%	14	1	59	24	C	184	1302	22	2	1399	0	0	0	1,229	1718757	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,377	98%	36	11	47	33	D	220	3047	65	19	1594	0	0	0	2,433	3876608	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,555	99%	41	2	62	18	C	261	3204	51	2	1139	0	0	0	3,714	4229318	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,626	98%	5	1	49	24	C	266	406	8	2	1407	0	0	0	381	535877	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,893	98%	26	4	54	26	C	292	2242	42	7	1473	0	0	0	2,004	2952226	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,381	98%	35	1	62	18	B	327	2645	43	2	1095	0	0	0	3,189	3492354	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,869	99%	74	17	52	28	D	401	5239	100	23	1391	0	0	0	5,403	7516345	28
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,899	100%	20	1	61	16	B	420	981	16	1	975	0	0	0	1,770	1726340	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	430	519	8	0	1022	0	0	0	894	913966	3
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,135	99%	52	2	62	16	B	483	2835	46	2	1045	0	0	0	4,777	4991965	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	564	10	1	569	0	0	0	3,523	2005761	5
SR99 On Ramp to H St Off Ramp	3,419	3,381	99%	10	1	59	19	C	53	556	10	1	1127	0	0	0	870	980490	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,996	100%	37	3	60	21	C	90	1854	31	2	1198	0	0	0	3,265	3912776	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,540	99%	30	4	56	30	D	120	1636	29	4	1770	0	0	0	2,419	4281227	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	882	14	1	1519	0	0	0	1,533	2327861	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	452	8	1	1616	0	0	0	739	1194224	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,468	100%	75	6	60	28	D	220	4306	72	5	1734	0	0	0	6,567	11365536	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3804	58	3	1533	0	0	0	6,193	9496181	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	804	13	1	1363	0	0	0	1,558	2123554	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,931	99%	13	1	59	22	C	98	601	10	1	1466	0	0	0	1,082	1585671	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,276	99%	25	3	56	27	D	123	1277	23	3	1638	0	0	0	2,060	3374280	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,794	99%	40	2	61	23	C	163	1893	31	2	1397	0	0	0	3,579	4998968	16
H St On Ramp to SR99 NB Off Ramp	3,281	3,251	99%	29	4	56	28	D	192	1450	26	3	1626	0	0	0	2,350	3819925	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,180	99%	27	1	57	19	C	219	924	16	1	1090	0	0	0	2,163	2357129	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-5%+5% (VEH constant, CFS -5% for driver types 1 to 5; +5% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	618	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	709	11	0	706	0	0	0	1,768	1247619	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,257	100%	7	1	51	18	B	76	342	7	1	1086	0	0	0	555	602545	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4761	78	5	1074	0	0	0	6,695	7192821	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	82	14	B	176	1467	24	1	843	0	0	0	2,291	1931886	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	47	21	C	189	805	17	4	1147	0	0	0	926	1062354	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	221	1747	28	1	798	0	0	0	2,890	2305498	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	606	10	1	948	0	0	0	844	799901	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	21	C	267	2828	49	6	1217	0	0	0	3,000	3649500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	283	1182	19	1	1046	0	0	0	1,491	1559959	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	292	708	13	2	1191	0	0	0	785	934739	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,971	100%	27	6	51	24	C	319	1887	37	8	1243	0	0	0	2,014	2503066	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,182	99%	16	1	62	13	B	335	863	14	1	796	0	0	0	1,432	1139156	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,882	98%	33	1	63	11	B	368	1608	27	1	721	0	0	0	3,055	2201128	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,342	98%	34	2	60	14	B	402	1899	32	2	836	0	0	0	3,000	2506500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,099	96%	40	1	63	10	A	443	1481	23	1	600	0	0	0	3,726	2234535	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2706	43	1	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2667	49	8	1228	0	0	0	2,800	3437933	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1845	30	1	1072	0	0	0	2,271	2435080	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,489	100%	18	5	46	27	D	127	1248	27	8	1372	0	0	0	1,200	1646700	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,609	99%	46	15	44	37	E	172	3708	84	28	1652	0	0	0	2,800	4626300	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,513	97%	15	2	55	25	C	187	1283	23	3	1376	0	0	0	1,229	1693869	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,334	97%	39	13	45	35	D	226	3096	69	23	1584	0	0	0	2,433	3852656	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,480	97%	41	2	62	18	B	267	3151	50	2	1120	0	0	0	3,714	4159680	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,568	97%	5	1	49	23	C	272	402	8	2	1392	0	0	0	381	530352	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,843	97%	26	4	54	25	C	298	2220	41	7	1461	0	0	0	2,004	2927510	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,333	97%	35	1	62	17	B	333	2617	42	2	1083	0	0	0	3,189	3454086	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,806	98%	58	11	56	25	C	400	5017	90	14	1373	0	0	0	5,403	7416319	26
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,841	98%	19	1	62	15	B	420	952	15	1	947	0	0	0	1,770	1676190	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,980	98%	10	0	62	14	B	430	504	8	0	993	0	0	0	894	888040	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,054	96%	52	2	63	16	B	482	2762	44	2	1018	0	0	0	4,777	4862986	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	577	10	1	583	0	0	0	3,523	2052735	5
SR99 On Ramp to H St Off Ramp	3,419	3,415	100%	10	1	58	20	C	53	564	10	1	1138	0	0	0	870	990205	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1862	31	2	1204	0	0	0	3,265	3929754	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1649	30	4	1787	0	0	0	2,419	4321544	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	883	14	1	1521	0	0	0	1,533	2330927	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	452	8	1	1617	0	0	0	739	1194594	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	28	D	222	4310	72	6	1734	0	0	0	6,567	11388820	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3602	58	3	1533	0	0	0	6,193	9492321	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	803	13	1	1361	0	0	0	1,558	2119659	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,935	99%	12	1	59	22	C	98	602	10	1	1468	0	0	0	1,082	1587835	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,279	99%	25	3	57	27	D	122	1277	22	3	1640	0	0	0	2,060	3377713	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	162	1929	32	2	1423	0	0	0	3,579	5092917	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	56	28	D	191	1470	26	4	1650	0	0	0	2,350	3876325	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	218	949	17	1	1119	0	0	0	2,163	2419316	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-6%+6% (VEH constant, CFS -6% for driver types 1 to 5; +6% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	711	11	0	708	0	0	0	1,768	1251744	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,254	100%	7	2	51	18	C	76	342	7	1	1085	0	0	0	555	601990	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4765	78	5	1076	0	0	0	6,685	7200473	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	176	1449	23	1	634	0	0	0	2,291	1809549	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	47	22	C	190	799	17	5	1139	0	0	0	926	1054946	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	12	B	221	1697	27	1	775	0	0	0	2,890	2240473	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	591	10	1	925	0	0	0	844	780489	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	267	2760	48	6	1189	0	0	0	3,000	3566000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,008	99%	16	1	63	16	B	283	1132	18	1	1092	0	0	0	1,491	1493982	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,586	98%	10	1	56	19	C	293	682	12	2	1147	0	0	0	785	900003	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,806	96%	26	5	52	22	C	319	1826	35	7	1202	0	0	0	2,014	2419821	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,065	95%	16	0	62	12	B	335	831	13	0	766	0	0	0	1,432	1097270	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,789	95%	33	1	63	11	A	368	1602	25	1	692	0	0	0	3,055	2114824	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,226	95%	34	2	60	13	B	402	1833	30	2	807	0	0	0	3,000	2419500	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,087	95%	40	1	63	10	A	442	1473	23	1	596	0	0	0	3,726	2221761	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2705	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2674	49	8	1228	0	0	0	2,800	3438400	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1836	30	1	1068	0	0	0	2,271	2424293	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,489	100%	17	4	48	26	C	126	1248	26	7	1372	0	0	0	1,200	1646700	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,629	99%	44	14	46	36	E	170	3699	81	26	1657	0	0	0	2,800	4640067	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,639	99%	14	1	60	24	C	184	1313	22	2	1410	0	0	0	1,229	1732583	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,429	99%	37	11	47	34	D	221	3056	65	19	1607	0	0	0	2,433	3910439	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,606	100%	41	2	62	18	C	262	3240	52	2	1152	0	0	0	3,714	4276671	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,700	99%	6	2	46	25	C	267	411	9	2	1425	0	0	0	381	542925	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,968	99%	26	5	52	27	D	293	2271	43	8	1492	0	0	0	2,094	2989801	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,454	100%	35	1	62	18	B	328	2690	43	2	1114	0	0	0	3,189	3550952	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,923	100%	78	21	51	29	D	406	5380	106	29	1407	0	0	0	5,403	7600091	30
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,888	100%	20	1	61	16	B	426	968	16	1	963	0	0	0	1,770	1703920	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,027	100%	10	0	62	15	B	436	512	8	0	1009	0	0	0	894	902046	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,096	97%	52	2	62	16	B	488	2799	45	2	1032	0	0	0	4,777	4929068	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	568	10	1	574	0	0	0	3,523	2021028	5
SR99 On Ramp to H St Off Ramp	3,419	3,410	100%	10	1	50	20	C	54	563	10	1	1137	0	0	0	870	988755	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	80	21	C	91	1865	31	2	1205	0	0	0	3,265	3934325	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	30	D	120	1645	29	4	1783	0	0	0	2,419	4313077	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	882	14	1	1520	0	0	0	1,533	2329394	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	57	24	C	146	453	8	1	1619	0	0	0	739	1196072	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4323	73	6	1739	0	0	0	6,567	11422476	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	88	3602	58	3	1533	0	0	0	6,193	9494643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	806	13	1	1366	0	0	0	1,558	2128228	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,943	100%	13	1	58	22	C	98	603	10	1	1472	0	0	0	1,082	1592163	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,293	100%	25	3	58	27	D	123	1283	23	3	1647	0	0	0	2,060	3391790	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	61	23	C	163	1920	32	2	1417	0	0	0	3,579	5069854	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,283	100%	29	4	55	28	D	192	1464	27	4	1642	0	0	0	2,350	3857917	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	219	941	17	1	1109	0	0	0	2,163	2399308	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-7%+7% (VEH constant, CFS -7% for driver types 1 to 5; +7% for driver types 6 to 10, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2159	34	1	819	0	0	0	4,646	3805163	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,100	100%	19	1	53	11	B	68	703	11	0	700	0	0	0	1,768	1237600	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,258	100%	7	1	52	18	B	76	342	7	1	1086	0	0	0	555	602730	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,713	100%	75	4	61	19	C	151	4701	77	4	1061	0	0	0	6,695	7102917	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,316	100%	25	1	62	13	B	176	1442	23	1	829	0	0	0	2,291	1898953	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	49	20	C	189	797	16	4	1136	0	0	0	926	1051705	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	220	1725	28	1	788	0	0	0	2,890	2277320	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	230	598	10	1	935	0	0	0	844	769140	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	21	C	266	2845	49	6	1223	0	0	0	3,000	3667500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	282	1190	19	1	1053	0	0	0	1,491	1589650	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	20	C	292	712	13	2	1198	0	0	0	785	940430	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,984	100%	26	5	52	23	C	318	1896	37	7	1246	0	0	0	2,014	2509612	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,225	100%	16	1	62	13	B	334	875	14	1	806	0	0	0	1,432	1154550	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,928	2,909	99%	33	1	63	12	B	367	1683	27	1	727	0	0	0	3,055	2221749	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,354	98%	34	2	60	14	B	401	1905	32	2	838	0	0	0	3,000	2515125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,174	99%	40	1	63	10	A	441	1534	24	1	621	0	0	0	3,726	2313846	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2705	43	1	905	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2661	49	8	1226	0	0	0	2,800	3432100	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1836	30	1	1067	0	0	0	2,271	2423725	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,459	99%	16	4	50	25	C	126	1241	25	6	1365	0	0	0	1,200	1637700	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,625	99%	43	13	46	36	E	169	3532	79	24	1656	0	0	0	2,800	4637500	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,618	99%	15	3	55	26	C	184	1308	24	4	1405	0	0	0	1,229	1726131	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	5,518	5,399	98%	40	14	44	36	E	224	3142	71	25	1600	0	0	0	2,433	3892192	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,479	97%	41	2	62	19	C	265	3150	51	2	1120	0	0	0	3,714	4158752	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,561	97%	5	1	48	24	C	270	402	8	2	1390	0	0	0	381	529685	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,833	97%	26	5	53	26	C	296	2213	42	8	1458	0	0	0	2,004	2922333	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,288	96%	35	1	62	17	B	331	2590	42	2	1072	0	0	0	3,189	3418608	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,757	97%	76	19	52	28	D	407	5186	100	25	1359	0	0	0	5,403	7342677	28
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,841	98%	20	1	62	15	B	426	952	15	1	947	0	0	0	1,770	1676190	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,979	98%	10	0	62	14	B	436	504	8	0	993	0	0	0	894	887742	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,041	96%	52	2	62	16	B	489	2749	44	2	1014	0	0	0	4,777	4842286	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	564	10	1	569	0	0	0	3,523	2005761	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	573	10	1	1156	0	0	0	870	1005285	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	3	59	21	C	91	1901	32	3	1227	0	0	0	3,265	4007461	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1675	30	4	1313	0	0	0	2,419	4386453	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	888	15	1	1530	0	0	0	1,533	2345490	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	147	456	8	1	1628	0	0	0	739	1202723	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4342	73	6	1747	0	0	0	6,567	11474191	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3601	58	3	1533	0	0	0	6,193	9490773	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	810	13	1	1373	0	0	0	1,558	2139134	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	59	22	C	98	607	10	1	1481	0	0	0	1,082	1601901	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	122	1289	23	3	1655	0	0	0	2,060	3408270	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	162	1938	32	2	1430	0	0	0	3,579	5117075	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	56	28	D	191	1476	26	4	1655	0	0	0	2,350	3889642	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,173	98%	27	1	57	19	C	218	922	16	1	1086	0	0	0	2,163	2349559	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+10% (VEH constant, CFS+10%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2156	34	1	818	0	0	0	4,648	3800515	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,098	99%	19	1	63	11	B	69	702	11	0	699	0	0	0	1,768	1236421	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,234	99%	7	1	52	17	B	76	340	7	1	1078	0	0	0	555	598290	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	61	19	C	151	4728	78	5	1067	0	0	0	6,695	7144521	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,303	100%	25	1	62	13	B	176	1436	23	1	626	0	0	0	2,291	1891793	6
Ming Ave On Ramp to SR58 EB/White Rd Off Ramp	4,534	4,525	100%	14	4	47	21	C	190	793	17	5	1131	0	0	0	926	1047538	4
SR58 EB/White Rd Off Ramp to White Rd On Ramp	3,097	3,097	100%	32	1	63	12	B	221	1700	27	1	776	0	0	0	2,890	2243363	7
White Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	592	10	1	927	0	0	0	844	782177	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	267	2790	48	6	1199	0	0	0	3,000	3598250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,052	100%	16	1	63	16	B	283	1144	18	1	1013	0	0	0	1,491	1510383	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,625	99%	10	2	55	19	C	293	688	13	2	1155	0	0	0	785	907656	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,823	97%	28	7	49	24	C	321	1835	38	9	1206	0	0	0	2,014	2428213	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,042	94%	16	1	62	12	B	337	825	13	0	761	0	0	0	1,432	1089036	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,770	95%	33	1	63	11	A	370	1603	25	1	693	0	0	0	3,055	2115588	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,222	95%	34	2	60	13	B	404	1830	30	2	805	0	0	0	3,000	2416125	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,043	93%	40	1	63	9	A	444	1441	23	0	584	0	0	0	3,726	2174919	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	2	63	17	B	48	2707	43	1	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	54	22	C	85	2665	49	9	1228	0	0	0	2,800	3438167	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1851	30	2	1076	0	0	0	2,271	2443596	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,503	100%	20	8	41	31	D	130	1251	31	12	1376	0	0	0	1,200	1650900	7
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,593	98%	48	17	42	39	E	178	3701	88	32	1648	0	0	0	2,800	4614867	21
California Ave Off Ramp to California Ave On Ramp	5,673	5,614	99%	20	7	43	33	D	197	1306	31	11	1404	0	0	0	1,229	1724902	8
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,420	98%	44	18	41	40	E	241	3246	79	32	1605	0	0	0	2,433	3904965	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,576	99%	41	2	62	18	C	282	3219	52	2	1144	0	0	0	3,714	4248816	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,646	98%	5	1	50	23	C	287	407	8	2	1412	0	0	0	381	537762	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,907	98%	26	5	53	26	D	313	2245	43	6	1477	0	0	0	2,004	2959240	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,407	99%	35	1	62	18	B	348	2661	43	2	1102	0	0	0	3,189	3513092	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,801	97%	90	33	44	33	D	439	5350	121	45	1372	0	0	0	5,403	7411758	34
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,772	96%	20	1	62	15	B	458	929	15	1	924	0	0	0	1,770	1635480	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,914	96%	10	0	62	14	B	468	494	8	0	971	0	0	0	894	868372	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,981	94%	52	2	62	15	B	521	2894	43	2	994	0	0	0	4,777	4745950	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	54	8	A	44	575	11	1	581	0	0	0	3,523	2045689	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	567	10	1	1145	0	0	0	870	995860	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1894	32	2	1224	0	0	0	3,265	3996360	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	55	31	D	121	1667	30	4	1805	0	0	0	2,419	4367101	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	886	15	1	1527	0	0	0	1,533	2340125	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	147	453	8	1	1620	0	0	0	739	1197180	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4330	73	6	1743	0	0	0	6,567	11445480	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	88	3	62	25	C	88	3503	58	3	1533	0	0	0	6,193	9492321	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	807	13	1	1367	0	0	0	1,558	2129007	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,943	100%	13	1	58	22	C	98	603	10	1	1472	0	0	0	1,082	1592163	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,281	100%	25	3	56	27	D	123	1278	23	3	1641	0	0	0	2,060	3379773	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,803	99%	40	3	61	23	C	164	1900	31	2	1402	0	0	0	3,579	5015969	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,261	99%	29	5	55	28	D	193	1456	27	4	1631	0	0	0	2,350	3832067	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,169	98%	27	1	57	19	C	220	921	16	1	1085	0	0	0	2,163	2345774	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+20% (VEH constant, CFS+20%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,077	98%	19	1	63	11	A	69	695	11	0	692	0	0	0	1,768	1224045	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,227	99%	7	1	53	17	B	76	339	6	1	1076	0	0	0	555	596995	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,683	99%	75	5	61	19	C	151	4661	77	5	1052	0	0	0	6,695	7044096	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,300	99%	25	1	62	13	B	176	1436	23	1	825	0	0	0	2,291	1890075	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,510	99%	15	5	42	24	C	191	791	19	6	1128	0	0	0	926	1044065	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,090	100%	32	1	62	12	B	223	1691	27	1	773	0	0	0	2,890	2232525	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	233	588	10	1	920	0	0	0	844	776269	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	20	C	269	2777	48	6	1191	0	0	0	3,000	3574250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	286	1151	18	1	1019	0	0	0	1,491	1518584	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,665	99%	10	2	55	19	C	295	693	13	2	1166	0	0	0	785	915506	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,880	98%	28	7	48	24	C	324	1660	39	10	1220	0	0	0	2,014	2456912	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,173	98%	16	1	62	13	B	340	860	14	1	793	0	0	0	1,432	1135934	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,876	98%	33	1	63	11	B	373	1664	26	1	719	0	0	0	3,055	2196545	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,343	98%	35	3	59	14	B	407	1899	32	3	836	0	0	0	3,000	2506875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,123	97%	40	1	63	10	A	448	1498	24	1	607	0	0	0	3,726	2260095	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2706	43	1	905	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	38	8	53	23	C	86	2700	51	11	1226	0	0	0	2,800	3437700	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	26	2	61	18	B	112	1854	31	2	1078	0	0	0	2,271	2447570	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	28	15	29	43	E	140	1255	43	23	1380	1	31	12	1,200	1656300	10
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,629	99%	51	20	40	42	E	191	3765	94	37	1657	0	0	0	2,800	4640067	22
California Ave Off Ramp to California Ave On Ramp	5,673	5,655	100%	19	6	44	32	D	210	1316	30	10	1414	0	0	0	1,229	1737499	7
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,516	6,422	99%	45	18	41	40	E	254	3282	79	33	1606	0	0	0	2,433	3906182	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,531	98%	41	2	62	18	C	295	3187	52	2	1133	0	0	0	3,714	4207034	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,620	98%	5	1	48	24	C	301	405	8	2	1405	0	0	0	381	535305	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,906	98%	27	5	51	27	D	327	2252	44	9	1477	0	0	0	2,004	2959073	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,377	98%	35	2	62	18	B	363	2644	43	2	1094	0	0	0	3,189	3489563	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,843	98%	76	20	51	29	D	439	5214	103	26	1384	0	0	0	5,403	7475436	29
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,890	100%	19	1	62	16	B	458	959	16	1	963	0	0	0	1,770	1705100	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,029	100%	10	1	62	15	B	468	513	8	0	1010	0	0	0	894	902642	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,102	98%	52	2	62	16	B	521	2804	45	2	1034	0	0	0	4,777	4939418	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	5	54	8	A	44	571	11	1	578	0	0	0	3,523	2025725	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	55	569	10	1	1147	0	0	0	870	998035	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	3	59	22	C	92	1907	32	3	1231	0	0	0	3,265	4019868	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	31	5	54	32	D	123	1667	31	5	1808	0	0	0	2,419	4372746	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	140	892	15	1	1537	0	0	0	1,533	2355455	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	24	C	149	459	8	1	1638	0	0	0	739	1210482	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	29	D	224	4336	73	6	1744	0	0	0	6,567	11455311	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	88	3601	58	3	1532	0	0	0	6,193	9489998	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,690	100%	17	1	61	22	C	86	794	13	1	1345	0	0	0	1,558	2095510	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,901	98%	13	1	58	22	C	99	595	10	1	1451	0	0	0	1,082	1569441	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,253	99%	25	4	55	27	D	124	1289	23	3	1627	0	0	0	2,060	3350933	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,785	98%	40	3	61	23	C	164	1888	31	2	1393	0	0	0	3,579	4983758	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,239	98%	30	5	54	28	D	194	1446	27	4	1620	0	0	0	2,350	3805825	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,159	98%	27	2	56	19	C	221	917	16	1	1080	0	0	0	2,163	2334959	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+30% (VEH constant, CFS+30%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,089	99%	19	1	63	11	B	69	700	11	0	696	0	0	0	1,768	1231117	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,256	100%	7	1	52	18	B	76	342	7	1	1085	0	0	0	555	602360	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,705	100%	75	5	60	19	C	151	4690	78	5	1059	0	0	0	6,695	7087136	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	177	1446	23	1	831	0	0	0	2,291	1903535	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	15	5	43	24	C	192	799	19	6	1138	0	0	0	926	1054020	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,085	100%	32	1	62	12	B	223	1688	27	1	771	0	0	0	2,890	2228913	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	233	587	10	1	917	0	0	0	844	773948	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	270	2787	49	7	1193	0	0	0	3,000	3577500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,035	99%	16	1	62	16	B	286	1140	18	1	1009	0	0	0	1,491	1504046	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,614	98%	10	2	54	19	C	296	686	13	2	1154	0	0	0	785	905498	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,839	97%	30	9	46	25	C	326	1848	40	12	1210	0	0	0	2,014	2436437	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,094	96%	16	1	62	13	B	342	839	14	1	774	0	0	0	1,432	1107652	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,785	95%	33	1	83	11	B	375	1612	26	1	696	0	0	0	3,055	2127044	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,252	95%	34	3	60	13	B	409	1848	31	2	813	0	0	0	3,000	2438625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,132	97%	40	1	63	10	A	449	1505	24	1	609	0	0	0	3,726	2269666	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2706	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	39	10	50	24	C	88	2708	54	13	1225	0	0	0	2,800	3428600	13
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	27	3	57	19	C	115	1833	32	4	1065	0	0	0	2,271	2419183	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,450	99%	36	22	23	54	F	151	1239	54	34	1363	2	31	23	1,200	1635000	12
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,559	98%	52	22	39	43	E	203	3724	96	40	1640	1	93	3	2,800	4591360	23
California Ave Off Ramp to California Ave On Ramp	5,673	5,570	98%	24	11	35	39	E	227	1296	37	17	1393	1	32	4	1,229	1711383	9
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,327	97%	46	20	40	40	E	273	3270	81	35	1562	0	0	0	2,433	3848398	19
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,553	99%	41	2	61	19	C	314	3202	52	3	1138	0	0	0	3,714	4227461	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,608	98%	6	2	40	28	D	321	405	10	4	1402	0	0	0	381	534162	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,907	98%	29	7	48	29	D	349	2272	47	12	1477	0	0	0	2,004	2959407	11
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,309	96%	35	2	62	17	B	385	2601	42	2	1077	0	0	0	3,189	3434952	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,768	97%	87	30	46	32	D	472	5358	115	40	1362	0	0	0	5,403	7359658	32
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,783	96%	20	1	62	15	B	491	933	15	1	928	0	0	0	1,770	1641970	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,927	96%	10	0	62	14	B	501	495	8	0	976	0	0	0	894	872246	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,995	94%	52	2	62	16	B	553	2708	43	2	998	0	0	0	4,777	4769038	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	45	5	54	8	A	45	548	10	1	552	0	0	0	3,523	1943522	5
SR99 On Ramp to H St Off Ramp	3,419	3,380	99%	10	1	58	20	C	55	558	10	1	1127	0	0	0	870	980200	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	3	59	21	C	93	1866	32	3	1205	0	0	0	3,265	3934325	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,560	100%	32	6	53	32	D	124	1639	31	6	1760	0	0	0	2,419	4306223	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	60	25	C	142	886	15	1	1526	0	0	0	1,533	2338592	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	56	24	C	151	455	8	1	1626	0	0	0	739	1201245	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	76	7	59	29	D	227	4327	74	7	1741	0	0	0	6,567	11430684	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	62	25	C	69	3602	58	3	1532	0	0	0	6,193	9489224	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	805	13	1	1365	0	0	0	1,558	2125891	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,937	99%	13	1	58	22	C	99	602	10	1	1469	0	0	0	1,082	1588917	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,282	100%	26	4	54	28	D	125	1281	24	4	1641	0	0	0	2,060	3380117	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	60	23	C	165	1922	32	2	1417	0	0	0	3,579	5072338	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,277	100%	30	5	54	29	D	195	1461	27	4	1638	0	0	0	2,350	3850083	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,173	98%	27	2	56	19	C	222	922	16	1	1087	0	0	0	2,163	2350100	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+40% (VEH constant, CFS+40%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3804388	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,103	100%	19	1	63	11	B	69	704	11	0	701	0	0	0	1,768	1239968	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,248	99%	7	1	51	18	B	76	341	7	1	1083	0	0	0	555	600880	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	76	6	60	19	C	152	4730	79	6	1068	0	0	0	6,695	7148825	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,316	100%	25	1	62	13	B	177	1443	23	1	829	0	0	0	2,291	1898953	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	15	5	41	24	C	193	796	19	7	1134	0	0	0	926	1050084	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	224	1704	27	1	779	0	0	0	2,890	2249665	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	234	592	10	1	927	0	0	0	844	781966	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	271	2806	49	7	1199	0	0	0	3,000	3597250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	287	1161	19	1	1028	0	0	0	1,491	1532748	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,682	100%	10	2	53	20	C	297	696	13	2	1171	0	0	0	785	918843	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,900	98%	32	11	43	27	D	329	1869	43	14	1225	0	0	0	2,014	2467318	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,215	100%	16	1	61	13	B	345	872	14	1	804	0	0	0	1,432	1150970	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,887	99%	33	1	63	12	B	378	1670	27	1	722	0	0	0	3,055	2204946	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,344	98%	35	3	59	14	B	413	1900	32	3	836	0	0	0	3,000	2508000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,098	95%	40	1	63	10	A	453	1481	23	1	599	0	0	0	3,726	2232939	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2707	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	40	10	50	25	C	89	2729	55	14	1225	0	0	0	2,800	3430467	13
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	31	7	50	21	C	120	1832	37	9	1065	0	0	0	2,271	2419183	9
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,365	97%	42	29	20	62	F	162	1220	63	42	1341	2	30	32	1,200	1609500	14
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,427	96%	61	30	33	48	F	223	3550	108	53	1607	1	89	19	2,800	4498900	26
California Ave Off Ramp to California Ave On Ramp	5,673	5,353	94%	40	27	21	63	F	262	1246	59	40	1338	2	31	28	1,229	1644709	15
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,093	93%	48	22	40	41	E	311	3247	82	37	1523	1	81	1	2,433	3705865	19
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,321	93%	41	2	61	18	B	352	3039	50	3	1080	0	0	0	3,714	4012049	12
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,336	93%	6	2	46	24	C	358	385	9	2	1334	0	0	0	381	508254	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,602	93%	29	8	48	27	D	386	2134	45	12	1401	0	0	0	2,004	2806602	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,163	93%	35	2	62	17	B	422	2514	41	2	1041	0	0	0	3,189	3318553	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,643	94%	80	23	50	29	D	501	5154	103	29	1326	0	0	0	5,403	7166694	29
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,748	95%	19	1	62	15	B	521	921	15	1	916	0	0	0	1,770	1621320	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,883	95%	10	0	62	14	B	531	488	8	0	961	0	0	0	894	859134	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,936	92%	52	2	62	15	B	583	2653	43	2	979	0	0	0	4,777	4675091	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	45	6	53	8	A	45	573	11	1	575	0	0	0	3,523	2026899	5
SR99 On Ramp to H St Off Ramp	3,419	3,357	98%	10	1	58	19	C	56	554	10	1	1119	0	0	0	870	973530	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	4	59	21	C	94	1862	32	3	1202	0	0	0	3,265	3923224	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,541	99%	31	6	53	32	D	125	1633	31	6	1770	0	0	0	2,419	4282436	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,978	99%	17	1	61	25	C	142	864	14	1	1489	0	0	0	1,533	2282837	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,166	98%	9	1	58	23	C	151	443	8	1	1583	0	0	0	739	1169637	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,398	98%	76	7	59	28	D	227	4225	72	6	1699	0	0	0	6,567	11157333	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	62	25	C	69	3604	58	3	1533	0	0	0	6,193	9496191	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	800	13	1	1356	0	0	0	1,558	2112648	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,921	99%	13	1	58	22	C	99	596	10	1	1461	0	0	0	1,082	1580261	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,266	99%	26	5	53	28	D	125	1275	24	4	1633	0	0	0	2,060	3363980	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,787	98%	40	3	61	23	C	165	1889	31	2	1393	0	0	0	3,579	4986442	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,233	98%	30	5	54	28	D	195	1442	27	4	1617	0	0	0	2,350	3799167	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,136	97%	27	2	56	19	C	222	906	16	1	1068	0	0	0	2,163	2309543	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+50% (VEH constant, CFS+50%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3805163	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,088	99%	19	1	63	11	B	69	699	11	0	696	0	0	0	1,768	1230528	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,231	99%	7	1	53	17	B	76	340	6	1	1077	0	0	0	555	597735	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,713	100%	76	6	60	19	C	152	4699	78	6	1661	0	0	0	6,695	7101482	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,310	100%	26	2	61	14	B	177	1444	24	2	828	0	0	0	2,291	1895803	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,522	100%	17	7	37	27	D	195	793	22	9	1131	1	20	2	926	1046843	5
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	226	1706	27	1	779	0	0	0	2,890	2252033	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	236	593	10	1	928	0	0	0	844	783443	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	6	57	21	C	273	2786	49	7	1190	0	0	0	3,000	3569750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	290	1148	18	1	1016	0	0	0	1,491	1515229	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,617	98%	14	6	39	27	D	303	686	18	7	1154	1	17	1	785	906086	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,930	4,848	97%	36	14	39	30	D	339	1873	48	19	1212	1	47	1	2,014	2440968	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,180	98%	16	1	61	13	B	355	862	14	1	795	0	0	0	1,432	1138440	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,902	99%	33	1	63	12	B	388	1679	27	1	726	0	0	0	3,055	2216403	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,289	97%	35	3	59	14	B	423	1869	32	3	822	0	0	0	3,000	2466750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,090	95%	40	1	63	10	A	463	1475	23	1	697	0	0	0	3,726	2224422	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2710	43	2	906	0	0	0	4,498	4073250	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	42	12	48	26	C	91	2751	57	17	1222	0	0	0	2,800	3421133	14
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	46	22	33	32	D	137	1843	55	27	1072	1	46	9	2,271	2433377	14
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,137	93%	48	35	17	69	F	165	1168	69	49	1284	2	29	40	1,200	1541100	16
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,143	92%	71	40	27	55	F	256	3296	120	68	1536	1	82	38	2,800	4299867	29
California Ave Off Ramp to California Ave On Ramp	5,673	5,184	91%	57	44	15	88	F	313	1207	82	63	1296	3	30	52	1,229	1592784	20
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	5,943	91%	49	23	40	40	E	362	3244	81	37	1485	0	0	0	2,433	3614830	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,292	93%	41	2	61	18	B	403	3019	49	3	1073	0	0	0	3,714	3985122	12
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,375	94%	7	3	39	28	D	410	388	10	4	1344	1	10	0	381	511969	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,649	94%	29	8	48	28	D	439	2175	46	12	1412	0	0	0	2,004	2829982	11
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,153	93%	39	5	57	18	C	478	2548	44	6	1038	0	0	0	3,189	3310979	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,444	90%	128	71	31	47	F	606	4985	158	88	1270	1	125	34	5,403	6859880	48
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,550	88%	19	1	62	14	B	625	855	14	1	850	0	0	0	1,770	1504500	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,039	2,690	89%	10	0	62	13	B	635	455	7	0	897	0	0	0	894	801620	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,766	87%	52	2	62	14	B	687	2499	40	1	922	0	0	0	4,777	4404394	13
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	46	7	52	8	A	46	571	11	2	573	0	0	0	3,523	2017505	6
SR99 On Ramp to H St Off Ramp	3,419	3,289	96%	10	1	57	19	C	57	543	9	1	1096	0	0	0	870	953810	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,910	97%	38	4	59	21	C	95	1803	31	3	1164	0	0	0	3,265	3800460	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,459	97%	32	7	51	32	D	127	1596	31	7	1730	0	0	0	2,419	4183661	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,940	98%	17	1	60	24	C	144	854	14	1	1470	0	0	0	1,533	2253510	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,130	97%	9	1	57	23	C	153	438	8	1	1565	0	0	0	739	1156535	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,364	97%	77	8	58	28	D	230	4192	72	7	1882	0	0	0	6,567	11045694	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	4	61	25	C	69	3603	59	3	1533	0	0	0	6,193	9404643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,700	100%	17	1	61	22	C	86	797	13	1	1350	0	0	0	1,558	2103300	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,910	99%	13	1	58	22	C	99	596	10	1	1455	0	0	0	1,082	1574310	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,259	99%	26	5	53	28	D	126	1273	24	4	1629	0	0	0	2,080	3356427	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,792	99%	41	3	60	23	C	166	1893	31	2	1396	0	0	0	3,579	4986284	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,256	99%	31	7	51	30	D	198	1450	28	6	1628	0	0	0	2,350	3825408	14
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,199	100%	27	2	56	20	C	225	932	17	1	1099	0	0	0	2,163	2377678	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+60% (VEH constant, CFS+60%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3805163	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	708	11	0	705	0	0	0	1,768	1245851	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,263	100%	7	1	52	18	B	76	343	7	1	1088	0	0	0	555	603655	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	76	6	60	19	C	152	4747	79	6	1072	0	0	0	6,635	7173693	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	26	2	61	14	B	178	1451	24	1	833	0	0	0	2,291	1907544	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	17	7	37	27	D	195	796	21	8	1134	1	20	1	926	1050316	5
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,082	100%	35	4	56	14	B	230	1687	30	3	771	0	0	0	2,880	2226745	8
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,215	88%	21	8	27	27	D	251	514	19	7	804	1	13	6	844	678365	4
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,032	85%	89	47	24	43	E	340	2334	99	53	1008	2	58	41	3,000	3024250	24
California Ave Off Ramp to California Ave Loop On Ramp	4,064	3,484	86%	93	71	11	80	F	433	984	90	59	871	4	25	86	1,491	1298661	23
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	3,425	73%	58	42	9	84	F	491	509	55	40	856	4	13	42	785	672155	13
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	3,697	74%	67	40	21	44	E	557	1426	68	41	924	2	36	33	2,014	1861440	17
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	2,512	78%	16	1	61	10	A	574	681	11	1	628	0	0	0	1,432	899296	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,274	78%	33	1	63	9	A	607	1316	21	1	569	0	0	0	3,055	1736768	5
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	2,604	76%	34	3	60	11	A	641	1460	25	2	651	0	0	0	3,000	1953000	6
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	1,656	75%	40	1	63	8	A	681	1169	18	0	473	0	0	0	3,726	1762930	5
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2710	43	2	906	0	0	0	4,498	4073903	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	43	13	47	26	D	92	2777	59	18	1223	0	0	0	2,800	3424633	14
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,226	100%	53	28	29	36	E	145	1818	62	33	1057	1	45	17	2,271	2399312	16
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	4,819	87%	56	41	15	74	F	201	1095	75	55	1205	3	27	47	1,200	1445700	17
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	5,498	82%	97	65	19	69	F	298	2878	148	100	1374	2	72	76	2,800	3848367	36
California Ave Off Ramp to California Ave On Ramp	5,673	4,720	83%	64	51	13	90	F	362	1098	84	67	1180	3	27	57	1,229	1450220	21
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	5,508	84%	49	22	40	37	E	411	3028	75	34	1377	0	0	0	2,433	3350038	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	3,916	85%	41	2	62	16	B	452	2754	45	2	979	0	0	0	3,714	3636006	11
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,021	87%	6	2	46	22	C	458	353	8	2	1265	0	0	0	381	478250	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,280	88%	28	7	49	25	C	486	2027	42	10	1320	0	0	0	2,004	2645280	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	3,889	87%	35	2	62	16	B	521	2349	38	2	972	0	0	0	3,189	3109505	9
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,339	88%	74	17	52	25	C	595	4642	89	20	1240	0	0	0	5,403	6697790	26
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,580	89%	19	1	62	14	B	615	865	14	1	860	0	0	0	1,770	1522200	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,724	90%	10	0	62	13	B	625	461	7	0	908	0	0	0	894	811752	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,801	88%	52	2	62	15	B	677	2532	41	2	934	0	0	0	4,777	4459330	13
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	46	6	52	8	A	46	572	11	2	575	0	0	0	3,523	2024551	6
SR99 On Ramp to H St Off Ramp	3,419	3,221	94%	10	1	57	19	C	56	532	9	1	1074	0	0	0	870	933945	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,843	95%	38	4	58	20	C	95	1762	30	3	1137	0	0	0	3,265	3712305	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,395	95%	34	8	49	33	D	129	1568	32	8	1698	0	0	0	2,419	4106656	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,911	97%	18	2	59	25	C	146	845	14	1	1456	0	0	0	1,533	2231282	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,110	96%	9	1	56	23	C	155	435	8	1	1555	0	0	0	739	1149145	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,346	96%	77	8	58	28	D	233	4170	72	8	1673	0	0	0	6,567	10986591	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	61	25	C	69	3606	59	4	1534	0	0	0	6,193	9499288	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	18	1	60	23	C	87	802	13	1	1359	0	0	0	1,558	2117322	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,931	99%	13	2	57	23	C	100	600	11	1	1466	0	0	0	1,082	1585671	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,273	99%	28	6	51	30	D	128	1279	25	5	1637	0	0	0	2,060	3371533	12
Chester Ave Off Ramp to H St On Ramp	2,832	2,803	99%	41	4	59	24	C	169	1900	32	3	1401	0	0	0	3,579	5015074	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,246	99%	31	7	51	30	D	200	1447	28	6	1623	0	0	0	2,350	3814050	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,184	99%	27	2	56	20	C	227	925	17	1	1092	0	0	0	2,163	2361455	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-10% (VEH constant, CFS-10%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,100	100%	19	1	63	11	B	58	703	11	0	700	0	0	0	1,768	1237600	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,235	99%	7	1	52	18	B	76	340	7	1	1078	0	0	0	555	598475	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	150	4733	77	4	1088	0	0	0	6,695	7150738	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	175	1451	23	1	834	0	0	0	2,291	1910694	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	49	20	C	188	802	16	4	1143	0	0	0	926	1058187	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	220	1721	28	1	766	0	0	0	2,899	2272263	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	599	10	1	937	0	0	0	844	790828	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	265	2780	47	5	1198	0	0	0	3,000	3595250	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	281	1149	18	1	1018	0	0	0	1,491	1517093	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,651	99%	10	1	56	19	C	291	691	12	2	1163	0	0	0	785	912759	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,865	97%	26	5	53	22	C	317	1847	35	6	1216	0	0	0	2,014	2449360	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,114	96%	16	1	62	12	B	332	845	14	0	779	0	0	0	1,432	1114812	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,800	96%	33	1	63	11	B	365	1620	26	1	700	0	0	0	3,055	2138500	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,270	96%	34	2	60	13	B	399	1858	31	2	818	0	0	0	3,000	2452500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,006	91%	40	1	63	9	A	439	1417	22	0	574	0	0	0	3,726	2137127	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2706	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2671	49	8	1228	0	0	0	2,800	3439567	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1836	30	1	1067	0	0	0	2,271	2423157	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,502	100%	16	3	52	24	C	125	1250	24	5	1376	0	0	0	1,200	1650600	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,644	99%	42	12	47	35	D	167	3837	77	21	1661	0	0	0	2,800	4651033	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,611	99%	14	1	58	24	C	181	1306	22	2	1403	0	0	0	1,229	1723980	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,436	99%	36	10	49	33	D	217	3060	64	18	1609	0	0	0	2,433	3914494	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,615	100%	41	2	62	19	C	258	3246	52	2	1154	0	0	0	3,714	4285028	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,683	99%	6	2	41	28	D	264	410	10	3	1421	0	0	0	381	541306	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,975	99%	34	13	40	35	D	298	2245	56	21	1494	1	56	0	2,004	2993308	13
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,306	96%	35	2	62	17	B	333	2598	42	2	1076	0	0	0	3,189	3432560	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,770	97%	66	9	57	25	C	399	4953	88	12	1363	0	0	0	5,403	7362745	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,755	95%	19	1	62	15	B	419	924	15	1	918	0	0	0	1,770	1625450	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,891	95%	10	0	62	14	B	428	489	8	0	964	0	0	0	994	861518	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,967	93%	52	2	62	15	B	481	2682	43	2	989	0	0	0	4,777	4724453	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	572	10	1	578	0	0	0	3,523	2036294	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	53	567	10	1	1146	0	0	0	870	996585	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1681	31	2	1216	0	0	0	3,285	3969587	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	3	57	30	D	119	1652	29	3	1792	0	0	0	2,419	4334445	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	136	880	14	1	1517	0	0	0	1,533	2324795	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,225	100%	9	1	58	23	C	145	451	8	1	1613	0	0	0	739	1191638	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,464	100%	74	5	60	28	D	219	4302	72	5	1732	0	0	0	6,567	11372402	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3803	58	2	1533	0	0	0	6,193	9493869	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	800	13	1	1356	0	0	0	1,558	2111869	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,927	99%	13	1	59	22	C	98	600	10	1	1464	0	0	0	1,082	1583507	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,272	99%	25	3	57	27	D	122	1274	22	2	1636	0	0	0	2,060	3370503	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,803	99%	40	2	61	23	C	162	1900	31	2	1401	0	0	0	3,579	5015074	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,252	99%	29	4	56	27	D	191	1452	26	3	1626	0	0	0	2,350	3821482	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,187	99%	27	1	57	19	C	218	929	16	1	1094	0	0	0	2,163	2365241	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-20% (VEH constant, CFS-20%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	68	709	11	0	706	0	0	0	1,768	1248208	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	1	51	18	B	76	345	7	1	1092	0	0	0	555	606245	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	61	19	C	150	4733	77	4	1058	0	0	0	6,695	7150738	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	175	1466	24	1	843	0	0	0	2,291	1931599	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	49	21	C	188	805	16	4	1148	0	0	0	926	1062585	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	219	1712	27	1	782	0	0	0	2,890	2259980	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	593	10	1	927	0	0	0	844	782388	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	285	2791	48	6	1202	0	0	0	3,000	3605500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	281	1161	19	1	1028	0	0	0	1,491	1532375	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	55	19	C	291	699	13	2	1175	0	0	0	785	922375	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,921	99%	26	4	53	22	C	317	1869	35	6	1230	0	0	0	2,014	2477891	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,154	98%	16	1	63	13	B	332	855	14	0	789	0	0	0	1,432	1129132	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,822	96%	33	1	63	11	B	365	1633	26	1	706	0	0	0	3,055	2155303	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,281	96%	34	2	61	13	B	399	1864	31	2	820	0	0	0	3,000	2460750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,050	93%	40	1	63	9	A	439	1446	23	0	586	0	0	0	3,726	2181839	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2704	43	1	905	0	0	0	4,498	4070047	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	6	56	22	C	83	2864	48	7	1227	0	0	0	2,800	3434200	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	108	1843	30	1	1071	0	0	0	2,271	2432809	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	55	23	C	123	1253	23	3	1378	0	0	0	1,200	1653000	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,670	100%	39	9	50	33	D	162	3591	72	17	1668	0	0	0	2,800	4669000	17
California Ave Off Ramp to California Ave On Ramp	5,673	5,657	100%	14	1	61	23	C	176	1316	22	1	1414	0	0	0	1,229	1738113	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,461	99%	34	8	50	32	D	210	3034	61	15	1615	0	0	0	2,433	3929903	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,561	99%	41	1	62	18	C	250	3208	51	2	1140	0	0	0	3,714	4234889	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,628	98%	5	1	49	24	C	256	406	6	2	1407	0	0	0	381	536067	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,905	98%	25	4	54	26	C	281	2238	42	7	1476	0	0	0	2,004	2958238	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,387	98%	35	1	63	18	B	316	2649	42	2	1097	0	0	0	3,189	3497536	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,862	99%	77	20	52	29	D	393	5447	104	28	1389	0	0	0	5,403	7505153	29
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,803	97%	20	1	61	15	B	413	940	15	1	934	0	0	0	1,770	1653770	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,938	97%	10	0	62	14	B	423	497	8	0	979	0	0	0	894	875524	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,011	95%	52	2	62	16	B	475	2723	44	2	1004	0	0	0	4,777	4793720	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	559	10	1	564	0	0	0	3,523	1988146	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	591	10	1	1191	0	0	0	870	1036170	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	90	1974	33	2	1276	0	0	0	3,285	4166140	14
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	32	D	120	1725	31	4	1868	0	0	0	2,419	4518289	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	137	910	15	1	1566	0	0	0	1,533	2400678	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	24	C	146	467	8	1	1669	0	0	0	739	1233391	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	29	D	220	4442	74	5	1788	0	0	0	6,567	11738513	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3601	58	2	1532	0	0	0	6,193	9488224	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	805	13	1	1365	0	0	0	1,558	2125891	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,942	100%	12	1	59	22	C	97	603	10	1	1471	0	0	0	1,082	1591622	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,293	100%	24	3	58	27	D	122	1282	22	2	1647	0	0	0	2,060	3392133	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,814	99%	40	2	61	23	C	162	1907	31	2	1407	0	0	0	3,579	5035653	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,262	99%	28	3	57	27	D	190	1455	25	3	1631	0	0	0	2,350	3832458	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,176	99%	27	1	57	19	C	217	924	16	1	1088	0	0	0	2,163	2353344	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-30% (VEH constant, CFS-30%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	819	0	0	0	4,648	3804398	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	68	707	11	0	703	0	0	0	1,768	1243493	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,234	99%	7	1	53	17	B	76	340	6	1	1078	0	0	0	555	598290	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	61	19	C	150	4730	77	4	1067	0	0	0	6,685	7146434	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,296	99%	25	1	62	13	B	175	1431	23	1	824	0	0	0	2,291	1887498	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,532	100%	12	2	52	19	C	187	795	15	3	1133	0	0	0	926	1049158	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	218	1728	27	1	789	0	0	0	2,690	2280210	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	228	601	10	1	939	0	0	0	844	792727	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	264	2783	47	5	1203	0	0	0	3,000	3607500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	280	1164	19	1	1030	0	0	0	1,491	1536103	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	289	699	12	2	1175	0	0	0	785	921983	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,914	98%	25	3	55	21	C	314	1862	34	5	1228	0	0	0	2,014	2474031	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,230	100%	16	0	63	13	B	330	881	14	0	812	0	0	0	1,432	1162784	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,926	100%	33	1	63	12	B	363	1701	27	1	735	0	0	0	3,055	2244661	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,405	100%	34	2	61	14	B	397	1945	32	2	866	0	0	0	3,000	2598675	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,188	100%	40	1	63	10	A	437	1544	24	1	625	0	0	0	3,726	2329282	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2705	43	1	985	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2664	49	8	1227	0	0	0	2,800	3435600	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1841	30	1	1070	0	0	0	2,271	2429970	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,505	100%	15	2	55	23	C	124	1252	23	3	1376	0	0	0	1,200	1651500	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,654	99%	39	9	51	32	D	162	3643	71	16	1864	0	0	0	2,800	4658033	17
California Ave Off Ramp to California Ave On Ramp	5,673	5,617	99%	14	1	61	23	C	176	1307	21	1	1404	0	0	0	1,229	1725823	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,425	99%	32	6	52	30	D	208	3007	58	12	1606	0	0	0	2,433	3908209	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,556	99%	40	1	63	18	C	249	3205	51	2	1139	0	0	0	3,714	4230246	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,653	98%	5	1	48	24	C	254	408	9	2	1413	0	0	0	381	538448	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,930	98%	25	4	54	26	C	279	2246	42	7	1482	0	0	0	2,004	2970763	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,345	97%	35	1	63	17	B	314	2623	42	2	1086	0	0	0	3,189	3464051	10
Ming Ave On Ramp to White Ln Off Ramp	4,926	4,821	98%	62	5	60	24	C	376	4960	83	7	1377	0	0	0	5,403	7441861	24
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,899	100%	19	1	63	16	B	395	975	16	1	970	0	0	0	1,770	1716900	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	405	516	8	0	1017	0	0	0	894	908900	3
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,128	98%	52	2	62	16	B	458	2829	45	2	1043	0	0	0	4,777	4980023	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	575	10	1	582	0	0	0	3,523	2050386	5
SR99 On Ramp to H St Off Ramp	3,419	3,413	100%	10	1	59	19	C	53	564	10	1	1138	0	0	0	870	989625	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1882	31	2	1216	0	0	0	3,265	3970893	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	3	58	30	D	118	1853	29	3	1752	0	0	0	2,419	4334848	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	135	895	15	1	1542	0	0	0	1,533	2363120	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	57	24	C	144	458	8	1	1638	0	0	0	739	1210113	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	28	D	219	4349	72	5	1751	0	0	0	6,567	11497175	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3602	58	2	1533	0	0	0	6,193	9491547	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,696	100%	17	1	61	22	C	85	796	13	1	1348	0	0	0	1,558	2100184	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,910	99%	12	1	59	22	C	98	596	10	1	1455	0	0	0	1,082	1574310	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,246	98%	24	2	58	26	C	122	1264	22	2	1623	0	0	0	2,060	3343723	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,824	100%	40	2	61	23	C	162	1914	31	2	1412	0	0	0	3,579	5053548	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,279	100%	28	3	57	27	D	190	1464	26	3	1640	0	0	0	2,350	3852825	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,206	100%	27	1	57	20	C	217	937	16	1	1103	0	0	0	2,163	2385789	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-40% (VEH constant, CFS-40%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2159	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,072	98%	19	1	63	11	A	68	694	11	0	691	0	0	0	1,768	1221099	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,205	98%	7	1	53	17	B	76	337	6	1	1068	0	0	0	555	592925	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,696	99%	74	4	61	19	C	150	4690	76	4	1056	0	0	0	6,695	7070398	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,279	99%	25	1	62	13	B	175	1424	23	1	820	0	0	0	2,291	1877761	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,492	99%	13	3	50	20	C	188	788	16	3	1123	0	0	0	926	1039898	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	219	1703	27	1	778	0	0	0	2,890	2247698	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	594	10	1	929	0	0	0	844	784287	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	4	59	20	C	264	2769	47	5	1197	0	0	0	3,000	3591750	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	280	1158	19	1	1026	0	0	0	1,491	1529021	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,685	100%	9	1	57	19	C	290	696	12	1	1171	0	0	0	785	919431	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,899	98%	25	3	55	21	C	314	1856	34	5	1225	0	0	0	2,014	2466647	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,105	96%	16	0	62	12	B	330	842	13	0	776	0	0	0	1,432	1111590	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,788	95%	33	1	63	11	B	363	1613	26	1	697	0	0	0	3,055	2129335	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,267	95%	34	2	61	13	B	396	1856	31	2	817	0	0	0	3,000	2449875	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,111	96%	40	1	63	10	A	437	1489	24	0	603	0	0	0	3,726	2246778	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2705	42	1	905	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	57	21	C	82	2640	46	6	1225	0	0	0	2,800	3429300	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1832	29	1	1065	0	0	0	2,271	2419183	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,476	99%	15	2	56	22	C	122	1244	22	3	1369	0	0	0	1,200	1642800	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,628	99%	37	7	53	31	D	159	3591	68	13	1657	0	0	0	2,800	4639367	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,652	100%	14	1	61	23	C	172	1316	21	1	1413	0	0	0	1,229	1736577	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,458	99%	31	5	54	29	D	204	3006	56	10	1615	0	0	0	2,433	3928281	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,622	100%	40	1	63	18	C	244	3260	52	2	1159	0	0	0	3,714	4303598	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,693	99%	5	1	49	24	C	249	411	8	2	1423	0	0	0	381	542258	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,950	99%	25	4	55	25	C	274	2252	41	6	1488	0	0	0	2,004	2981117	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,384	98%	35	1	63	17	B	309	2648	42	1	1096	0	0	0	3,189	3494745	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,721	96%	122	63	36	44	E	431	5821	160	82	1349	1	146	14	5,403	7287875	45
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,703	93%	20	1	62	15	B	450	906	15	1	901	0	0	0	1,770	1594770	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,840	93%	10	0	62	14	B	460	481	8	0	947	0	0	0	894	846320	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,905	91%	52	2	63	15	B	512	2626	42	2	968	0	0	0	4,777	4625728	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	56	8	A	43	569	10	1	576	0	0	0	3,523	2029248	5
SR99 On Ramp to H St Off Ramp	3,419	3,325	97%	10	1	59	19	C	53	549	9	1	1108	0	0	0	870	964105	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,954	98%	37	2	61	20	C	89	1827	30	2	1181	0	0	0	3,265	3857271	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,508	98%	29	3	58	29	D	118	1619	28	3	1754	0	0	0	2,419	4243329	13
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,975	99%	17	1	62	24	C	135	864	14	1	1488	0	0	0	1,533	2280338	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,167	98%	9	1	59	22	C	144	443	8	1	1584	0	0	0	739	1170207	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,410	98%	74	5	61	27	D	217	4237	70	4	1705	0	0	0	6,567	11197556	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	63	24	C	68	3602	57	2	1533	0	0	0	6,193	9493869	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	802	13	1	1359	0	0	0	1,558	2116543	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,927	99%	12	1	60	22	C	97	600	10	1	1464	0	0	0	1,082	1583507	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,272	99%	24	2	58	26	D	121	1273	22	2	1636	0	0	0	2,060	3370160	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	62	23	C	161	1927	31	2	1422	0	0	0	3,579	5087549	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	58	27	D	188	1471	25	2	1647	0	0	0	2,350	3871233	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	215	944	16	1	1112	0	0	0	2,163	2404175	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-50% (VEH constant, CFS-50%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	818	0	0	0	4,648	3801289	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	0	63	11	B	69	715	11	0	712	0	0	0	1,768	1258816	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	1	53	18	B	76	344	7	1	1092	0	0	0	555	605875	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	61	19	C	150	4779	78	4	1078	0	0	0	6,695	7218166	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	175	1448	23	1	834	0	0	0	2,291	1910408	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	2	52	19	C	187	800	16	3	1141	0	0	0	926	1056103	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	219	1713	27	1	783	0	0	0	2,890	2261425	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	229	595	10	1	931	0	0	0	844	785764	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	4	59	20	C	264	2802	47	5	1210	0	0	0	3,000	3629250	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	280	1172	19	1	1038	0	0	0	1,491	1547285	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	9	1	57	19	C	290	702	12	2	1180	0	0	0	785	926496	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,930	99%	24	3	56	21	C	314	1869	33	4	1232	0	0	0	2,014	2482087	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,142	97%	16	0	63	13	B	329	852	14	0	786	0	0	0	1,432	1124836	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,875	98%	33	1	63	11	B	362	1663	26	1	719	0	0	0	3,055	2195781	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,346	98%	34	2	61	13	B	396	1901	31	2	937	0	0	0	3,000	2509500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,142	98%	40	1	63	10	A	436	1512	24	0	612	0	0	0	3,726	2280312	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2704	42	1	905	0	0	0	4,498	4071333	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	58	21	C	82	2656	46	6	1228	0	0	0	2,800	3438633	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1858	30	1	1080	0	0	0	2,271	2452112	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	56	23	C	122	1258	23	3	1384	0	0	0	1,200	1660800	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,684	100%	36	6	54	30	D	158	3624	67	12	1671	0	0	0	2,800	4678567	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,626	99%	14	1	61	23	C	171	1310	21	1	1407	0	0	0	1,229	1728589	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,516	6,441	99%	32	6	53	29	D	203	3005	57	10	1610	0	0	0	2,433	3917536	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,544	98%	40	1	63	18	C	243	3197	51	2	1136	0	0	0	3,714	4219104	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,609	98%	5	1	49	23	C	249	405	8	2	1402	0	0	0	381	534257	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,881	98%	25	4	53	26	C	274	2212	41	7	1470	0	0	0	2,004	2946214	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,345	97%	35	1	62	17	B	309	2623	42	2	1086	0	0	0	3,189	3464051	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,820	98%	62	5	60	23	C	371	4955	83	6	1377	0	0	0	5,403	7440317	24
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,823	97%	19	1	62	15	B	390	947	15	1	941	0	0	0	1,770	1665570	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,963	98%	10	0	62	14	B	400	501	8	0	988	0	0	0	894	882974	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,018	95%	52	2	62	16	B	452	2729	44	2	1006	0	0	0	4,777	4804866	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	56	8	A	43	579	10	1	586	0	0	0	3,523	2063304	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	19	C	53	567	10	1	1144	0	0	0	870	994990	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1898	31	2	1227	0	0	0	3,285	4005502	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	29	D	117	1669	28	3	1812	0	0	0	2,419	4383631	13
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	135	892	15	1	1537	0	0	0	1,533	2356221	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	143	457	8	1	1633	0	0	0	739	1206418	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	28	D	217	4340	72	4	1747	0	0	0	6,567	11470066	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	67	3	63	24	C	67	3601	57	2	1533	0	0	0	6,193	9490773	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	808	13	1	1370	0	0	0	1,558	2133681	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,951	100%	12	1	60	22	C	97	605	10	1	1476	0	0	0	1,082	1596491	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,295	100%	24	2	58	26	D	121	1281	22	2	1647	0	0	0	2,060	3393507	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,816	99%	40	2	62	23	C	160	1909	31	2	1408	0	0	0	3,579	5039232	15
H St On Ramp to SR99 NB Off Ramp	3,291	3,279	100%	28	3	58	27	D	188	1464	25	3	1640	0	0	0	2,350	3853217	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,160	98%	27	1	57	19	C	215	916	16	1	1080	0	0	0	2,163	2335499	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-60% (VEH constant, CFS-60%, PCFC at default)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,848	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	711	11	0	708	0	0	0	1,768	1251155	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,242	99%	7	1	52	18	B	76	341	7	1	1081	0	0	0	555	599770	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	62	19	C	150	4730	77	4	1067	0	0	0	6,895	7144043	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	63	13	B	175	1450	23	1	835	0	0	0	2,291	1913271	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	2	52	19	C	187	799	15	3	1139	0	0	0	926	1054946	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	218	1715	27	1	783	0	0	0	2,890	2263593	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	60	14	B	228	597	10	1	933	0	0	0	844	787663	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	263	2787	48	5	1205	0	0	0	3,000	3614250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	280	1167	19	1	1034	0	0	0	1,491	1541321	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	9	1	57	19	C	289	700	12	1	1176	0	0	0	785	923160	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,916	99%	24	3	57	21	C	313	1861	33	4	1229	0	0	0	2,014	2475374	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,177	98%	16	0	63	13	B	329	852	14	0	794	0	0	0	1,432	1137366	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,897	99%	33	1	63	11	B	361	1670	26	1	722	0	0	0	3,055	2204946	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,348	98%	33	2	61	13	B	395	1902	31	2	837	0	0	0	3,000	2510625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,099	96%	40	1	63	10	A	435	1461	23	0	600	0	0	0	3,726	2234535	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2705	42	1	805	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	58	21	C	82	2648	46	6	1225	0	0	0	2,800	3429300	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1853	30	1	1077	0	0	0	2,271	2445867	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	56	22	C	121	1256	22	3	1383	0	0	0	1,200	1659000	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,688	100%	36	6	54	30	D	157	3637	67	12	1672	0	0	0	2,800	4681600	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,644	99%	14	1	62	23	C	171	1314	21	1	1411	0	0	0	1,229	1734119	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,460	99%	30	4	56	28	D	201	3003	54	8	1615	0	0	0	2,433	3929498	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,622	100%	40	1	63	18	C	241	3259	52	2	1158	0	0	0	3,714	4301741	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,693	99%	5	1	49	23	C	247	411	8	2	1423	0	0	0	381	542258	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,977	99%	25	4	54	26	C	272	2252	42	7	1494	0	0	0	2,004	2994477	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,426	99%	35	1	62	18	B	307	2672	43	2	1106	0	0	0	3,189	3528230	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,808	98%	111	53	42	40	E	418	6154	148	71	1374	0	0	0	5,403	7422564	41
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,775	96%	20	1	61	15	B	437	930	15	1	925	0	0	0	1,770	1637250	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,904	96%	10	0	62	14	B	447	492	8	0	968	0	0	0	894	865392	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,984	94%	52	2	63	15	B	499	2697	43	1	995	0	0	0	4,777	4750727	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	2	57	8	A	42	577	10	1	585	0	0	0	3,523	2059781	5
SR99 On Ramp to H St Off Ramp	3,419	3,409	100%	10	1	59	19	C	52	563	10	1	1136	0	0	0	870	988465	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	36	2	61	21	C	88	1888	31	2	1220	0	0	0	3,265	3984606	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	28	D	116	1659	28	3	1801	0	0	0	2,419	4357022	13
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,065	100%	17	1	62	25	C	133	892	14	1	1537	0	0	0	1,533	2355455	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	142	458	8	1	1634	0	0	0	739	1207526	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	28	D	216	4357	72	4	1753	0	0	0	6,567	11510309	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	67	2	63	24	C	67	3601	57	2	1533	0	0	0	6,193	9492321	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	806	13	1	1366	0	0	0	1,558	2128228	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,943	100%	12	1	60	22	C	97	603	10	1	1472	0	0	0	1,082	1592163	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,282	100%	24	2	59	26	C	121	1276	22	2	1641	0	0	0	2,060	3380803	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,829	100%	40	2	62	23	C	160	1918	31	2	1415	0	0	0	3,579	5062496	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,286	100%	27	3	58	27	D	188	1467	25	2	1643	0	0	0	2,350	3860658	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,201	100%	27	1	57	19	C	215	934	16	1	1100	0	0	0	2,163	2379841	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-70% (VEH constant, CFS-70%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,106	100%	19	1	64	11	B	68	705	11	0	702	0	0	0	1,768	1241136	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,236	99%	7	1	53	17	B	75	340	6	1	1079	0	0	0	555	598660	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	62	19	C	149	4739	77	4	1069	0	0	0	6,695	7155042	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	63	13	B	174	1449	23	1	834	0	0	0	2,291	1911267	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	2	52	19	C	187	799	15	3	1139	0	0	0	926	1054483	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	218	1738	28	1	794	0	0	0	2,890	2294660	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	60	15	B	228	604	10	1	945	0	0	0	844	797791	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	3	59	20	C	263	2787	47	4	1207	0	0	0	3,000	3620250	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	279	1158	19	1	1025	0	0	0	1,491	1528648	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,670	100%	9	1	57	19	C	288	695	12	1	1168	0	0	0	785	916488	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,860	97%	24	3	57	20	C	312	1840	32	3	1215	0	0	0	2,014	2447178	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,125	97%	16	0	63	12	B	328	848	14	0	781	0	0	0	1,432	1118750	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,828	97%	33	1	63	11	B	361	1636	26	1	707	0	0	0	3,055	2159885	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,311	97%	34	2	61	13	B	394	1881	31	2	628	0	0	0	3,000	2483250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,132	97%	40	1	63	10	A	434	1505	24	0	609	0	0	0	3,726	2269134	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2705	42	1	905	0	0	0	4,498	4071333	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	33	4	58	21	C	82	2652	45	5	1226	0	0	0	2,800	3433500	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	106	1856	30	1	1079	0	0	0	2,271	2450409	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	14	2	57	22	C	121	1261	22	3	1387	0	0	0	1,200	1664400	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,699	100%	36	6	55	30	D	157	3659	67	11	1675	0	0	0	2,800	4689067	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	62	23	C	170	1324	21	1	1422	0	0	0	1,229	1747024	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,502	100%	29	4	57	28	D	200	3019	53	7	1626	0	0	0	2,433	3955044	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,612	100%	40	1	63	18	C	240	3244	52	2	1153	0	0	0	3,714	4282242	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,669	99%	6	1	47	24	C	246	409	9	2	1417	0	0	0	381	539972	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,936	98%	24	3	56	25	C	270	2241	40	5	1484	0	0	0	2,004	2973936	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,402	98%	35	1	63	18	B	305	2658	42	1	1100	0	0	0	3,189	3509096	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,844	98%	88	31	50	32	D	393	5922	119	41	1384	0	0	0	5,403	7478138	33
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,813	97%	20	1	61	15	B	413	943	15	1	936	0	0	0	1,770	1659670	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,951	97%	10	0	62	14	B	422	499	8	0	984	0	0	0	894	879398	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,030	95%	52	2	63	16	B	474	2740	44	2	1010	0	0	0	4,777	4823974	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	576	10	1	583	0	0	0	3,523	2055083	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	52	575	10	1	1161	0	0	0	870	1010215	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	36	2	61	21	C	89	1909	31	2	1234	0	0	0	3,265	4030316	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	29	D	117	1678	29	3	1620	0	0	0	2,419	4402177	13
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	82	25	C	134	899	15	1	1549	0	0	0	1,533	2374617	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	142	460	8	1	1645	0	0	0	739	1215655	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	28	D	216	4371	72	4	1759	0	0	0	6,567	11547249	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	67	3	63	24	C	67	3601	57	2	1533	0	0	0	6,193	9492321	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,700	100%	17	1	62	22	C	85	797	13	1	1350	0	0	0	1,558	2103300	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,918	99%	12	1	60	21	C	97	598	10	1	1459	0	0	0	1,082	1578638	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,261	99%	24	2	59	26	C	121	1268	22	2	1630	0	0	0	2,060	3356487	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,782	98%	40	2	82	23	C	160	1885	31	2	1391	0	0	0	3,579	4977494	15
H St On Ramp to SR99 NB Off Ramp	3,291	3,240	98%	28	3	58	26	D	188	1447	25	2	1620	0	0	0	2,350	3807392	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,178	99%	27	1	57	19	C	214	925	16	1	1089	0	0	0	2,163	2354966	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-80% (VEH constant, CFS-80%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2159	34	1	819	0	0	0	4,648	3804388	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,069	98%	19	0	63	11	A	68	693	11	0	690	0	0	0	1,768	1219331	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,231	99%	7	1	54	17	B	75	340	6	1	1077	0	0	0	555	597735	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,688	99%	74	3	62	18	C	149	4671	76	4	1054	0	0	0	6,695	7054139	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	174	1453	23	1	836	0	0	0	2,291	1916135	6
Ming Ave On Ramp to SR58 EB/White Rd Off Ramp	4,534	4,534	100%	12	2	54	19	C	186	804	15	2	1146	0	0	0	926	1061428	3
SR58 EB/White Rd Off Ramp to White Rd On Ramp	3,097	3,081	99%	31	1	63	12	B	217	1687	27	1	770	0	0	0	2,890	2226023	7
White Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	60	14	B	227	565	10	1	915	0	0	0	844	772260	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	263	2758	47	5	1190	0	0	0	3,000	3570500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	279	1155	19	1	1922	0	0	0	1,491	1524175	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,680	100%	9	1	57	19	C	288	696	12	2	1170	0	0	0	785	918450	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,898	98%	24	3	57	21	C	312	1853	33	4	1225	0	0	0	2,014	2466311	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,114	96%	16	0	63	12	B	328	845	13	0	779	0	0	0	1,432	1114812	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,790	95%	33	1	63	11	B	361	1614	26	1	698	0	0	0	3,055	2130863	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,245	95%	34	2	61	13	B	394	1844	30	2	811	0	0	0	3,000	2433375	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,089	95%	40	1	64	10	A	434	1474	23	0	597	0	0	0	3,726	2223357	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2704	42	1	905	0	0	0	4,498	4070890	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	33	4	58	21	C	81	2646	45	5	1224	0	0	0	2,800	3428967	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	106	1833	29	1	1066	0	0	0	2,271	2420318	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,477	99%	14	2	58	21	C	120	1245	21	2	1369	0	0	0	1,200	1643100	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,647	99%	35	5	56	29	D	155	3608	64	9	1662	0	0	0	2,800	4652900	15
California Ave Off Ramp to California Ave On Ramp	5,673	5,601	99%	14	1	62	23	C	169	1304	21	1	1400	0	0	0	1,229	1720907	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,417	98%	29	4	57	27	D	198	2984	52	7	1604	0	0	0	2,433	3902938	12
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,539	98%	40	1	63	18	C	238	3193	51	2	1135	0	0	0	3,714	4214462	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,597	97%	5	1	48	24	C	244	404	8	2	1399	0	0	0	381	533114	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,876	97%	24	3	57	24	C	268	2215	39	4	1489	0	0	0	2,004	2943876	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,342	97%	35	1	63	17	B	302	2622	42	1	1085	0	0	0	3,189	3461261	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,798	97%	85	28	50	31	D	388	5731	114	37	1371	0	0	0	5,403	7405969	31
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,810	97%	19	1	62	15	B	407	942	15	1	937	0	0	0	1,770	1657900	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,953	97%	10	0	62	14	B	417	500	8	0	984	0	0	0	894	879994	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,022	95%	52	2	63	16	B	469	2732	44	1	1007	0	0	0	4,777	4812031	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	2	56	8	A	42	561	10	1	569	0	0	0	3,523	2004587	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	52	581	10	1	1172	0	0	0	870	1019205	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1941	32	2	1255	0	0	0	3,265	4096922	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	30	D	117	1693	29	3	1637	0	0	0	2,419	4444509	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	134	920	15	1	1586	0	0	0	1,533	2430572	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	8	1	59	24	C	142	472	8	1	1688	0	0	0	739	1247432	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	29	D	216	4487	74	5	1606	0	0	0	6,567	11861644	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	67	2	63	24	C	67	3600	57	2	1532	0	0	0	6,193	9489224	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	806	13	1	1366	0	0	0	1,558	2120228	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,939	100%	12	1	60	21	C	97	602	10	1	1470	0	0	0	1,082	1589999	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,292	100%	24	2	59	26	C	121	1280	22	2	1646	0	0	0	2,060	3391103	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	62	23	C	160	1931	31	2	1425	0	0	0	3,579	5098286	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	27	3	59	27	D	188	1471	25	2	1648	0	0	0	2,350	3872800	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,202	100%	27	1	57	19	C	214	935	15	1	1101	0	0	0	2,163	2381463	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-90% (VEH constant, CFS-90%, PCFC at default)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	0	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,088	99%	19	0	64	11	A	68	699	11	0	696	0	0	0	1,768	1230528	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,217	99%	7	1	52	17	B	76	338	6	1	1072	0	0	0	555	595145	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,718	100%	74	3	62	19	C	149	4708	76	4	1062	0	0	0	6,695	7111046	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	63	13	B	174	1450	23	1	835	0	0	0	2,291	1913558	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	2	53	19	C	186	799	15	3	1139	0	0	0	926	1054714	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	218	1730	28	1	790	0	0	0	2,890	2283100	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	60	15	B	227	602	10	1	942	0	0	0	844	794626	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	3	60	20	C	262	2805	47	4	1217	0	0	0	3,000	3650750	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	279	1175	19	1	1040	0	0	0	1,491	1551013	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	9	1	58	19	C	288	704	12	1	1164	0	0	0	785	929636	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,945	99%	24	3	57	21	C	312	1872	33	4	1236	0	0	0	2,014	2489975	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,201	99%	16	0	63	13	B	327	868	14	0	800	0	0	0	1,432	1145958	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,892	99%	33	1	63	11	B	360	1673	26	1	723	0	0	0	3,055	2208765	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,350	98%	33	2	61	13	B	394	1903	31	2	837	0	0	0	3,000	2512125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,106	96%	40	1	63	10	A	434	1486	23	0	602	0	0	0	3,726	2241456	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2704	42	1	905	0	0	0	4,498	4071333	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	33	4	58	21	C	81	2855	46	5	1229	0	0	0	2,800	3440967	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	106	1863	30	1	1093	0	0	0	2,271	2459493	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	14	2	57	22	C	121	1262	22	3	1386	0	0	0	1,200	1665900	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,698	100%	35	5	56	29	D	155	3638	64	9	1675	0	0	0	2,800	4688600	15
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	61	23	C	169	1324	22	1	1422	0	0	0	1,229	1747638	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,515	100%	30	4	57	28	D	198	3034	53	7	1629	0	0	0	2,433	3962952	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,616	100%	40	1	63	18	C	239	3247	52	2	1154	0	0	0	3,714	4285956	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,672	99%	5	1	48	24	C	244	410	9	2	1418	0	0	0	381	540258	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,931	98%	24	3	56	25	C	269	2229	40	5	1483	0	0	0	2,004	2971431	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,389	98%	35	1	63	17	B	303	2650	42	1	1097	0	0	0	3,189	3498732	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,865	98%	61	4	61	23	C	364	4992	82	5	1390	0	0	0	5,403	7509784	24
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,857	99%	19	1	63	15	B	383	961	15	1	958	0	0	0	1,770	1691530	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,011	99%	10	0	62	15	B	393	510	8	0	1004	0	0	0	894	897278	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,076	97%	52	2	62	16	B	445	2782	45	2	1025	0	0	0	4,777	4897221	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	567	10	1	574	0	0	0	3,523	2022202	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	52	572	10	1	1158	0	0	0	870	1006010	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1894	31	2	1225	0	0	0	3,265	3998319	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	29	D	117	1865	28	3	1807	0	0	0	2,419	4371133	13
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	134	898	15	1	1546	0	0	0	1,533	2370018	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	8	1	59	23	C	142	459	8	1	1642	0	0	0	739	1213069	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	4	61	28	D	216	4370	72	4	1758	0	0	0	6,567	11544786	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	67	2	63	24	C	67	3601	57	2	1532	0	0	0	6,193	9489998	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	800	13	1	1356	0	0	0	1,558	2112648	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,928	99%	12	1	61	21	C	97	600	10	1	1464	0	0	0	1,082	1584048	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,273	99%	24	2	59	26	C	120	1273	21	2	1637	0	0	0	2,060	3371533	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,815	99%	40	2	62	23	C	160	1908	31	2	1407	0	0	0	3,579	5036548	15
H St On Ramp to SR99 NB Off Ramp	3,291	3,278	100%	27	2	59	26	D	187	1464	25	2	1639	0	0	0	2,350	3852042	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,184	99%	27	1	57	19	C	214	929	16	1	1692	0	0	0	2,163	2361455	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-10% (VEH constant, CFS at default, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3804388	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,099	99%	19	1	63	11	B	69	703	11	0	700	0	0	0	1,768	1237011	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,234	99%	7	1	53	17	B	76	340	6	1	1078	0	0	0	555	598290	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4717	77	4	1065	0	0	0	6,695	7128740	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	176	1450	23	1	633	0	0	0	2,291	1908117	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	45	22	C	190	799	18	5	1140	0	0	0	926	1055177	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	222	1717	28	1	784	0	0	0	2,890	2266483	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	598	10	1	935	0	0	0	844	788718	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	268	2804	48	6	1204	0	0	0	3,000	3612500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	284	1169	19	1	1035	0	0	0	1,491	1543185	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	55	20	C	294	701	13	2	1179	0	0	0	785	925123	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,930	99%	27	5	51	23	C	320	1871	37	7	1233	0	0	0	2,014	2482423	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,171	98%	16	1	62	13	B	336	850	14	1	793	0	0	0	1,432	1135218	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,892	99%	33	1	63	11	B	369	1673	27	1	723	0	0	0	3,055	2208765	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,343	98%	34	2	60	14	B	403	1899	32	2	836	0	0	0	3,000	2507250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,101	96%	40	1	63	10	A	443	1483	23	1	600	0	0	0	3,726	2236132	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2706	43	1	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	6	55	22	C	84	2663	48	8	1226	0	0	0	2,800	3433033	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1844	30	1	1072	0	0	0	2,271	2434512	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,506	100%	16	3	53	24	C	124	1252	24	5	1377	0	0	0	1,200	1651800	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,643	99%	43	13	46	35	E	167	3639	79	23	1661	0	0	0	2,800	4650100	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,622	99%	14	1	59	24	C	181	1308	22	2	1406	0	0	0	1,229	1727360	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,430	99%	39	14	44	36	E	221	3122	70	24	1609	0	0	0	2,433	3911250	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,510	98%	41	2	62	18	C	261	3172	51	2	1128	0	0	0	3,714	4187535	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,808	98%	5	1	49	23	C	266	405	8	2	1402	0	0	0	381	534162	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,862	97%	25	4	55	25	C	291	2223	41	6	1435	0	0	0	2,004	2936695	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,387	98%	35	1	63	18	B	326	2549	42	2	1097	0	0	0	3,189	3497137	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,852	98%	69	13	55	26	D	396	5111	94	17	1386	0	0	0	5,403	7489330	27
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,822	97%	20	1	62	15	B	415	946	15	1	941	0	0	0	1,770	1664980	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,963	98%	10	0	62	14	B	425	502	8	0	988	0	0	0	894	882974	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,178	3,039	96%	52	2	62	16	B	477	2748	44	2	1013	0	0	0	4,777	4838305	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	54	8	A	44	566	10	1	571	0	0	0	3,523	2012807	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	57	20	C	54	578	10	1	1167	0	0	0	870	1015580	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	3	59	22	C	91	1912	32	3	1235	0	0	0	3,265	4030969	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	55	31	D	122	1685	30	5	1825	0	0	0	2,419	4413466	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	139	895	15	1	1542	0	0	0	1,533	2363120	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	147	459	8	1	1639	0	0	0	739	1210852	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	222	4373	73	5	1760	0	0	0	6,567	11559562	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3603	58	3	1833	0	0	0	6,193	9486191	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	82	22	C	85	805	13	1	1264	0	0	0	1,558	2124333	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,942	100%	12	1	59	22	C	98	603	10	1	1471	0	0	0	1,082	1591622	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,286	100%	25	3	57	27	D	122	1280	22	3	1643	0	0	0	2,060	3384923	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,821	100%	40	2	61	23	C	162	1912	31	2	1410	0	0	0	3,579	5047285	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,266	99%	28	3	57	27	D	190	1457	26	3	1633	0	0	0	2,350	3837550	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,195	99%	27	1	57	19	C	217	932	16	1	1097	0	0	0	2,163	2373352	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-20% (VEH constant, CFS at default, PCFC-20%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	712	11	0	709	0	0	0	1,768	1253512	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,262	100%	7	1	53	17	B	76	343	6	1	1087	0	0	0	556	603470	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	150	4761	78	4	1074	0	0	0	6,695	7192821	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1466	24	1	841	0	0	0	2,291	1927017	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	46	22	C	189	803	17	5	1145	0	0	0	926	1059807	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	221	1738	28	1	794	0	0	0	2,890	2294660	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	602	10	1	942	0	0	0	844	795048	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	21	C	267	2823	48	6	1214	0	0	0	3,000	3641750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	283	1176	19	1	1041	0	0	0	1,491	1552131	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	9	1	56	19	C	292	705	12	2	1185	0	0	0	785	930029	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,944	99%	26	5	53	23	C	319	1881	36	7	1235	0	0	0	2,014	2489136	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,151	98%	16	1	62	13	B	334	854	14	0	788	0	0	0	1,432	1128058	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,863	98%	33	1	63	11	B	367	1856	26	1	716	0	0	0	3,055	2186616	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,308	97%	34	2	60	13	B	401	1879	31	2	827	0	0	0	3,000	2480625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,126	97%	40	1	63	10	A	441	1500	24	1	607	0	0	0	3,726	2263279	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2706	43	1	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2656	49	8	1228	0	0	0	2,800	3438633	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1851	30	1	1076	0	0	0	2,271	2444164	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,492	100%	15	3	54	23	C	124	1249	23	4	1373	0	0	0	1,200	1647600	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,615	99%	42	12	47	34	D	166	3612	76	21	1654	0	0	0	2,800	4630733	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,597	99%	14	2	58	24	C	180	1303	22	2	1389	0	0	0	1,229	1719878	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,428	99%	36	10	48	33	D	216	3051	64	18	1607	0	0	0	2,433	3909828	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,585	99%	41	2	62	18	C	256	3225	52	2	1146	0	0	0	3,714	4257173	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,619	98%	5	1	50	23	C	262	405	8	2	1405	0	0	0	381	535210	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,897	98%	25	4	54	26	C	287	2233	42	7	1474	0	0	0	2,004	2954397	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,354	97%	35	1	62	17	B	322	2830	42	2	1038	0	0	0	3,189	3470828	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,837	98%	64	7	58	24	C	386	4996	86	9	1382	0	0	0	5,403	7456174	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,896	100%	19	1	63	15	B	405	971	16	1	965	0	0	0	1,770	1708640	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	415	514	8	0	1013	0	0	0	894	905622	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,109	98%	52	2	62	16	B	467	2812	45	2	1036	0	0	0	4,777	4950564	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	567	10	1	573	0	0	0	3,523	2017505	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	569	10	1	1147	0	0	0	870	997600	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1902	32	2	1228	0	0	0	3,265	4010073	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	121	1662	30	4	1801	0	0	0	2,419	4357022	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	888	15	1	1531	0	0	0	1,533	2346257	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	146	455	8	1	1624	0	0	0	739	1200136	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	28	D	221	4337	72	5	1746	0	0	0	6,567	11464340	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3803	58	3	1533	0	0	0	6,193	9493095	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	801	13	1	1358	0	0	0	1,558	2114985	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,930	99%	13	1	59	22	C	98	600	10	1	1465	0	0	0	1,082	1585130	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,267	99%	25	3	57	27	D	122	1272	22	3	1534	0	0	0	2,060	3365353	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,807	99%	40	3	61	23	C	162	1903	31	2	1404	0	0	0	3,579	5023127	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,252	99%	28	3	57	27	D	191	1452	25	3	1626	0	0	0	2,350	3821100	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,174	98%	27	1	57	19	C	217	923	16	1	1087	0	0	0	2,163	2350640	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-30% (VEH constant, CFS at default, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	710	11	0	707	0	0	0	1,768	1250565	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	1	52	18	B	76	346	7	1	1097	0	0	0	555	608835	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	150	4747	79	5	1071	0	0	0	6,695	7172258	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1461	23	1	841	0	0	0	2,291	1925596	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	50	20	C	188	805	16	4	1117	0	0	0	926	1062354	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	220	1716	27	1	784	0	0	0	2,690	2264315	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	594	10	1	929	0	0	0	844	783865	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	265	2763	47	5	1194	0	0	0	3,000	3581000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	281	1162	19	1	1029	0	0	0	1,491	1533868	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	291	699	13	2	1175	0	0	0	785	922571	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,905	98%	26	5	52	22	C	317	1862	36	7	1226	0	0	0	2,014	2469500	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,150	98%	16	0	62	13	B	332	854	14	0	788	0	0	0	1,432	1127700	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,828	97%	33	1	63	11	B	365	1636	26	1	707	0	0	0	3,055	2159885	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,303	97%	34	2	60	13	B	399	1876	31	2	826	0	0	0	3,000	2476875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,154	98%	40	1	63	10	A	440	1527	24	1	618	0	0	0	3,726	2303200	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2706	43	1	905	0	0	0	4,488	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2661	49	8	1226	0	0	0	2,800	3432100	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1826	29	1	1061	0	0	0	2,271	2409531	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,436	99%	15	2	55	22	C	124	1235	23	4	1359	0	0	0	1,200	1630800	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,583	98%	42	12	47	35	D	166	3569	77	22	1646	0	0	0	2,800	4608333	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,577	98%	14	1	61	23	C	180	1298	21	1	1394	0	0	0	1,229	1713533	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,377	98%	35	9	48	32	D	215	3007	63	17	1594	0	0	0	2,433	3878810	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,526	98%	41	2	62	18	C	256	3184	52	3	1132	0	0	0	3,714	4202391	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,525	96%	8	3	34	33	D	264	399	12	5	1381	1	10	2	381	526256	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,866	97%	37	16	37	37	E	300	2204	60	26	1467	1	55	5	2,004	2938866	14
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,262	95%	35	2	62	17	B	336	2571	42	2	1065	0	0	0	3,189	3397481	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,739	96%	69	12	55	25	C	405	4977	91	16	1354	0	0	0	5,403	7310048	26
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,768	95%	19	1	62	15	B	424	928	15	1	923	0	0	0	1,770	1633120	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,911	96%	10	0	62	14	B	434	493	8	0	970	0	0	0	894	867478	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,975	94%	52	2	63	15	B	486	2691	43	2	992	0	0	0	4,777	4736396	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	561	10	1	567	0	0	0	3,523	1996367	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	575	10	1	1159	0	0	0	870	1008330	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	91	1930	32	2	1247	0	0	0	3,265	4072761	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	120	1688	30	4	1628	0	0	0	2,419	4421126	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	906	15	1	1569	0	0	0	1,533	2391480	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	146	464	8	1	1658	0	0	0	739	1225262	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4402	74	6	1772	0	0	0	6,567	11638366	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3602	58	3	1533	0	0	0	6,193	9492321	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	806	13	1	1367	0	0	0	1,558	2129007	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,947	100%	13	1	59	22	C	98	604	10	1	1474	0	0	0	1,082	1594327	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	57	27	D	123	1285	23	3	1649	0	0	0	2,060	3396597	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	162	1925	31	2	1420	0	0	0	3,579	5083075	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	29	4	56	28	D	191	1470	26	3	1647	0	0	0	2,350	3870450	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	218	949	17	1	1118	0	0	0	2,163	2417153	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-40% (VEH constant, CFS at default, PCFC-40%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	68	707	11	0	703	0	0	0	1,768	1243493	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,238	99%	7	2	51	18	B	76	340	7	1	1079	0	0	0	555	599030	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	150	4750	78	4	1072	0	0	0	6,695	7177040	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1458	24	1	838	0	0	0	2,291	1920717	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	47	21	C	189	801	17	4	1142	0	0	0	926	1057261	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	13	B	221	1735	28	1	793	0	0	0	2,890	2290325	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	230	602	10	1	942	0	0	0	844	794837	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	21	C	266	2867	49	6	1231	0	0	0	3,000	3693250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	17	B	283	1193	19	1	1057	0	0	0	1,491	1575614	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	9	1	57	19	C	292	714	13	2	1201	0	0	0	785	942589	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,990	100%	26	5	53	23	C	318	1898	36	6	1252	0	0	0	2,014	2520689	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,230	100%	16	1	62	13	B	334	680	14	0	811	0	0	0	1,432	1160994	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,923	100%	33	1	63	12	B	367	1691	27	1	731	0	0	0	3,055	2232441	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,385	99%	34	2	60	14	B	401	1924	32	2	846	0	0	0	3,000	2538750	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,171	99%	40	1	63	10	A	441	1532	24	1	620	0	0	0	3,726	2311185	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2705	43	1	905	0	0	0	4,498	4071975	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2661	49	8	1222	0	0	0	2,800	3422533	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1838	30	1	1068	0	0	0	2,271	2425996	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,484	100%	15	3	54	23	C	125	1246	23	4	1371	0	0	0	1,200	1645200	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,618	99%	42	12	47	34	D	166	3615	76	21	1654	0	0	0	2,800	4632367	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,588	99%	14	1	61	23	C	180	1301	21	1	1397	0	0	0	1,229	1716913	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,397	98%	35	9	49	32	D	214	3003	62	16	1599	0	0	0	2,433	3890975	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,525	98%	40	2	63	18	C	255	3183	51	2	1131	0	0	0	3,714	4201463	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,576	97%	5	1	47	24	C	260	402	9	2	1394	0	0	0	381	531114	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,855	97%	27	6	50	27	D	288	2209	45	10	1464	0	0	0	2,004	2933188	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,346	97%	35	1	62	17	B	323	2624	42	2	1697	0	0	0	3,189	3484849	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,805	97%	69	12	55	26	C	392	5053	92	16	1373	0	0	0	5,403	7417161	26
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,808	97%	20	1	62	15	B	411	941	15	1	936	0	0	0	1,770	1658720	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,942	97%	10	0	62	14	B	421	498	8	0	981	0	0	0	894	876716	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,013	95%	52	2	62	16	B	473	2724	44	2	1094	0	0	0	4,777	4796904	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	576	10	1	582	0	0	0	3,523	2051560	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	571	10	1	1153	0	0	0	870	1003255	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1904	32	2	1230	0	0	0	3,265	4017256	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	56	31	D	120	1675	30	4	1814	0	0	0	2,419	4387260	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	137	907	15	1	1563	0	0	0	1,533	2395313	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	146	464	8	1	1659	0	0	0	739	1226001	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	220	4408	74	6	1774	0	0	0	6,567	11651500	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3603	58	3	1533	0	0	0	6,193	9493095	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	810	13	1	1373	0	0	0	1,558	2139134	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,950	100%	13	1	58	22	C	98	605	10	1	1475	0	0	0	1,082	1595950	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,293	100%	25	3	57	27	D	123	1283	23	3	1646	0	0	0	2,060	3391447	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,829	100%	40	3	61	23	C	163	1918	32	2	1415	0	0	0	3,579	5062496	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,282	100%	28	4	57	28	D	191	1464	28	3	1641	0	0	0	2,350	3855958	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,131	97%	27	1	57	19	C	218	906	16	1	1066	0	0	0	2,163	2304677	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-50% (VEH constant, CFS at default, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3804398	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	709	11	0	706	0	0	0	1,766	1246208	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	7	1	53	18	B	76	346	7	1	1096	0	0	0	555	608280	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4745	78	4	1071	0	0	0	6,695	7170345	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1458	24	1	839	0	0	0	2,291	1921576	6
Ming Ave On Ramp to SR59 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	48	21	C	189	805	17	4	1148	0	0	0	926	1062817	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	221	1766	28	1	807	0	0	0	2,890	2330785	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	230	608	10	1	951	0	0	0	844	802855	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	5	58	21	C	267	2835	49	6	1216	0	0	0	3,000	3649000	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	283	1187	19	1	1051	0	0	0	1,491	1566668	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	20	C	292	712	13	2	1197	0	0	0	785	939841	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,990	100%	26	5	53	23	C	318	1901	36	6	1252	0	0	0	2,014	2522199	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,230	100%	16	1	62	13	B	334	883	14	1	814	0	0	0	1,432	1166006	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,901	99%	33	1	63	12	B	367	1678	27	1	725	0	0	0	3,055	2215639	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,364	99%	34	2	60	14	B	401	1911	32	2	841	0	0	0	3,000	2523000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,153	98%	40	1	63	10	A	441	1520	24	1	615	0	0	0	3,726	2292022	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2705	43	1	905	0	0	0	4,498	4071333	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	6	55	22	C	84	2673	49	8	1220	0	0	0	2,800	3438167	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1859	30	1	1081	0	0	0	2,271	2453816	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	3	54	23	C	124	1254	23	4	1380	0	0	0	1,200	1655700	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,672	100%	41	11	48	34	D	165	3622	75	20	1688	0	0	0	2,800	4670167	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,649	100%	14	1	61	23	C	179	1315	21	1	1412	0	0	0	1,229	1735655	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,456	99%	33	7	51	30	D	211	2999	59	13	1614	0	0	0	2,433	3926862	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,612	100%	41	2	62	18	C	252	3244	52	2	1153	0	0	0	3,714	4282242	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,719	100%	6	1	47	25	C	257	412	9	2	1430	0	0	0	381	544735	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	6,011	100%	26	4	54	26	D	283	2285	43	7	1503	0	0	0	2,004	3011678	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,434	99%	35	1	62	18	B	318	2677	43	2	1169	0	0	0	3,189	3535007	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,883	99%	84	27	50	31	D	402	5672	114	37	1395	0	0	0	5,403	7537957	32
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,876	99%	20	1	61	16	B	422	964	16	1	959	0	0	0	1,770	1696840	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,017	99%	10	0	62	15	B	431	511	8	0	1096	0	0	0	694	899066	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,086	97%	52	2	62	16	B	484	2790	45	2	1029	0	0	0	4,777	4913941	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	570	10	1	576	0	0	0	3,523	2030422	5
SR99 On Ramp to H St Off Ramp	3,419	3,370	99%	10	1	58	19	C	53	557	10	1	1123	0	0	0	870	977300	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1867	31	3	1206	0	0	0	3,285	3936284	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,561	100%	30	4	56	30	D	120	1644	29	4	1781	0	0	0	2,419	4307433	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	873	14	1	1504	0	0	0	1,533	2304866	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,200	99%	9	1	58	23	C	146	448	8	1	1600	0	0	0	739	1182400	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,429	99%	75	5	60	28	D	221	4260	71	5	1715	0	0	0	6,567	11259942	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3802	58	2	1533	0	0	0	6,193	9490773	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	85	810	13	1	1373	0	0	0	1,558	2139134	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	59	22	C	98	605	10	1	1477	0	0	0	1,082	1598114	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	24	3	57	27	D	122	1287	22	3	1653	0	0	0	2,060	3405180	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	162	1939	32	2	1131	0	0	0	3,579	5119760	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	4	57	28	D	190	1473	26	3	1653	0	0	0	2,350	3883375	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	2	57	20	C	217	959	17	1	1129	0	0	0	2,163	2441486	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-60% (VEH constant, CFS at default, PCFC-60%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3804388	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,100	100%	19	1	63	11	B	69	703	11	0	700	0	0	0	1,768	1237600	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,231	99%	7	1	53	17	B	76	340	6	1	1077	0	0	0	555	597735	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4727	78	5	1067	0	0	0	6,635	7144043	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	176	1449	24	1	833	0	0	0	2,291	1809262	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	49	21	C	189	800	16	4	1140	0	0	0	926	1055409	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	12	B	221	1705	27	1	779	0	0	0	2,890	2250508	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	230	594	10	1	929	0	0	0	844	784287	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	5	58	20	C	267	2785	48	6	1196	0	0	0	3,000	3588750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	283	1158	19	1	1025	0	0	0	1,491	1528275	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,673	100%	10	1	55	19	C	293	695	13	2	1168	0	0	0	785	917076	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,891	98%	26	5	52	23	C	319	1656	36	7	1223	0	0	0	2,014	2462619	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,176	98%	16	1	62	13	B	335	861	14	0	794	0	0	0	1,432	1137008	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,860	98%	33	1	63	11	B	368	1655	28	1	715	0	0	0	3,055	2184325	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,336	98%	34	2	61	13	B	402	1895	31	2	834	0	0	0	3,000	2501625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,145	98%	40	1	63	10	A	442	1513	24	1	613	0	0	0	3,726	2282973	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2705	43	1	905	0	0	0	4,498	4072618	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	5	56	22	C	83	2665	48	7	1227	0	0	0	2,800	3436067	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	108	1844	30	1	1072	0	0	0	2,271	2433944	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,503	100%	15	2	54	23	C	123	1251	23	4	1376	0	0	0	1,200	1650900	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,639	99%	40	11	48	34	D	164	3588	75	19	1660	0	0	0	2,800	4647067	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,672	100%	14	1	60	24	C	178	1320	22	2	1418	0	0	0	1,229	1742722	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,465	99%	36	11	47	34	D	214	3067	65	19	1616	0	0	0	2,433	3932134	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,589	99%	41	2	63	18	C	255	3228	52	2	1147	0	0	0	3,714	4260887	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,632	98%	5	1	50	23	C	260	406	8	2	1408	0	0	0	381	536448	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,899	98%	25	4	55	25	C	285	2239	41	6	1475	0	0	0	2,004	2955232	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,338	97%	35	1	63	17	B	320	2620	42	2	1084	0	0	0	3,189	3458072	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,792	97%	64	7	58	24	C	383	4946	85	9	1369	0	0	0	5,403	7397479	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,810	97%	19	1	62	15	B	403	942	15	1	937	0	0	0	1,770	1657900	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,948	97%	10	0	62	14	B	413	499	8	0	983	0	0	0	894	878504	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,032	95%	52	2	62	16	B	465	2741	44	2	1011	0	0	0	4,777	4827159	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	568	10	1	574	0	0	0	3,523	2022202	5
SR99 On Ramp to H St Off Ramp	3,419	3,418	100%	10	1	58	20	C	54	575	10	1	1160	0	0	0	870	1009345	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	91	1923	32	2	1243	0	0	0	3,265	4057742	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	56	31	D	120	1683	30	4	1624	0	0	0	2,419	4412256	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	899	15	1	1548	0	0	0	1,533	2372318	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	146	459	8	1	1642	0	0	0	739	1213069	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4379	73	5	1763	0	0	0	6,567	11579263	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3604	58	3	1533	0	0	0	6,193	9495417	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	803	13	1	1361	0	0	0	1,558	2119659	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,936	99%	12	1	59	22	C	98	602	10	1	1468	0	0	0	1,002	1568376	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,280	100%	25	3	57	27	D	122	1277	22	3	1640	0	0	0	2,060	3378743	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,828	100%	40	2	61	23	C	162	1916	31	2	1414	0	0	0	3,579	5059811	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,287	100%	28	4	56	28	D	190	1467	26	3	1644	0	0	0	2,350	3862617	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	217	940	16	1	1107	0	0	0	2,163	2393900	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: PCFC-70% (VEH constant, CFS at default, PCFC-70%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,086	99%	19	1	63	11	A	68	699	11	0	695	0	0	0	1,768	1229349	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,219	99%	7	1	52	18	B	76	338	7	1	1073	0	0	0	555	595515	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,721	100%	74	4	61	19	C	150	4710	77	4	1053	0	0	0	6,635	7116785	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,296	99%	25	1	62	13	B	175	1433	23	1	824	0	0	0	2,291	1887498	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,526	100%	13	3	50	20	C	188	794	16	4	1132	0	0	0	926	1047769	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,077	99%	31	1	63	12	B	219	1684	27	1	769	0	0	0	2,890	2223133	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	588	10	1	920	0	0	0	844	776269	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,724	100%	35	4	59	20	C	265	2742	47	5	1181	0	0	0	3,000	3543000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,026	99%	16	1	63	16	B	281	1137	18	1	1097	0	0	0	1,491	1500892	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,597	98%	9	1	57	18	C	290	684	12	1	1149	0	0	0	785	902161	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,821	97%	26	4	54	22	C	316	1833	34	6	1205	0	0	0	2,014	2427206	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,080	95%	16	0	63	12	B	331	835	13	0	770	0	0	0	1,432	1102640	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,816	96%	33	1	63	11	B	364	1829	26	1	704	0	0	0	3,055	2150720	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,275	96%	34	2	61	13	B	398	1861	31	2	819	0	0	0	3,000	2456250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,111	96%	40	1	63	10	A	438	1489	24	1	603	0	0	0	3,726	2246778	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2706	43	1	906	0	0	0	4,498	4073260	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	5	56	22	C	83	2654	48	7	1228	0	0	0	2,800	3437700	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	108	1841	30	1	1070	0	0	0	2,271	2430538	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,498	100%	15	3	54	23	C	123	1250	23	4	1375	0	0	0	1,200	1649400	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,640	99%	41	11	48	34	D	165	3623	76	21	1660	0	0	0	2,800	4648000	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,575	98%	14	1	60	23	C	178	1298	22	2	1394	0	0	0	1,229	1712919	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,374	98%	34	9	49	31	D	213	2986	61	15	1594	0	0	0	2,433	3876986	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,540	98%	40	2	63	18	C	253	3194	51	2	1135	0	0	0	3,714	4215390	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,572	97%	5	1	49	23	C	259	402	8	2	1393	0	0	0	381	530733	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,827	97%	25	4	54	25	C	284	2208	41	6	1457	0	0	0	2,004	2919169	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,279	96%	35	1	63	17	B	318	2584	41	2	1070	0	0	0	3,189	3411034	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,750	96%	64	7	58	24	C	382	4906	84	9	1357	0	0	0	5,403	7332257	24
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,811	97%	19	1	63	15	B	401	942	15	1	937	0	0	0	1,770	1658490	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,942	97%	10	0	62	14	B	411	498	8	0	981	0	0	0	894	876716	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,011	95%	52	2	62	16	B	463	2724	44	2	1004	0	0	0	4,777	4793720	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	571	10	1	577	0	0	0	3,523	2033945	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	567	10	1	1144	0	0	0	870	995260	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1873	31	2	1210	0	0	0	3,265	3951303	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	57	30	D	120	1653	29	4	1791	0	0	0	2,419	4332429	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	893	15	1	1539	0	0	0	1,533	2359287	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	57	24	C	146	458	8	1	1634	0	0	0	739	1207526	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4343	73	5	1748	0	0	0	6,567	11481579	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	82	25	C	68	3604	58	3	1533	0	0	0	6,193	9494643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	806	13	1	1367	0	0	0	1,558	2129007	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,946	100%	12	1	59	22	C	98	604	10	1	1473	0	0	0	1,082	1593786	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,287	100%	24	3	57	27	D	122	1280	22	3	1644	0	0	0	2,060	3385610	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	162	1923	31	2	1419	0	0	0	3,579	5076812	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,286	100%	28	4	56	28	D	190	1466	26	3	1643	0	0	0	2,350	3861050	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	217	953	17	1	1123	0	0	0	2,153	2429590	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+10%_PCFC-10%_normal (VEH normal distribution, CFS+10%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,105	100%	19	1	63	11	B	68	705	11	0	702	0	0	0	1,768	1240547	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,251	100%	7	1	52	18	B	76	342	7	1	1084	0	0	0	555	601435	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	61	19	C	151	4728	78	5	1067	0	0	0	6,695	7143565	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	82	13	B	176	1444	23	1	830	0	0	0	2,291	1900957	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	4	47	21	C	189	799	17	4	1139	0	0	0	926	1054714	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	12	B	221	1698	27	1	776	0	0	0	2,890	2241195	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	590	10	1	924	0	0	0	844	779434	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	267	2758	47	6	1186	0	0	0	3,000	3557500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,052	100%	16	1	62	16	B	283	1144	18	1	1013	0	0	0	1,491	1510383	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,629	99%	10	2	54	19	C	293	688	13	2	1157	0	0	0	785	908441	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,845	97%	27	6	50	23	C	320	1848	37	8	1211	0	0	0	2,014	2439625	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,086	96%	16	1	62	12	B	336	837	13	0	772	0	0	0	1,432	1104788	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,804	96%	33	1	63	11	B	389	1623	26	1	701	0	0	0	3,055	2141555	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,268	96%	34	2	60	13	B	403	1857	31	2	817	0	0	0	3,000	2450625	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,069	94%	40	1	63	10	A	443	1450	23	1	591	0	0	0	3,726	2202598	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2704	43	1	905	0	0	0	4,498	4068762	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	37	7	54	23	C	85	2706	50	10	1236	0	0	0	2,800	3480567	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1851	30	2	1076	0	0	0	2,271	2443028	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	18	6	45	28	D	129	1256	28	9	1381	0	0	0	1,200	1657500	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,633	99%	46	16	43	38	E	175	3719	86	30	1658	0	0	0	2,800	4643100	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,603	99%	14	2	58	24	C	190	1304	22	2	1401	0	0	0	1,229	1721522	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,407	98%	38	13	45	35	E	228	3087	68	22	1602	0	0	0	2,433	3897058	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,582	99%	41	2	62	18	C	269	3223	52	2	1146	0	0	0	3,714	4254387	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,661	99%	6	2	43	27	D	275	408	9	3	1415	0	0	0	381	539210	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,945	99%	30	9	45	31	D	305	2236	50	15	1486	0	0	0	2,004	2978445	12
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,350	97%	35	2	62	18	B	340	2626	42	2	1087	0	0	0	3,189	3467639	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,810	98%	71	14	54	26	D	411	5059	94	18	1374	0	0	0	5,403	7424494	27
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,834	98%	19	1	62	15	B	430	950	15	1	946	0	0	0	1,770	1672060	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,970	98%	10	0	62	14	B	440	503	8	0	990	0	0	0	894	885050	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,047	96%	52	2	62	16	B	492	2754	44	2	1016	0	0	0	4,777	4851044	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	4	55	8	A	44	574	11	1	579	0	0	0	3,523	2039817	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	572	10	1	1153	0	0	0	870	1003400	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	91	1926	32	3	1244	0	0	0	3,285	4062966	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	55	31	D	121	1687	30	4	1829	0	0	0	2,419	4425157	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	898	15	1	1546	0	0	0	1,533	2370018	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	56	23	C	147	460	8	1	1642	0	0	0	739	1213438	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	29	D	222	4369	74	6	1758	0	0	0	6,567	11543965	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3604	58	3	1533	0	0	0	6,183	9404643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	802	13	1	1360	0	0	0	1,558	2118101	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,934	99%	13	1	59	22	C	98	601	10	1	1467	0	0	0	1,082	1587294	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,284	100%	25	3	57	27	D	123	1280	23	3	1642	0	0	0	2,060	3382177	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,805	99%	40	2	61	23	C	163	1901	31	2	1403	0	0	0	3,579	5019548	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,266	99%	29	4	56	28	D	192	1457	26	4	1633	0	0	0	2,350	3837550	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	219	941	17	1	1107	0	0	0	2,163	2394982	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+10%_PCFC-30%_normal (VEH normal distribution, CFS+10%, PCFC-30%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,109	100%	19	1	63	11	B	69	706	11	0	703	0	0	0	1,768	1242904	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,239	99%	7	1	52	17	B	76	341	6	1	1080	0	0	0	555	599215	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4716	78	5	1064	0	0	0	6,695	7126349	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,274	99%	25	1	62	13	B	176	1424	23	1	819	0	0	0	2,291	1875184	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,487	99%	13	3	48	21	C	189	787	16	4	1122	0	0	0	926	1038741	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	12	B	221	1700	27	1	777	0	0	0	2,890	2244085	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	231	593	10	1	928	0	0	0	844	783443	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	267	2781	48	6	1194	0	0	0	3,000	3581000	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,045	100%	16	1	62	16	B	283	1142	18	1	1011	0	0	0	1,491	1507774	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,619	98%	10	1	56	19	C	293	687	12	2	1155	0	0	0	785	906479	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,837	97%	26	5	52	22	C	319	1842	36	7	1209	0	0	0	2,014	2435597	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,146	97%	16	1	62	13	B	335	853	14	0	787	0	0	0	1,432	1126268	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,858	98%	33	1	63	11	B	368	1654	26	1	715	0	0	0	3,055	2182798	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,337	98%	34	3	60	14	B	402	1896	32	2	834	0	0	0	3,000	2502375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,091	95%	40	1	63	10	A	442	1476	23	1	597	0	0	0	3,726	2226019	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2704	43	1	905	0	0	0	4,498	4069405	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	7	54	22	C	85	2676	50	9	1228	0	0	0	2,800	3438167	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1836	30	1	1067	0	0	0	2,271	2423157	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,507	100%	17	4	49	25	C	126	1251	25	6	1377	0	0	0	1,200	1652100	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,636	99%	44	14	45	36	E	170	3655	80	25	1659	0	0	0	2,800	4644967	19
California Ave Off Ramp to California Ave On Ramp	5,673	5,612	99%	14	1	59	24	C	184	1306	22	2	1403	0	0	0	1,229	1724287	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,435	99%	39	13	45	36	E	223	3123	70	24	1609	0	0	0	2,433	3914089	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,589	99%	41	2	62	18	C	264	3228	52	2	1147	0	0	0	3,714	4260687	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,670	99%	6	2	43	27	D	270	409	9	3	1418	0	0	0	381	540068	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,945	99%	28	7	49	28	D	298	2249	46	11	1486	0	0	0	2,004	2978612	11
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,367	98%	35	1	62	18	B	333	2636	42	2	1092	0	0	0	3,189	3481591	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,802	97%	97	40	45	35	D	430	5848	130	54	1372	0	0	0	5,403	7413302	36
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,823	97%	20	1	61	15	B	450	946	15	1	941	0	0	0	1,770	1665570	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,960	97%	10	0	62	14	B	460	501	8	0	987	0	0	0	894	882000	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,041	96%	52	2	62	16	B	512	2748	44	2	1014	0	0	0	4,777	4842286	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	570	10	1	576	0	0	0	3,523	2030422	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	566	10	1	1142	0	0	0	870	993395	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	91	1881	32	3	1215	0	0	0	3,265	3966322	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	5	55	31	D	121	1653	30	5	1790	0	0	0	2,419	4330413	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	138	880	14	1	1517	0	0	0	1,533	2324795	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,225	100%	9	1	57	23	C	147	451	8	1	1613	0	0	0	739	1191638	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	28	D	222	4310	72	6	1735	0	0	0	6,567	11392103	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3604	58	3	1533	0	0	0	6,193	9494643	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	803	13	1	1361	0	0	0	1,558	2120438	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,932	99%	13	1	59	22	C	99	601	10	1	1466	0	0	0	1,082	1586212	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,284	100%	25	3	56	27	D	123	1280	23	3	1642	0	0	0	2,060	3382177	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,813	99%	40	2	61	23	C	163	1907	31	2	1407	0	0	0	3,579	5033864	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,268	99%	29	4	55	28	D	192	1458	26	4	1624	0	0	0	2,350	3839508	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,198	100%	27	1	57	20	C	219	934	16	1	1099	0	0	0	2,163	2376596	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+10%_PCFC-50%_normal (VEH normal distribution, CFS+10%, PCFC-50%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,092	99%	19	1	63	11	A	68	701	11	0	697	0	0	0	1,768	1232885	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,232	99%	7	2	51	18	B	76	340	7	1	1077	0	0	0	555	597920	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,707	100%	75	4	61	19	C	150	4694	77	4	1059	0	0	0	6,685	7090961	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,316	100%	25	1	62	13	B	176	1442	23	1	829	0	0	0	2,291	1898953	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	14	4	47	22	C	189	800	17	5	1149	0	0	0	926	1055409	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	12	B	221	1704	27	1	779	0	0	0	2,890	2249865	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	230	594	10	1	929	0	0	0	844	783865	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	266	2765	47	5	1194	0	0	0	3,000	3580500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	282	1155	19	1	1022	0	0	0	1,491	1524175	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,664	99%	10	1	56	19	C	292	693	12	2	1166	0	0	0	785	915310	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,892	98%	26	5	52	22	C	318	1654	35	6	1223	0	0	0	2,014	2463122	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,194	99%	16	1	62	13	B	334	856	14	0	799	0	0	0	1,432	1143452	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,851	97%	33	1	63	11	B	367	1649	26	1	713	0	0	0	3,055	2177451	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,330	98%	34	2	60	14	B	401	1892	32	2	833	0	0	0	3,000	2497500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,140	98%	40	1	63	10	A	441	1510	24	1	611	0	0	0	3,726	2278183	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2704	43	1	904	0	0	0	4,498	4068120	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	37	7	54	23	C	85	2692	50	9	1230	0	0	0	2,800	3444933	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	18	B	110	1871	30	2	1068	0	0	0	2,271	2469713	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	16	4	50	25	C	127	1271	25	6	1398	0	0	0	1,200	1677600	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,695	100%	44	14	45	37	E	170	3654	81	25	1674	0	0	0	2,800	4686600	20
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	60	24	C	184	1327	22	2	1425	0	0	0	1,229	1751632	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,506	100%	39	13	45	36	E	223	3114	70	23	1627	0	0	0	2,433	3957275	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,564	99%	41	2	62	18	C	264	3210	52	2	1141	0	0	0	3,714	4237674	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,651	98%	5	1	50	23	C	269	408	8	2	1413	0	0	0	381	538258	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,922	98%	26	5	53	26	D	295	2254	43	8	1480	0	0	0	2,004	2966755	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,312	96%	35	1	62	17	B	330	2605	42	2	1078	0	0	0	3,189	3437742	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,745	96%	100	43	44	36	E	430	5804	132	57	1356	0	0	0	5,403	7324924	35
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,799	97%	20	1	61	15	B	450	938	15	1	933	0	0	0	1,770	1651410	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,935	97%	10	0	61	14	B	460	497	8	0	978	0	0	0	894	874630	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,003	95%	52	2	62	16	B	512	2715	44	2	1001	0	0	0	4,777	4781777	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	570	10	1	576	0	0	0	3,523	2028074	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	590	10	1	1191	0	0	0	870	1036170	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	91	1971	33	3	1273	0	0	0	3,265	4155692	14
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	30	4	55	32	D	121	1727	31	5	1869	0	0	0	2,419	4521111	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	138	919	15	1	1563	0	0	0	1,533	2426739	8
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	147	469	8	1	1675	0	0	0	739	1237456	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	59	29	D	222	4455	75	6	1793	0	0	0	6,567	11772168	37
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	88	3603	58	3	1533	0	0	0	6,193	9493869	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	23	C	86	814	13	1	1379	0	0	0	1,558	2148482	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	58	22	C	98	609	10	1	1485	0	0	0	1,082	1606770	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	56	27	D	123	1293	23	3	1658	0	0	0	2,080	3415480	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,819	100%	40	3	61	23	C	163	1910	31	2	1409	0	0	0	3,579	5043706	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,287	100%	29	4	56	28	D	192	1466	26	3	1643	0	0	0	2,350	3861833	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	2	56	20	C	219	951	17	1	1119	0	0	0	2,153	2419856	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+30%_PCFC-10%_normal (VEH normal distribution, CFS+30%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,095	99%	19	1	63	11	B	69	701	11	0	698	0	0	0	1,768	1234653	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,242	99%	7	1	53	17	B	76	341	6	1	1081	0	0	0	555	599770	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,721	100%	75	5	61	19	C	151	4711	78	5	1063	0	0	0	6,695	7117741	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	177	1452	24	1	833	0	0	0	2,291	1908403	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	15	5	41	24	C	192	797	19	7	1136	0	0	0	926	1052168	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	224	1718	28	1	785	0	0	0	2,890	2267928	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	233	597	10	1	934	0	0	0	844	788985	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	270	2834	50	7	1213	0	0	0	3,000	3639750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	287	1171	19	1	1037	0	0	0	1,491	1546167	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	2	54	20	C	296	701	13	2	1180	0	0	0	785	925908	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,939	99%	31	9	45	26	D	327	1884	42	13	1235	0	0	0	2,014	2466954	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,210	99%	16	1	61	13	B	343	871	14	1	803	0	0	0	1,432	1149180	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,897	99%	33	1	63	12	B	376	1676	27	1	724	0	0	0	3,055	2212584	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,375	99%	35	3	59	14	B	411	1917	33	3	844	0	0	0	3,000	2531250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,104	96%	40	1	63	10	A	451	1485	24	1	601	0	0	0	3,726	2239858	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2705	43	1	905	0	0	0	4,498	4069405	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	40	10	50	25	C	89	2744	55	14	1234	0	0	0	2,800	3453800	13
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	28	4	56	19	C	116	1852	33	5	1076	0	0	0	2,271	2444164	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,442	99%	30	25	21	58	F	155	1237	58	39	1361	2	31	27	1,200	1632600	13
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,492	97%	60	29	33	49	F	215	3546	108	52	1623	1	89	19	2,800	4544400	26
California Ave Off Ramp to California Ave On Ramp	5,673	5,509	97%	38	25	22	63	F	253	1282	58	39	1377	2	32	26	1,229	1692640	15
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,272	96%	47	21	41	41	E	300	3318	82	36	1568	0	0	0	2,433	3814741	19
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,491	97%	41	2	61	18	C	341	3159	51	3	1123	0	0	0	3,714	4169894	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,524	96%	5	1	48	24	C	346	399	8	2	1381	0	0	0	381	526161	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,793	96%	26	5	52	26	D	373	2209	42	8	1446	0	0	0	2,004	2902293	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,292	96%	35	2	62	17	B	408	2592	42	2	1073	0	0	0	3,189	3421797	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,650	95%	129	72	30	48	F	537	4984	167	93	1331	1	125	42	5,403	7190621	49
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,629	91%	20	1	61	14	B	557	881	14	1	876	0	0	0	1,770	1551110	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,771	91%	10	0	62	13	B	566	469	8	0	924	0	0	0	894	825758	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,843	89%	52	2	62	15	B	619	2569	41	2	948	0	0	0	4,777	4526208	13
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	5	54	8	A	44	561	10	1	566	0	0	0	3,523	1992844	5
SR99 On Ramp to H St Off Ramp	3,419	3,315	97%	10	1	58	19	C	54	548	9	1	1105	0	0	0	870	961205	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,950	98%	37	3	60	21	C	92	1827	31	3	1160	0	0	0	3,265	3852700	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,500	98%	31	6	53	31	D	123	1616	30	6	1750	0	0	0	2,419	4233250	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,988	99%	17	1	61	25	C	140	868	14	1	1494	0	0	0	1,533	2290302	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,177	98%	9	1	58	23	C	149	445	8	1	1589	0	0	0	739	1173902	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,422	99%	75	6	59	28	D	224	4255	72	6	1711	0	0	0	6,567	11236958	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	62	25	C	69	3603	58	3	1533	0	0	0	6,193	9495417	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	798	13	1	1353	0	0	0	1,558	2107195	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,912	99%	13	1	58	22	C	99	597	10	1	1456	0	0	0	1,082	1575392	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,260	99%	25	3	56	27	D	124	1271	23	3	1630	0	0	0	2,080	3358143	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	61	23	C	164	1921	32	2	1417	0	0	0	3,579	5071443	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,282	100%	30	5	54	29	D	194	1464	27	5	1641	0	0	0	2,350	3856350	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,177	98%	27	1	57	19	C	221	922	16	1	1086	0	0	0	2,163	2353885	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+30%_PCFC-30%_normal (VEH normal distribution, CFS+30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,097	99%	19	1	63	11	B	69	702	11	0	699	0	0	0	1,768	1235632	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,244	99%	7	2	51	18	C	76	341	7	1	1081	0	0	0	555	600140	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	61	19	C	151	4714	78	5	1084	0	0	0	6,695	7122524	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,276	99%	25	1	62	13	B	176	1426	23	1	819	0	0	0	2,291	1876043	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,486	99%	15	5	41	24	C	192	787	19	7	1122	0	0	0	926	1038509	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,069	99%	32	1	62	12	B	223	1680	27	1	767	0	0	0	2,890	2217353	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	233	587	10	1	916	0	0	0	844	775003	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	5	57	20	C	270	2767	48	6	1187	0	0	0	3,000	3562250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,062	100%	16	1	62	16	B	286	1147	18	1	1016	0	0	0	1,491	1514111	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,638	99%	10	2	55	19	C	296	690	13	2	1160	0	0	0	785	910208	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,850	97%	28	7	49	24	C	324	1844	38	9	1212	0	0	0	2,014	2441807	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,174	98%	16	1	62	13	B	339	861	14	1	794	0	0	0	1,432	1136292	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,859	98%	33	1	63	11	B	372	1654	26	1	715	0	0	0	3,055	2183561	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,327	98%	34	3	60	14	B	407	1890	32	2	832	0	0	0	3,000	2494875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,144	98%	40	1	63	10	A	447	1513	24	1	613	0	0	0	3,726	2282441	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2704	43	1	985	0	0	0	4,498	4069405	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	38	8	52	23	C	87	2680	52	11	1226	0	0	0	2,800	3431867	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	26	2	59	18	C	113	1846	31	3	1073	0	0	0	2,271	2436215	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,492	100%	31	18	27	47	F	144	1248	47	27	1373	1	31	16	1,200	1647600	11
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,573	98%	52	21	39	42	E	195	3711	94	39	1643	1	93	2	2,800	4601100	22
California Ave Off Ramp to California Ave On Ramp	5,673	5,524	97%	19	6	43	32	D	215	1286	30	10	1381	0	0	0	1,229	1697249	7
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,350	97%	45	18	41	40	E	260	3204	79	33	1580	0	0	0	2,433	3962388	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,504	97%	53	13	48	23	C	312	3168	66	17	1126	0	0	0	3,714	4181964	17
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,334	93%	10	5	26	41	E	322	385	15	8	1334	2	10	5	381	508064	3
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,644	94%	37	15	38	35	E	359	2152	57	24	1411	1	54	4	2,004	2827644	13
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,142	93%	35	2	62	17	B	394	2502	40	2	1036	0	0	0	3,189	3302210	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,622	94%	77	20	50	27	D	471	4979	99	26	1321	0	0	0	5,403	7135433	28
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,698	93%	20	1	62	15	B	491	904	15	1	899	0	0	0	1,770	1591820	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,836	93%	10	0	62	14	B	501	480	8	0	945	0	0	0	894	845128	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,900	91%	52	2	62	15	B	553	2622	42	2	967	0	0	0	4,777	4617767	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	45	5	54	8	A	45	581	11	1	585	0	0	0	3,523	2060955	5
SR99 On Ramp to H St Off Ramp	3,419	3,410	100%	10	1	58	20	C	55	563	10	1	1137	0	0	0	870	988755	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	3	59	21	C	93	1867	32	3	1206	0	0	0	3,265	3937590	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	31	5	54	32	D	124	1646	31	5	1783	0	0	0	2,419	4312674	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	60	25	C	141	887	15	1	1528	0	0	0	1,533	2342424	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	150	455	8	1	1627	0	0	0	739	1201984	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,409	100%	76	7	59	29	D	226	4342	74	6	1747	0	0	0	6,567	11470907	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3604	58	3	1534	0	0	0	6,193	9497740	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	22	C	86	805	13	1	1364	0	0	0	1,558	2125112	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,941	100%	13	1	58	22	C	98	603	10	1	1471	0	0	0	1,082	1591081	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	3	56	27	D	123	1285	23	3	1648	0	0	0	2,060	3395567	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,813	99%	40	3	61	23	C	164	1906	31	2	1406	0	0	0	3,579	5032969	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,267	99%	30	5	54	29	D	193	1456	27	4	1634	0	0	0	2,350	3838725	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,162	98%	33	7	51	22	C	226	995	20	4	1081	0	0	0	2,163	2338203	9

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+30%_PCFC-50%_normal (VEH normal distribution, CFS+30%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	716	11	0	712	0	0	0	1,768	1259405	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,265	100%	8	2	50	19	C	76	344	7	2	1091	0	0	0	555	605690	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	5	60	19	C	152	4754	79	5	1073	0	0	0	6,695	7182779	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	14	B	177	1456	24	1	837	0	0	0	2,291	1916422	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	15	5	42	24	C	192	800	19	6	1141	0	0	0	926	1056103	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	224	1703	27	1	778	0	0	0	2,890	2248420	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	233	593	10	1	927	0	0	0	844	782599	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,717	99%	45	13	44	26	D	278	2631	59	17	1179	0	0	0	3,000	3538000	15
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,024	99%	16	1	62	16	B	295	1136	18	1	1066	0	0	0	1,491	1498946	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,600	98%	10	1	56	19	C	304	684	12	2	1150	0	0	0	785	902750	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,827	97%	29	7	48	24	C	333	1841	38	10	1207	0	0	0	2,014	2430562	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,112	96%	16	1	62	13	B	349	844	14	1	778	0	0	0	1,432	1114096	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,849	97%	33	1	63	11	B	382	1648	26	1	712	0	0	0	3,055	2175924	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,338	98%	35	3	59	14	B	417	1897	32	3	835	0	0	0	3,000	2503500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,119	97%	40	1	63	10	A	457	1495	24	1	605	0	0	0	3,726	2255295	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2705	43	1	905	0	0	0	4,498	4069405	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	37	8	53	23	C	86	2683	51	10	1229	0	0	0	2,800	3441900	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	61	17	B	111	1840	30	2	1069	0	0	0	2,271	2428267	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,489	100%	24	11	34	37	E	135	1247	37	17	1372	1	31	6	1,200	1646700	8
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,589	98%	50	19	41	41	E	185	3735	91	35	1647	0	0	0	2,800	4612300	22
California Ave Off Ramp to California Ave On Ramp	5,673	5,586	98%	18	5	47	30	D	203	1300	28	8	1397	0	0	0	1,229	1716299	7
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,389	98%	43	17	42	39	E	246	3200	76	30	1597	0	0	0	2,433	3885907	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,549	98%	41	2	62	18	C	287	3200	52	2	1137	0	0	0	3,714	4223747	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,683	99%	5	1	48	24	C	292	410	9	2	1421	0	0	0	381	541306	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,942	99%	27	6	51	27	D	319	2266	44	9	1486	0	0	0	2,004	2977109	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,415	99%	35	1	62	18	B	354	2666	43	2	1104	0	0	0	3,189	3519460	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,877	99%	75	18	51	28	D	429	5204	101	24	1393	0	0	0	5,403	7528309	29
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,853	98%	19	1	62	15	B	448	956	15	1	951	0	0	0	1,770	1683270	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,989	98%	10	1	62	15	B	458	506	8	0	996	0	0	0	894	890722	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,051	96%	52	2	62	16	B	511	2758	44	2	1017	0	0	0	4,777	4857413	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	44	5	54	8	A	44	572	11	1	577	0	0	0	3,523	2032771	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	54	567	10	1	1144	0	0	0	870	995280	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	38	3	59	21	C	92	1891	32	3	1221	0	0	0	3,265	3987218	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	31	5	54	32	D	123	1660	31	5	1798	0	0	0	2,419	4348153	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	140	890	15	1	1533	0	0	0	1,533	2349323	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	149	456	8	1	1630	0	0	0	739	1204201	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,459	100%	76	6	59	29	D	225	4353	74	6	1752	0	0	0	6,567	11504563	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	4	62	25	C	68	3803	58	3	1533	0	0	0	6,193	9493869	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	61	23	C	86	815	13	1	1382	0	0	0	1,558	2152377	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	59	22	C	98	609	10	1	1486	0	0	0	1,082	1607652	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	25	4	55	28	D	124	1294	23	3	1659	0	0	0	2,060	3417883	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	61	24	C	164	1946	32	2	1436	0	0	0	3,579	5138549	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	30	5	54	29	D	194	1482	28	5	1662	0	0	0	2,350	3904917	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	2	56	20	C	221	945	17	1	1115	0	0	0	2,163	2411204	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+50%_PCFC-10%_normal (VEH normal distribution, CFS+50%, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2157	34	1	818	0	0	0	4,648	3803613	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	708	11	0	705	0	0	0	1,768	1247029	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,262	100%	7	1	53	17	B	76	343	6	1	1087	0	0	0	555	603470	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	76	6	60	19	C	152	4728	79	6	1067	0	0	0	6,695	7145000	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,306	100%	26	2	61	14	B	178	1443	24	2	827	0	0	0	2,291	1893512	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,516	100%	17	7	37	27	D	195	792	22	9	1129	1	20	2	926	1045454	5
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	227	1702	28	1	778	0	0	0	2,890	2246975	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	237	593	10	1	927	0	0	0	844	782388	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,733	100%	38	6	55	21	C	275	2721	49	8	1103	0	0	0	3,000	3549750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	3,690	91%	31	13	33	28	D	305	1042	31	13	923	1	26	5	1,491	1375448	8
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	3,633	77%	30	17	18	47	F	335	540	30	17	908	2	14	17	785	712976	7
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,245	85%	56	32	25	42	E	391	1637	66	38	1061	2	41	25	2,014	2137358	16
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	2,846	88%	16	1	61	12	B	407	772	13	1	712	0	0	0	1,432	1018868	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,613	89%	33	1	63	10	A	440	1512	24	1	653	0	0	0	3,055	1995679	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	2,976	87%	35	3	59	12	B	475	1691	29	3	744	0	0	0	3,000	2232000	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	1,867	85%	40	1	63	9	A	515	1318	21	1	533	0	0	0	3,726	1987555	6
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2705	43	2	905	0	0	0	4,498	4069405	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	41	11	49	25	C	90	2756	56	15	1232	0	0	0	2,800	3450067	13
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	51	27	30	35	E	141	1850	61	32	1076	1	46	15	2,271	2442461	15
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	4,974	90%	53	40	15	73	F	194	1130	74	55	1244	3	28	46	1,206	1492200	17
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	5,776	86%	93	62	20	69	F	287	3033	149	100	1444	2	76	73	2,800	4043200	37
California Ave Off Ramp to California Ave On Ramp	5,673	4,856	86%	65	52	13	94	F	352	1130	88	70	1214	3	28	59	1,229	1492006	22
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	5,821	89%	49	22	41	37	E	401	3113	76	35	1405	0	0	0	2,433	3419176	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	3,975	86%	41	2	62	16	B	442	2796	45	2	994	0	0	0	3,714	3690788	11
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,065	88%	5	1	48	21	C	447	366	8	2	1265	0	0	0	381	482441	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,325	88%	27	6	51	24	C	474	2036	40	9	1331	0	0	0	2,004	2667992	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	3,958	89%	35	1	62	16	B	509	2391	38	2	990	0	0	0	3,189	3155516	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,412	90%	76	19	52	26	C	585	4810	93	23	1261	0	0	0	5,403	6810482	27
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,599	90%	19	1	62	14	B	604	871	14	1	866	0	0	0	1,770	1533410	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,738	90%	10	0	62	13	B	614	464	7	0	913	0	0	0	894	815924	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,807	88%	52	2	62	15	B	656	2537	41	2	936	0	0	0	4,777	4469660	13
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	46	6	52	8	A	46	576	11	2	578	0	0	0	3,523	2035120	6
SR99 On Ramp to H St Off Ramp	3,419	3,259	95%	10	1	57	19	C	56	538	9	1	1086	0	0	0	870	945110	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,882	96%	38	4	59	20	C	94	1785	30	3	1153	0	0	0	3,265	3763892	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,420	96%	32	7	51	32	D	126	1558	31	6	1710	0	0	0	2,419	4136087	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,892	96%	17	1	60	24	C	144	840	14	1	1446	0	0	0	1,533	2216718	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,095	96%	9	1	58	22	C	152	433	8	1	1548	0	0	0	739	1143603	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,335	96%	76	7	59	28	D	229	4145	71	7	1667	0	0	0	6,567	10948831	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	61	25	C	69	3604	59	4	1534	0	0	0	6,193	9498666	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	18	1	61	22	C	87	804	13	1	1362	0	0	0	1,558	2121996	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,930	99%	13	2	57	22	C	99	600	10	1	1465	0	0	0	1,082	1585130	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,281	100%	26	5	53	29	D	126	1280	24	4	1641	0	0	0	2,060	3379773	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	41	3	60	24	C	166	1938	32	2	1430	0	0	0	3,579	5116181	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	31	6	51	31	D	198	1475	29	6	1654	0	0	0	2,350	3886508	14
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	2	56	20	C	225	961	17	1	1134	0	0	0	2,163	2452301	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+50%_PCFC-30%_normal (VEH normal distribution, CFS+50%, PCFC-30%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2159	34	1	819	0	0	0	4,648	3804398	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	709	11	0	706	0	0	0	1,768	1247619	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,249	100%	7	1	52	18	B	76	342	7	1	1083	0	0	0	555	601065	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	76	5	60	19	C	152	4718	78	5	1085	0	0	0	6,685	7129697	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	2	62	13	B	177	1448	24	1	830	0	0	0	2,291	1902103	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,528	100%	16	6	40	25	C	193	794	20	7	1132	0	0	0	926	1046232	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	225	1703	27	1	778	0	0	0	2,890	2247698	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	234	593	10	1	927	0	0	0	844	782368	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	271	2779	49	7	1191	0	0	0	3,000	3572250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,054	4,018	99%	19	3	52	19	C	291	1135	22	4	1005	0	0	0	1,491	1497710	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,395	94%	20	10	27	37	E	310	654	24	13	1099	1	16	6	785	862519	5
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,747	95%	40	18	35	33	D	350	1851	52	24	1187	1	46	6	2,014	2390115	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,028	94%	16	1	61	12	B	366	821	13	1	757	0	0	0	1,432	1084024	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,717	93%	33	1	63	11	A	399	1572	25	1	679	0	0	0	3,055	2075109	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,131	92%	35	3	59	13	B	434	1779	30	3	783	0	0	0	3,000	2348250	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,011	92%	40	1	63	9	A	474	1419	23	1	575	0	0	0	3,726	2140853	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2706	43	2	905	0	0	0	4,498	4070690	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	40	10	50	25	C	89	2726	54	14	1229	0	0	0	2,800	3441433	13
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	37	13	42	25	C	125	1846	44	15	1073	0	0	0	2,271	2437351	11
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,220	95%	44	31	18	64	F	169	1186	64	45	1305	2	30	35	1,200	1566000	15
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,166	92%	76	46	25	60	F	246	3234	130	78	1542	2	81	50	2,800	4316200	32
California Ave Off Ramp to California Ave On Ramp	5,673	5,184	91%	56	43	15	87	F	302	1206	81	62	1296	3	30	51	1,229	1592784	20
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	5,925	91%	49	23	40	40	E	351	3221	81	37	1481	1	81	1	2,433	3603881	18
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,161	90%	41	2	62	17	B	392	2927	47	2	1040	0	0	0	3,714	3863489	12
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,240	91%	5	1	50	21	C	397	378	8	2	1310	0	0	0	381	499110	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,500	91%	27	6	51	25	C	424	2101	41	9	1375	0	0	0	2,004	2755333	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,125	92%	35	2	62	17	B	459	2492	40	2	1031	0	0	0	3,189	3288658	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,604	93%	83	26	48	29	D	543	5077	106	34	1315	0	0	0	5,403	7108875	30
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,719	94%	20	1	62	15	B	562	912	15	1	906	0	0	0	1,770	1604210	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,862	94%	10	0	62	14	B	572	484	8	0	954	0	0	0	894	852876	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,936	92%	52	2	62	15	B	624	2653	43	2	979	0	0	0	4,777	4675091	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	45	6	53	8	A	45	573	11	1	576	0	0	0	3,523	2028074	5
SR99 On Ramp to H St Off Ramp	3,419	3,339	98%	10	1	57	19	C	56	551	10	1	1113	0	0	0	870	968165	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,957	98%	38	4	58	21	C	94	1832	31	3	1183	0	0	0	3,265	3861189	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,496	98%	32	7	52	32	D	126	1608	31	6	1748	0	0	0	2,419	4228412	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	2,985	99%	17	1	60	25	C	144	867	14	1	1493	0	0	0	1,533	2288003	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,176	98%	9	1	57	23	C	152	445	8	1	1588	0	0	0	739	1173532	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,415	98%	77	7	59	29	D	229	4252	73	7	1706	0	0	0	6,567	11213153	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	61	25	C	69	3604	59	4	1534	0	0	0	6,193	9496966	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,701	100%	17	1	61	22	C	87	797	13	1	1351	0	0	0	1,558	2104079	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,916	99%	13	2	57	22	C	99	598	10	1	1458	0	0	0	1,082	1577556	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,267	99%	26	4	54	28	D	125	1275	23	4	1634	0	0	0	2,060	3365010	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,824	100%	41	3	60	24	C	166	1914	32	2	1412	0	0	0	3,579	5053548	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,279	100%	31	6	52	30	D	197	1461	28	5	1640	0	0	0	2,350	3853217	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,206	100%	27	2	56	20	C	224	935	17	1	1103	0	0	0	2,163	2385789	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS+50%_PCFC-50%_normal (VEH normal distribution, CFS+50%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2156	34	1	818	0	0	0	4,648	3800515	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,108	100%	19	1	63	11	B	69	706	11	0	703	0	0	0	1,768	1242315	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,243	99%	7	2	51	18	B	76	341	7	1	1081	0	0	0	555	599955	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,708	100%	75	5	60	19	C	151	4692	78	5	1059	0	0	0	6,695	7091918	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,312	100%	25	1	62	13	B	177	1442	23	1	828	0	0	0	2,291	1896948	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,512	100%	15	5	43	23	C	192	791	18	6	1128	0	0	0	926	1044528	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	62	13	B	223	1725	28	1	789	0	0	0	2,890	2276598	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	233	598	10	1	936	0	0	0	844	790195	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	37	5	57	21	C	270	2843	50	7	1217	0	0	0	3,000	3651250	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	286	1184	19	1	1048	0	0	0	1,491	1561823	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	2	53	20	C	297	710	13	2	1193	0	0	0	785	936309	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,967	100%	32	10	43	28	D	328	1893	44	14	1242	0	0	0	2,014	2500865	11
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,230	100%	16	1	61	13	B	344	881	14	1	812	0	0	0	1,432	1162784	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,915	100%	33	1	63	12	B	377	1686	27	1	729	0	0	0	3,055	2226331	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,359	99%	35	3	59	14	B	413	1909	33	3	840	0	0	0	3,000	2519250	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,148	98%	40	1	63	10	A	453	1516	24	1	614	0	0	0	3,726	2286699	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	2	63	17	B	49	2706	43	2	905	0	0	0	4,498	4069405	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	40	10	50	24	C	88	2686	54	13	1222	0	0	0	2,800	3420667	13
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	28	4	56	19	C	116	1829	33	5	1063	0	0	0	2,271	2413505	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,446	99%	36	23	22	55	F	152	1238	55	35	1362	2	31	24	1,200	1633800	12
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,554	98%	55	24	37	45	E	207	3688	100	45	1638	1	92	8	2,800	4587567	24
California Ave Off Ramp to California Ave On Ramp	5,673	5,525	97%	27	14	31	44	E	234	1286	41	22	1381	1	32	9	1,229	1697556	10
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,306	97%	48	21	39	42	E	282	3273	83	37	1576	1	82	2	2,433	3835422	19
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,546	98%	41	2	61	19	C	323	3198	52	3	1137	0	0	0	3,714	4220961	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,593	97%	6	2	46	25	C	329	404	9	3	1398	0	0	0	381	532733	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,867	97%	28	6	50	27	D	356	2244	45	10	1467	0	0	0	2,004	2939367	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,379	98%	35	2	62	18	B	392	2644	43	2	1095	0	0	0	3,189	3490759	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,854	98%	89	33	45	34	D	481	5401	121	44	1387	0	0	0	5,403	7493575	35
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,837	98%	20	1	62	15	B	501	951	15	1	946	0	0	0	1,770	1673830	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,969	98%	10	1	61	15	B	511	503	8	0	980	0	0	0	894	884762	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,039	96%	53	2	62	16	B	563	2747	44	2	1013	0	0	0	4,777	4838305	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	45	6	53	8	A	45	568	11	1	570	0	0	0	3,523	2009284	5
SR99 On Ramp to H St Off Ramp	3,419	3,312	97%	10	1	58	19	C	55	547	9	1	1104	0	0	0	870	960480	3
H St Off Ramp to Chester Ave On Ramp	3,003	2,969	99%	37	3	59	21	C	93	1839	31	3	1188	0	0	0	3,265	3877514	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,508	98%	31	6	53	32	D	124	1615	31	6	1754	0	0	0	2,419	4242523	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,004	100%	17	1	60	25	C	142	872	14	1	1502	0	0	0	1,533	2302586	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,201	99%	9	1	57	23	C	150	448	8	1	1601	0	0	0	739	1182770	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,438	99%	76	7	59	29	D	227	4275	73	7	1719	0	0	0	6,567	11287852	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	69	4	61	25	C	69	3606	59	3	1534	0	0	0	6,193	9497740	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	18	1	61	23	C	87	808	13	1	1370	0	0	0	1,558	2133881	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	13	1	58	22	C	99	605	10	1	1477	0	0	0	1,082	1598114	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	26	4	54	28	D	125	1290	24	4	1653	0	0	0	2,060	3404837	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	3	60	24	C	166	1926	32	2	1421	0	0	0	3,579	5084864	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,289	100%	30	6	53	30	D	196	1464	28	5	1644	0	0	0	2,350	3864183	13
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,178	99%	27	2	56	20	C	223	922	16	1	1089	0	0	0	2,163	2354966	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-10%_PCFC-10%_normal (VEH normal distribution, CFS-10%, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2157	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	708	11	0	704	0	0	0	1,768	1245261	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,244	99%	7	1	52	18	B	76	341	7	1	1081	0	0	0	555	600140	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4720	77	4	1085	0	0	0	6,695	7132566	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	82	13	B	176	1456	23	1	837	0	0	0	2,291	1917853	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	49	20	C	189	804	16	4	1146	0	0	0	926	1061196	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	13	B	220	1737	28	1	793	0	0	0	2,690	2292493	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	230	604	10	1	945	0	0	0	844	797580	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	266	2813	48	5	1213	0	0	0	3,000	3639500	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	282	1167	19	1	1033	0	0	0	1,491	1540576	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	292	700	13	2	1177	0	0	0	785	924141	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,921	99%	26	5	52	23	C	318	1869	36	7	1230	0	0	0	2,014	2477891	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,210	99%	16	1	62	13	B	333	871	14	0	603	0	0	0	1,432	1149180	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,928	2,916	100%	33	1	63	12	B	367	1687	27	1	729	0	0	0	3,055	2227095	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,382	99%	34	2	60	14	B	400	1921	32	2	845	0	0	0	3,000	2536125	6
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,154	98%	40	1	63	10	A	441	1520	24	1	615	0	0	0	3,726	2292555	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2705	43	1	905	0	0	0	4,498	4068762	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	36	7	54	22	C	85	2685	49	9	1228	0	0	0	2,800	3437233	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	110	1843	30	1	1072	0	0	0	2,271	2433377	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	16	3	52	24	C	125	1253	24	5	1378	0	0	0	1,200	1653600	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,626	99%	41	11	47	35	D	167	3561	76	21	1657	0	0	0	2,800	4638433	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,607	99%	14	1	59	24	C	181	1305	22	2	1402	0	0	0	1,229	1722751	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,438	99%	35	9	48	32	D	216	3045	63	17	1610	0	0	0	2,433	3916116	15
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,587	99%	41	2	52	18	C	257	3226	52	2	1147	0	0	0	3,714	4259030	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,657	98%	6	2	46	25	C	263	409	9	3	1414	0	0	0	381	538829	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,931	98%	26	5	52	27	D	289	2246	43	8	1483	0	0	0	2,004	2971598	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,363	98%	35	1	82	18	B	324	2634	42	2	1091	0	0	0	3,189	3478402	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,759	97%	111	54	42	39	E	435	8194	147	71	1360	0	0	0	5,403	7346922	40
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,791	96%	20	1	61	15	B	454	935	15	1	939	0	0	0	1,770	1648690	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,930	96%	10	0	62	14	B	464	496	8	0	977	0	0	0	894	873140	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,003	95%	52	2	62	16	B	516	2715	44	2	1001	0	0	0	4,777	4781777	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	4	55	8	A	43	570	10	1	576	0	0	0	3,523	2028074	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	566	10	1	1141	0	0	0	870	992525	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1869	31	2	1208	0	0	0	3,285	3943467	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	56	30	D	120	1649	29	4	1785	0	0	0	2,419	4316706	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	137	878	14	1	1513	0	0	0	1,533	2318663	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,209	99%	9	1	59	23	C	145	449	8	1	1605	0	0	0	739	1185726	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,443	99%	75	5	60	28	D	220	4278	71	5	1722	0	0	0	6,567	11305091	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	88	3	62	25	C	68	3802	58	3	1533	0	0	0	6,193	9492321	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	802	13	1	1359	0	0	0	1,558	2115764	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,930	99%	13	1	58	22	C	98	601	10	1	1465	0	0	0	1,082	1585130	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,283	100%	25	3	56	27	D	123	1279	23	3	1641	0	0	0	2,060	3381147	11
Chester Ave Off Ramp to H St On Ramp	2,832	2,812	99%	40	3	61	23	C	163	1906	31	2	1406	0	0	0	3,579	5032074	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,286	99%	29	4	56	28	D	191	1458	26	3	1633	0	0	0	2,350	3837550	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,185	99%	27	1	57	19	C	218	927	16	1	1092	0	0	0	2,163	2362537	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-10%_PCFC-30%_normal (VEH normal distribution, CFS-10%, PCFC-30%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	69	710	11	0	707	0	0	0	1,768	1249387	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,249	100%	7	1	52	18	B	76	342	7	1	1083	0	0	0	555	601065	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	151	4729	78	4	1067	0	0	0	6,695	7144521	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,303	100%	25	1	62	13	B	176	1436	23	1	826	0	0	0	2,291	1891507	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,531	100%	14	4	47	21	C	189	795	17	4	1133	0	0	0	926	1048927	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	32	1	63	12	B	221	1703	27	1	778	0	0	0	2,690	2247698	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	231	593	10	1	928	0	0	0	844	783021	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	266	2768	47	5	1192	0	0	0	3,000	3577000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	283	1156	19	1	1024	0	0	0	1,491	1526411	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,667	99%	9	1	57	19	C	292	694	12	2	1167	0	0	0	785	915899	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,886	98%	26	4	53	22	C	318	1858	35	6	1222	0	0	0	2,014	2460101	6
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,124	97%	16	0	62	13	B	334	847	14	0	781	0	0	0	1,432	1118392	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,835	97%	33	1	63	11	B	367	1640	26	1	709	0	0	0	3,055	2165231	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,306	97%	34	2	60	13	B	400	1879	31	2	827	0	0	0	3,000	2479500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,114	96%	40	1	63	10	A	441	1492	24	0	604	0	0	0	3,726	2250504	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	63	17	B	48	2703	43	1	904	0	0	0	4,498	4068120	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	6	55	22	C	84	2673	48	8	1228	0	0	0	2,800	3439100	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1843	30	1	1071	0	0	0	2,271	2432241	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,496	100%	15	2	56	22	C	124	1249	22	3	1374	0	0	0	1,200	1648800	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,627	99%	40	10	49	33	D	163	3570	73	18	1657	0	0	0	2,800	4638667	18
California Ave Off Ramp to California Ave On Ramp	5,673	5,670	100%	14	1	60	24	C	177	1319	22	2	1418	0	0	0	1,229	1742108	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,489	100%	37	11	47	34	D	214	3105	66	19	1622	0	0	0	2,433	3946934	16
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,547	98%	40	2	63	18	C	254	3198	51	2	1137	0	0	0	3,714	4221890	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,576	97%	5	1	50	23	C	259	402	8	2	1394	0	0	0	381	531114	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,855	97%	25	4	55	25	C	284	2223	41	6	1464	0	0	0	2,004	2933355	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,311	96%	35	1	63	17	B	319	2603	42	1	1078	0	0	0	3,189	3436546	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,790	97%	64	7	58	24	C	383	4950	85	9	1368	0	0	0	5,403	7393620	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,800	97%	19	1	63	15	B	403	939	15	1	933	0	0	0	1,770	1652000	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,936	97%	10	0	62	14	B	412	497	8	0	979	0	0	0	894	874928	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,001	94%	52	2	62	16	B	465	2715	44	2	1060	0	0	0	4,777	4778592	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	600	600	100%	43	3	55	8	A	43	579	10	1	686	0	0	0	3,523	2063304	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	586	10	1	1184	0	0	0	870	1030080	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	90	1951	33	3	1261	0	0	0	3,285	4118471	14
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	56	31	D	120	1709	30	4	1854	0	0	0	2,419	4485632	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	D	137	919	15	1	1583	0	0	0	1,533	2426739	8
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	24	C	145	470	8	1	1679	0	0	0	739	1240412	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	75	6	60	29	D	221	4459	75	6	1794	0	0	0	6,567	11782019	37
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3601	58	3	1532	0	0	0	6,193	9489998	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	805	13	1	1363	0	0	0	1,558	2123554	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,937	99%	13	1	59	22	C	98	602	10	1	1469	0	0	0	1,082	1588917	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,288	100%	24	3	57	27	D	122	1280	22	3	1644	0	0	0	2,060	3386983	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,820	100%	40	2	61	23	C	162	1911	31	2	1410	0	0	0	3,579	5045495	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,280	100%	28	3	57	27	D	190	1464	26	3	1640	0	0	0	2,350	3854000	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	19	C	217	938	16	1	1104	0	0	0	2,163	2387411	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-10%_PCFC-50%_normal (VEH normal distribution, CFS-10%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,108	100%	19	1	63	11	B	69	706	11	0	703	0	0	0	1,768	1242315	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,244	99%	7	1	51	18	B	76	341	7	1	1081	0	0	0	555	600140	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	75	4	61	19	C	150	4726	77	4	1057	0	0	0	6,695	7140218	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	176	1448	23	1	833	0	0	0	2,291	1907830	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	50	20	C	188	800	16	3	1141	0	0	0	926	1056556	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	220	1724	28	1	787	0	0	0	2,890	2275153	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	229	600	10	1	939	0	0	0	844	792727	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	265	2806	48	5	1208	0	0	0	3,080	3624750	12
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	17	B	281	1167	19	1	1033	0	0	0	1,491	1540576	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	10	1	56	19	C	291	698	12	2	1174	0	0	0	785	921590	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,919	99%	26	5	52	23	C	317	1871	36	7	1230	0	0	0	2,014	2476884	9
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,126	97%	16	1	62	13	B	333	848	14	0	752	0	0	0	1,432	1119108	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,858	98%	33	1	63	11	B	366	1653	26	1	715	0	0	0	3,055	2182798	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,329	98%	34	2	60	13	B	400	1892	31	2	832	0	0	0	3,090	2496375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,147	98%	40	1	63	10	A	440	1515	24	1	613	0	0	0	3,726	2285103	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2703	42	1	904	0	0	0	4,498	4068120	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	6	55	22	C	84	2657	48	8	1223	0	0	0	2,800	3424400	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	109	1836	30	1	1067	0	0	0	2,271	2423725	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,484	100%	15	2	55	22	C	123	1246	22	3	1371	0	0	0	1,200	1645200	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,631	99%	39	9	50	33	D	162	3546	72	17	1658	0	0	0	2,800	4641467	17
California Ave Off Ramp to California Ave On Ramp	5,673	5,611	99%	14	1	61	23	C	176	1306	21	1	1403	0	0	0	1,229	1723980	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,426	98%	33	7	51	30	D	209	3002	59	13	1607	0	0	0	2,433	3908817	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,594	99%	40	1	63	18	C	249	3231	52	2	1149	0	0	0	3,714	4265529	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,648	98%	5	1	48	24	C	255	407	8	2	1412	0	0	0	381	537972	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,915	98%	25	4	54	26	C	280	2244	42	7	1479	0	0	0	2,004	2963248	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,382	98%	35	1	62	18	B	315	2647	42	2	1086	0	0	0	3,189	3493550	11
Ming Ave On Ramp to White Ln Off Ramp	4,926	4,838	98%	88	31	50	32	D	403	5867	118	42	1382	0	0	0	5,403	7467718	33
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,842	98%	20	1	61	16	B	423	953	16	1	947	0	0	0	1,770	1676780	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,980	98%	10	0	61	15	B	433	505	8	0	993	0	0	0	894	888040	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,049	96%	52	2	62	16	B	485	2756	44	2	1016	0	0	0	4,777	4855024	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	55	8	A	43	569	10	1	576	0	0	0	3,523	2028074	5
SR99 On Ramp to H St Off Ramp	3,419	3,384	99%	10	1	59	19	C	53	559	10	1	1128	0	0	0	870	981360	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	90	1860	31	2	1202	0	0	0	3,265	3924530	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,559	100%	29	3	57	30	D	119	1640	29	3	1779	0	0	0	2,419	4304207	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,001	100%	17	1	62	24	C	136	871	14	1	1501	0	0	0	1,533	2300267	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,196	99%	9	1	59	23	C	144	447	8	1	1598	0	0	0	739	1180922	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,425	99%	74	5	60	28	D	218	4255	71	5	1713	0	0	0	6,567	11245986	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3601	58	2	1533	0	0	0	6,193	9493095	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,676	99%	17	1	62	22	C	85	790	13	1	1338	0	0	0	1,558	2084604	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,891	98%	12	1	60	21	C	97	592	10	1	1446	0	0	0	1,082	1564031	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,247	99%	24	2	58	26	C	121	1265	22	2	1624	0	0	0	2,060	3344753	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,776	98%	40	2	61	23	C	161	1881	31	2	1388	0	0	0	3,579	4966757	15
H St On Ramp to SR99 NB Off Ramp	3,291	3,247	99%	28	3	57	27	D	189	1448	25	3	1624	0	0	0	2,350	3815225	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,164	98%	27	1	57	19	C	216	918	16	1	1082	0	0	0	2,163	2339625	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-30%_PCFC-10%_normal (VEH normal distribution, CFS-30%, PCFC-10%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	618	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,089	99%	19	1	63	11	A	69	700	11	0	696	0	0	0	1,768	1231117	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,235	99%	7	1	53	17	B	76	340	6	1	1078	0	0	0	555	598475	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	61	19	C	150	4727	77	4	1067	0	0	0	6,695	7140696	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,308	100%	25	1	82	13	B	175	1438	23	1	627	0	0	0	2,291	1894371	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	13	3	50	20	C	188	795	16	4	1134	0	0	0	926	1049621	4
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	219	1702	27	1	777	0	0	0	2,890	2246253	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	592	10	1	927	0	0	0	844	781966	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	265	2780	47	5	1195	0	0	0	3,000	3585000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	281	1163	19	1	1039	0	0	0	1,491	1535357	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,691	100%	9	1	57	19	C	291	698	12	1	1173	0	0	0	785	920609	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,900	98%	24	3	56	21	C	315	1859	33	4	1225	0	0	0	2,014	2467150	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,153	98%	16	0	63	13	B	331	855	14	0	788	0	0	0	1,432	1128774	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,847	97%	33	1	63	11	B	364	1647	26	1	712	0	0	0	3,055	2174396	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,306	97%	34	2	61	13	B	397	1879	31	2	627	0	0	0	3,000	2479500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,141	98%	40	1	63	10	A	437	1511	24	1	612	0	0	0	3,726	2279247	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2702	42	1	904	0	0	0	4,498	4067477	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	5	56	22	C	83	2680	48	7	1230	0	0	0	2,800	3444933	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	108	1846	30	1	1073	0	0	0	2,271	2436215	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,493	100%	15	3	54	23	C	123	1249	23	4	1373	0	0	0	1,200	1647900	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,641	99%	39	9	51	32	D	162	3618	71	16	1660	0	0	0	2,800	4648467	17
California Ave Off Ramp to California Ave On Ramp	5,673	5,564	98%	14	1	80	23	C	176	1295	21	2	1391	0	0	0	1,229	1708539	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,383	98%	33	7	52	30	D	209	2991	58	12	1586	0	0	0	2,433	3882257	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,522	98%	40	1	63	18	C	249	3181	51	2	1131	0	0	0	3,714	4196677	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,589	97%	6	1	47	24	C	255	403	9	2	1397	0	0	0	381	532352	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,873	97%	25	4	54	25	C	280	2227	41	6	1468	0	0	0	2,004	2942373	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,308	96%	35	1	63	17	B	314	2601	42	1	1077	0	0	0	3,189	3434154	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,733	96%	95	38	47	33	D	410	5841	125	50	1352	0	0	0	5,403	7306786	34
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,781	96%	20	1	61	15	B	429	932	15	1	927	0	0	0	1,770	1640790	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,916	96%	10	0	62	14	B	439	494	8	0	972	0	0	0	894	868868	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,981	94%	52	2	62	15	B	491	2897	43	2	984	0	0	0	4,777	4746746	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	571	10	1	578	0	0	0	3,523	2037468	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	53	567	10	1	1143	0	0	0	870	994410	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	89	1883	31	2	1217	0	0	0	3,265	3974811	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	3	58	30	D	118	1659	29	3	1802	0	0	0	2,419	4358635	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	135	889	15	1	1531	0	0	0	1,533	2347023	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	23	C	144	455	8	1	1626	0	0	0	739	1201245	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	28	D	218	4333	72	5	1744	0	0	0	6,567	11454490	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3803	58	2	1533	0	0	0	6,193	9493869	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	802	13	1	1359	0	0	0	1,558	2117322	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,926	99%	12	1	60	21	C	97	599	10	1	1463	0	0	0	1,082	1582966	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,276	99%	24	2	58	26	C	121	1275	22	2	1638	0	0	0	2,060	3374280	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	62	23	C	161	1940	32	2	1431	0	0	0	3,579	5122444	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	57	27	D	189	1479	26	3	1655	0	0	0	2,350	3890033	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	216	952	17	1	1120	0	0	0	2,163	2422019	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-30%_PCFC-30%_normal (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2157	34	1	818	0	0	0	4,648	3801289	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,083	99%	19	1	63	11	A	69	698	11	0	694	0	0	0	1,768	1227581	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,216	98%	7	1	53	17	B	76	338	6	1	1072	0	0	0	555	594960	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,715	100%	74	4	61	19	C	150	4703	77	4	1061	0	0	0	6,695	7106284	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	175	1442	23	1	830	0	0	0	2,291	1900957	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	3	51	20	C	188	795	16	3	1134	0	0	0	926	1050084	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,076	99%	31	1	63	12	B	219	1684	27	1	769	0	0	0	2,890	2222410	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	589	10	1	920	0	0	0	844	776480	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	58	20	C	265	2761	47	5	1189	0	0	0	3,000	3567250	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,047	100%	16	1	62	16	B	281	1143	18	1	1012	0	0	0	1,491	1508519	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,617	98%	9	1	57	18	C	290	687	12	1	1154	0	0	0	785	906086	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,822	97%	24	3	56	20	C	314	1829	32	4	1206	0	0	0	2,014	2427877	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,130	97%	16	0	63	13	B	330	849	14	0	763	0	0	0	1,432	1120540	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,798	96%	33	1	63	11	B	363	1619	26	1	700	0	0	0	3,055	2136973	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,269	96%	34	2	61	13	B	397	1857	31	2	817	0	0	0	3,000	2451750	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,070	94%	40	1	63	10	A	437	1461	23	1	591	0	0	0	3,726	2203663	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2702	43	1	904	0	0	0	4,498	4066835	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	5	56	22	C	83	2664	47	7	1227	0	0	0	2,800	3434900	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	108	1845	30	1	1073	0	0	0	2,271	2435648	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	56	22	C	123	1259	22	3	1385	0	0	0	1,200	1661400	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,689	100%	37	7	53	31	D	159	3618	68	13	1672	0	0	0	2,800	4682533	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	61	23	C	173	1321	22	1	1419	0	0	0	1,229	1743337	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,492	100%	33	7	51	31	D	206	3053	60	13	1623	0	0	0	2,433	3948962	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,562	99%	40	1	63	18	C	246	3209	51	2	1141	0	0	0	3,714	4235817	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,603	98%	5	1	47	24	C	252	405	9	2	1401	0	0	0	381	533686	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,855	97%	25	4	55	25	C	277	2217	40	6	1464	0	0	0	2,004	2933355	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,321	97%	35	1	63	17	B	312	2609	42	2	1080	0	0	0	3,189	3444519	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,718	96%	93	36	46	33	D	405	5554	122	47	1348	0	0	0	5,403	7282858	34
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,714	94%	20	1	62	15	B	424	910	15	1	905	0	0	0	1,770	1601280	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,856	94%	10	0	62	14	B	434	484	8	0	952	0	0	0	894	851008	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,942	93%	52	2	63	15	B	486	2859	42	1	981	0	0	0	4,777	4683849	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	55	8	A	43	572	10	1	578	0	0	0	3,523	2037468	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	53	585	10	1	1180	0	0	0	870	1026455	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	22	C	90	1946	32	2	1258	0	0	0	3,265	4107370	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	3	58	31	D	118	1704	30	3	1648	0	0	0	2,419	4469909	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	135	907	15	1	1563	0	0	0	1,533	2395313	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	144	462	8	1	1653	0	0	0	739	1221198	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	29	D	218	4389	73	5	1767	0	0	0	6,567	11600606	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	63	25	C	68	3602	58	2	1533	0	0	0	6,193	9491547	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	815	13	1	1382	0	0	0	1,558	2152377	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	12	1	59	22	C	97	610	10	1	1438	0	0	0	1,082	1610016	5
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	24	3	58	27	D	122	1296	22	2	1665	0	0	0	2,060	3429900	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	161	1931	32	2	1424	0	0	0	3,579	5097391	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	57	28	D	190	1479	26	3	1656	0	0	0	2,350	3892393	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	216	944	17	1	1114	0	0	0	2,163	2409582	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-30%_PCFC-50%_normal (VEH normal distribution, CFS-30%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vph)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2156	34	1	818	0	0	0	4,648	3801289	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	0	63	11	B	69	708	11	0	705	0	0	0	1,788	1245851	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,244	99%	7	1	53	17	B	76	341	6	1	1081	0	0	0	555	600140	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	61	19	C	150	4733	77	4	1068	0	0	0	6,635	7149304	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	175	1443	23	1	831	0	0	0	2,291	1902962	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	2	53	19	C	187	798	15	3	1137	0	0	0	926	1053094	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	219	1729	28	1	790	0	0	0	2,890	2282378	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	228	602	10	1	942	0	0	0	844	794837	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	264	2797	48	5	1206	0	0	0	3,000	3618000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	17	B	280	1182	19	1	1047	0	0	0	1,491	1560332	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,693	100%	9	1	56	19	C	290	708	13	2	1191	0	0	0	785	934543	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,975	100%	25	3	55	22	C	314	1665	34	5	1244	0	0	0	2,014	2504913	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,194	99%	16	0	63	13	B	330	866	14	0	799	0	0	0	1,432	1143452	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,887	99%	33	1	63	11	B	363	1670	26	1	722	0	0	0	3,055	2204946	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,378	99%	34	2	61	14	B	397	1919	32	2	844	0	0	0	3,000	2533125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,141	98%	40	1	63	10	A	437	1511	24	1	612	0	0	0	3,726	2279247	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2702	42	1	904	0	0	0	4,498	4068120	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	57	21	C	82	2651	46	6	1227	0	0	0	2,800	3435833	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1850	30	1	1075	0	0	0	2,271	2441893	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	56	22	C	122	1255	22	3	1381	0	0	0	1,200	1656600	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,660	99%	37	8	52	31	D	159	3610	69	14	1665	0	0	0	2,800	4661767	17
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	61	23	C	173	1320	21	1	1419	0	0	0	1,229	1743337	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,485	99%	32	6	53	29	D	204	3017	57	11	1621	0	0	0	2,433	3944501	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,598	99%	40	1	63	18	C	245	3234	52	2	1150	0	0	0	3,714	4269243	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,659	98%	5	1	46	24	C	250	408	9	2	1415	0	0	0	381	539020	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,949	99%	25	4	55	25	C	275	2254	41	6	1487	0	0	0	2,004	2980449	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,380	98%	35	1	63	17	B	310	2645	42	1	1095	0	0	0	3,189	3491955	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,789	97%	90	33	48	32	D	400	5756	120	44	1368	0	0	0	5,403	7393234	33
White Ln Off Ramp to White Ln Loop On Ramp	2,839	2,770	96%	20	1	61	15	B	420	928	15	1	923	0	0	0	1,770	1634300	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,912	95%	10	0	62	14	B	430	493	8	0	971	0	0	0	894	867776	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	2,989	94%	52	2	63	15	B	482	2701	43	2	996	0	0	0	4,777	4759484	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	573	10	1	581	0	0	0	3,523	2046863	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	19	C	52	565	10	1	1140	0	0	0	870	992090	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1895	31	2	1224	0	0	0	3,285	3997013	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	58	29	D	117	1661	29	3	1803	0	0	0	2,419	4361457	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	135	894	15	1	1540	0	0	0	1,533	2360054	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	8	1	60	23	C	143	457	8	1	1633	0	0	0	739	1206418	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	28	D	217	4356	72	5	1753	0	0	0	6,567	11513593	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	63	25	C	68	3601	58	2	1533	0	0	0	6,193	9490773	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	804	13	1	1362	0	0	0	1,558	2121996	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,939	100%	12	1	59	22	C	97	602	10	1	1470	0	0	0	1,082	1589999	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,289	100%	24	2	58	26	D	121	1280	22	2	1645	0	0	0	2,060	3388013	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,812	99%	40	2	62	23	C	161	1905	31	2	1406	0	0	0	3,579	5031179	15
H St On Ramp to SR99 NB Off Ramp	3,291	3,265	99%	28	3	58	27	D	189	1458	25	3	1633	0	0	0	2,350	3836767	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,194	99%	27	1	57	19	C	215	931	16	1	1097	0	0	0	2,163	2372270	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-50%_PCFC-10%_normal (VEH normal distribution, CFS-50%, PCFC-10%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,089	99%	19	0	63	11	B	69	699	11	0	695	0	0	0	1,768	1231117	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,216	98%	7	1	53	17	B	76	338	6	1	1072	0	0	0	555	594960	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,704	100%	74	4	61	19	C	150	4691	76	4	1658	0	0	0	8,695	7084745	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,310	100%	25	1	62	13	B	175	1437	23	1	627	0	0	0	2,291	1895516	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,528	100%	12	2	52	19	C	187	794	15	3	1132	0	0	0	926	1048232	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	219	1695	27	1	774	0	0	0	2,890	2237583	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	228	592	10	1	927	0	0	0	844	782177	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,738	100%	35	4	59	20	C	264	2740	46	5	1185	0	0	0	3,000	3553500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,059	100%	16	1	62	16	B	280	1146	18	1	1015	0	0	0	1,491	1512992	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,633	99%	9	1	57	19	C	289	689	12	1	1158	0	0	0	785	909226	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,856	97%	25	4	55	21	C	314	1838	34	5	1214	0	0	0	2,014	2444828	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,186	99%	16	1	62	13	B	330	864	14	1	797	0	0	0	1,432	1140588	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,871	98%	33	1	63	11	B	363	1661	26	1	718	0	0	0	3,055	2192726	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,347	98%	34	2	61	13	B	397	1901	31	2	837	0	0	0	3,000	2509875	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,115	96%	40	1	63	10	A	437	1492	24	1	604	0	0	0	3,726	2251036	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2703	42	1	904	0	0	0	4,498	4066835	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	5	56	22	C	83	2675	47	7	1232	0	0	0	2,800	3450767	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	18	B	108	1869	30	1	1097	0	0	0	2,271	2467442	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	55	23	C	123	1266	23	3	1392	0	0	0	1,200	1670700	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,700	100%	36	6	54	30	D	159	3649	67	12	1679	0	0	0	2,800	4701433	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	60	24	C	173	1324	22	2	1422	0	0	0	1,229	1747638	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,518	100%	32	6	52	30	D	205	3057	58	12	1631	0	0	0	2,433	3968831	14
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,616	100%	40	1	63	18	C	246	3247	52	2	1154	0	0	0	3,714	4285956	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,718	100%	6	2	45	26	C	251	413	9	3	1430	0	0	0	381	544640	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,997	99%	25	4	55	26	C	276	2268	42	6	1499	0	0	0	2,004	3004330	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,458	100%	35	1	63	18	B	311	2692	43	1	1115	0	0	0	3,189	3554141	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,889	99%	75	18	53	28	D	386	5420	102	25	1397	0	0	0	5,403	7547219	29
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,899	100%	20	1	62	16	B	406	975	16	1	970	0	0	0	1,770	1716310	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	416	515	8	0	1013	0	0	0	894	905324	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,109	98%	52	2	62	16	B	468	2811	45	2	1036	0	0	0	4,777	4949768	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	573	10	1	581	0	0	0	3,523	2046863	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	52	581	10	1	1171	0	0	0	870	1018915	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	60	22	C	89	1935	32	2	1250	0	0	0	3,265	4080597	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	3	58	30	D	118	1694	29	3	1835	0	0	0	2,419	4438865	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	135	913	15	1	1572	0	0	0	1,533	2409110	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	24	C	144	486	8	1	1866	0	0	0	739	1230805	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	29	D	218	4437	74	5	1786	0	0	0	6,567	11730304	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	63	25	C	88	3601	58	2	1533	0	0	0	6,193	9491547	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,699	100%	17	1	62	22	C	85	797	13	1	1350	0	0	0	1,558	2102521	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,910	99%	12	1	60	21	C	97	597	10	1	1455	0	0	0	1,002	1574310	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,269	99%	24	2	59	26	C	121	1272	22	2	1635	0	0	0	2,060	3367413	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	161	1928	31	2	1423	0	0	0	3,579	5092022	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	58	27	D	189	1473	25	3	1651	0	0	0	2,350	3878675	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	215	961	17	1	1132	0	0	0	2,163	2448516	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-50%_PCFC-30%_normal (VEH normal distribution, CFS-50%, PCFC-30%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	0	818	0	0	0	4,648	3801289	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	0	63	11	B	68	709	11	0	705	0	0	0	1,768	1247029	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,248	99%	7	1	52	18	B	76	341	7	1	1083	0	0	0	555	600880	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,722	100%	74	4	62	19	C	150	4740	77	4	1069	0	0	0	6,695	7157911	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	63	13	B	175	1447	23	1	833	0	0	0	2,291	1908689	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,534	100%	12	2	53	19	C	186	797	15	2	1135	0	0	0	926	1051242	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	13	B	218	1734	28	1	792	0	0	0	2,890	2288800	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	228	602	10	1	942	0	0	0	844	794837	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	3	59	20	C	263	2786	47	5	1207	0	0	0	3,000	3622000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	62	16	B	279	1161	19	1	1028	0	0	0	1,491	1533121	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,690	100%	9	1	58	19	C	288	697	12	1	1173	0	0	0	785	920413	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,916	99%	24	3	56	21	C	312	1860	33	4	1229	0	0	0	2,014	2475374	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,109	96%	16	0	63	12	B	328	843	13	0	777	0	0	0	1,432	1113022	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,799	96%	33	1	63	11	B	361	1619	26	1	700	0	0	0	3,055	2137736	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,266	96%	33	2	61	13	B	394	1856	30	2	816	0	0	0	3,000	2449125	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,102	96%	40	1	63	10	A	434	1484	23	0	601	0	0	0	3,726	2237729	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2703	42	1	905	0	0	0	4,498	4068762	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	57	21	C	82	2654	46	6	1224	0	0	0	2,800	3426967	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1831	29	1	1065	0	0	0	2,271	2417480	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,493	100%	14	2	57	22	C	122	1249	22	3	1373	0	0	0	1,200	1647900	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,643	99%	35	6	55	29	D	157	3590	65	11	1661	0	0	0	2,800	4650100	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,651	100%	14	1	62	23	C	171	1315	21	1	1413	0	0	0	1,229	1736270	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,457	99%	31	5	54	29	D	202	3004	56	9	1614	0	0	0	2,433	3927268	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,557	99%	41	2	62	18	C	242	3205	51	2	1139	0	0	0	3,714	4231175	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,655	98%	5	1	49	23	C	247	408	8	2	1414	0	0	0	381	538639	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,923	98%	25	4	54	25	C	272	2233	41	6	1481	0	0	0	2,004	2967256	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,374	98%	35	1	62	18	B	307	2640	42	2	1094	0	0	0	3,189	3487172	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,846	98%	69	12	56	26	C	376	5157	93	16	1385	0	0	0	5,403	7480839	26
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,852	98%	20	1	62	15	B	396	956	15	1	951	0	0	0	1,770	1682680	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,997	99%	10	0	62	15	B	405	507	8	0	999	0	0	0	894	893106	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,067	97%	52	2	63	16	B	458	2774	44	2	1022	0	0	0	4,777	4883686	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	571	10	1	578	0	0	0	3,523	2037468	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	575	10	1	1161	0	0	0	870	1009780	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1911	31	2	1235	0	0	0	3,265	4031622	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	30	D	117	1674	29	3	1816	0	0	0	2,419	4392904	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	134	894	15	1	1540	0	0	0	1,533	2360820	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	8	1	60	23	C	143	458	8	1	1635	0	0	0	739	1209004	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	28	D	217	4364	72	5	1756	0	0	0	6,567	11530010	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	63	24	C	68	3601	57	2	1532	0	0	0	6,193	9489998	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	798	13	1	1353	0	0	0	1,558	2107195	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,915	99%	12	1	60	21	C	97	597	10	1	1458	0	0	0	1,082	1577015	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,273	99%	24	2	59	26	C	121	1273	22	2	1637	0	0	0	2,080	3371190	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,803	99%	40	2	62	23	C	160	1900	31	2	1401	0	0	0	3,579	5015074	15
H St On Ramp to SR99 NB Off Ramp	3,291	3,256	99%	28	3	58	27	D	188	1454	25	3	1628	0	0	0	2,350	3825408	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,184	99%	27	1	57	19	C	215	927	16	1	1092	0	0	0	2,163	2361455	8

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: CFS-50%_PCFC-50%_normal (VEH normal distribution, CFS-50%, PCFC-50%)

Freeway Segment	Demand (vph)	Served (vph)	% Served	Travel Time (sec/veh)	Delay Time (sec/veh)	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)	Cumulative Time (sec/veh)	Veh - Miles (VMT)	Veh - Hours (VHT)	Veh - Delay (VHD)	CORSIM Served Volumes/Lane (vphl)	Speed Ratio 40	Veh-Hours (40 MPH) (VHT)	Veh-Delay (<40 MPH) (VHD)	Length (ft)	Length*CORSIM Served Volumes/Lane	Length*Density 5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,446	2,448	100%	50	1	64	13	B	50	2156	34	1	818	0	0	0	4,640	3800515	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,109	100%	19	0	63	11	B	69	706	11	0	703	0	0	0	1,768	1242904	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,263	100%	7	1	54	17	B	76	343	6	1	1088	0	0	0	555	603655	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,720	100%	74	4	62	19	C	150	4711	76	4	1063	0	0	0	6,695	7115829	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,319	100%	25	1	62	13	B	175	1442	23	1	830	0	0	0	2,291	1901244	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,519	100%	12	2	53	19	C	187	793	15	2	1139	0	0	0	526	1046149	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,089	100%	31	1	63	12	B	218	1691	27	1	772	0	0	0	2,890	2231803	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	228	588	10	1	919	0	0	0	844	775636	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	3	59	20	C	263	2748	46	4	1191	0	0	0	3,000	3572500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	279	1151	18	1	1019	0	0	0	1,491	1519329	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,657	99%	9	1	57	19	C	288	692	12	1	1164	0	0	0	785	913936	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,882	98%	24	3	57	20	C	312	1850	32	3	1221	0	0	0	2,014	2458255	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,208	99%	16	0	63	13	B	328	870	14	0	802	0	0	0	1,432	1148464	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,873	98%	33	1	63	11	B	361	1662	26	1	718	0	0	0	3,055	2194254	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,334	95%	34	2	61	13	B	394	1895	31	2	833	0	0	0	3,000	2500125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,146	98%	40	1	63	10	A	434	1514	24	0	613	0	0	0	3,726	2284038	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2702	42	1	904	0	0	0	4,498	4067477	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	58	21	C	82	2641	46	6	1220	0	0	0	2,800	3416233	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,235	100%	25	1	62	17	B	107	1821	29	1	1059	0	0	0	2,271	2404421	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,469	99%	14	2	57	22	C	121	1243	22	3	1367	0	0	0	1,200	1640700	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,640	99%	35	6	55	29	D	157	3604	65	10	1660	0	0	0	2,800	4648000	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,612	99%	14	1	62	23	C	170	1306	21	1	1403	0	0	0	1,229	1724287	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,414	98%	30	4	56	28	D	200	2976	53	7	1604	0	0	0	2,433	3901316	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,525	98%	40	1	63	18	C	240	3183	51	2	1131	0	0	0	3,714	4201463	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,596	97%	6	1	47	24	C	246	403	9	2	1399	0	0	0	381	533019	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,880	98%	25	4	53	26	C	271	2209	41	7	1470	0	0	0	2,004	2945713	10
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,358	97%	35	1	62	17	B	306	2631	42	2	1090	0	0	0	3,189	3474416	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,846	98%	63	7	59	24	C	370	5009	85	9	1385	0	0	0	5,403	7480839	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,819	97%	19	1	62	15	B	389	945	15	1	940	0	0	0	1,770	1663210	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,950	97%	10	0	62	14	B	399	499	8	0	983	0	0	0	894	879100	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,020	95%	52	2	63	16	B	451	2729	44	2	1007	0	0	0	4,777	4808051	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	567	10	1	574	0	0	0	3,523	2023376	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	52	578	10	1	1167	0	0	0	870	1015580	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1899	31	2	1227	0	0	0	3,265	4007461	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	28	3	59	29	D	117	1672	29	3	1815	0	0	0	2,419	4389276	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	62	25	C	134	900	15	1	1550	0	0	0	1,533	2375384	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	8	1	60	23	C	143	462	8	1	1651	0	0	0	739	1219720	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	28	D	216	4396	72	5	1769	0	0	0	6,567	11618665	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	67	3	63	24	C	67	3800	57	2	1532	0	0	0	6,193	9489224	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	801	13	1	1357	0	0	0	1,558	2113427	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,931	99%	12	1	60	21	C	97	601	10	1	1456	0	0	0	1,082	1585671	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,288	100%	24	2	59	26	C	121	1279	22	2	1644	0	0	0	2,060	3386640	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	62	23	C	160	1924	31	2	1420	0	0	0	3,579	5080391	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,286	100%	28	3	57	27	D	188	1467	26	3	1543	0	0	0	2,350	3861050	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,196	99%	27	1	57	19	C	215	931	16	1	1098	0	0	0	2,163	2374433	8

VARIATION OF LOCAL PARAMETERS WITH TRUCK LANES ON & OFF

CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3130	49	1	1188	0	0	0	4,648	5521049	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,328	99%	19	1	62	18	B	69	1114	18	1	1109	0	0	0	1,768	1961183	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,916	100%	9	3	42	33	D	78	517	12	4	1639	0	0	0	555	909442	3
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	7	59	29	D	156	7115	120	11	1605	0	0	0	6,605	10743610	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	34	10	45	30	D	190	2293	51	15	1337	0	0	0	2,291	3064012	13
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	13	3	48	30	D	203	1157	24	6	1646	0	0	0	926	1523018	5
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,709	98%	33	3	60	20	C	236	2577	43	4	1177	0	0	0	2,890	3402108	11
Wible Rd On Ramp to SR58 WB On Ramp	5,208	5,199	98%	11	2	54	22	C	247	831	15	3	1300	0	0	0	844	1096884	4
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,203	98%	35	4	58	26	D	282	3547	61	6	1566	0	0	0	3,000	4696875	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,183	99%	19	3	54	24	C	301	1464	27	5	1296	0	0	0	1,491	1931920	7
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,632	99%	10	1	55	23	C	310	838	15	2	1408	0	0	0	785	1105359	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,930	5,812	98%	25	3	55	25	C	335	2193	40	6	1453	0	0	0	2,014	2926459	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,138	98%	16	1	61	17	B	351	1122	18	1	1035	0	0	0	1,432	1481511	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,321	98%	33	1	63	13	B	384	1921	30	1	830	0	0	0	3,055	2536337	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,617	96%	34	2	61	14	B	418	2055	34	2	904	0	0	0	3,000	2712563	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,104	96%	40	1	64	10	A	458	1485	23	1	601	0	0	0	3,726	2240018	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2533	40	1	848	0	0	0	4,498	3814304	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2180	37	4	1017	0	0	0	2,800	2848277	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	27	3	58	15	B	107	1499	26	3	871	0	0	0	2,271	1978495	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	2	58	16	B	121	952	16	2	1047	0	0	0	1,200	1250340	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,080	100%	33	3	59	21	C	154	2723	46	4	1270	0	0	0	2,800	3556210	11
California Ave Off Ramp to California Ave On Ramp	4,015	3,999	100%	13	1	62	16	B	167	931	15	1	1000	0	0	0	1,229	1228539	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	B	195	2014	34	3	1090	0	0	0	2,433	2651889	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	235	2052	32	1	729	0	0	0	3,714	2708992	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,795	99%	5	1	52	15	B	240	274	5	1	949	0	0	0	381	361464	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,026	99%	23	2	59	16	B	263	1522	26	2	1007	0	0	0	2,004	2017210	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,208	98%	34	1	63	13	B	298	1937	31	1	802	0	0	0	3,189	2557379	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,449	98%	60	3	62	16	B	358	3537	57	3	985	0	0	0	5,403	5324116	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,131	98%	19	1	63	11	B	377	714	11	0	710	0	0	0	1,770	1257231	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,253	99%	10	0	63	11	A	386	382	6	0	751	0	0	0	894	671364	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,307	96%	52	1	63	12	B	438	2087	33	1	769	0	0	0	4,777	3673691	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	633	11	1	640	0	0	0	3,523	2255307	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	59	21	C	53	600	10	1	1210	0	0	0	870	1052671	3
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	22	C	90	2016	33	2	1303	0	0	0	3,265	4254034	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	31	6	53	33	D	121	1732	32	6	1851	0	0	0	2,419	4477166	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	60	24	C	139	839	14	1	1446	0	0	0	1,533	2216181	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	21	C	147	427	7	1	1526	0	0	0	739	1127566	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	73	4	61	26	C	220	4016	66	4	1616	0	0	0	6,567	10613585	32
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,165	100%	96	31	50	35	D	96	4215	84	27	1583	0	0	0	6,193	9801816	41
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,650	2,599	98%	19	2	57	23	C	115	767	13	2	1300	0	0	0	1,558	2024777	7
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,796	98%	12	1	59	21	C	127	573	10	1	1398	0	0	0	1,082	1512636	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,024	98%	30	9	50	30	D	157	1269	25	7	1512	0	0	0	2,080	3114548	12
Chester Ave Off Ramp to H St On Ramp	2,622	2,583	98%	41	3	60	21	C	198	1740	29	2	1281	0	0	0	3,579	4586041	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,893	98%	27	3	59	23	C	225	1290	22	2	1447	0	0	0	2,350	3380471	10
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,827	98%	26	1	56	16	B	252	775	13	1	914	0	0	0	2,163	1976279	7

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	202	202	100%	62
Ming Ave	297	276	93%	52
SR58 EB/Wilbe Rd	1,768	1,768	100%	49
California Ave	1,131	1,075	95%	51
Rosedale Hwy	1,730	1,675	97%	48
Buck Owens Blvd/Sillect Ave	822	813	99%	53
Airport Dr	1,508	1,504	100%	51
SR-99 NB On Ramps				
White Ln Loop	1,571	1,571	100%	39
White Ln Direct	684	684	100%	52
Ming Ave	1,265	1,247	99%	51
Wible Rd	490	490	100%	50
SR58 WB	1,088	1,065	98%	46
California Ave Loop	456	450	99%	48
California Ave Direct	228	179	78%	51
Buck Owens Blvd/Sillect Ave	306	300	98%	35
SR-99 SB Off Ramps				
Rosedale Hwy	585	585	100%	54
California Ave	1,077	1,077	100%	50
SR58 EB/Stockdale Hwy	1,467	1,450	99%	52
Ming Ave	811	810	100%	53
White Ln	1,347	1,318	98%	54
SR-99 SB On Ramps				
Airport Dr	1,109	1,109	100%	48
Rosedale Hwy Loop	698	698	100%	49
Rosedale Hwy Direct	917	896	98%	42
California Ave	337	337	100%	50
SR58 WB	938	886	94%	51
Real Rd	255	235	92%	51
Ming Ave	245	242	99%	52
White Ln Loop	111	111	100%	53
White Ln Direct	139	57	41%	53
SR58 EB Off Ramps				
H St	410	367	89%	53
Union Ave	821	810	99%	50
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,607	2,607	100%	52
Chester Ave	475	452	95%	49
Union Ave Loop	174	161	92%	52
Union Ave Direct	199	194	98%	52
SR58 WB Off Ramps				
Brundage Ln	509	509	100%	47
Chester Ave	474	455	96%	48
SR99 NB	1,088	1,065	98%	53
SR99 SB	938	885	94%	43
SR58 WB On Ramps				
Brundage Ln	196	194	99%	49
Union Ave	241	232	96%	51
H St	333	333	100%	49

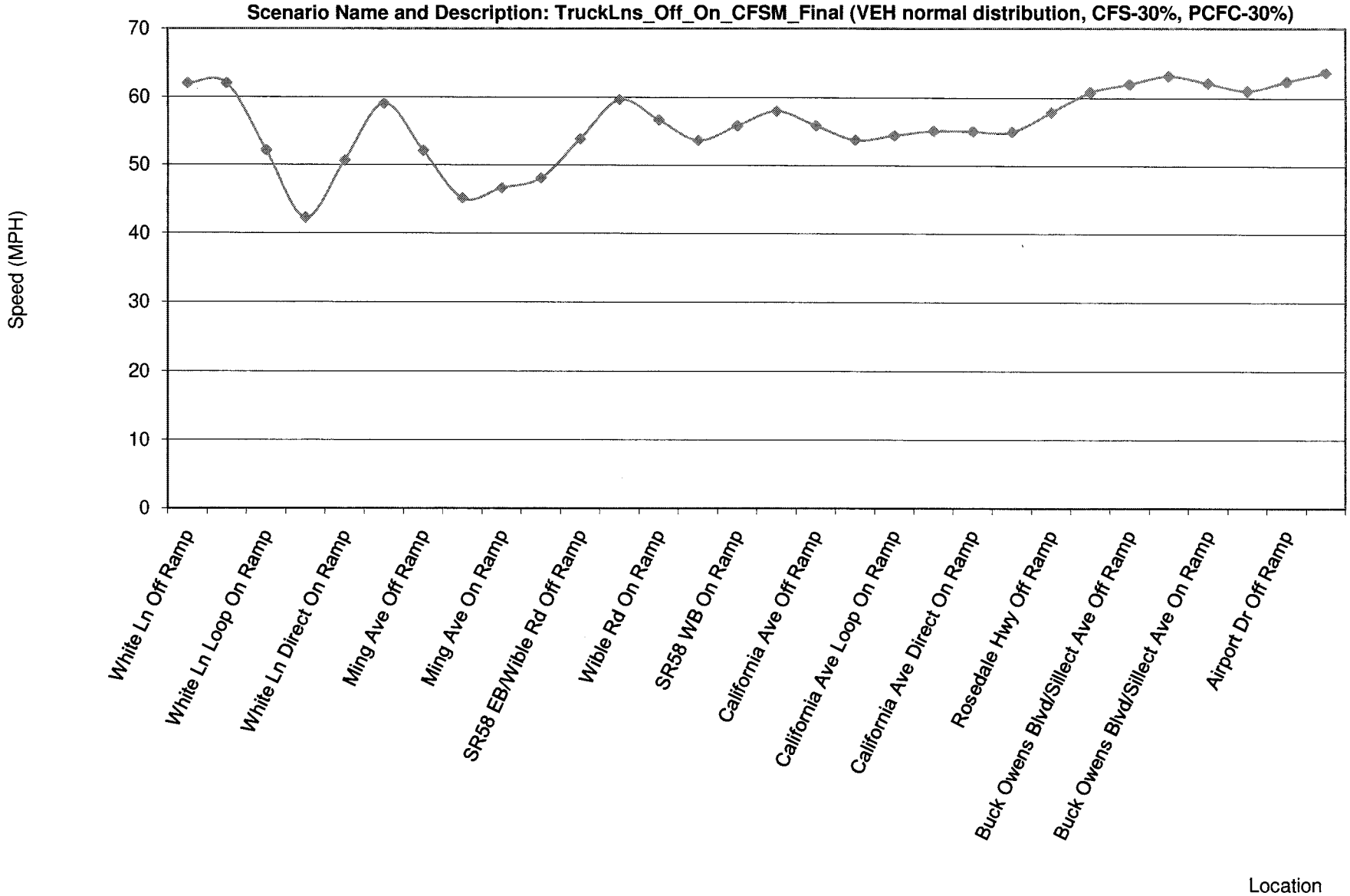
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	4,924	4,916	100%	42	33	D
White Ln Direct On Ramp	Merging	5,608	5,608	100%	55	32	D
Ming Ave On Ramp	Merging	6,576	6,576	100%	48	30	D
Wible Rd On Ramp	Merging	5,298	5,199	98%	54	22	C
SR58 WB On Ramp	Merging	6,386	6,264	98%	59	25	C
California Ave Loop On	Merging	5,711	5,632	99%	55	23	C
California Ave Direct On	Merging	5,939	5,811	98%	57	24	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,693	3,619	98%	61	14	B
White Ln Off Ramp	Diverging	3,555	3,552	100%	63	19	B
Ming Ave Off Ramp	Diverging	5,608	5,608	100%	60	23	C
SR58 EB/Wible Rd Off Ramp	Diverging	6,576	6,576	100%	48	30	D
California Ave Off Ramp	Diverging	6,386	6,262	98%	58	27	C
Rosedale Hwy Off Ramp	Diverging	5,939	5,813	98%	55	27	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	4,209	4,138	98%	61	17	B
Airport Dr Off Ramp	Diverging	3,693	3,614	98%	61	15	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,062	4,062	100%	58	17	B
Rosedale Hwy Loop On Ramp	Merging	4,175	4,175	100%	58	16	B
Rosedale Hwy Direct On Ramp	Merging	5,092	5,079	100%	60	20	C
California Ave On Ramp	Merging	4,352	4,352	100%	59	18	B
SR58 WB On Ramp	Merging	3,823	3,795	99%	52	15	B
Real Rd On Ramp	Merging	4,078	4,029	99%	58	16	B
Ming Ave On Ramp	Merging	3,512	3,451	98%	61	13	B
White Ln Loop On Ramp	Merging	2,276	2,253	99%	63	11	B
White Ln Direct On Ramp	Merging	2,415	2,308	96%	63	11	B
Rosedale Hwy Off Ramp	Diverging	4,062	4,062	100%	61	17	B
California Ave Off Ramp	Diverging	5,092	5,082	100%	59	21	C
SR58 EB/Stockdale Hwy Off Ramp	Diverging	4,352	4,352	100%	60	18	B
Ming Ave Off Ramp	Diverging	4,078	4,023	99%	60	17	B
White Ln Off Ramp	Diverging	3,512	3,450	98%	61	15	B
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,553	3,553	100%	59	21	C
Chester Ave On Ramp	Merging	3,618	3,618	100%	57	30	D
Union Ave Loop On Ramp	Merging	2,971	2,971	100%	60	21	C
Union Ave Direct On Ramp	Merging	3,170	3,170	100%	60	24	C
H St Off Ramp	Diverging	3,553	3,553	100%	59	21	C
Union Ave Off Ramp	Diverging	3,618	3,618	100%	53	35	E
SR-58 WB							
Brundage Ln On Ramp	Merging	2,855	2,796	98%	59	21	C
Union Ave On Ramp	Merging	3,096	3,024	98%	54	27	C
H St On Ramp	Merging	2,955	2,893	98%	58	23	C
Brundage Ln Off Ramp	Diverging	3,168	3,111	98%	32	48	E
Chester Ave Off Ramp	Diverging	3,096	3,023	98%	48	34	D
SR99 NB Off Ramp	Diverging	2,955	2,894	98%	60	24	C
SR99 SB Off Ramp	Diverging	1,867	1,826	98%	53	17	B

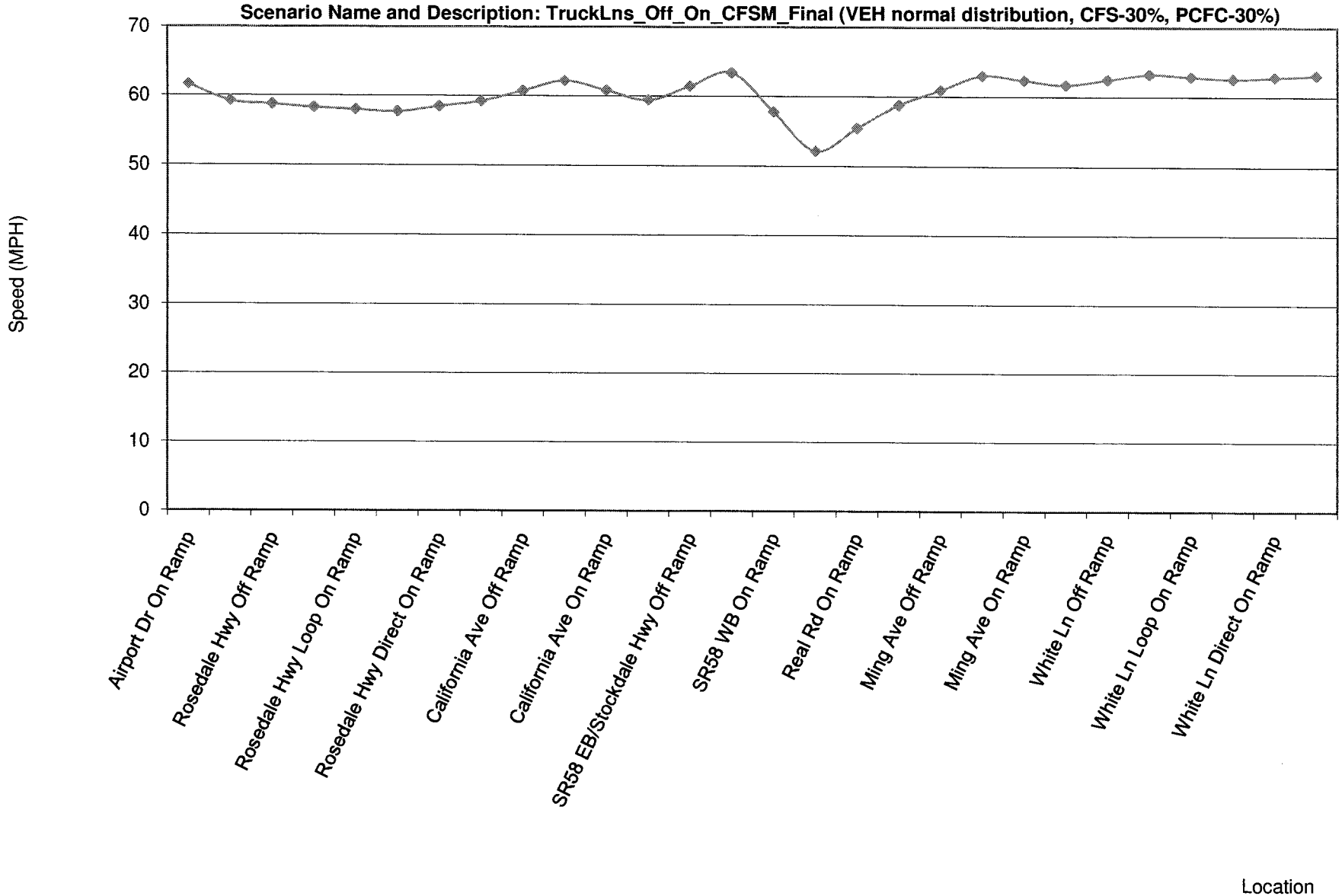
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	38	48	E
White Ln Direct On Ramp	Merging	53	38	E
Ming Ave On Ramp	Merging	43	49	E
Wible Rd On Ramp	Merging	49	27	C
SR58 WB On Ramp	Merging	56	34	D
California Ave Loop On	Merging	51	32	D
California Ave Direct On	Merging	54	36	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	60	21	C
White Ln Off Ramp	Diverging	63	19	B
Ming Ave Off Ramp	Diverging	59	33	D
SR58 EB/Wible Rd Off Ramp	Diverging	43	49	E
California Ave Off Ramp	Diverging	55	36	E
Rosedale Hwy Off Ramp	Diverging	51	40	E
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	58	21	C
Airport Dr Off Ramp	Diverging	60	23	C
SR-99 SB				
Airport Dr On Ramp	Merging	57	27	C
Rosedale Hwy Loop On Ramp	Merging	55	26	C
Rosedale Hwy Direct On Ramp	Merging	59	33	D
California Ave On Ramp	Merging	57	29	D
SR58 WB On Ramp	Merging	49	29	D
Real Rd On Ramp	Merging	56	27	C
Ming Ave On Ramp	Merging	60	18	B
White Ln Loop On Ramp	Merging	62	12	B
White Ln Direct On Ramp	Merging	62	12	B
Rosedale Hwy Off Ramp	Diverging	60	25	C
California Ave Off Ramp	Diverging	58	34	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	59	28	D
Ming Ave Off Ramp	Diverging	59	25	C
White Ln Off Ramp	Diverging	61	22	C
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	32	D
Chester Ave On Ramp	Merging	57	33	D
Union Ave Loop On Ramp	Merging	60	25	C
Union Ave Direct On Ramp	Merging	60	27	C
H St Off Ramp	Diverging	60	27	C
Union Ave Off Ramp	Diverging	53	35	E
SR-58 WB				
Brundage Ln On Ramp	Merging	59	24	C
Union Ave On Ramp	Merging	54	30	D
H St On Ramp	Merging	58	25	C
Brundage Ln Off Ramp	Diverging	32	48	E
Chester Ave Off Ramp	Diverging	48	34	D
SR99 NB Off Ramp	Diverging	60	24	C
SR99 SB Off Ramp	Diverging	53	17	B

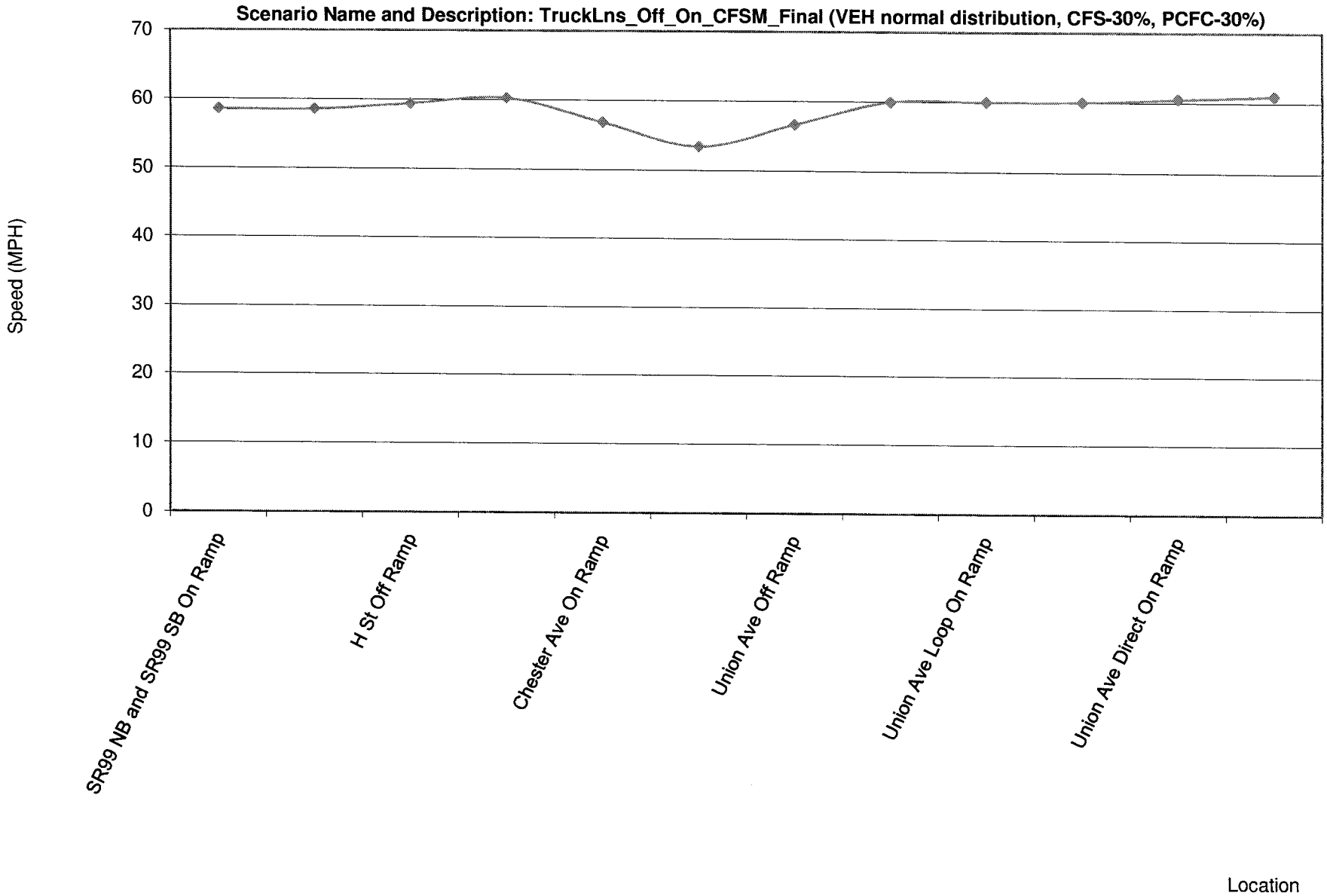
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB AM Peak



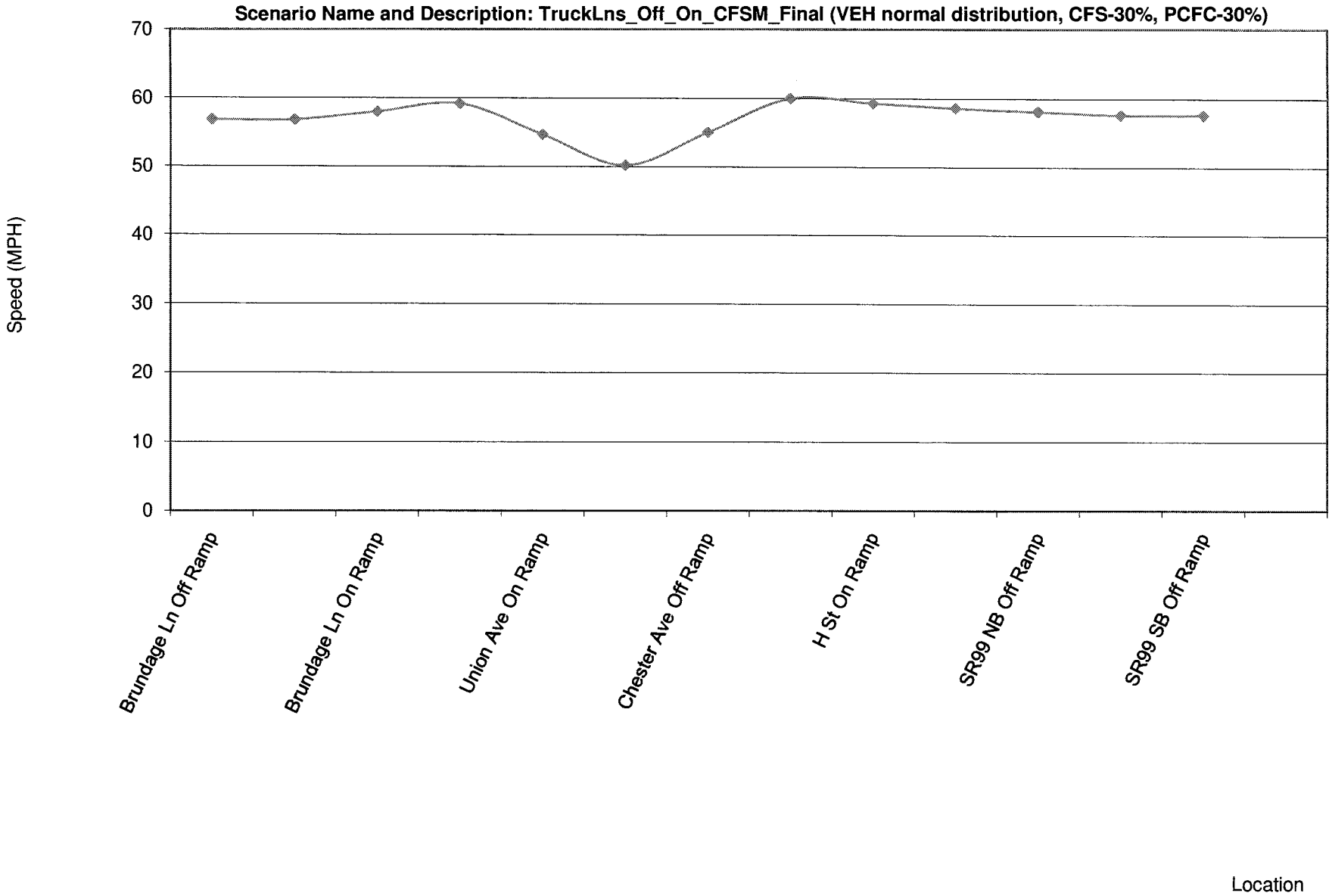
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB AM Peak



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB AM Peak



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB AM Peak



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vph)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2156	34	1	817	0	0	0	4,648	3798888	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,107	100%	19	1	63	11	B	69	705	11	0	702	0	0	0	1,768	1241490	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,211	98%	7	1	52	17	B	76	337	6	1	1070	0	0	0	555	593943	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,662	98%	74	4	61	18	C	150	4637	76	4	1046	0	0	0	6,695	7005600	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,259	98%	28	4	56	14	B	178	1418	25	3	815	0	0	0	2,291	1866735	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,475	99%	11	2	55	18	B	189	785	14	2	1119	0	0	0	926	1035803	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,059	99%	31	1	63	12	B	220	1674	27	1	785	0	0	0	2,890	2210272	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,601	98%	10	1	60	14	B	230	576	10	1	900	0	0	0	844	759769	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,698	99%	35	4	59	20	C	265	2715	46	5	1174	0	0	0	3,000	3523350	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,046	100%	18	2	57	18	B	283	1142	20	2	1011	0	0	0	1,491	1508035	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,656	99%	9	1	57	19	C	293	692	12	2	1164	0	0	0	785	913642	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,884	98%	24	3	56	21	C	317	1853	33	4	1221	0	0	0	2,014	2458893	6
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,158	98%	16	0	63	13	B	333	857	14	0	790	0	0	0	1,432	1130707	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,844	97%	33	1	63	11	B	366	1646	26	1	711	0	0	0	3,055	2172105	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,279	96%	34	2	61	13	B	399	1863	31	2	820	0	0	0	3,000	2459400	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,004	95%	40	1	63	10	A	439	1478	23	1	598	0	0	0	3,726	2229108	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2704	42	1	905	0	0	0	4,498	4070047	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	57	21	C	82	2632	46	6	1227	0	0	0	2,800	3436440	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	37	13	42	25	C	119	1846	44	15	1072	0	0	0	2,271	2434682	11
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,471	99%	15	3	53	23	C	134	1244	23	4	1368	0	0	0	1,200	1641300	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,641	99%	36	6	54	30	D	170	3588	66	12	1660	0	0	0	2,800	4648607	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,617	99%	19	6	45	31	D	188	1308	29	9	1404	0	0	0	1,229	1725885	7
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,461	99%	29	4	57	27	D	218	3001	53	7	1615	0	0	0	2,433	3930106	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,584	99%	46	7	56	21	C	263	3227	58	8	1146	0	0	0	3,714	4256337	15
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,684	99%	5	1	55	21	C	268	410	7	1	1421	0	0	0	381	541401	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,951	99%	24	3	56	25	C	292	2264	40	5	1488	0	0	0	2,004	2981484	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,386	98%	35	1	63	18	B	327	2648	42	1	1096	0	0	0	3,189	3496699	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,850	98%	63	6	59	24	C	390	5020	85	8	1386	0	0	0	5,403	7486976	25
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,864	99%	19	1	83	15	B	409	960	15	1	955	0	0	0	1,770	1689701	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,997	99%	10	0	62	14	B	419	507	8	0	999	0	0	0	894	893017	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,081	97%	52	2	62	16	B	471	2786	45	2	1027	0	0	0	4,777	4906536	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	56	7	A	43	545	10	1	552	0	0	0	3,523	1944696	5
SR99 On Ramp to H St Off Ramp	3,419	3,407	100%	10	1	59	19	C	53	563	10	1	1136	0	0	0	870	987929	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1879	31	2	1215	0	0	0	3,265	3966322	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	33	7	52	34	D	122	1692	33	7	1798	0	0	0	2,419	4350088	15
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	18	1	59	26	C	140	888	15	1	1529	0	0	0	1,533	2343191	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	148	457	8	1	1633	0	0	0	739	1206676	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	61	28	D	222	4344	72	5	1749	0	0	0	6,567	11484370	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3600	58	2	1532	0	0	0	6,193	9486205	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	803	13	1	1360	0	0	0	1,558	2119036	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,952	100%	12	1	60	22	C	97	607	10	1	1481	0	0	0	1,082	1602550	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,296	100%	28	6	51	31	D	125	1295	26	6	1651	0	0	0	2,060	3401644	12
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	41	3	60	24	C	166	1938	32	2	1428	0	0	0	3,579	5111707	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	58	27	D	194	1476	26	3	1654	0	0	0	2,350	3886078	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	19	C	220	938	16	1	1165	0	0	0	2,163	2380034	8

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	338	338	100%	62
Ming Ave	403	403	100%	54
SR58 EB/Wilbe Rd	1,437	1,416	99%	51
California Ave	678	650	96%	49
Rosedale Hwy	1,760	1,721	98%	51
Buck Owens Blvd/Sillect Ave	304	304	100%	54
Airport Dr	1,211	1,191	98%	52
SR-99 NB On Ramps				
White Ln Loop	1,155	1,110	96%	42
White Ln Direct	457	449	98%	52
Ming Ave	1,215	1,215	100%	51
Wible Rd	561	547	97%	50
SR58 WB	1,084	1,084	100%	46
California Ave Loop	629	610	97%	48
California Ave Direct	297	230	77%	50
Buck Owens Blvd/Sillect Ave	479	439	92%	33
SR-99 SB Off Ramps				
Rosedale Hwy	633	627	99%	52
California Ave	1,027	1,027	100%	43
SR58 EB/Stockdale Hwy	1,896	1,873	99%	50
Ming Ave	1,557	1,557	100%	40
White Ln	2,029	1,965	97%	42
SR-99 SB On Ramps				
Airport Dr	1,725	1,725	100%	44
Rosedale Hwy Loop	1,267	1,181	93%	49
Rosedale Hwy Direct	1,191	1,190	100%	39
California Ave	845	845	100%	50
SR58 WB	1,124	1,106	98%	51
Real Rd	281	270	96%	51
Ming Ave	458	458	100%	50
White Ln Loop	139	133	95%	52
White Ln Direct	139	85	61%	53
SR58 EB Off Ramps				
H St	416	369	89%	53
Union Ave	557	538	97%	49
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,619	2,583	99%	52
Chester Ave	559	559	100%	49
Union Ave Loop	221	208	94%	52
Union Ave Direct	243	240	99%	52
SR58 WB Off Ramps				
Brundage Ln	350	330	94%	53
Chester Ave	464	447	96%	49
SR99 NB	1,084	1,084	100%	53
SR99 SB	1,124	1,106	98%	42
SR58 WB On Ramps				
Brundage Ln	249	238	96%	49
Union Ave	344	339	99%	50
H St	459	452	98%	49

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

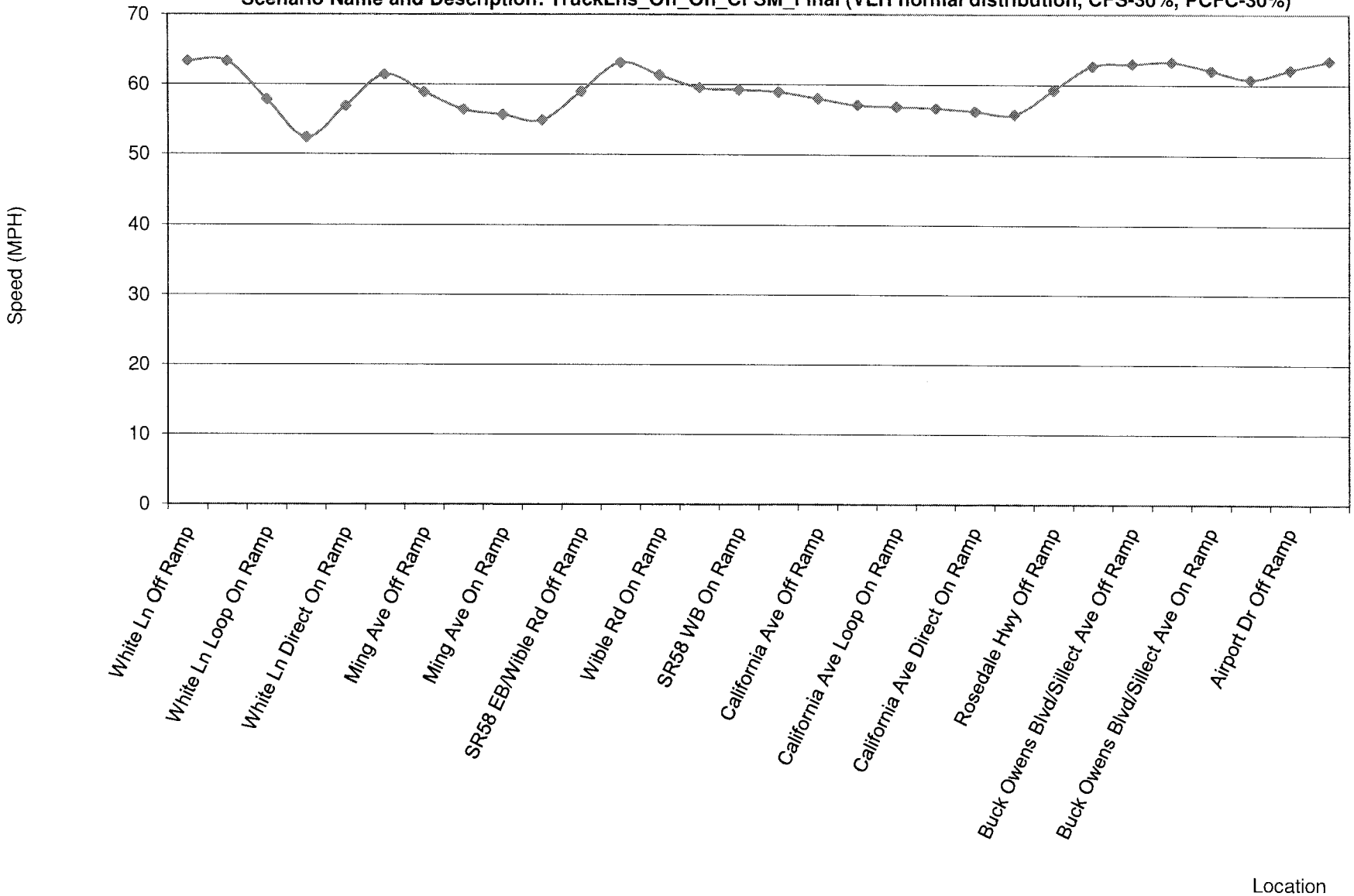
Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	3,265	3,211	98%	52	17	B
White Ln Direct On Ramp	Merging	3,722	3,668	99%	60	19	B
Ming Ave On Ramp	Merging	4,534	4,475	99%	55	18	B
Wible Rd On Ramp	Merging	3,658	3,601	98%	60	14	B
SR58 WB On Ramp	Merging	4,742	4,697	99%	56	20	C
California Ave Loop On	Merging	4,693	4,656	99%	57	19	B
California Ave Direct On	Merging	4,990	4,884	98%	55	21	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,405	3,279	96%	60	13	B
White Ln Off Ramp	Diverging	2,448	2,444	100%	64	13	B
Ming Ave Off Ramp	Diverging	3,722	3,661	98%	62	15	B
SR58 EB/Wible Rd Off Ramp	Diverging	4,534	4,475	99%	55	18	B
California Ave Off Ramp	Diverging	4,742	4,698	99%	61	19	B
Rosedale Hwy Off Ramp	Diverging	4,990	4,883	98%	58	21	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	3,230	3,158	98%	63	13	B
Airport Dr Off Ramp	Diverging	3,405	3,279	96%	61	13	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,875	4,875	100%	57	21	C
Rosedale Hwy Loop On Ramp	Merging	5,509	5,471	99%	53	23	C
Rosedale Hwy Direct On Ramp	Merging	6,700	6,627	99%	57	28	C
California Ave On Ramp	Merging	6,518	6,462	99%	59	26	C
SR58 WB On Ramp	Merging	5,746	5,684	99%	55	21	C
Real Rd On Ramp	Merging	6,027	5,953	99%	58	23	C
Ming Ave On Ramp	Merging	4,928	4,853	98%	59	20	B
White Ln Loop On Ramp	Merging	3,038	2,997	99%	62	14	B
White Ln Direct On Ramp	Merging	3,176	3,083	97%	62	15	B
Rosedale Hwy Off Ramp	Diverging	4,875	4,875	100%	59	21	C
California Ave Off Ramp	Diverging	6,700	6,626	99%	53	32	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	6,518	6,461	99%	56	29	D
Ming Ave Off Ramp	Diverging	6,027	5,949	99%	55	27	C
White Ln Off Ramp	Diverging	4,928	4,844	98%	57	23	C
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,419	3,407	100%	59	19	B
Chester Ave On Ramp	Merging	3,562	3,562	100%	55	30	D
Union Ave Loop On Ramp	Merging	3,226	3,226	100%	59	23	C
Union Ave Direct On Ramp	Merging	3,469	3,469	100%	60	27	C
H St Off Ramp	Diverging	3,419	3,407	100%	59	19	B
Union Ave Off Ramp	Diverging	3,562	3,562	100%	51	36	E
SR-58 WB							
Brundage Ln On Ramp	Merging	2,952	2,952	100%	60	22	C
Union Ave On Ramp	Merging	3,296	3,296	100%	54	28	C
H St On Ramp	Merging	3,291	3,291	100%	57	27	C
Brundage Ln Off Ramp	Diverging	3,053	3,050	100%	61	25	C
Chester Ave Off Ramp	Diverging	3,296	3,296	100%	48	35	D
SR99 NB Off Ramp	Diverging	3,291	3,291	100%	59	28	D
SR99 SB Off Ramp	Diverging	2,207	2,207	100%	53	21	C

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

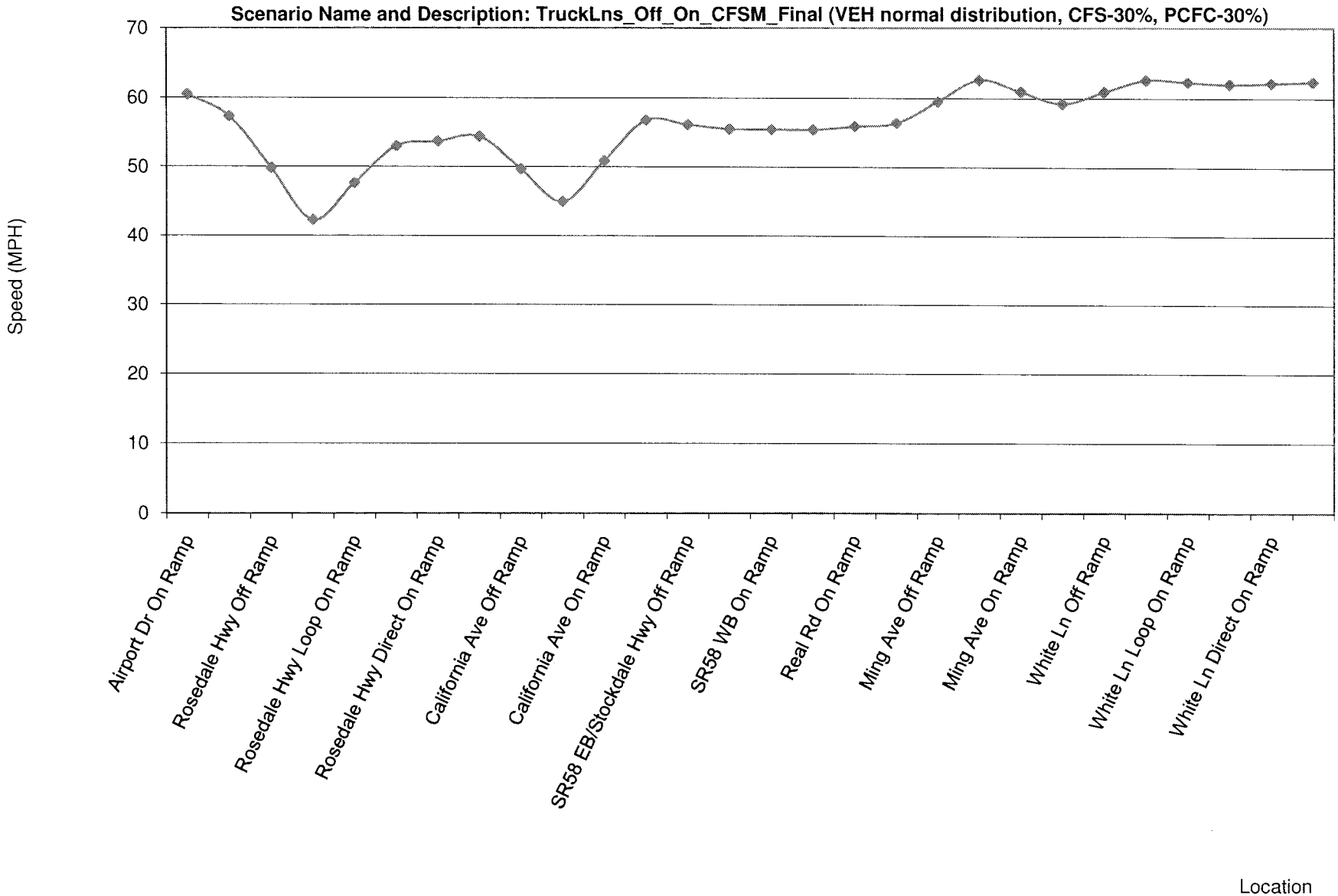
Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	50	24.4	C
White Ln Direct On Ramp	Merging	59	23.7	C
Ming Ave On Ramp	Merging	52	32.4	D
Wible Rd On Ramp	Merging	57	20.5	C
SR58 WB On Ramp	Merging	53	32.0	D
California Ave Loop On	Merging	53	28.9	D
California Ave Direct On	Merging	52	34.9	D
Buck Owens Blvd/Sillect Ave On Ramp	Merging	59	19.9	B
White Ln Off Ramp	Diverging	64	13.0	B
Ming Ave Off Ramp	Diverging	61	22.2	C
SR58 EB/Wible Rd Off Ramp	Diverging	52	32.4	D
California Ave Off Ramp	Diverging	59	27.8	C
Rosedale Hwy Off Ramp	Diverging	55	32.8	D
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	61	15.6	B
Airport Dr Off Ramp	Diverging	60	20.9	C
SR-99 SB				
Airport Dr On Ramp	Merging	55	33.9	D
Rosedale Hwy Loop On Ramp	Merging	49	33.7	D
Rosedale Hwy Direct On Ramp	Merging	58	37.2	E
California Ave On Ramp	Merging	56	34.8	D
SR58 WB On Ramp	Merging	51	31.4	D
Real Rd On Ramp	Merging	55	34.2	D
Ming Ave On Ramp	Merging	59	25.2	C
White Ln Loop On Ramp	Merging	61	15.5	B
White Ln Direct On Ramp	Merging	62	16.1	B
Rosedale Hwy Off Ramp	Diverging	57	32.0	D
California Ave Off Ramp	Diverging	52	42.7	E
SR58 EB/Stockdale Hwy Off Ramp	Diverging	53	41.1	E
Ming Ave Off Ramp	Diverging	52	39.0	E
White Ln Off Ramp	Diverging	56	34.6	D
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	29.9	D
Chester Ave On Ramp	Merging	55	32.5	D
Union Ave Loop On Ramp	Merging	59	27.6	C
Union Ave Direct On Ramp	Merging	60	29.4	D
H St Off Ramp	Diverging	60	25.8	C
Union Ave Off Ramp	Diverging	51	36.1	E
SR-58 WB				
Brundage Ln On Ramp	Merging	60	24.9	C
Union Ave On Ramp	Merging	54	30.7	D
H St On Ramp	Merging	57	28.9	D
Brundage Ln Off Ramp	Diverging	61	24.9	C
Chester Ave Off Ramp	Diverging	48	34.7	D
SR99 NB Off Ramp	Diverging	59	28.1	D
SR99 SB Off Ramp	Diverging	53	21.0	C

CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB PM Peak

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

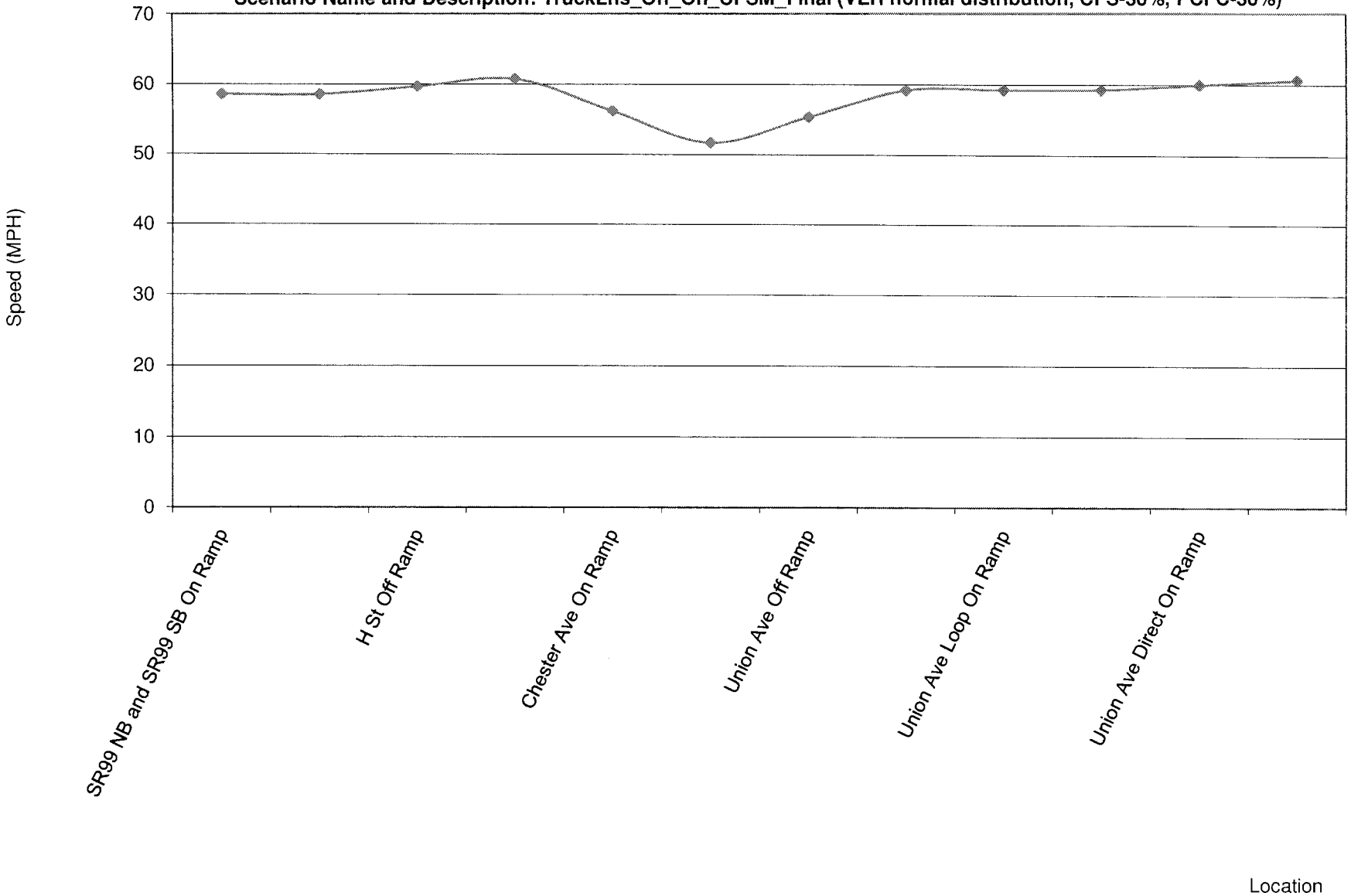


CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB PM Peak

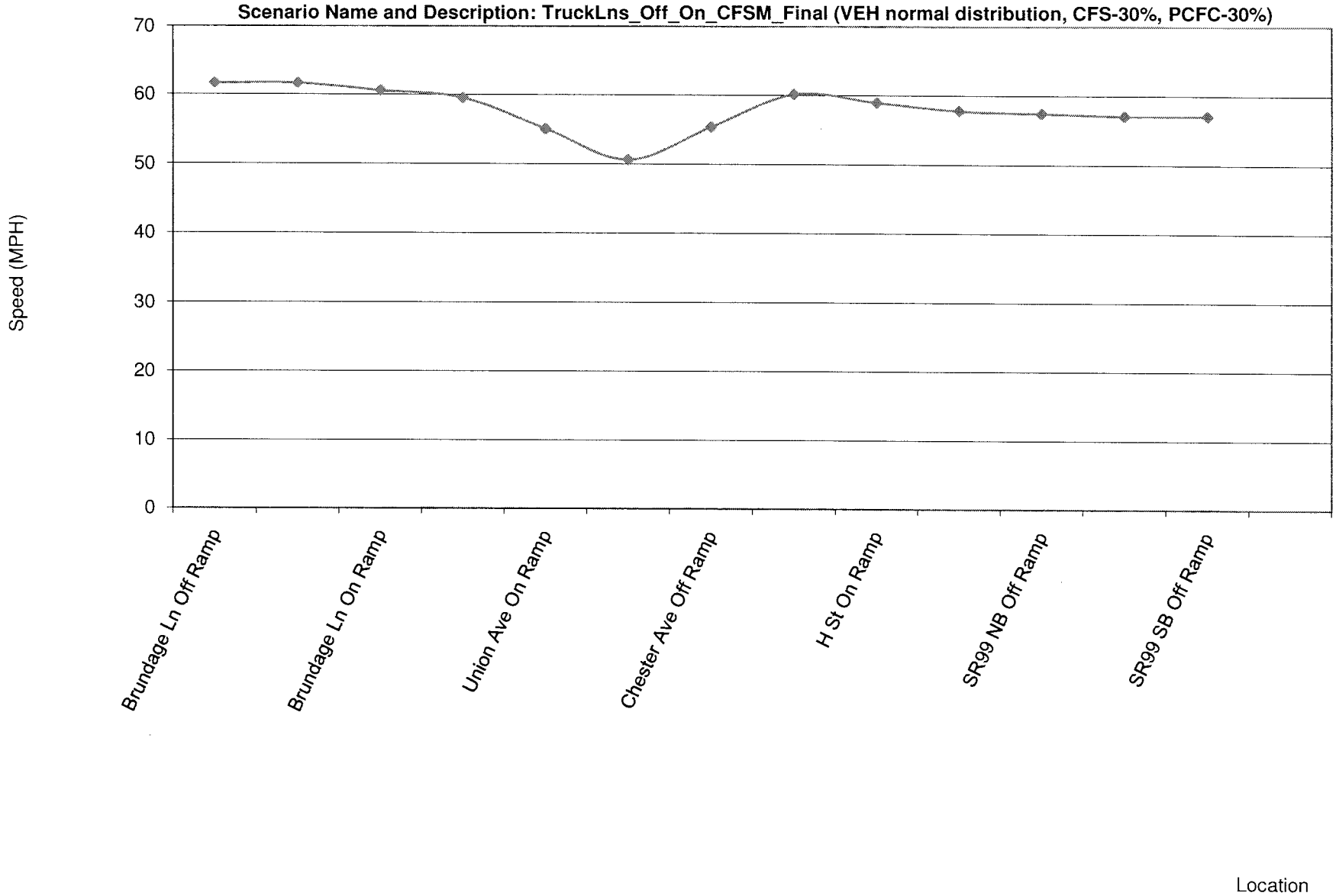


CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB PM Peak

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB PM Peak



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3137	50	1	1191	0	0	0	4,648	5534219	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,332	99%	19	1	62	18	B	70	1116	18	1	1111	0	0	0	1,768	1963659	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	79	521	12	4	1651	0	0	0	555	916305	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,588	100%	77	7	59	29	D	156	7080	120	10	1596	0	0	0	6,695	10688089	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	27	3	58	23	C	183	2358	40	5	1331	0	0	0	2,291	3050180	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	7	37	39	E	200	1162	31	12	1667	1	29	2	926	1533919	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,734	98%	32	2	62	19	C	232	2591	42	2	1184	0	0	0	2,890	3420315	10
Wible Rd On Ramp to SR58 WB On Ramp	5,208	5,208	98%	10	1	60	20	C	241	832	14	1	1302	0	0	0	844	1098888	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,272	98%	35	4	59	26	C	277	3602	61	6	1568	0	0	0	3,000	4704250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,174	98%	16	1	62	21	C	293	1461	23	1	1294	0	0	0	1,491	1928609	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,631	99%	9	1	57	22	C	302	837	15	2	1408	0	0	0	785	1105084	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,814	98%	27	6	51	27	D	329	2204	43	9	1453	0	0	0	2,014	2927181	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,065	97%	16	1	61	17	B	345	1102	18	1	1016	0	0	0	1,432	1455270	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,263	96%	33	1	63	13	B	378	1888	30	1	816	0	0	0	3,055	2492116	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,586	97%	34	2	61	14	B	412	2037	33	2	896	0	0	0	3,000	2689125	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,141	98%	40	1	63	10	A	452	1511	24	1	612	0	0	0	3,726	2278715	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	848	0	0	0	4,498	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	80	2208	37	4	1029	0	0	0	2,800	2882133	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1508	24	1	876	0	0	0	2,271	1989964	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	61	16	B	119	958	16	1	1054	0	0	0	1,200	1264500	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	4	57	22	C	152	2709	47	6	1274	0	0	0	2,800	3566033	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	166	943	15	1	1013	0	0	0	1,229	1245284	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	B	194	2012	34	3	1090	0	0	0	2,433	2652984	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	11	B	234	2034	32	1	723	0	0	0	3,714	2684294	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,779	99%	5	1	53	15	B	239	273	5	1	945	0	0	0	381	359950	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,011	98%	23	2	59	16	B	262	1517	26	2	1093	0	0	0	2,004	2009344	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,207	98%	34	1	63	13	B	296	1936	31	1	802	0	0	0	3,189	2556382	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,440	98%	60	3	62	16	B	356	3528	57	3	983	0	0	0	5,403	5309991	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,054	95%	19	1	63	11	A	375	689	11	0	685	0	0	0	1,770	1211860	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,166	95%	10	0	63	10	A	385	367	6	0	722	0	0	0	894	645468	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,235	93%	52	1	63	11	B	436	2021	32	1	745	0	0	0	4,777	3558865	10
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	672	12	1	679	0	0	0	3,523	2392117	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	624	11	1	1258	0	0	0	870	1094170	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	24	C	90	2094	35	3	1353	0	0	0	3,265	4418198	15
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	32	D	120	1783	31	4	1833	0	0	0	2,419	4676330	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	137	887	14	1	1528	0	0	0	1,533	2341658	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	59	22	C	145	449	8	1	1604	0	0	0	739	1184987	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	61	27	D	219	4216	70	5	1697	0	0	0	6,567	11143378	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	25	C	68	3742	60	3	1593	0	0	0	6,193	9862353	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	62	22	C	85	789	13	1	1338	0	0	0	1,558	2083825	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,853	100%	12	1	60	21	C	97	585	10	1	1427	0	0	0	1,082	1543473	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,098	100%	24	2	59	24	C	121	1206	21	2	1551	0	0	0	2,060	3194030	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,607	99%	39	2	62	21	C	160	1767	29	1	1303	0	0	0	3,579	4664332	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,934	99%	27	2	59	24	C	188	1309	22	2	1467	0	0	0	2,350	3447058	10
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,862	100%	27	1	58	16	B	214	790	14	1	931	0	0	0	2,163	2013753	7

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	202	202	100%	62
Ming Ave	297	266	90%	54
SR58 EB/Wilbe Rd	1,768	1,768	100%	46
California Ave	1,131	1,091	96%	52
Rosedale Hwy	1,730	1,730	100%	49
Buck Owens Blvd/Sillect Ave	822	806	98%	52
Airport Dr	1,508	1,435	95%	52
SR-99 NB On Ramps				
White Ln Loop	1,571	1,571	100%	39
White Ln Direct	684	644	94%	52
Ming Ave	1,265	1,265	100%	49
Wible Rd	490	467	95%	50
SR58 WB	1,088	1,074	99%	45
California Ave Loop	456	456	100%	48
California Ave Direct	228	177	78%	51
Buck Owens Blvd/Sillect Ave	306	306	100%	35
SR-99 SB Off Ramps				
Rosedale Hwy	585	585	100%	54
California Ave	1,077	1,049	97%	51
SR58 EB/Stockdale Hwy	1,467	1,467	100%	52
Ming Ave	811	806	99%	53
White Ln	1,347	1,347	100%	53
SR-99 SB On Ramps				
Airport Dr	1,109	1,109	100%	47
Rosedale Hwy Loop	698	698	100%	49
Rosedale Hwy Direct	917	887	97%	42
California Ave	337	298	88%	51
SR58 WB	938	889	95%	51
Real Rd	255	228	89%	51
Ming Ave	245	245	100%	51
White Ln Loop	111	111	100%	53
White Ln Direct	139	67	48%	54
SR58 EB Off Ramps				
H St	410	386	94%	53
Union Ave	821	811	99%	53
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,607	2,607	100%	52
Chester Ave	475	475	100%	49
Union Ave Loop	174	158	91%	53
Union Ave Direct	199	199	100%	52
SR58 WB Off Ramps				
Brundage Ln	509	502	99%	53
Chester Ave	474	474	100%	54
SR99 NB	1,088	1,074	99%	53
SR99 SB	938	886	94%	43
SR58 WB On Ramps				
Brundage Ln	196	184	94%	49
Union Ave	241	241	100%	50
H St	333	333	100%	50

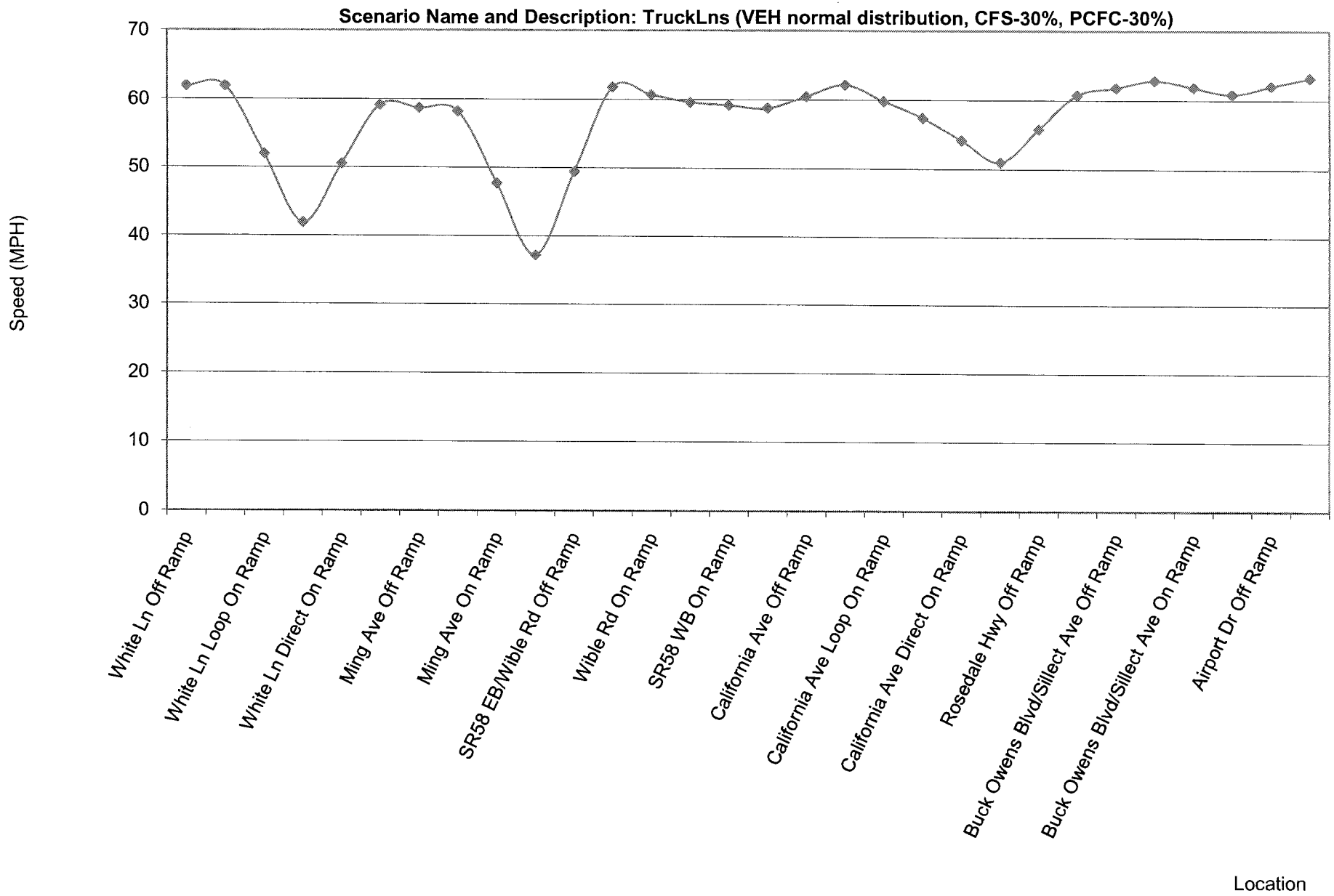
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	4,924	4,924	100%	42	33	D
White Ln Direct On Ramp	Merging	5,608	5,593	100%	55	32	D
Ming Ave On Ramp	Merging	6,576	6,576	100%	37	39	E
Wible Rd On Ramp	Merging	5,298	5,208	98%	60	20	C
SR58 WB On Ramp	Merging	6,386	6,276	98%	57	26	C
California Ave Loop On	Merging	5,711	5,631	99%	57	22	C
California Ave Direct On	Merging	5,939	5,813	98%	51	27	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,693	3,589	97%	61	14	B
White Ln Off Ramp	Diverging	3,555	3,555	100%	63	19	B
Ming Ave Off Ramp	Diverging	5,608	5,585	100%	61	23	C
SR58 EB/Wible Rd Off Ramp	Diverging	6,576	6,576	100%	37	39	E
California Ave Off Ramp	Diverging	6,386	6,271	98%	60	26	C
Rosedale Hwy Off Ramp	Diverging	5,939	5,816	98%	52	28	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	4,209	4,065	97%	61	17	B
Airport Dr Off Ramp	Diverging	3,693	3,582	97%	61	15	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,062	4,062	100%	58	17	B
Rosedale Hwy Loop On Ramp	Merging	4,175	4,175	100%	61	16	B
Rosedale Hwy Direct On Ramp	Merging	5,092	5,092	100%	56	22	C
California Ave On Ramp	Merging	4,352	4,352	100%	59	18	B
SR58 WB On Ramp	Merging	3,823	3,779	99%	53	15	B
Real Rd On Ramp	Merging	4,078	4,011	98%	58	15	B
Ming Ave On Ramp	Merging	3,512	3,445	98%	62	13	B
White Ln Loop On Ramp	Merging	2,276	2,166	95%	63	10	B
White Ln Direct On Ramp	Merging	2,415	2,234	93%	63	11	B
Rosedale Hwy Off Ramp	Diverging	4,062	4,062	100%	61	17	B
California Ave Off Ramp	Diverging	5,092	5,092	100%	58	22	C
SR58 EB/Stockdale Hwy Off Ramp	Diverging	4,352	4,352	100%	60	18	B
Ming Ave Off Ramp	Diverging	4,078	4,010	98%	60	17	B
White Ln Off Ramp	Diverging	3,512	3,434	98%	61	15	B
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,553	3,553	100%	58	22	C
Chester Ave On Ramp	Merging	3,618	3,618	100%	56	32	D
Union Ave Loop On Ramp	Merging	2,971	2,971	100%	59	22	C
Union Ave Direct On Ramp	Merging	3,170	3,170	100%	60	26	C
H St Off Ramp	Diverging	3,553	3,553	100%	58	22	C
Union Ave Off Ramp	Diverging	3,618	3,618	100%	59	33	D
SR-58 WB							
Brundage Ln On Ramp	Merging	2,855	2,853	100%	60	21	C
Union Ave On Ramp	Merging	3,096	3,096	100%	58	24	C
H St On Ramp	Merging	2,955	2,936	99%	59	23	C
Brundage Ln Off Ramp	Diverging	3,168	3,168	100%	61	26	C
Chester Ave Off Ramp	Diverging	3,096	3,096	100%	60	26	C
SR99 NB Off Ramp	Diverging	2,955	2,931	99%	60	24	C
SR99 SB Off Ramp	Diverging	1,867	1,864	100%	53	18	B

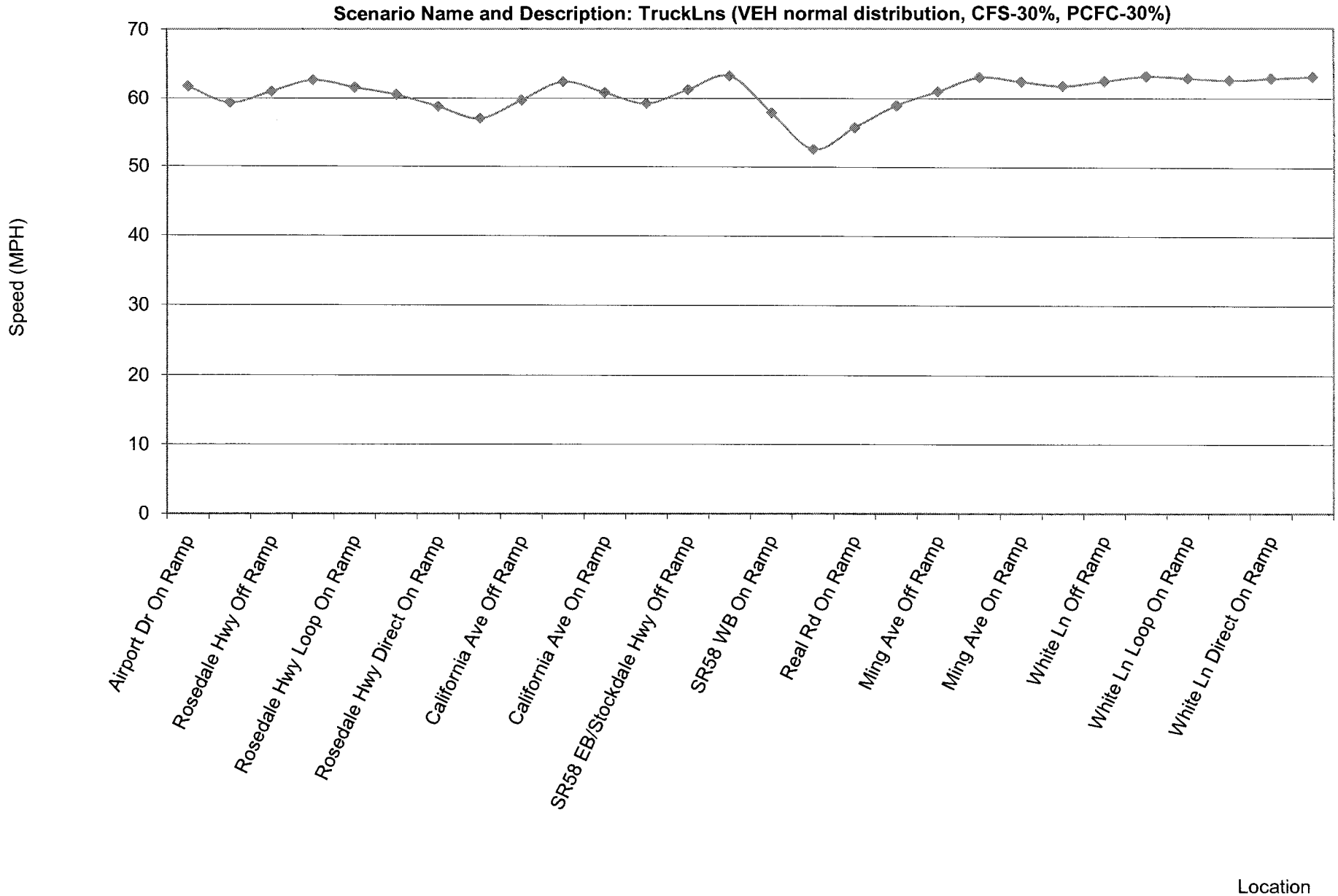
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	38	49	E
White Ln Direct On Ramp	Merging	53	38	E
Ming Ave On Ramp	Merging	32	73	E
Wible Rd On Ramp	Merging	57	25	C
SR58 WB On Ramp	Merging	53	38	E
California Ave Loop On	Merging	54	33	D
California Ave Direct On	Merging	47	44	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	60	20	C
White Ln Off Ramp	Diverging	63	19	B
Ming Ave Off Ramp	Diverging	60	32	D
SR58 EB/Wible Rd Off Ramp	Diverging	32	73	E
California Ave Off Ramp	Diverging	58	35	D
Rosedale Hwy Off Ramp	Diverging	48	43	E
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	59	21	C
Airport Dr Off Ramp	Diverging	60	22	C
SR-99 SB				
Airport Dr On Ramp	Merging	57	28	C
Rosedale Hwy Loop On Ramp	Merging	59	26	C
Rosedale Hwy Direct On Ramp	Merging	54	36	E
California Ave On Ramp	Merging	57	29	D
SR58 WB On Ramp	Merging	49	29	D
Real Rd On Ramp	Merging	56	27	C
Ming Ave On Ramp	Merging	60	18	B
White Ln Loop On Ramp	Merging	62	12	B
White Ln Direct On Ramp	Merging	62	12	B
Rosedale Hwy Off Ramp	Diverging	60	26	C
California Ave Off Ramp	Diverging	57	34	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	58	29	D
Ming Ave Off Ramp	Diverging	58	25	C
White Ln Off Ramp	Diverging	60	23	C
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	33	D
Chester Ave On Ramp	Merging	56	35	D
Union Ave Loop On Ramp	Merging	59	27	C
Union Ave Direct On Ramp	Merging	60	28	D
H St Off Ramp	Diverging	60	28	D
Union Ave Off Ramp	Diverging	59	33	D
SR-58 WB				
Brundage Ln On Ramp	Merging	60	24	C
Union Ave On Ramp	Merging	58	27	C
H St On Ramp	Merging	59	25	C
Brundage Ln Off Ramp	Diverging	61	26	C
Chester Ave Off Ramp	Diverging	60	26	C
SR99 NB Off Ramp	Diverging	60	24	C
SR99 SB Off Ramp	Diverging	53	18	B

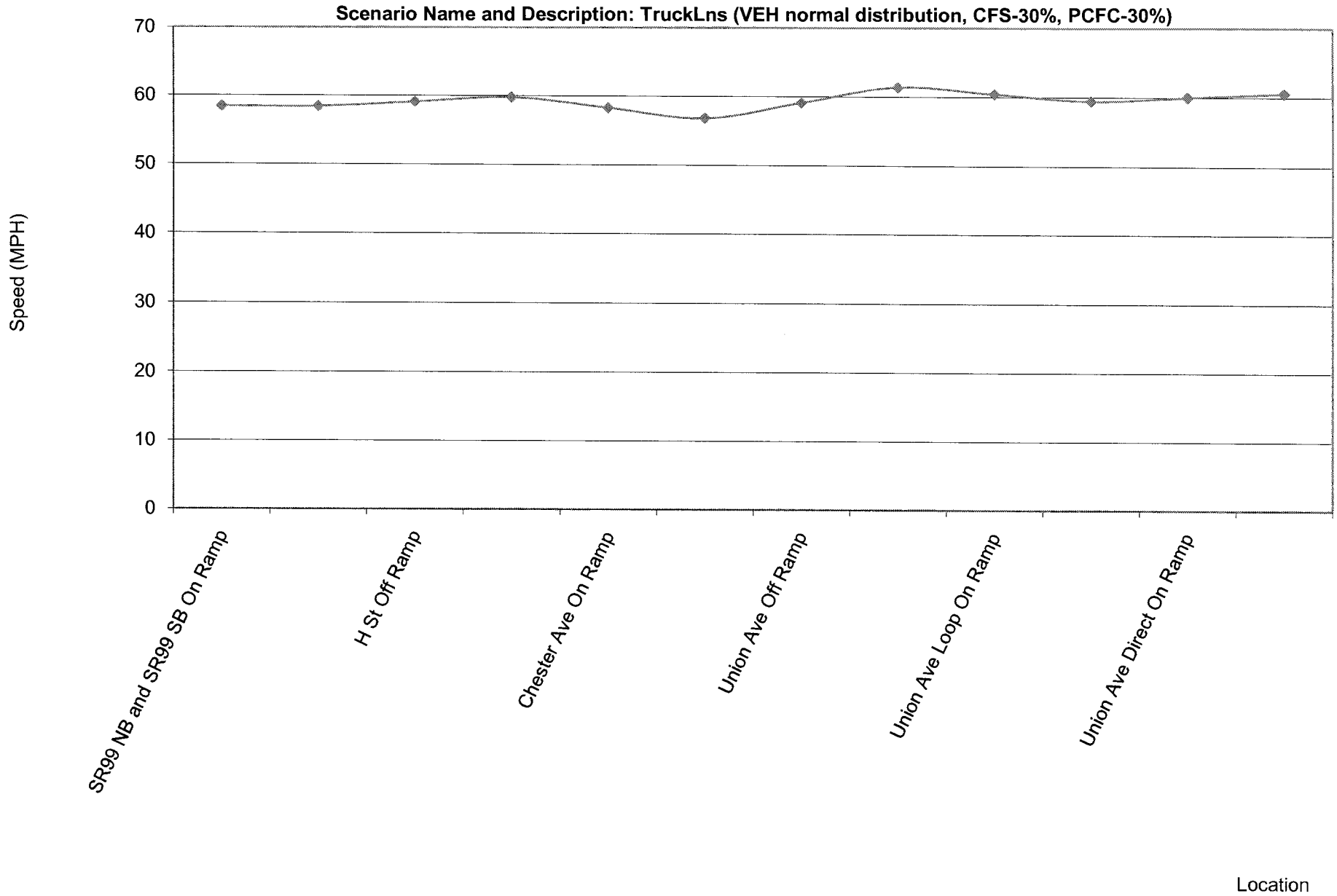
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB AM Peak



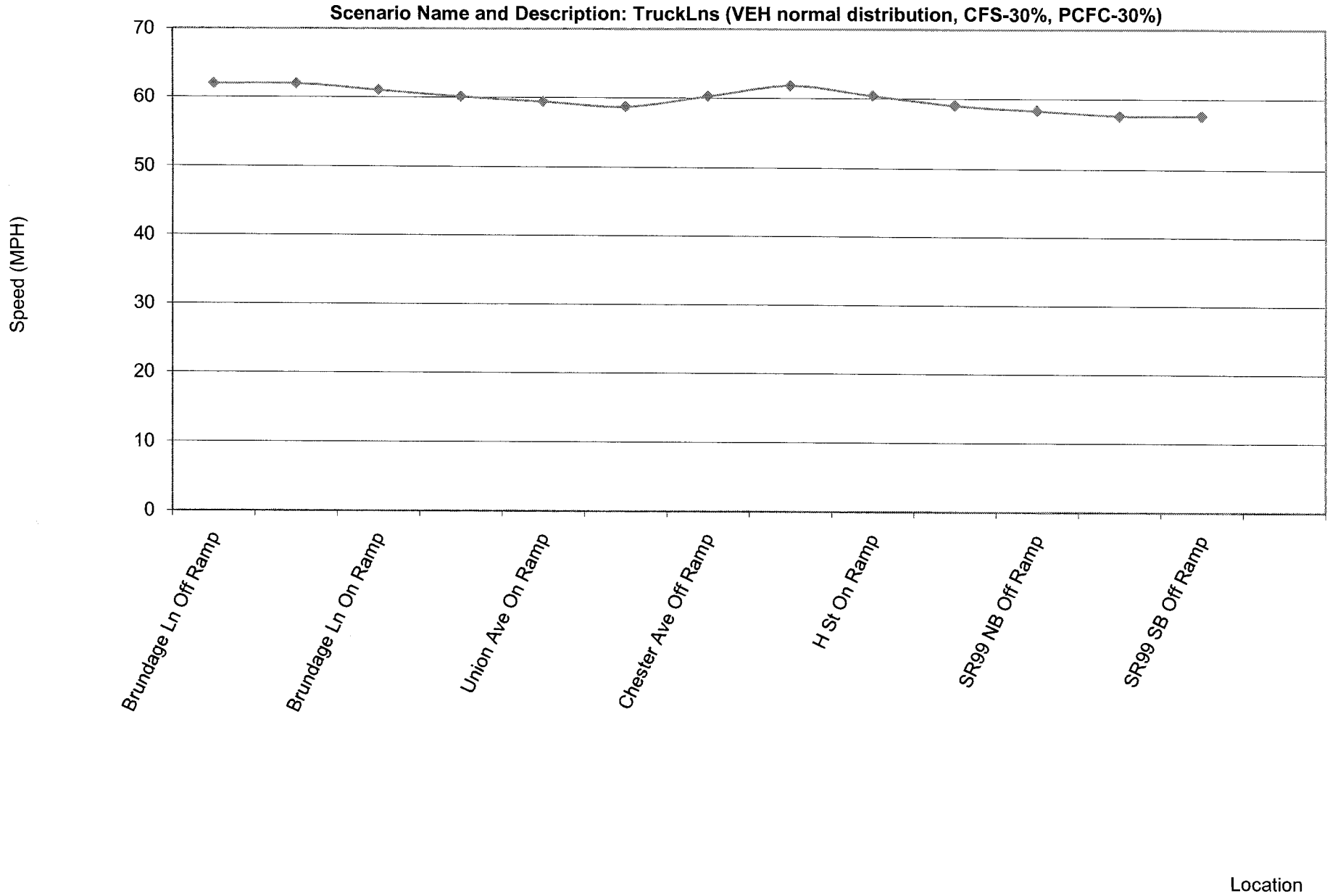
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB AM Peak



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB AM Peak



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB AM Peak



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,110	100%	19	1	63	11	B	68	705	11	0	704	0	0	0	1,768	1245261	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,220	99%	7	1	53	17	B	76	338	6	1	1073	0	0	0	555	595700	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,708	100%	74	4	61	19	C	150	4095	76	4	1059	0	0	0	6,895	7092396	24
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,301	99%	25	1	62	13	B	175	1434	23	1	825	0	0	0	2,291	1890361	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,517	100%	12	2	53	19	C	187	792	15	3	1129	0	0	0	926	1045666	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,097	100%	31	1	63	12	B	218	1710	27	1	781	0	0	0	2,800	2257813	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	15	B	228	595	10	1	930	0	0	0	844	784920	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	4	59	20	C	263	2751	46	5	1188	0	0	0	3,000	3564500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,038	99%	16	1	63	16	B	279	1140	18	1	1010	0	0	0	1,491	1505165	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,610	98%	10	1	56	19	C	289	666	12	2	1153	0	0	0	785	904713	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,831	97%	25	3	56	21	C	314	1834	33	4	1208	0	0	0	2,014	2432576	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,081	95%	16	0	63	12	B	329	836	13	0	770	0	0	0	1,432	1102998	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,778	95%	33	1	63	11	A	362	1607	25	1	695	0	0	0	3,055	2121698	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,252	95%	34	2	61	13	B	396	1847	30	2	813	0	0	0	3,000	2438625	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,082	95%	40	1	63	10	A	436	1468	23	1	595	0	0	0	3,726	2215905	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2704	42	1	905	0	0	0	4,498	4068702	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	35	5	57	21	C	83	2655	47	7	1224	0	0	0	2,800	3426500	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	108	1832	29	1	1065	0	0	0	2,271	2418047	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,488	100%	15	2	56	22	C	122	1247	22	3	1372	0	0	0	1,200	1646400	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,642	99%	37	7	53	31	D	159	3599	68	13	1661	0	0	0	2,800	4649633	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,605	99%	14	1	62	23	C	173	1304	21	1	1401	0	0	0	1,229	1722136	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,440	99%	31	5	54	29	D	204	2988	55	9	1610	0	0	0	2,433	3917333	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,498	97%	40	1	63	18	B	244	3164	50	2	1125	0	0	0	3,714	4176393	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,607	98%	5	1	48	24	C	249	404	8	2	1402	0	0	0	381	534067	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,870	97%	25	3	55	25	C	274	2221	40	6	1467	0	0	0	2,004	2940703	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,369	98%	35	1	63	17	B	309	2639	42	1	1092	0	0	0	3,189	3482787	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,843	96%	62	5	60	24	C	371	4060	83	6	1384	0	0	0	5,403	7475822	24
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,899	100%	19	1	63	16	B	390	981	16	1	975	0	0	0	1,770	1725750	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,038	100%	10	0	62	15	B	400	520	8	0	1024	0	0	0	894	915158	3
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,134	99%	52	2	62	16	B	452	2835	46	2	1045	0	0	0	4,777	4990373	15
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	564	10	1	571	0	0	0	3,523	2011633	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	576	10	1	1162	0	0	0	870	1010850	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	22	C	90	1944	32	2	1256	0	0	0	3,265	4101493	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	57	31	D	119	1705	30	4	1848	0	0	0	2,419	4469103	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	26	C	136	918	15	1	1582	0	0	0	1,533	2424440	8
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	58	24	C	145	470	8	1	1678	0	0	0	739	1239673	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	29	D	219	4465	74	5	1797	0	0	0	6,567	11803362	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3602	58	2	1533	0	0	0	6,193	9490773	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	801	13	1	1358	0	0	0	1,558	2114985	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,927	99%	12	1	59	22	C	97	600	10	1	1464	0	0	0	1,082	1583507	4
Union Ave On Ramp to Chester Ave Off Ramp	3,290	3,278	99%	24	2	58	26	D	121	1275	22	2	1639	0	0	0	2,000	3376340	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	161	1924	31	2	1420	0	0	0	3,579	5080391	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	58	27	D	189	1470	25	3	1646	0	0	0	2,350	3868100	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,207	100%	27	1	57	20	C	216	959	17	1	1129	0	0	0	2,163	2442027	8

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	338	335	99%	63
Ming Ave	403	397	99%	54
SR58 EB/Wilbe Rd	1,437	1,404	98%	50
California Ave	678	678	100%	52
Rosedale Hwy	1,760	1,753	100%	51
Buck Owens Blvd/Sillect Ave	304	304	100%	53
Airport Dr	1,211	1,144	94%	52
SR-99 NB On Ramps				
White Ln Loop	1,155	1,119	97%	43
White Ln Direct	457	457	100%	52
Ming Ave	1,215	1,215	100%	51
Wible Rd	561	561	100%	50
SR58 WB	1,084	1,038	96%	46
California Ave Loop	629	583	93%	48
California Ave Direct	297	216	73%	50
Buck Owens Blvd/Sillect Ave	479	477	100%	33
SR-99 SB Off Ramps				
Rosedale Hwy	633	630	100%	53
California Ave	1,027	1,027	100%	51
SR58 EB/Stockdale Hwy	1,896	1,896	100%	51
Ming Ave	1,557	1,490	96%	51
White Ln	2,029	1,915	94%	54
SR-99 SB On Ramps				
Airport Dr	1,725	1,725	100%	44
Rosedale Hwy Loop	1,267	1,236	98%	49
Rosedale Hwy Direct	1,191	1,174	99%	39
California Ave	845	833	99%	50
SR58 WB	1,124	1,118	99%	51
Real Rd	281	249	89%	51
Ming Ave	458	458	100%	50
White Ln Loop	139	139	100%	52
White Ln Direct	139	70	50%	53
SR58 EB Off Ramps				
H St	416	350	84%	53
Union Ave	557	538	97%	53
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,619	2,619	100%	52
Chester Ave	559	550	98%	49
Union Ave Loop	221	197	89%	52
Union Ave Direct	243	232	95%	52
SR58 WB Off Ramps				
Brundage Ln	350	335	96%	53
Chester Ave	464	442	95%	53
SR99 NB	1,084	1,035	95%	53
SR99 SB	1,124	1,116	99%	43
SR58 WB On Ramps				
Brundage Ln	249	214	86%	49
Union Ave	344	344	100%	50
H St	459	457	100%	50

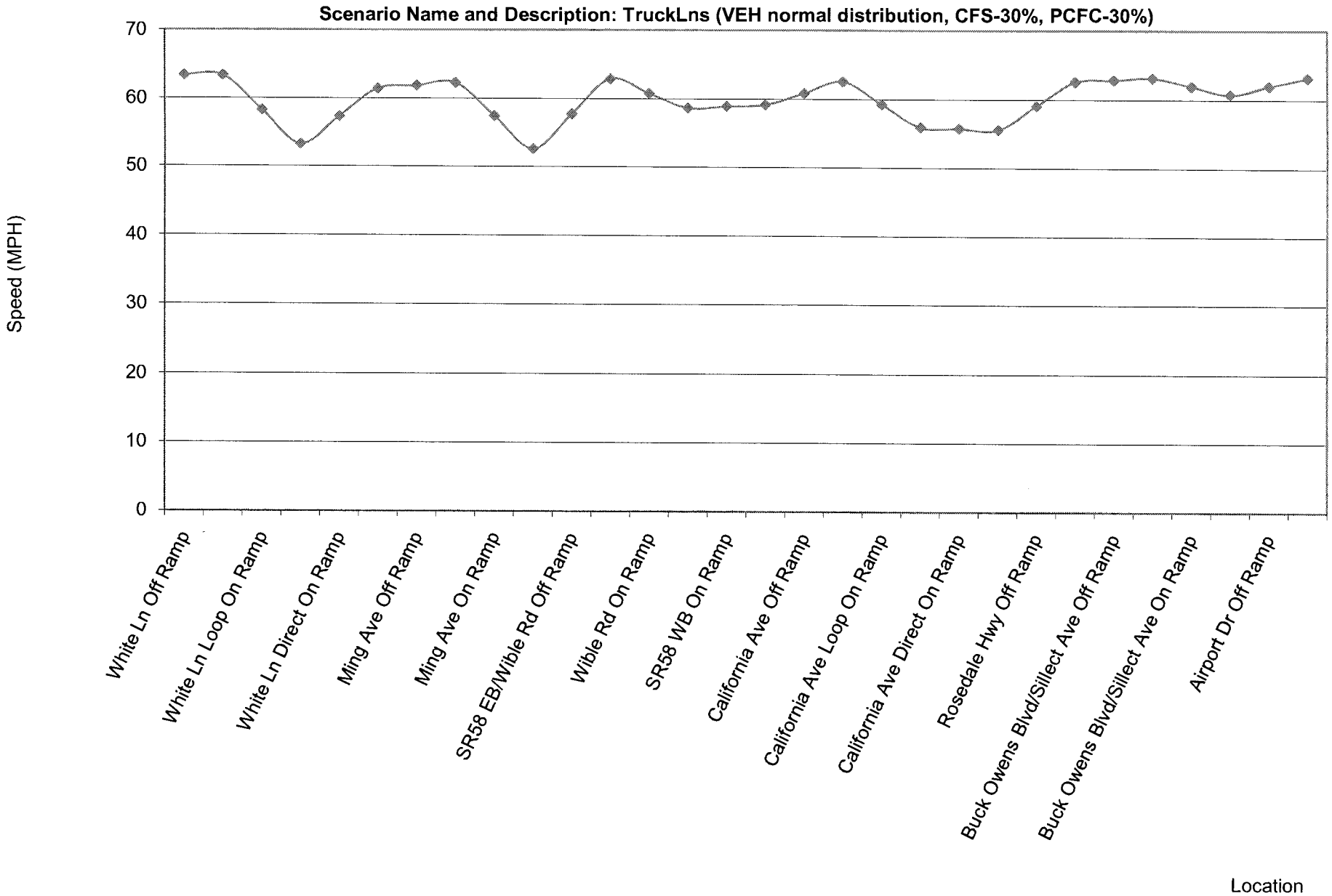
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	3,265	3,220	99%	53	17	B
White Ln Direct On Ramp	Merging	3,722	3,695	99%	60	19	B
Ming Ave On Ramp	Merging	4,534	4,517	100%	53	19	B
Wible Rd On Ramp	Merging	3,658	3,658	100%	59	15	B
SR58 WB On Ramp	Merging	4,742	4,742	100%	55	20	C
California Ave Loop On	Merging	4,693	4,610	98%	56	19	B
California Ave Direct On	Merging	4,990	4,831	97%	55	21	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,405	3,260	96%	60	13	B
White Ln Off Ramp	Diverging	2,448	2,447	100%	64	13	B
Ming Ave Off Ramp	Diverging	3,722	3,708	100%	62	15	B
SR58 EB/Wible Rd Off Ramp	Diverging	4,534	4,517	100%	53	19	B
California Ave Off Ramp	Diverging	4,742	4,742	100%	61	19	B
Rosedale Hwy Off Ramp	Diverging	4,990	4,831	97%	58	21	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	3,230	3,081	95%	63	12	B
Airport Dr Off Ramp	Diverging	3,405	3,243	95%	61	13	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,875	4,875	100%	55	22	C
Rosedale Hwy Loop On Ramp	Merging	5,509	5,488	100%	56	22	C
Rosedale Hwy Direct On Ramp	Merging	6,700	6,639	99%	50	32	D
California Ave On Ramp	Merging	6,518	6,440	99%	52	29	D
SR58 WB On Ramp	Merging	5,746	5,607	98%	48	24	C
Real Rd On Ramp	Merging	6,027	5,871	97%	53	25	C
Ming Ave On Ramp	Merging	4,928	4,842	98%	58	20	B
White Ln Loop On Ramp	Merging	3,038	3,038	100%	62	15	B
White Ln Direct On Ramp	Merging	3,176	3,136	99%	62	16	B
Rosedale Hwy Off Ramp	Diverging	4,875	4,875	100%	60	21	C
California Ave Off Ramp	Diverging	6,700	6,639	99%	56	30	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	6,518	6,440	99%	56	29	D
Ming Ave Off Ramp	Diverging	6,027	5,870	97%	58	25	C
White Ln Off Ramp	Diverging	4,928	4,839	98%	60	21	C
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,419	3,419	100%	58	20	B
Chester Ave On Ramp	Merging	3,562	3,562	100%	56	31	D
Union Ave Loop On Ramp	Merging	3,226	3,226	100%	58	24	C
Union Ave Direct On Ramp	Merging	3,469	3,469	100%	59	28	C
H St Off Ramp	Diverging	3,419	3,419	100%	58	20	B
Union Ave Off Ramp	Diverging	3,562	3,562	100%	59	31	D
SR-58 WB							
Brundage Ln On Ramp	Merging	2,952	2,927	99%	59	22	C
Union Ave On Ramp	Merging	3,296	3,278	99%	58	25	C
H St On Ramp	Merging	3,291	3,291	100%	58	26	C
Brundage Ln Off Ramp	Diverging	3,053	3,050	100%	61	25	C
Chester Ave Off Ramp	Diverging	3,296	3,278	99%	60	27	C
SR99 NB Off Ramp	Diverging	3,291	3,291	100%	59	28	C
SR99 SB Off Ramp	Diverging	2,207	2,207	100%	53	21	C

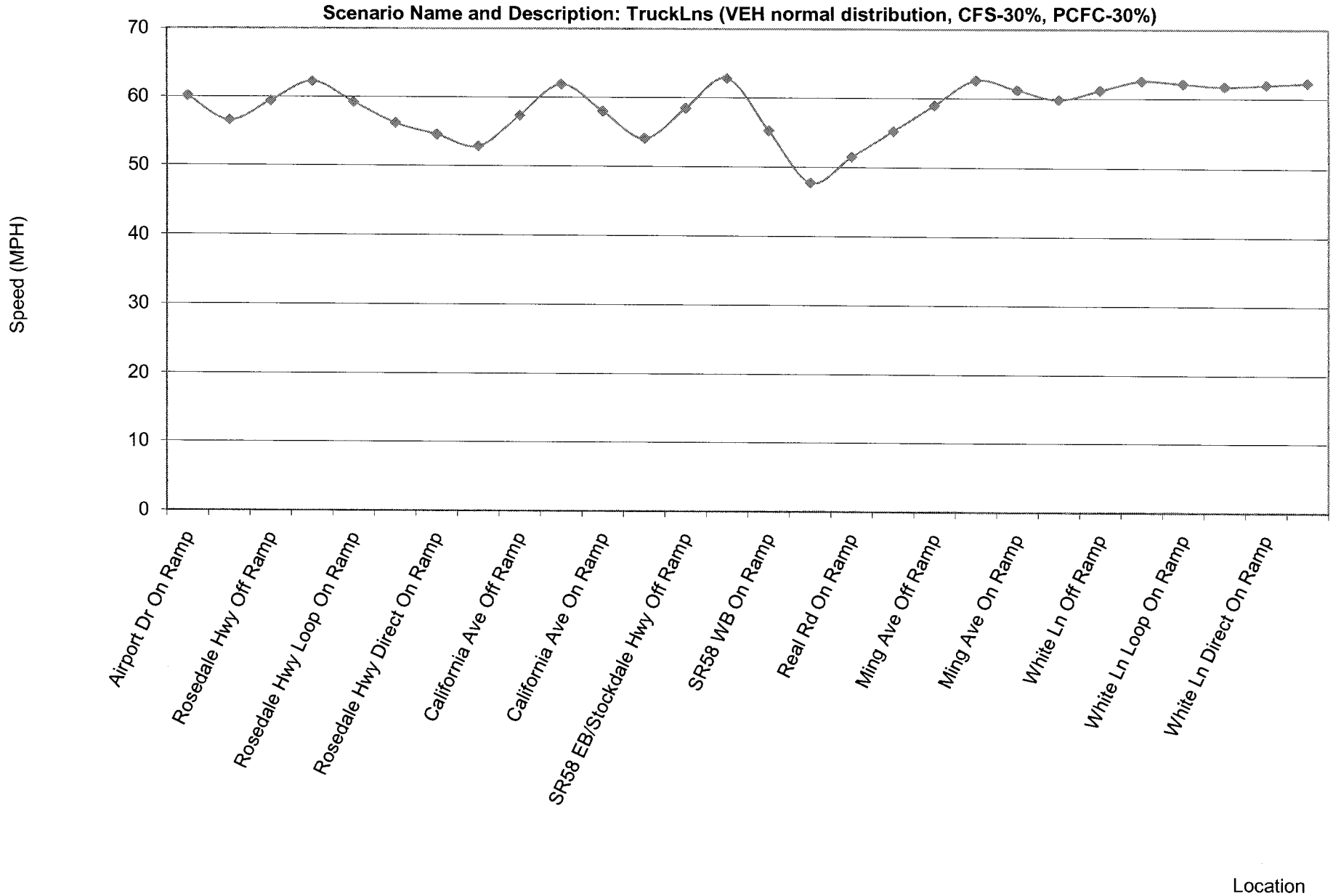
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	51	24	C
White Ln Direct On Ramp	Merging	59	24	C
Ming Ave On Ramp	Merging	50	36	E
Wible Rd On Ramp	Merging	56	22	C
SR58 WB On Ramp	Merging	53	33	D
California Ave Loop On	Merging	53	31	D
California Ave Direct On	Merging	52	36	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	59	20	C
White Ln Off Ramp	Diverging	64	13	B
Ming Ave Off Ramp	Diverging	61	23	C
SR58 EB/Wible Rd Off Ramp	Diverging	50	36	E
California Ave Off Ramp	Diverging	59	28	D
Rosedale Hwy Off Ramp	Diverging	55	33	D
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	61	16	B
Airport Dr Off Ramp	Diverging	60	21	C
SR-99 SB				
Airport Dr On Ramp	Merging	53	35	E
Rosedale Hwy Loop On Ramp	Merging	54	36	E
Rosedale Hwy Direct On Ramp	Merging	47	51	E
California Ave On Ramp	Merging	49	48	E
SR58 WB On Ramp	Merging	43	46	E
Real Rd On Ramp	Merging	50	41	E
Ming Ave On Ramp	Merging	59	25	C
White Ln Loop On Ramp	Merging	61	16	B
White Ln Direct On Ramp	Merging	62	16	B
Rosedale Hwy Off Ramp	Diverging	58	31	D
California Ave Off Ramp	Diverging	55	42	E
SR58 EB/Stockdale Hwy Off Ramp	Diverging	54	42	E
Ming Ave Off Ramp	Diverging	55	36	E
White Ln Off Ramp	Diverging	59	32	D
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	31	D
Chester Ave On Ramp	Merging	56	33	D
Union Ave Loop On Ramp	Merging	58	29	D
Union Ave Direct On Ramp	Merging	59	30	D
H St Off Ramp	Diverging	60	26	C
Union Ave Off Ramp	Diverging	59	31	D
SR-58 WB				
Brundage Ln On Ramp	Merging	59	25	C
Union Ave On Ramp	Merging	58	28	D
H St On Ramp	Merging	58	29	D
Brundage Ln Off Ramp	Diverging	61	25	C
Chester Ave Off Ramp	Diverging	60	27	C
SR99 NB Off Ramp	Diverging	59	28	C
SR99 SB Off Ramp	Diverging	53	21	C

CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB PM Peak

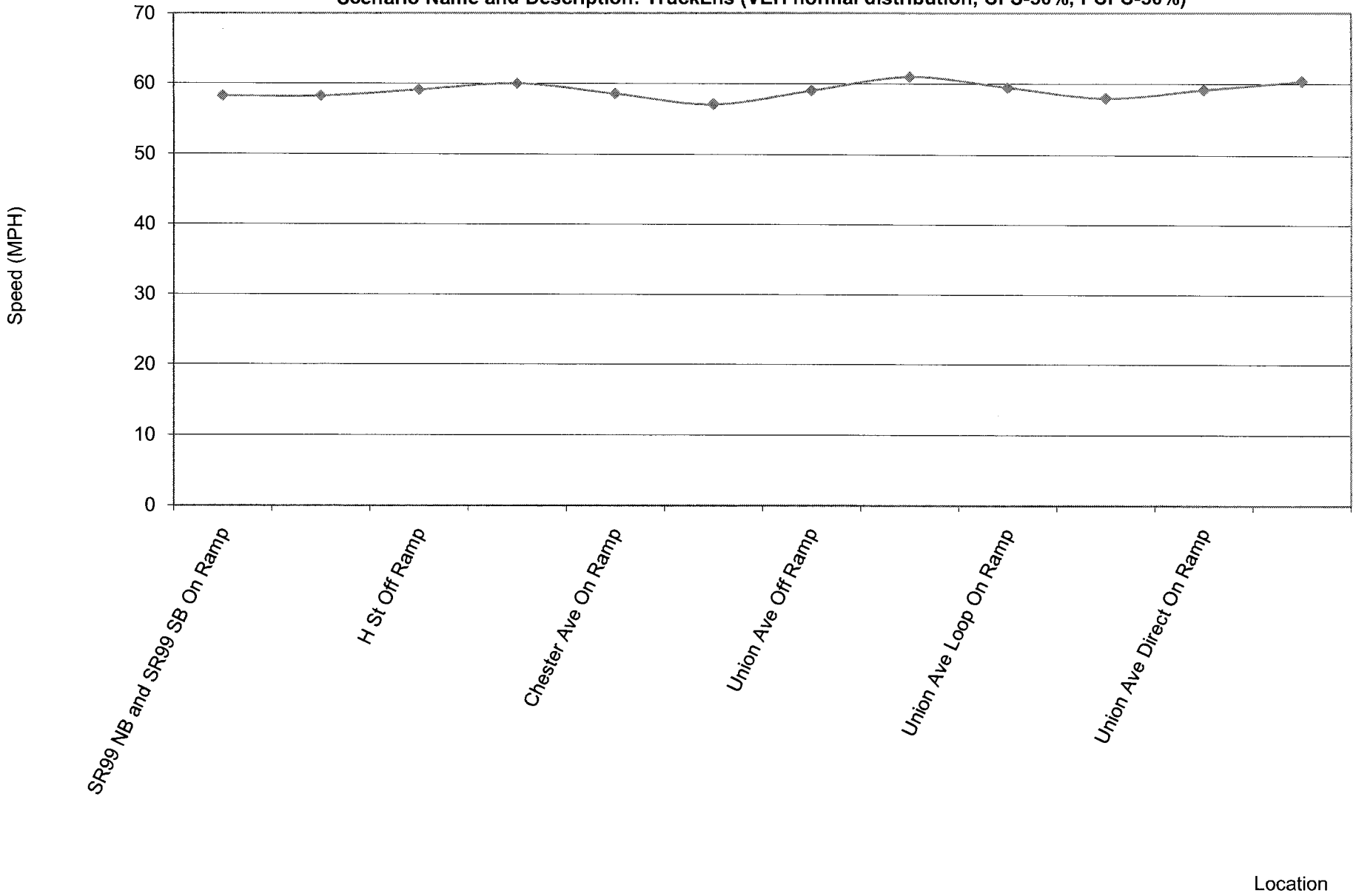


CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB PM Peak



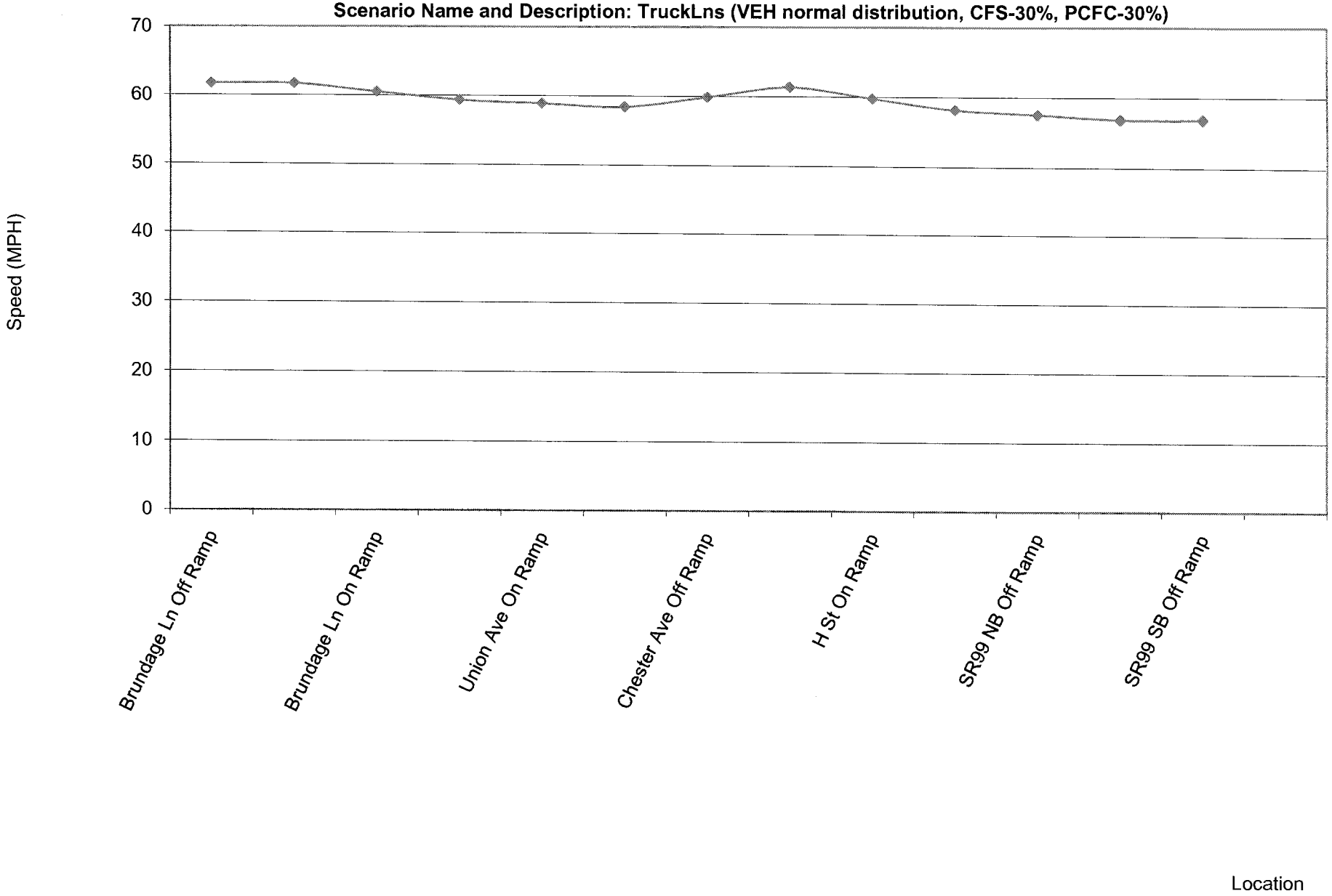
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB PM Peak

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB PM Peak

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3137	50	1	1191	0	0	0	4,648	5533444	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,353	100%	19	1	62	18	C	69	1123	18	1	1118	0	0	0	1,768	1976624	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	9	3	42	33	D	78	522	12	4	1654	0	0	0	555	918155	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	7	59	29	D	155	7127	120	10	1607	0	0	0	6,605	10760778	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,304	100%	28	4	57	23	C	183	2367	41	6	1326	0	0	0	2,291	3037806	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	18	8	35	42	E	201	1157	33	14	1649	1	29	4	926	1526074	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,656	97%	32	2	62	19	C	233	2548	41	2	1164	0	0	0	2,890	3363980	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,132	97%	10	1	60	20	C	243	820	14	1	1283	0	0	0	844	1082852	3
SR58 WB On Ramp to California Ave Off Ramp	6,386	6,197	97%	35	3	59	25	C	278	3553	60	6	1549	0	0	0	3,000	4847750	14
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,136	98%	16	1	62	21	C	294	1451	23	1	1285	0	0	0	1,491	1915190	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,592	98%	9	1	58	22	C	303	832	14	2	1398	0	0	0	785	1097430	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,939	5,750	97%	26	5	53	26	C	329	2180	41	7	1437	0	0	0	2,014	2894957	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,058	96%	16	1	61	17	B	345	1100	18	1	1015	0	0	0	1,432	1452764	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,275	97%	33	1	63	13	B	378	1895	30	1	819	0	0	0	3,055	2501281	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,600	97%	34	2	61	14	B	412	2046	34	2	900	0	0	0	3,000	2700000	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,161	99%	40	1	63	10	A	452	1525	24	1	617	0	0	0	3,726	2300007	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	16	B	48	2534	40	1	848	0	0	0	4,498	3815589	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,082	4,082	100%	33	3	59	17	B	81	2197	37	3	1026	0	0	0	2,600	2871867	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	62	14	B	106	1522	24	1	885	0	0	0	2,271	2008700	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	995	16	1	1063	0	0	0	1,200	1275300	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	34	5	56	22	C	153	2739	49	6	1288	0	0	0	2,800	3607100	12
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	62	16	B	167	948	15	1	1019	0	0	0	1,229	1251737	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	2	59	18	C	195	2021	34	3	1094	0	0	0	2,433	2661905	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,885	100%	40	1	63	12	B	235	2054	32	1	730	0	0	0	3,714	2711220	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	52	15	B	240	278	5	1	964	0	0	0	381	367189	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,064	100%	23	2	59	16	B	263	1536	26	2	1615	0	0	0	2,004	2036231	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,221	99%	34	1	63	13	B	297	1946	31	1	805	0	0	0	3,189	2567942	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,457	98%	60	3	62	16	B	357	3545	58	3	988	0	0	0	5,403	5330234	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,145	99%	19	1	63	11	B	376	719	11	0	715	0	0	0	1,770	1265550	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,255	99%	10	0	63	11	A	386	382	6	0	752	0	0	0	894	671990	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,329	96%	52	2	53	12	B	438	2107	33	1	776	0	0	0	4,777	3708544	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	43	4	55	9	A	43	677	12	1	684	0	0	0	3,523	2410906	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	624	11	1	1258	0	0	0	870	1094170	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	90	2100	35	2	1357	0	0	0	3,285	4429952	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	57	32	D	119	1785	31	4	1939	0	0	0	2,419	4689635	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	61	25	C	137	884	15	1	1522	0	0	0	1,533	2333226	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	9	1	59	23	C	145	446	8	1	1661	0	0	0	739	1182770	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	28	D	219	4229	70	5	1702	0	0	0	6,567	11174571	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3744	60	3	1593	0	0	0	6,193	9863901	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,659	100%	17	1	61	22	C	85	789	13	1	1337	0	0	0	1,558	2082267	6
Brundage Ln On Ramp to Union Ave On Ramp	2,655	2,652	100%	12	1	60	21	C	98	584	10	1	1426	0	0	0	1,082	1542932	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,096	100%	25	3	57	25	C	122	1202	21	2	1551	0	0	0	2,060	3195747	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,607	99%	40	2	61	21	C	162	1768	29	2	1304	0	0	0	3,579	4665227	14
H St On Ramp to SR99 NB Off Ramp	2,955	2,938	99%	28	3	57	24	C	190	1310	23	3	1469	0	0	0	2,350	3452150	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	16	B	217	793	14	1	936	0	0	0	2,163	2024027	7

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	202	202	100%	62
Ming Ave	297	297	100%	54
SR58 EB/Wilbe Rd	1,768	1,768	100%	45
California Ave	1,131	1,059	94%	53
Rosedale Hwy	1,730	1,695	98%	49
Buck Owens Blvd/Sillect Ave	822	789	96%	53
Airport Dr	1,508	1,425	94%	51
SR-99 NB On Ramps				
White Ln Loop	1,571	1,571	100%	38
White Ln Direct	684	647	95%	52
Ming Ave	1,265	1,265	100%	49
Wible Rd	490	471	96%	50
SR58 WB	1,088	1,062	98%	46
California Ave Loop	456	456	100%	48
California Ave Direct	228	156	68%	51
Buck Owens Blvd/Sillect Ave	306	306	100%	36
SR-99 SB Off Ramps				
Rosedale Hwy	585	568	97%	53
California Ave	1,077	1,077	100%	50
SR58 EB/Stockdale Hwy	1,467	1,465	100%	52
Ming Ave	811	811	100%	52
White Ln	1,347	1,298	96%	54
SR-99 SB On Ramps				
Airport Dr	1,109	1,109	100%	48
Rosedale Hwy Loop	698	698	100%	49
Rosedale Hwy Direct	917	913	100%	40
California Ave	337	300	89%	50
SR58 WB	938	937	100%	51
Real Rd	255	225	88%	51
Ming Ave	245	245	100%	52
White Ln Loop	111	111	100%	53
White Ln Direct	139	74	53%	54
SR58 EB Off Ramps				
H St	410	385	94%	54
Union Ave	821	821	100%	53
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,607	2,607	100%	52
Chester Ave	475	475	100%	49
Union Ave Loop	174	160	92%	53
Union Ave Direct	199	199	100%	52
SR58 WB Off Ramps				
Brundage Ln	509	500	98%	51
Chester Ave	474	474	100%	53
SR99 NB	1,088	1,059	97%	53
SR99 SB	938	938	100%	43
SR58 WB On Ramps				
Brundage Ln	196	182	93%	49
Union Ave	241	241	100%	50
H St	333	333	100%	49

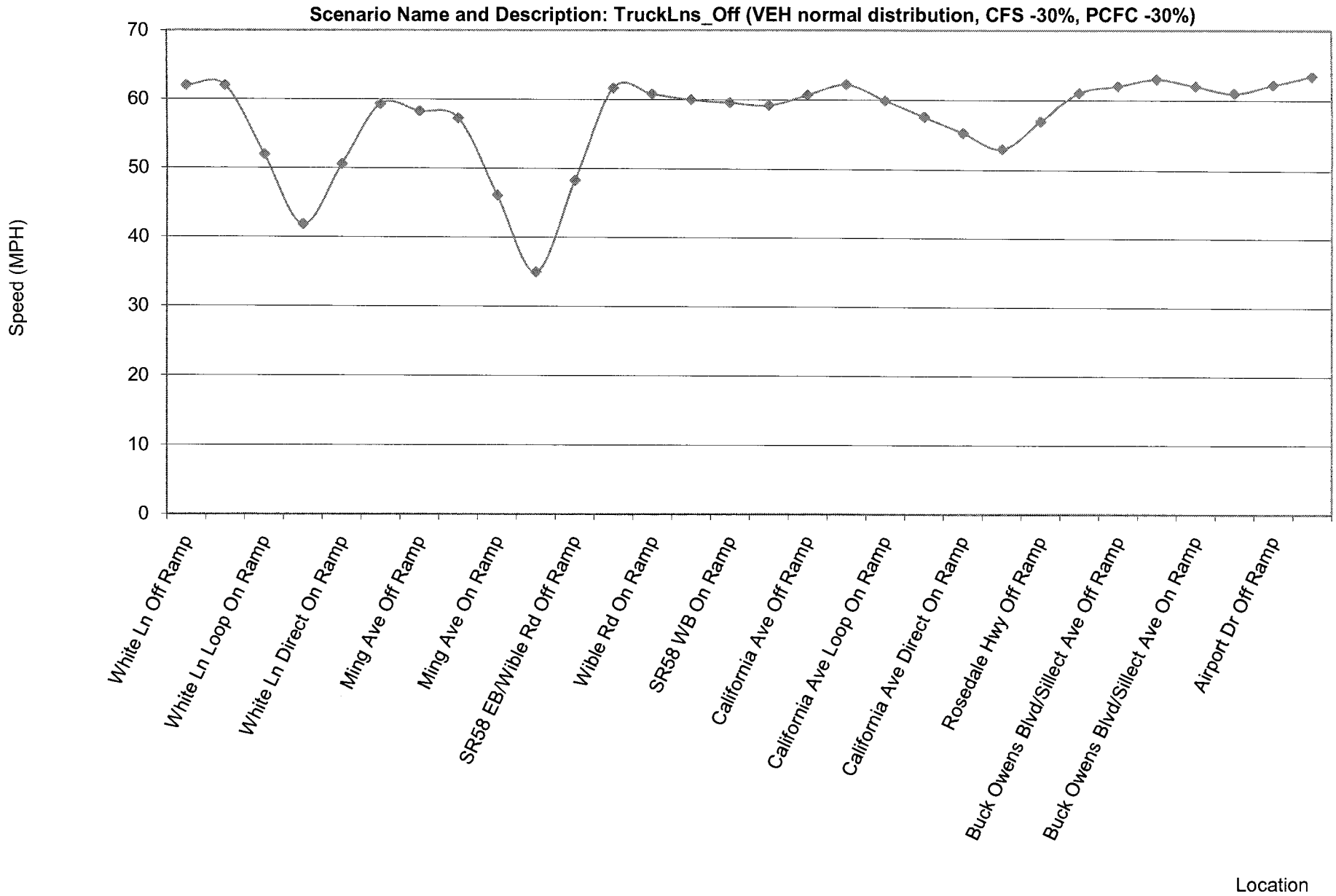
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	4,924	4,924	100%	42	33	D
White Ln Direct On Ramp	Merging	5,608	5,608	100%	55	32	D
Ming Ave On Ramp	Merging	6,576	6,576	100%	35	42	E
Wible Rd On Ramp	Merging	5,298	5,132	97%	60	20	B
SR58 WB On Ramp	Merging	6,386	6,197	97%	57	25	C
California Ave Loop On	Merging	5,711	5,592	98%	58	22	C
California Ave Direct On	Merging	5,939	5,752	97%	54	25	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,693	3,605	98%	61	14	B
White Ln Off Ramp	Diverging	3,555	3,555	100%	63	19	B
Ming Ave Off Ramp	Diverging	5,608	5,608	100%	61	23	C
SR58 EB/Wible Rd Off Ramp	Diverging	6,576	6,576	100%	35	42	E
California Ave Off Ramp	Diverging	6,386	6,197	97%	60	26	C
Rosedale Hwy Off Ramp	Diverging	5,939	5,749	97%	53	27	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	4,209	4,058	96%	61	17	B
Airport Dr Off Ramp	Diverging	3,693	3,595	97%	61	15	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,062	4,062	100%	58	17	B
Rosedale Hwy Loop On Ramp	Merging	4,175	4,175	100%	60	16	B
Rosedale Hwy Direct On Ramp	Merging	5,092	5,092	100%	55	22	C
California Ave On Ramp	Merging	4,352	4,352	100%	59	18	B
SR58 WB On Ramp	Merging	3,823	3,823	100%	52	15	B
Real Rd On Ramp	Merging	4,078	4,068	100%	58	16	B
Ming Ave On Ramp	Merging	3,512	3,465	99%	61	13	B
White Ln Loop On Ramp	Merging	2,276	2,255	99%	63	11	B
White Ln Direct On Ramp	Merging	2,415	2,328	96%	63	12	B
Rosedale Hwy Off Ramp	Diverging	4,062	4,062	100%	61	17	B
California Ave Off Ramp	Diverging	5,092	5,092	100%	58	22	C
SR58 EB/Stockdale Hwy Off Ramp	Diverging	4,352	4,352	100%	60	18	B
Ming Ave Off Ramp	Diverging	4,078	4,060	100%	60	17	B
White Ln Off Ramp	Diverging	3,512	3,449	98%	61	15	B
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,553	3,553	100%	58	22	C
Chester Ave On Ramp	Merging	3,618	3,618	100%	56	32	D
Union Ave Loop On Ramp	Merging	2,971	2,971	100%	59	23	C
Union Ave Direct On Ramp	Merging	3,170	3,170	100%	59	26	C
H St Off Ramp	Diverging	3,553	3,553	100%	58	22	C
Union Ave Off Ramp	Diverging	3,618	3,618	100%	58	33	D
SR-58 WB							
Brundage Ln On Ramp	Merging	2,855	2,852	100%	60	21	C
Union Ave On Ramp	Merging	3,096	3,096	100%	58	24	C
H St On Ramp	Merging	2,955	2,940	99%	57	24	C
Brundage Ln Off Ramp	Diverging	3,168	3,168	100%	60	26	C
Chester Ave Off Ramp	Diverging	3,096	3,096	100%	57	27	C
SR99 NB Off Ramp	Diverging	2,955	2,937	99%	58	25	C
SR99 SB Off Ramp	Diverging	1,867	1,867	100%	53	18	B

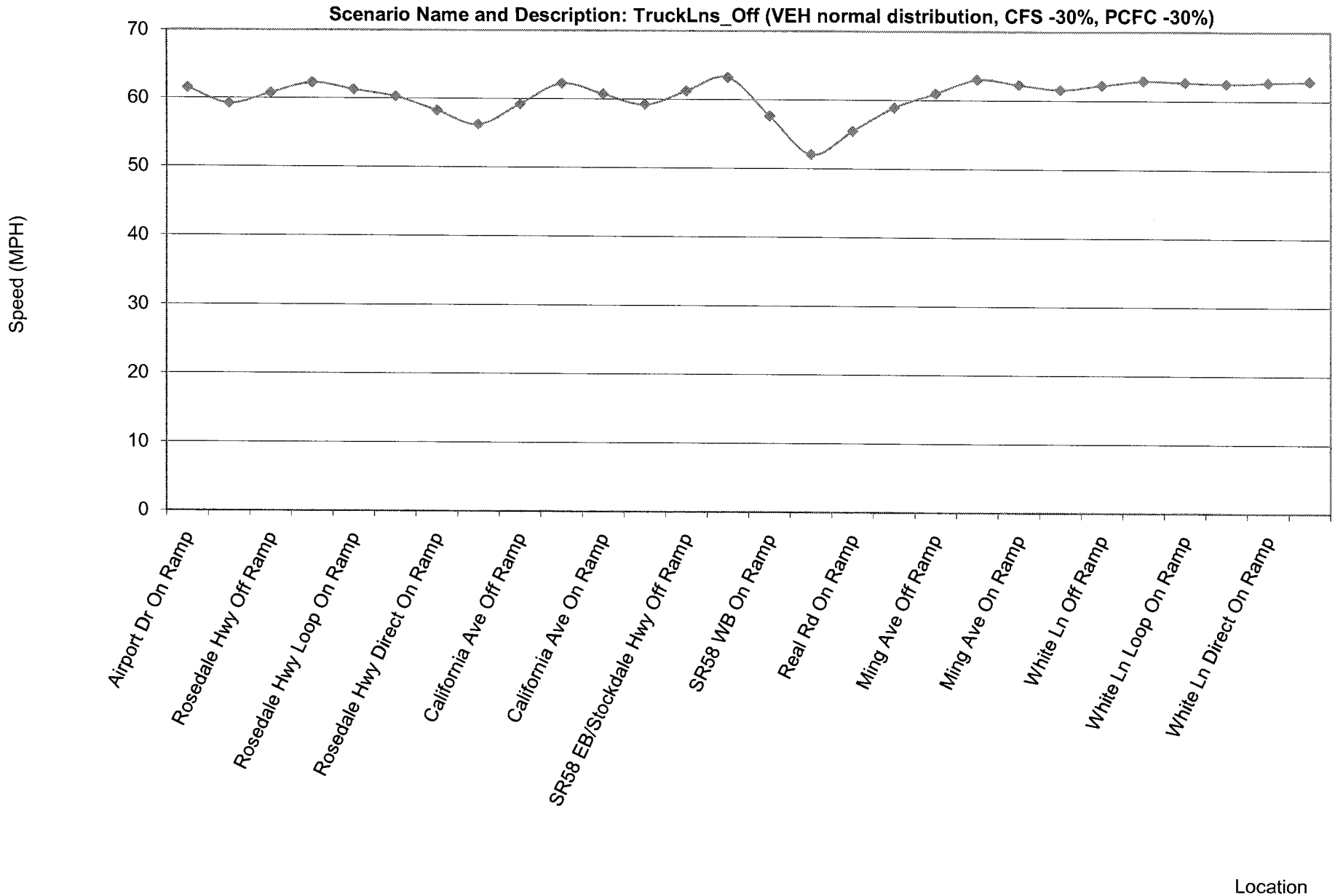
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	38	49	E
White Ln Direct On Ramp	Merging	53	38	E
Ming Ave On Ramp	Merging	30	78	E
Wible Rd On Ramp	Merging	57	24	C
SR58 WB On Ramp	Merging	54	36	E
California Ave Loop On	Merging	55	33	D
California Ave Direct On	Merging	51	40	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	60	21	C
White Ln Off Ramp	Diverging	63	19	B
Ming Ave Off Ramp	Diverging	60	32	D
SR58 EB/Wible Rd Off Ramp	Diverging	30	78	E
California Ave Off Ramp	Diverging	58	34	D
Rosedale Hwy Off Ramp	Diverging	50	42	E
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	59	21	C
Airport Dr Off Ramp	Diverging	60	23	C
SR-99 SB				
Airport Dr On Ramp	Merging	57	27	C
Rosedale Hwy Loop On Ramp	Merging	59	26	C
Rosedale Hwy Direct On Ramp	Merging	53	37	E
California Ave On Ramp	Merging	57	29	D
SR58 WB On Ramp	Merging	49	29	D
Real Rd On Ramp	Merging	56	27	C
Ming Ave On Ramp	Merging	60	18	B
White Ln Loop On Ramp	Merging	62	12	B
White Ln Direct On Ramp	Merging	62	13	B
Rosedale Hwy Off Ramp	Diverging	60	26	C
California Ave Off Ramp	Diverging	57	34	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	58	28	D
Ming Ave Off Ramp	Diverging	59	25	C
White Ln Off Ramp	Diverging	60	22	C
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	33	D
Chester Ave On Ramp	Merging	56	34	D
Union Ave Loop On Ramp	Merging	59	27	C
Union Ave Direct On Ramp	Merging	59	29	D
H St Off Ramp	Diverging	60	28	D
Union Ave Off Ramp	Diverging	58	33	D
SR-58 WB				
Brundage Ln On Ramp	Merging	60	24	C
Union Ave On Ramp	Merging	58	27	C
H St On Ramp	Merging	57	26	C
Brundage Ln Off Ramp	Diverging	60	26	C
Chester Ave Off Ramp	Diverging	57	27	C
SR99 NB Off Ramp	Diverging	58	25	C
SR99 SB Off Ramp	Diverging	53	18	B

CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB AM Peak

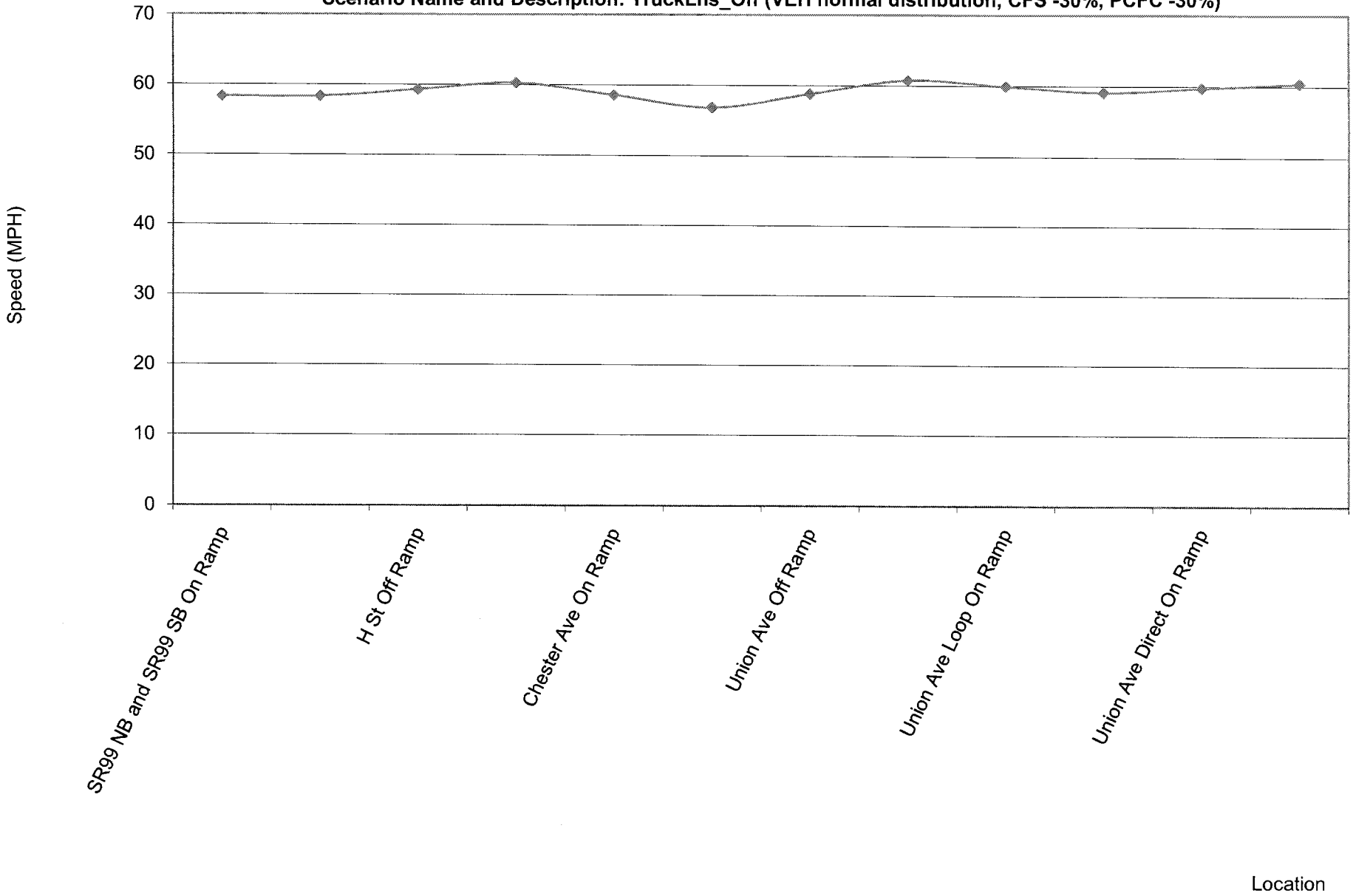


CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB AM Peak



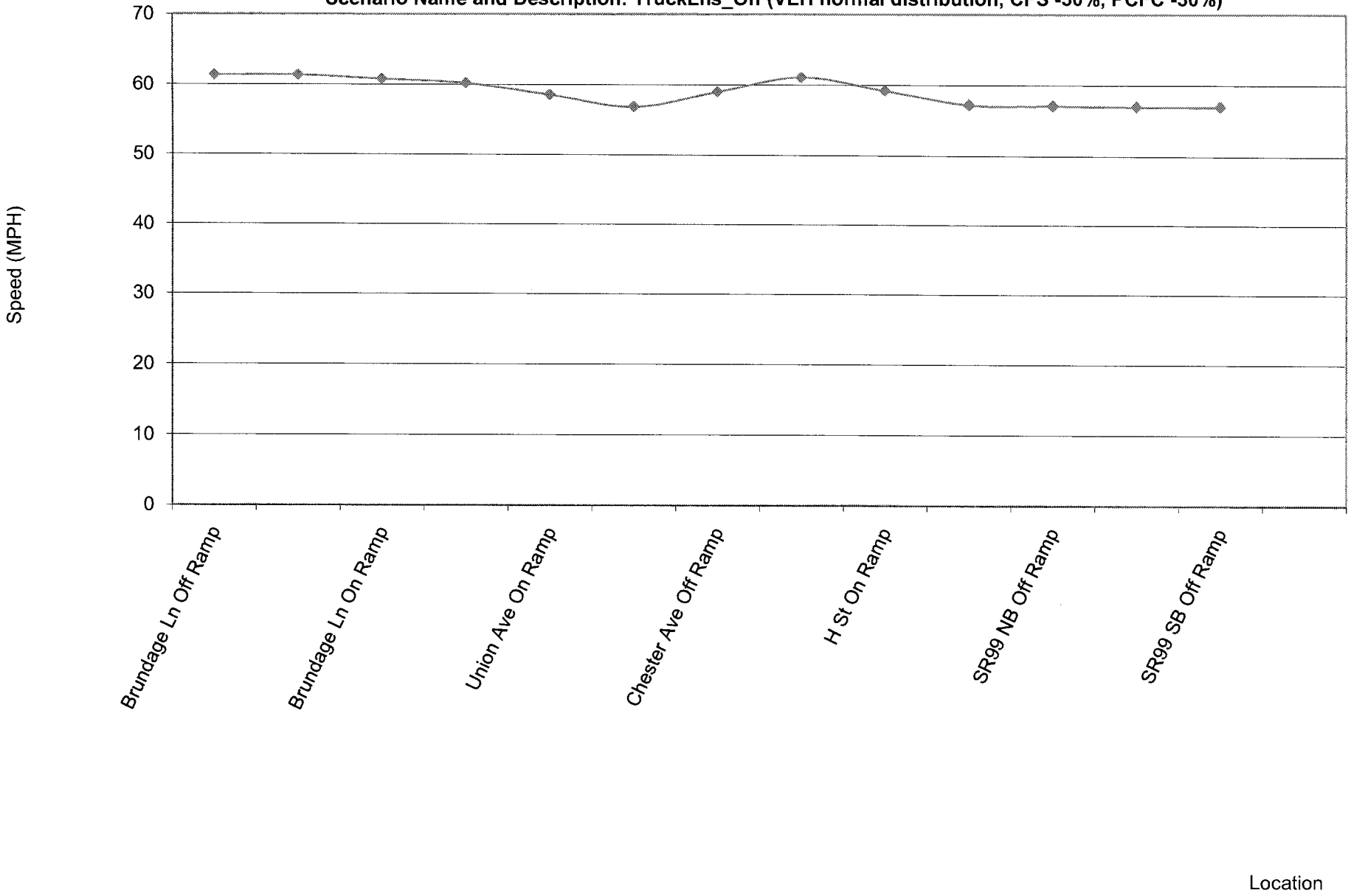
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB AM Peak

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB AM Peak

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	50	1	64	13	B	50	2158	34	1	818	0	0	0	4,648	3802839	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,108	100%	19	1	63	11	B	69	705	11	0	702	0	0	0	1,768	1241136	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,185	98%	7	1	52	17	B	76	335	6	1	1062	0	0	0	555	589225	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,678	99%	74	4	61	18	C	150	4656	76	4	1051	0	0	0	6,695	7034532	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,260	98%	25	1	62	13	B	175	1416	23	1	815	0	0	0	2,291	1868879	6
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,468	99%	12	3	51	19	C	188	784	15	3	1117	0	0	0	926	1034342	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,095	100%	31	1	63	12	B	219	1694	27	1	774	0	0	0	2,890	2238138	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,658	100%	10	1	59	14	B	229	592	10	1	925	0	0	0	844	780489	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	35	4	59	20	C	264	2783	47	5	1201	0	0	0	3,000	3602000	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,064	100%	16	1	63	16	B	281	1161	19	1	1028	0	0	0	1,491	1532003	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,691	100%	9	1	57	19	C	290	698	12	1	1173	0	0	0	785	920609	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,913	98%	25	3	55	21	C	315	1863	34	5	1228	0	0	0	2,014	2473090	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,170	98%	16	0	63	13	B	330	859	14	0	793	0	0	0	1,432	1134860	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,894	99%	33	1	63	11	B	363	1675	26	1	724	0	0	0	3,055	2210293	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,309	98%	33	2	61	13	B	397	1914	31	2	842	0	0	0	3,000	2526375	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,131	97%	40	1	63	10	A	437	1504	24	1	609	0	0	0	3,726	2268602	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	49	1	63	17	B	49	2702	43	1	904	0	0	0	4,498	4068120	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	57	21	C	82	2664	46	6	1232	0	0	0	2,800	3448667	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1858	30	1	1080	0	0	0	2,271	2452112	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	15	2	56	22	C	122	1262	22	3	1388	0	0	0	1,200	1665900	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,697	100%	39	9	50	32	D	161	3678	73	18	1674	0	0	0	2,800	4687900	17
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	59	24	C	175	1320	22	2	1418	0	0	0	1,229	1743029	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,486	100%	31	5	55	29	D	206	3011	55	9	1621	0	0	0	2,433	3944907	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,618	100%	40	1	63	18	C	246	3249	52	2	1155	0	0	0	3,714	4287813	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,716	99%	5	1	58	21	C	251	413	7	1	1429	0	0	0	381	544449	2
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,972	99%	24	3	58	24	C	275	2265	39	4	1493	0	0	0	2,004	2992139	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,401	98%	35	1	63	18	B	309	2657	42	1	1100	0	0	0	3,189	3508697	11
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,880	99%	62	5	60	24	C	372	5020	84	7	1394	0	0	0	5,403	7532554	24
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,878	99%	19	1	63	15	B	391	985	15	1	959	0	0	0	1,770	1698020	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	3,018	99%	10	0	62	15	B	401	511	8	0	1006	0	0	0	804	899364	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,092	97%	52	2	63	16	B	453	2796	45	2	1031	0	0	0	4,777	4922699	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	42	3	56	8	A	42	572	10	1	580	0	0	0	3,523	2042166	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	59	20	C	53	567	10	1	1144	0	0	0	870	994845	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	2	61	21	C	89	1871	31	2	1209	0	0	0	3,265	3948038	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	57	30	D	119	1652	29	4	1787	0	0	0	2,419	4323156	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	136	881	15	1	1518	0	0	0	1,533	2328328	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,221	100%	9	1	59	23	C	144	451	8	1	1611	0	0	0	739	1190160	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,467	100%	74	5	60	28	D	218	4307	71	5	1734	0	0	0	6,567	11383895	35
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	68	3	62	25	C	68	3600	58	2	1532	0	0	0	6,193	9487676	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	804	13	1	1362	0	0	0	1,558	2121217	7
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,931	99%	12	1	59	22	C	98	600	10	1	1466	0	0	0	1,082	1585671	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,289	100%	24	3	57	27	D	122	1276	22	3	1644	0	0	0	2,060	3387327	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,832	100%	40	2	61	23	C	162	1931	32	2	1425	0	0	0	3,579	5098286	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,291	100%	28	3	57	27	D	190	1474	26	3	1652	0	0	0	2,350	3881025	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,199	100%	27	1	57	20	C	217	934	16	1	1100	0	0	0	2,163	2378219	8

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	338	338	100%	63
Ming Ave	403	403	100%	54
SR58 EB/Wilbe Rd	1,437	1,387	97%	50
California Ave	678	678	100%	52
Rosedale Hwy	1,760	1,747	99%	51
Buck Owens Blvd/Sillect Ave	304	291	96%	53
Airport Dr	1,211	1,211	100%	52
SR-99 NB On Ramps				
White Ln Loop	1,155	1,094	95%	43
White Ln Direct	457	457	100%	52
Ming Ave	1,215	1,215	100%	51
Wible Rd	561	561	100%	50
SR58 WB	1,084	1,084	100%	46
California Ave Loop	629	585	93%	48
California Ave Direct	297	225	76%	50
Buck Owens Blvd/Sillect Ave	479	461	96%	33
SR-99 SB Off Ramps				
Rosedale Hwy	633	599	95%	53
California Ave	1,027	1,027	100%	45
SR58 EB/Stockdale Hwy	1,896	1,863	98%	49
Ming Ave	1,557	1,557	100%	51
White Ln	2,029	1,954	96%	31
SR-99 SB On Ramps				
Airport Dr	1,725	1,725	100%	44
Rosedale Hwy Loop	1,267	1,239	98%	49
Rosedale Hwy Direct	1,191	1,173	98%	40
California Ave	845	829	98%	51
SR58 WB	1,124	1,108	99%	51
Real Rd	281	253	90%	51
Ming Ave	458	458	100%	50
White Ln Loop	139	139	100%	52
White Ln Direct	139	82	59%	54
SR58 EB Off Ramps				
H St	416	391	94%	53
Union Ave	557	537	96%	53
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,619	2,562	98%	52
Chester Ave	559	558	100%	49
Union Ave Loop	221	194	88%	53
Union Ave Direct	243	236	97%	52
SR58 WB Off Ramps				
Brundage Ln	350	325	93%	53
Chester Ave	464	437	94%	53
SR99 NB	1,084	1,084	100%	53
SR99 SB	1,124	1,107	98%	42
SR58 WB On Ramps				
Brundage Ln	249	211	85%	49
Union Ave	344	344	100%	50
H St	459	455	99%	50

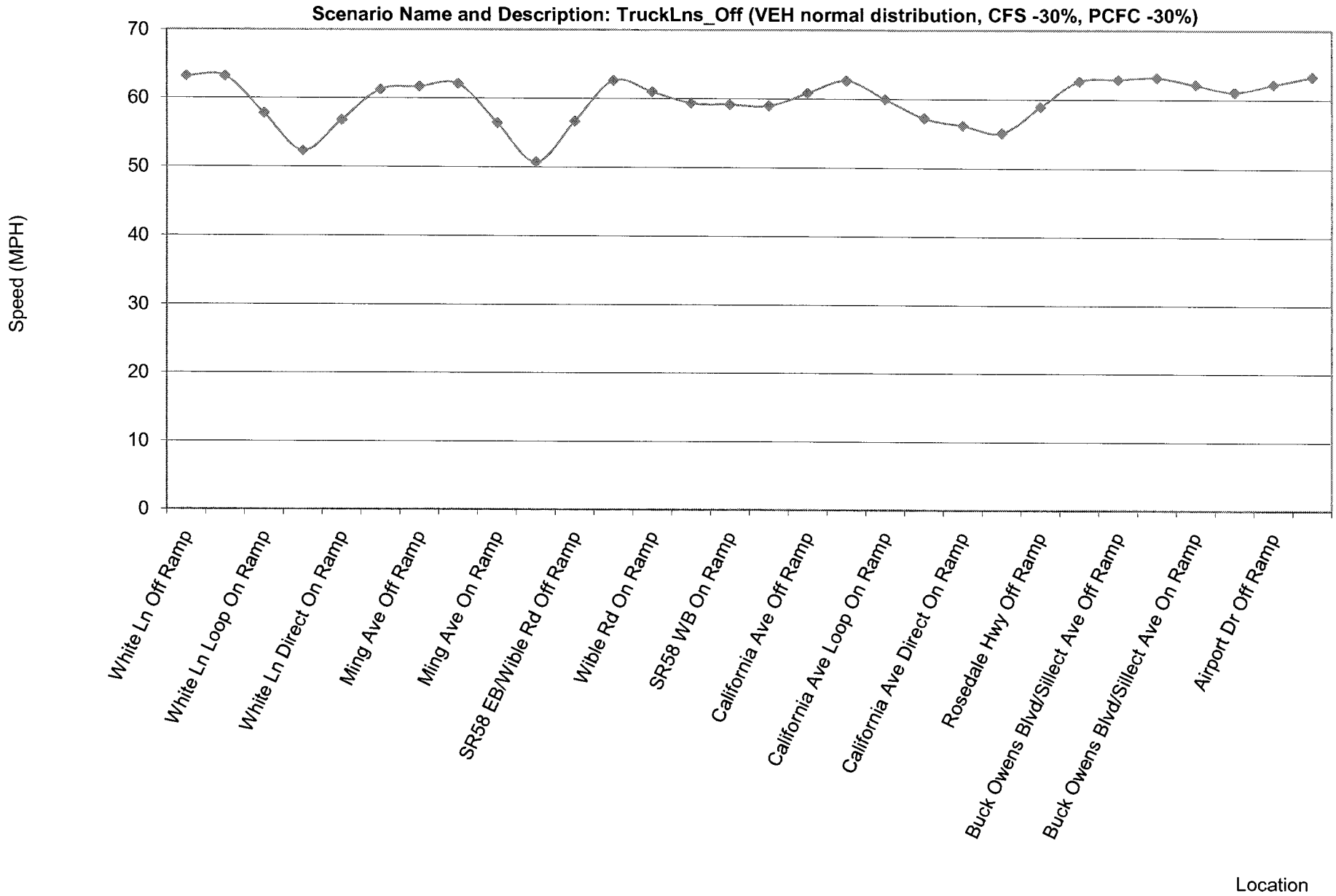
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	3,265	3,185	98%	52	17	B
White Ln Direct On Ramp	Merging	3,722	3,669	99%	60	19	B
Ming Ave On Ramp	Merging	4,534	4,468	99%	51	19	B
Wible Rd On Ramp	Merging	3,658	3,658	100%	59	14	B
SR58 WB On Ramp	Merging	4,742	4,742	100%	55	21	C
California Ave Loop On	Merging	4,693	4,691	100%	57	19	B
California Ave Direct On	Merging	4,990	4,915	98%	54	21	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,405	3,374	99%	61	13	B
White Ln Off Ramp	Diverging	2,448	2,447	100%	64	13	B
Ming Ave Off Ramp	Diverging	3,722	3,682	99%	62	15	B
SR58 EB/Wible Rd Off Ramp	Diverging	4,534	4,468	99%	51	19	B
California Ave Off Ramp	Diverging	4,742	4,742	100%	61	20	B
Rosedale Hwy Off Ramp	Diverging	4,990	4,912	98%	58	21	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	3,230	3,170	98%	63	13	B
Airport Dr Off Ramp	Diverging	3,405	3,363	99%	61	14	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,875	4,875	100%	56	22	C
Rosedale Hwy Loop On Ramp	Merging	5,509	5,509	100%	56	22	C
Rosedale Hwy Direct On Ramp	Merging	6,700	6,684	100%	52	31	D
California Ave On Ramp	Merging	6,518	6,490	100%	57	27	C
SR58 WB On Ramp	Merging	5,746	5,716	99%	56	21	C
Real Rd On Ramp	Merging	6,027	5,973	99%	58	23	C
Ming Ave On Ramp	Merging	4,928	4,879	99%	59	20	B
White Ln Loop On Ramp	Merging	3,038	3,018	99%	62	15	B
White Ln Direct On Ramp	Merging	3,176	3,094	97%	63	15	B
Rosedale Hwy Off Ramp	Diverging	4,875	4,875	100%	60	21	C
California Ave Off Ramp	Diverging	6,700	6,687	100%	51	33	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	6,518	6,482	99%	53	31	D
Ming Ave Off Ramp	Diverging	6,027	5,971	99%	57	26	C
White Ln Off Ramp	Diverging	4,928	4,878	99%	59	22	C
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,419	3,419	100%	59	20	B
Chester Ave On Ramp	Merging	3,562	3,562	100%	57	29	D
Union Ave Loop On Ramp	Merging	3,226	3,221	100%	59	23	C
Union Ave Direct On Ramp	Merging	3,469	3,459	100%	59	26	C
H St Off Ramp	Diverging	3,419	3,419	100%	59	20	B
Union Ave Off Ramp	Diverging	3,562	3,562	100%	58	31	D
SR-58 WB							
Brundage Ln On Ramp	Merging	2,952	2,931	99%	59	22	C
Union Ave On Ramp	Merging	3,296	3,290	100%	57	26	C
H St On Ramp	Merging	3,291	3,291	100%	56	27	C
Brundage Ln Off Ramp	Diverging	3,053	3,047	100%	61	25	C
Chester Ave Off Ramp	Diverging	3,296	3,290	100%	58	28	D
SR99 NB Off Ramp	Diverging	3,291	3,291	100%	58	28	D
SR99 SB Off Ramp	Diverging	2,207	2,197	100%	52	21	C

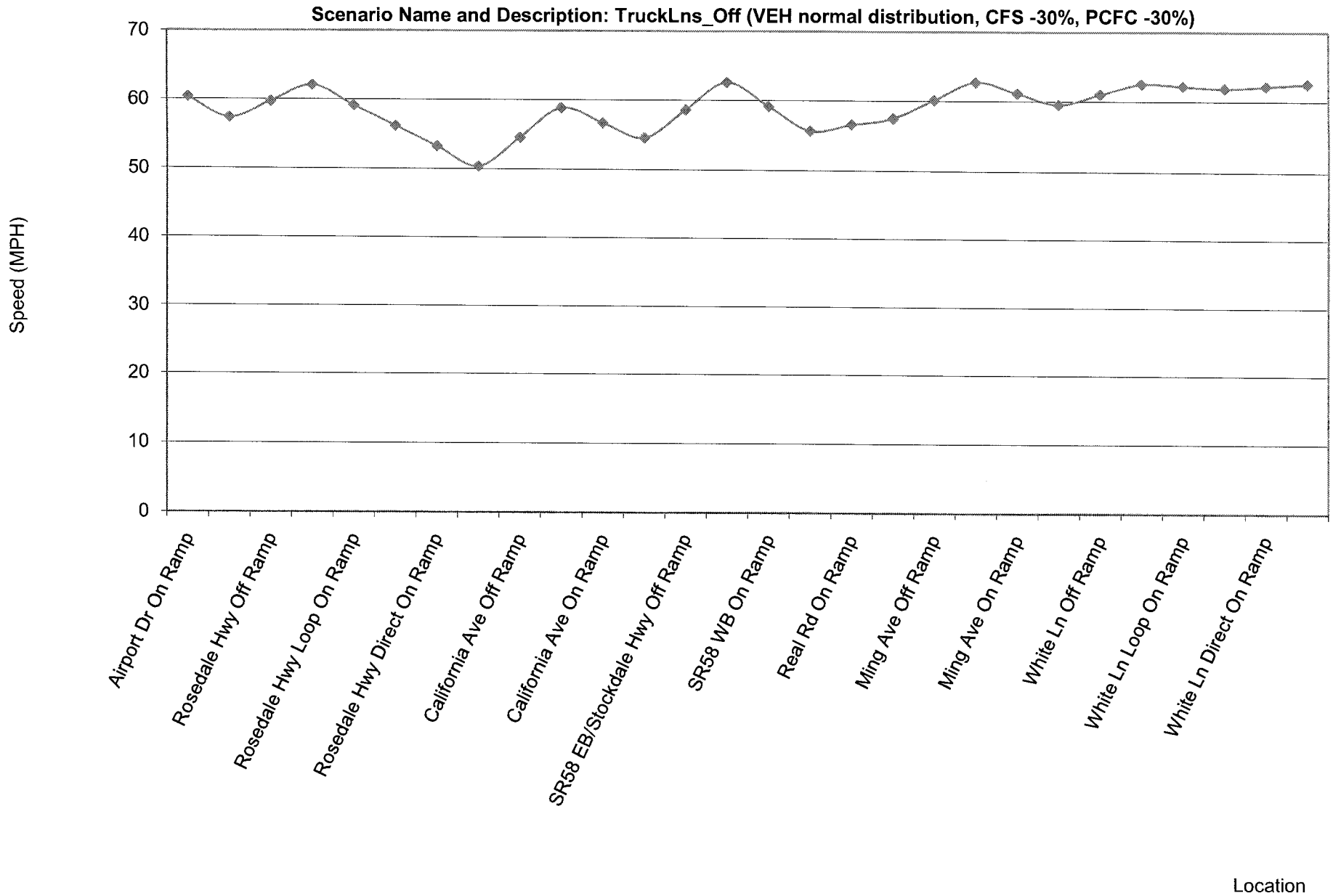
CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)

Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	50	24	C
White Ln Direct On Ramp	Merging	59	24	C
Ming Ave On Ramp	Merging	48	37	E
Wible Rd On Ramp	Merging	57	22	C
SR58 WB On Ramp	Merging	52	33	D
California Ave Loop On	Merging	54	31	D
California Ave Direct On	Merging	51	37	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	59	21	C
White Ln Off Ramp	Diverging	64	13	B
Ming Ave Off Ramp	Diverging	61	22	C
SR58 EB/Wible Rd Off Ramp	Diverging	48	37	E
California Ave Off Ramp	Diverging	59	28	D
Rosedale Hwy Off Ramp	Diverging	55	34	D
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	61	16	B
Airport Dr Off Ramp	Diverging	60	22	C
SR-99 SB				
Airport Dr On Ramp	Merging	54	35	D
Rosedale Hwy Loop On Ramp	Merging	54	37	E
Rosedale Hwy Direct On Ramp	Merging	51	46	E
California Ave On Ramp	Merging	54	39	E
SR58 WB On Ramp	Merging	51	33	D
Real Rd On Ramp	Merging	55	35	E
Ming Ave On Ramp	Merging	58	26	C
White Ln Loop On Ramp	Merging	61	16	B
White Ln Direct On Ramp	Merging	62	16	B
Rosedale Hwy Off Ramp	Diverging	59	31	D
California Ave Off Ramp	Diverging	50	47	E
SR58 EB/Stockdale Hwy Off Ramp	Diverging	49	46	E
Ming Ave Off Ramp	Diverging	55	38	E
White Ln Off Ramp	Diverging	58	33	D
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	30	D
Chester Ave On Ramp	Merging	57	32	D
Union Ave Loop On Ramp	Merging	59	27	C
Union Ave Direct On Ramp	Merging	59	29	D
H St Off Ramp	Diverging	60	26	C
Union Ave Off Ramp	Diverging	58	31	D
SR-58 WB				
Brundage Ln On Ramp	Merging	59	25	C
Union Ave On Ramp	Merging	57	29	D
H St On Ramp	Merging	56	29	D
Brundage Ln Off Ramp	Diverging	61	25	C
Chester Ave Off Ramp	Diverging	58	28	D
SR99 NB Off Ramp	Diverging	58	28	D
SR99 SB Off Ramp	Diverging	52	21	C

CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB PM Peak

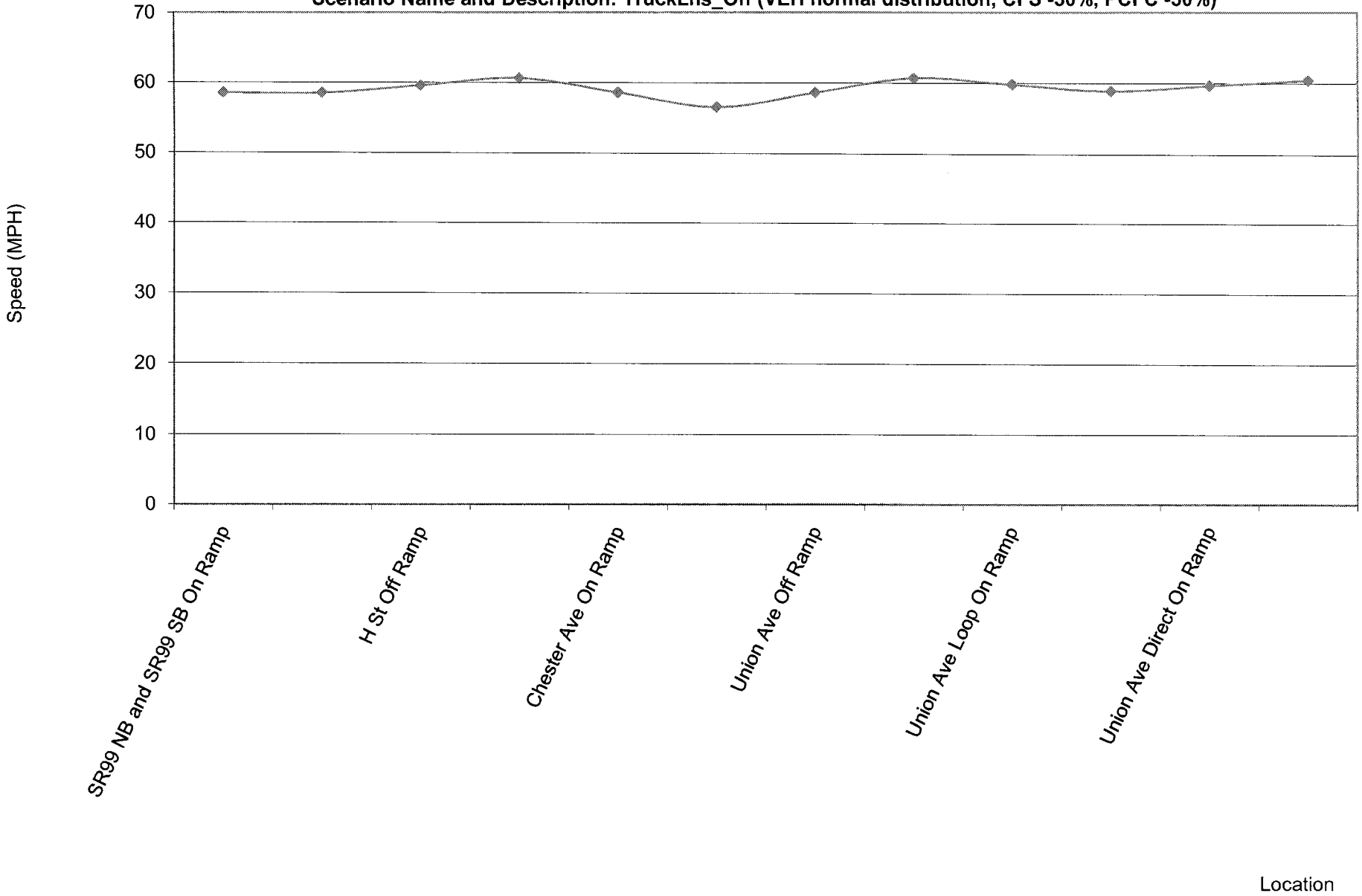


CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB PM Peak



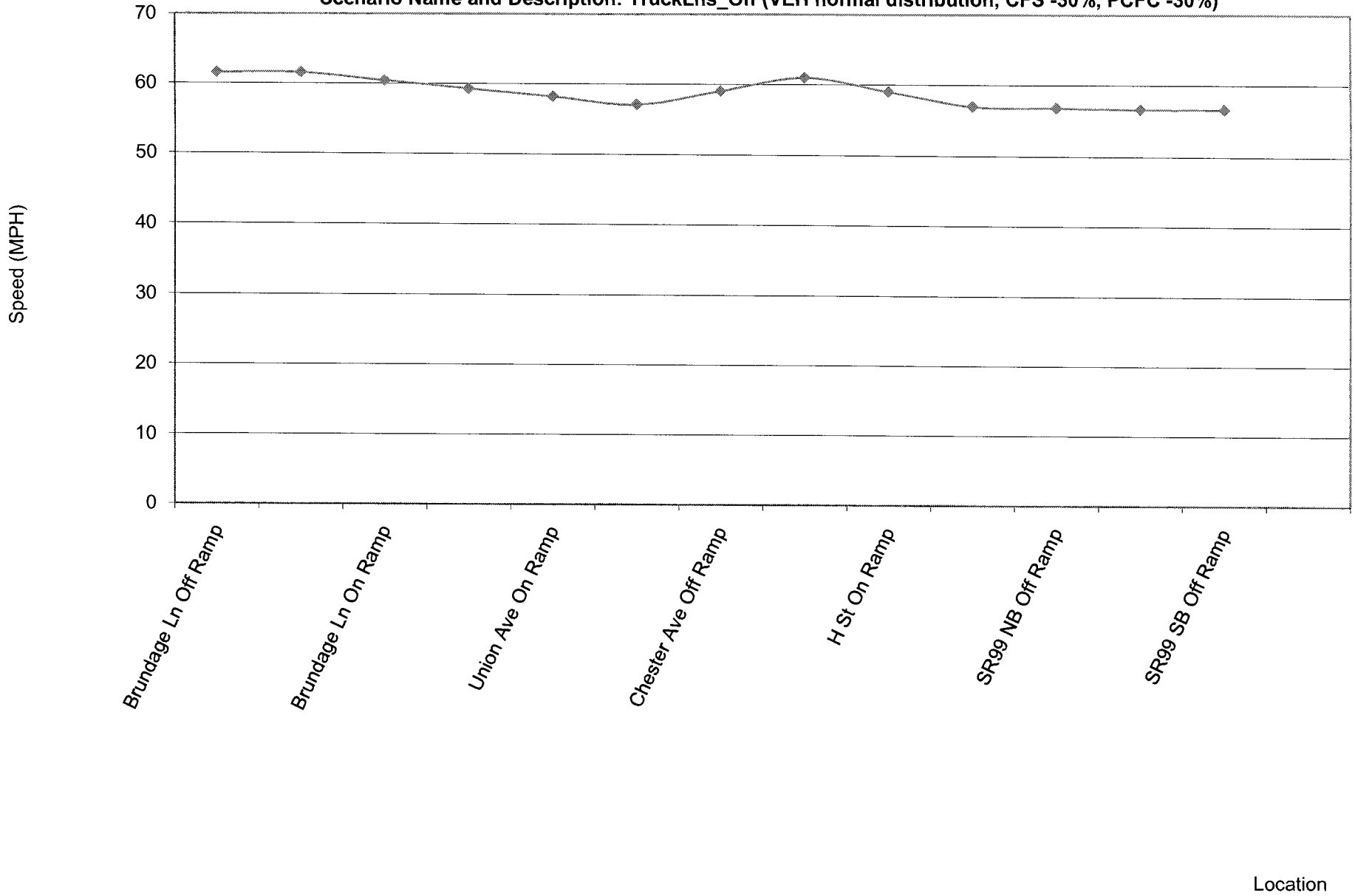
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB PM Peak

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB PM Peak

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS -30%, PCFC -30%)



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING AM CALIBRATION

Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	3,555	3,555	100%	50	1	63	19	C	50	3136	50	1	1190	0	0	0	4,648	5531895	17
White Ln Off Ramp to White Ln Loop On Ramp	3,353	3,342	100%	19	1	62	18	B	69	1119	18	1	1114	0	0	0	1,768	1969552	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,924	4,924	100%	10	3	40	35	E	79	521	13	5	1651	1	13	0	555	916400	4
White Ln Direct On Ramp to Ming Ave Off Ramp	5,608	5,608	100%	77	7	59	29	D	156	7105	120	10	1602	0	0	0	6,695	10726346	37
Ming Ave Off Ramp to Ming Ave On Ramp	5,311	5,311	100%	27	3	58	23	C	183	2357	40	5	1329	0	0	0	2,291	3045312	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,576	6,576	100%	17	7	37	40	E	200	1164	31	13	1660	1	29	2	926	1536929	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,808	4,690	98%	32	1	62	19	C	232	2567	41	2	1173	0	0	0	2,890	3388525	10
Wible Rd On Ramp to SR58 WB On Ramp	5,298	5,168	98%	10	1	60	20	C	242	826	14	1	1292	0	0	0	844	1090448	3
SR58 WB On Ramp to California Ave Off Ramp	6,368	6,265	98%	35	3	59	28	C	277	3595	61	6	1566	0	0	0	3,000	4699000	15
California Ave Off Ramp to California Ave Loop On Ramp	5,255	5,196	99%	16	1	62	21	C	293	1467	24	1	1299	0	0	0	1,491	1936809	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,711	5,645	99%	9	1	58	22	C	302	840	14	2	1411	0	0	0	785	1107831	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,930	5,817	98%	25	4	55	25	C	327	2199	40	6	1454	0	0	0	2,014	2928860	10
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,209	4,138	98%	16	1	61	17	B	343	1122	18	1	1035	0	0	0	1,432	1481404	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,387	3,315	98%	33	1	63	13	B	376	1918	30	1	829	0	0	0	3,055	2531831	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,693	3,622	98%	34	2	61	15	B	410	2058	34	2	906	0	0	0	3,000	2716500	8
Airport Dr Off Ramp to SR99 NB north end of the network	2,185	2,121	97%	40	1	64	10	A	450	1496	24	1	696	0	0	0	3,726	2257424	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	2,953	2,953	100%	48	1	64	15	B	48	2534	40	1	848	0	0	0	4,408	3816232	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,062	4,062	100%	33	3	59	17	B	81	2197	37	4	1024	0	0	0	2,800	2867900	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,477	3,477	100%	25	1	63	14	B	105	1525	24	1	887	0	0	0	2,271	2013242	6
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,175	4,175	100%	14	1	60	16	B	119	966	16	1	1063	0	0	0	1,200	1275600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,092	5,092	100%	33	4	58	22	C	152	2748	48	5	1289	0	0	0	2,800	3609900	11
California Ave Off Ramp to California Ave On Ramp	4,015	4,015	100%	13	1	63	16	B	166	952	15	1	1023	0	0	0	1,229	1256960	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	4,352	4,352	100%	28	3	59	18	C	194	2034	35	3	1100	0	0	0	2,433	2675489	8
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	2,885	2,884	100%	40	1	63	11	B	234	2029	32	1	721	0	0	0	3,714	2677794	8
SR58 WB On Ramp to Real Rd On Ramp	3,823	3,823	100%	5	1	53	15	B	239	277	5	1	958	0	0	0	381	365093	1
Real Rd On Ramp to Ming Ave Off Ramp	4,078	4,062	100%	23	2	59	16	B	262	1536	26	2	1016	0	0	0	2,004	2035062	6
Ming Ave Off Ramp to Ming Ave On Ramp	3,267	3,236	99%	34	1	63	13	B	296	1954	31	1	809	0	0	0	3,189	2579901	8
Ming Ave On Ramp to White Ln Off Ramp	3,512	3,484	99%	60	3	62	17	B	356	3572	58	3	995	0	0	0	5,403	5377529	17
White Ln Off Ramp to White Ln Loop On Ramp	2,165	2,150	99%	19	1	63	11	B	376	721	11	0	717	0	0	0	1,770	1268500	4
White Ln Loop On Ramp to White Ln Direct On Ramp	2,276	2,265	100%	10	0	62	11	A	385	383	6	0	755	0	0	0	894	674970	2
White Ln Direct On Ramp to SR99 SB south end of the network	2,415	2,319	98%	52	2	63	12	B	437	2097	33	1	773	0	0	0	4,777	3691825	11
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	946	946	100%	42	3	56	9	A	42	670	12	1	678	0	0	0	3,523	2387420	6
SR99 On Ramp to H St Off Ramp	3,553	3,553	100%	10	1	58	22	C	53	629	11	1	1269	0	0	0	870	1104320	4
H St Off Ramp to Chester Ave On Ramp	3,143	3,143	100%	37	3	60	23	C	90	2095	35	3	1355	0	0	0	3,265	4422769	14
Chester Ave On Ramp to Union Ave Off Ramp	3,618	3,618	100%	29	4	56	33	D	119	1788	32	4	1938	0	0	0	2,419	4687619	15
Union Ave Off Ramp to Union Ave Loop On Ramp	2,797	2,797	100%	17	1	62	24	C	136	874	14	1	1506	0	0	0	1,533	2307932	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,971	2,971	100%	8	1	60	22	C	144	444	7	1	1586	0	0	0	739	1172054	3
Union Ave Direct On Ramp to SR58 east end of the network	3,170	3,170	100%	74	5	60	27	D	218	4178	69	5	1681	0	0	0	6,567	11039948	34
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,168	3,168	100%	68	3	62	26	C	68	3743	60	3	1593	0	0	0	6,193	9862353	30
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,659	2,651	100%	17	1	61	22	C	86	782	13	1	1326	0	0	0	1,558	2065129	6
Brundage Ln On Ramp to Union Ave On Ramp	2,855	2,832	99%	12	1	60	21	C	98	580	10	1	1416	0	0	0	1,082	1532112	4
Union Ave On Ramp to Chester Ave Off Ramp	3,096	3,079	99%	24	2	58	24	C	122	1197	20	2	1540	0	0	0	2,060	3171370	10
Chester Ave Off Ramp to H St On Ramp	2,622	2,622	100%	40	2	61	22	C	162	1797	29	2	1328	0	0	0	3,579	4744859	15
H St On Ramp to SR99 NB Off Ramp	2,955	2,955	100%	28	3	58	24	C	189	1330	23	2	1492	0	0	0	2,350	3506200	11
SR99 NB Off Ramp to SR99 SB Off Ramp	1,867	1,867	100%	27	1	57	17	B	216	802	14	1	945	0	0	0	2,163	2042954	7

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	202	202	100%	62
Ming Ave	297	284	96%	54
SR58 EB/Wilbe Rd	1,768	1,768	100%	46
California Ave	1,131	1,075	95%	52
Rosedale Hwy	1,730	1,679	97%	50
Buck Owens Blvd/Sillect Ave	822	822	100%	53
Airport Dr	1,508	1,501	100%	52
SR-99 NB On Ramps				
White Ln Loop	1,571	1,571	100%	38
White Ln Direct	684	645	94%	52
Ming Ave	1,265	1,265	100%	49
Wible Rd	490	475	97%	49
SR58 WB	1,088	1,088	100%	46
California Ave Loop	456	456	100%	48
California Ave Direct	228	166	73%	51
Buck Owens Blvd/Sillect Ave	306	306	100%	35
SR-99 SB Off Ramps				
Rosedale Hwy	585	555	95%	54
California Ave	1,077	1,071	99%	52
SR58 EB/Stockdale Hwy	1,467	1,467	100%	50
Ming Ave	811	808	100%	53
White Ln	1,347	1,331	99%	54
SR-99 SB On Ramps				
Airport Dr	1,109	1,109	100%	47
Rosedale Hwy Loop	698	698	100%	49
Rosedale Hwy Direct	917	912	99%	41
California Ave	337	298	88%	51
SR58 WB	938	938	100%	51
Real Rd	255	226	89%	51
Ming Ave	245	245	100%	52
White Ln Loop	111	111	100%	53
White Ln Direct	139	63	45%	53
SR58 EB Off Ramps				
H St	410	410	100%	53
Union Ave	821	821	100%	53
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,607	2,607	100%	51
Chester Ave	475	475	100%	48
Union Ave Loop	174	157	90%	52
Union Ave Direct	199	199	100%	52
SR58 WB Off Ramps				
Brundage Ln	509	509	100%	52
Chester Ave	474	426	90%	53
SR99 NB	1,088	1,088	100%	53
SR99 SB	938	938	100%	43
SR58 WB On Ramps				
Brundage Ln	196	187	95%	49
Union Ave	241	241	100%	50
H St	333	333	100%	51

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

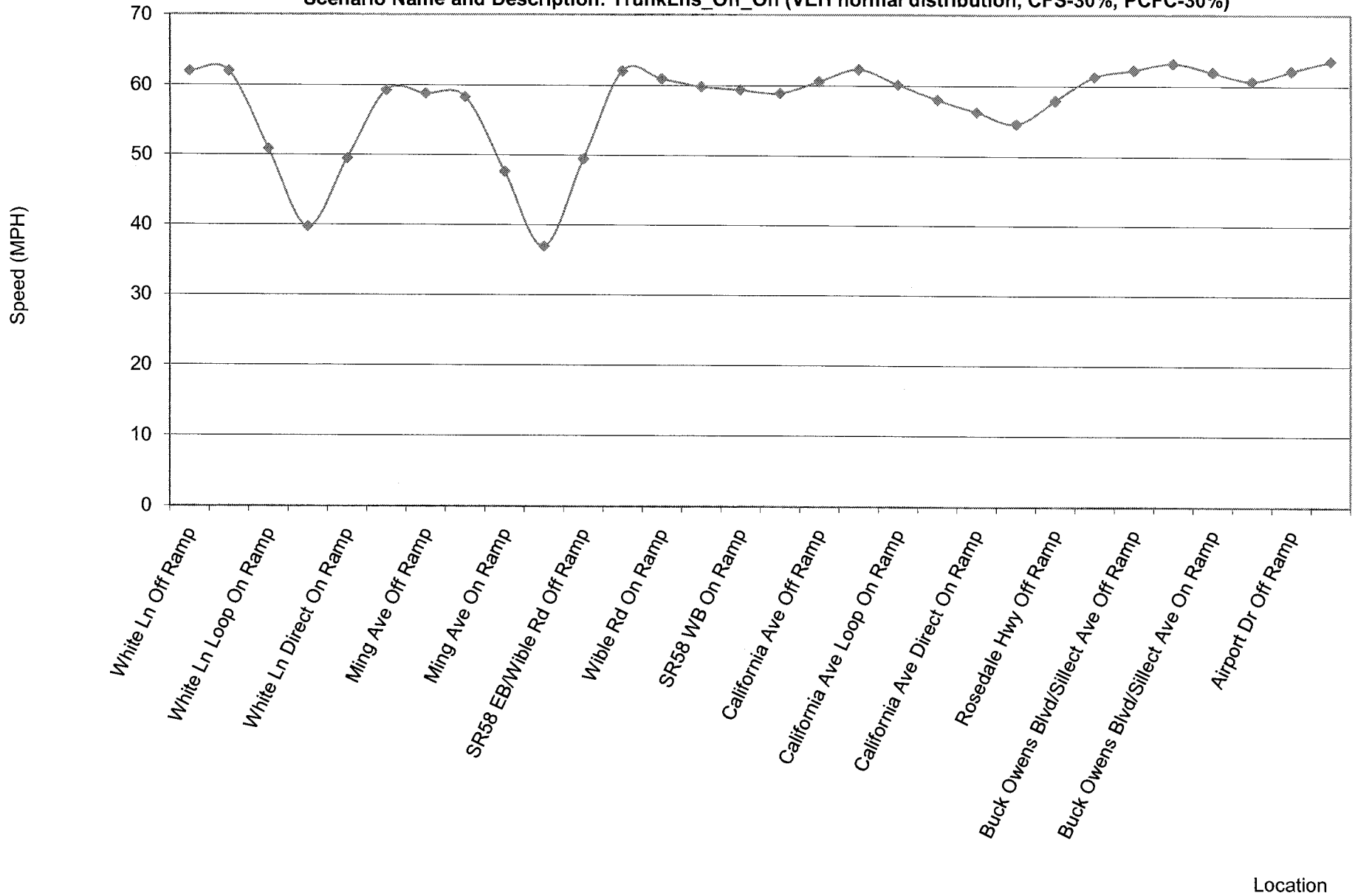
Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	4,924	4,924	100%	40	35	E
White Ln Direct On Ramp	Merging	5,608	5,608	100%	55	32	D
Ming Ave On Ramp	Merging	6,576	6,576	100%	37	40	E
Wible Rd On Ramp	Merging	5,298	5,168	98%	60	20	B
SR58 WB On Ramp	Merging	6,386	6,261	98%	57	25	C
California Ave Loop On	Merging	5,711	5,645	99%	58	22	C
California Ave Direct On	Merging	5,939	5,815	98%	55	25	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,693	3,623	98%	61	14	B
White Ln Off Ramp	Diverging	3,555	3,555	100%	63	19	B
Ming Ave Off Ramp	Diverging	5,608	5,598	100%	61	23	C
SR58 EB/Wible Rd Off Ramp	Diverging	6,576	6,576	100%	37	40	E
California Ave Off Ramp	Diverging	6,386	6,268	98%	60	26	C
Rosedale Hwy Off Ramp	Diverging	5,939	5,819	98%	55	26	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	4,209	4,138	98%	61	17	B
Airport Dr Off Ramp	Diverging	3,693	3,621	98%	61	15	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,062	4,062	100%	58	17	B
Rosedale Hwy Loop On Ramp	Merging	4,175	4,175	100%	60	16	B
Rosedale Hwy Direct On Ramp	Merging	5,092	5,092	100%	57	22	C
California Ave On Ramp	Merging	4,352	4,352	100%	59	18	B
SR58 WB On Ramp	Merging	3,823	3,823	100%	53	15	B
Real Rd On Ramp	Merging	4,078	4,064	100%	58	16	B
Ming Ave On Ramp	Merging	3,512	3,481	99%	61	14	B
White Ln Loop On Ramp	Merging	2,276	2,265	100%	62	11	B
White Ln Direct On Ramp	Merging	2,415	2,321	96%	63	12	B
Rosedale Hwy Off Ramp	Diverging	4,062	4,062	100%	61	17	B
California Ave Off Ramp	Diverging	5,092	5,092	100%	59	22	C
SR58 EB/Stockdale Hwy Off Ramp	Diverging	4,352	4,352	100%	59	19	B
Ming Ave Off Ramp	Diverging	4,078	4,061	100%	60	17	B
White Ln Off Ramp	Diverging	3,512	3,486	99%	61	15	B
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,553	3,553	100%	58	22	C
Chester Ave On Ramp	Merging	3,618	3,618	100%	55	33	D
Union Ave Loop On Ramp	Merging	2,971	2,971	100%	60	22	C
Union Ave Direct On Ramp	Merging	3,170	3,170	100%	60	26	C
H St Off Ramp	Diverging	3,553	3,553	100%	58	22	C
Union Ave Off Ramp	Diverging	3,618	3,618	100%	58	33	D
SR-58 WB							
Brundage Ln On Ramp	Merging	2,855	2,832	99%	60	21	C
Union Ave On Ramp	Merging	3,096	3,081	99%	58	24	C
H St On Ramp	Merging	2,955	2,955	100%	58	24	C
Brundage Ln Off Ramp	Diverging	3,168	3,168	100%	60	27	C
Chester Ave Off Ramp	Diverging	3,096	3,078	99%	59	26	C
SR99 NB Off Ramp	Diverging	2,955	2,955	100%	59	25	C
SR99 SB Off Ramp	Diverging	1,867	1,867	100%	53	18	B

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING AM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

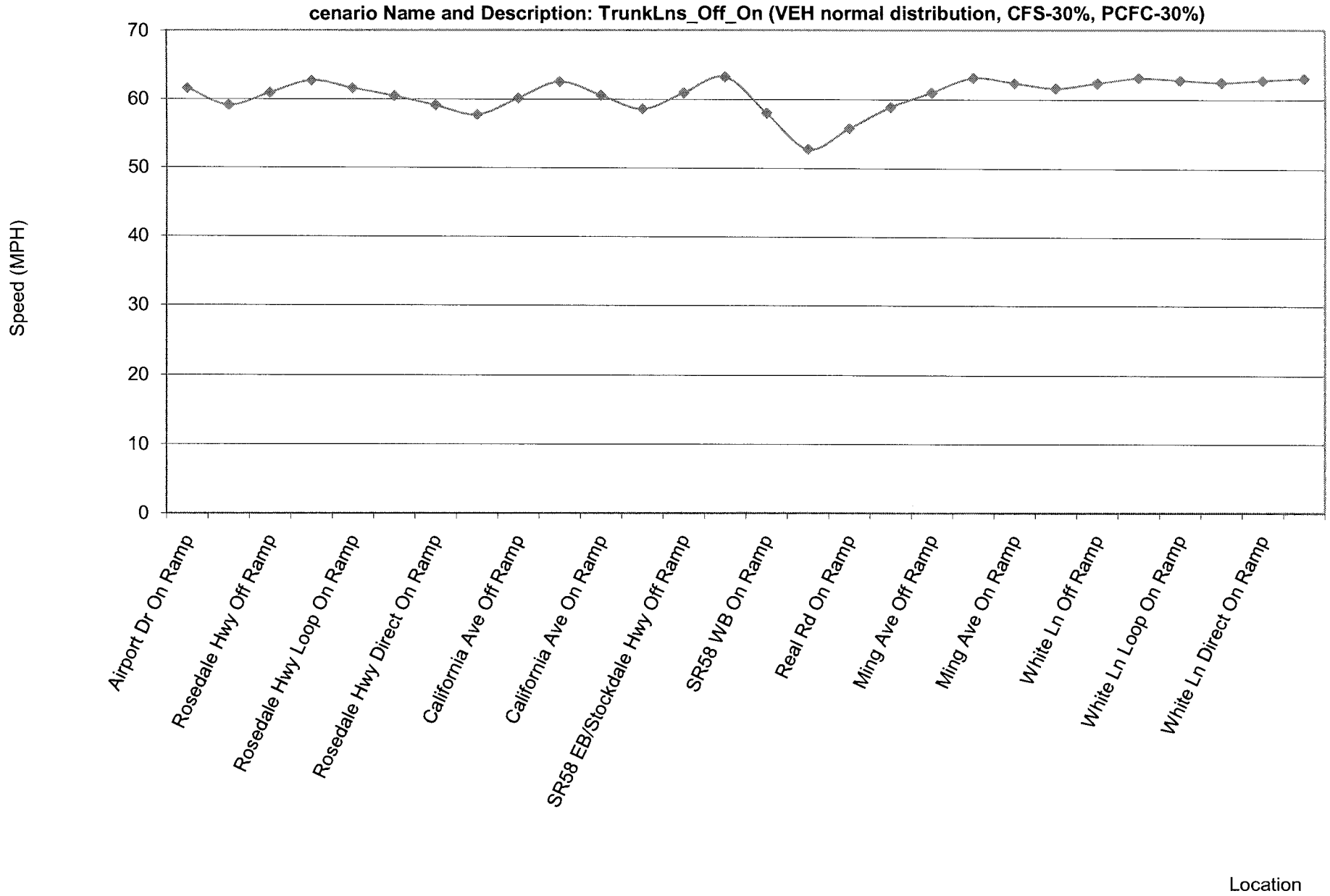
Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	36	52	E
White Ln Direct On Ramp	Merging	53	39	E
Ming Ave On Ramp	Merging	32	74	E
Wible Rd On Ramp	Merging	57	25	C
SR58 WB On Ramp	Merging	54	37	E
California Ave Loop On	Merging	55	33	D
California Ave Direct On	Merging	52	39	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	59	21	C
White Ln Off Ramp	Diverging	63	19	B
Ming Ave Off Ramp	Diverging	60	32	D
SR58 EB/Wible Rd Off Ramp	Diverging	32	74	E
California Ave Off Ramp	Diverging	58	35	D
Rosedale Hwy Off Ramp	Diverging	52	40	E
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	59	21	C
Airport Dr Off Ramp	Diverging	59	23	C
SR-99 SB				
Airport Dr On Ramp	Merging	57	27	C
Rosedale Hwy Loop On Ramp	Merging	59	25	C
Rosedale Hwy Direct On Ramp	Merging	55	36	E
California Ave On Ramp	Merging	57	30	D
SR58 WB On Ramp	Merging	49	28	D
Real Rd On Ramp	Merging	56	26	C
Ming Ave On Ramp	Merging	60	18	B
White Ln Loop On Ramp	Merging	62	12	B
White Ln Direct On Ramp	Merging	62	13	B
Rosedale Hwy Off Ramp	Diverging	60	25	C
California Ave Off Ramp	Diverging	58	33	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	58	29	D
Ming Ave Off Ramp	Diverging	58	25	C
White Ln Off Ramp	Diverging	61	23	C
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	34	D
Chester Ave On Ramp	Merging	55	35	E
Union Ave Loop On Ramp	Merging	60	26	C
Union Ave Direct On Ramp	Merging	60	28	D
H St Off Ramp	Diverging	60	29	D
Union Ave Off Ramp	Diverging	58	33	D
SR-58 WB				
Brundage Ln On Ramp	Merging	60	24	C
Union Ave On Ramp	Merging	58	26	C
H St On Ramp	Merging	58	26	C
Brundage Ln Off Ramp	Diverging	60	27	C
Chester Ave Off Ramp	Diverging	59	26	C
SR99 NB Off Ramp	Diverging	59	25	C
SR99 SB Off Ramp	Diverging	53	18	B

CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB AM Peak

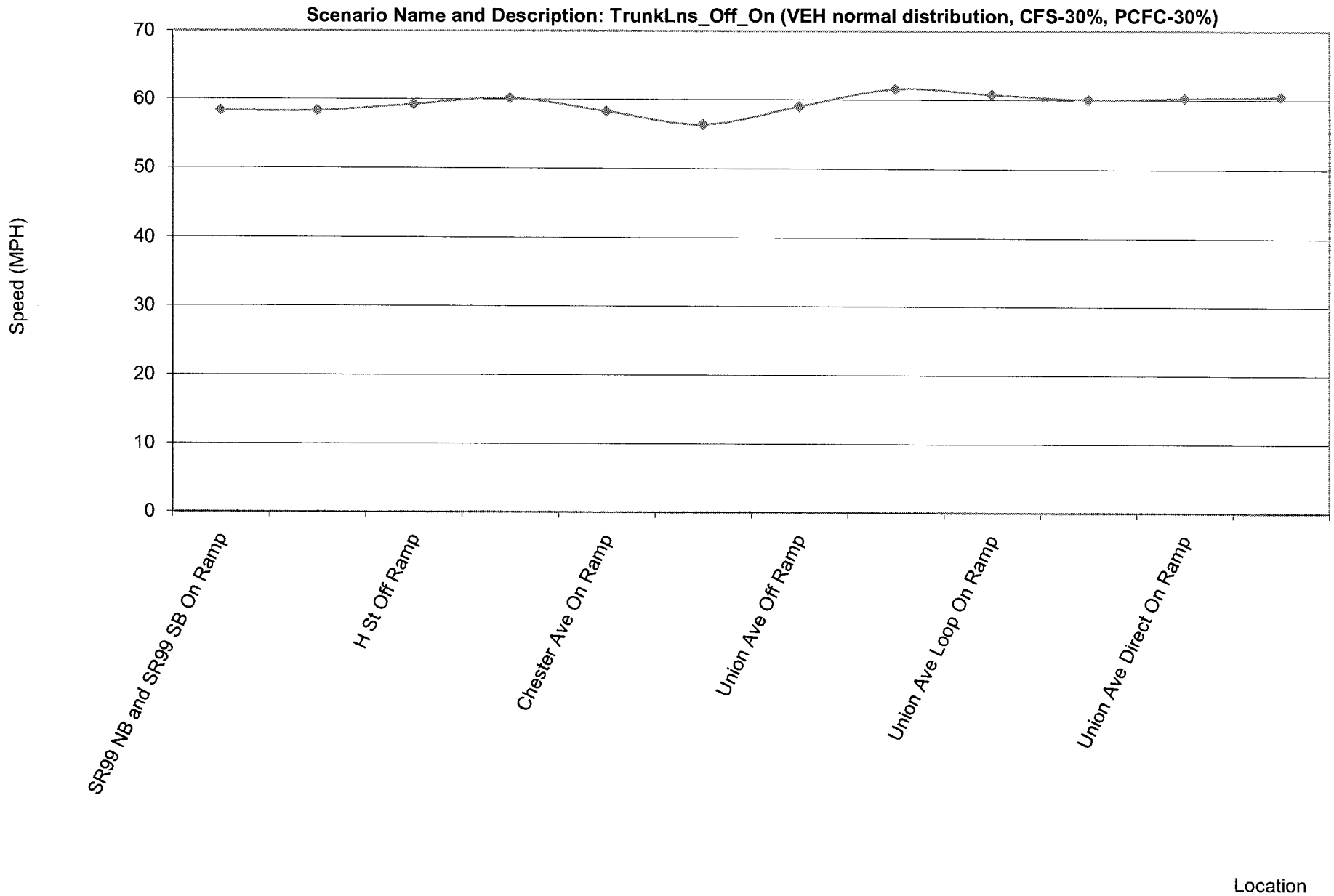
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)



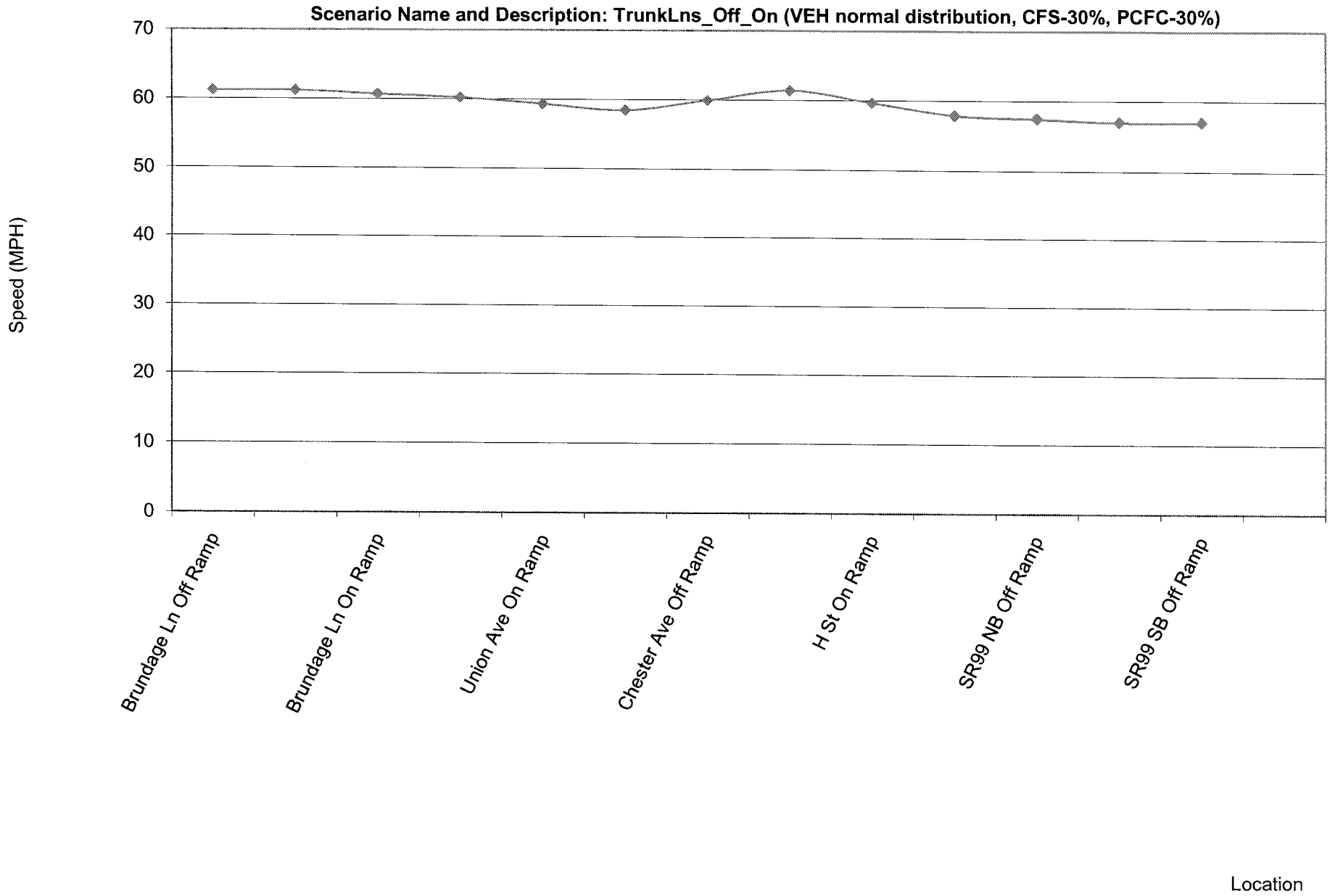
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB AM PeakS



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB AM Peak



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB AM Peak



CENTENNIAL CORSIM ANALYSIS RESULTS

EXISTING PM CALIBRATION

Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Segment	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	2,448	2,448	100%	49	1	64	13	B	49	2157	34	1	818	0	0	0	4,648	3802064	11
White Ln Off Ramp to White Ln Loop On Ramp	2,110	2,069	98%	19	1	63	11	A	68	693	11	0	690	0	0	0	1,768	1219331	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,265	3,165	97%	7	1	53	17	B	76	333	6	1	1055	0	0	0	555	585525	2
White Ln Direct On Ramp to Ming Ave Off Ramp	3,722	3,649	98%	74	4	61	18	C	150	4620	75	4	1043	0	0	0	6,695	6980494	23
Ming Ave Off Ramp to Ming Ave On Ramp	3,319	3,245	98%	25	1	62	13	B	175	1410	23	1	811	0	0	0	2,291	1858287	8
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	4,534	4,457	98%	12	3	51	19	C	187	781	15	3	1114	0	0	0	926	1031796	3
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	3,097	3,043	98%	31	1	63	12	B	219	1665	27	1	761	0	0	0	2,890	2198568	7
Wible Rd On Ramp to SR58 WB On Ramp	3,658	3,651	100%	10	1	59	14	B	229	584	10	1	913	0	0	0	844	770361	2
SR58 WB On Ramp to California Ave Off Ramp	4,742	4,742	100%	36	4	59	20	C	264	2749	47	5	1187	0	0	0	3,000	3560500	11
California Ave Off Ramp to California Ave Loop On Ramp	4,064	4,031	99%	16	1	62	16	B	280	1138	18	1	1008	0	0	0	1,491	1502555	5
California Ave Loop On Ramp to California Ave Direct On Ramp	4,693	4,610	95%	9	1	57	18	C	290	665	12	1	1153	0	0	0	785	904713	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	4,990	4,831	97%	24	3	56	21	C	314	1830	33	4	1208	0	0	0	2,014	2432241	8
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	3,230	3,055	95%	16	0	63	12	B	330	829	13	0	764	0	0	0	1,432	1093690	3
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	2,926	2,765	94%	33	1	63	11	A	363	1600	25	1	691	0	0	0	3,055	2111769	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	3,405	3,246	95%	34	2	61	13	B	397	1844	30	2	812	0	0	0	3,000	2434500	7
Airport Dr Off Ramp to SR99 NB north end of the network	2,194	2,102	96%	40	1	63	10	A	437	1483	23	1	600	0	0	0	3,726	2237197	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,150	3,150	100%	48	1	64	17	B	48	2703	42	1	904	0	0	0	4,498	4068120	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,875	4,875	100%	34	4	58	21	C	82	2050	46	6	1228	0	0	0	2,800	3438400	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,242	4,242	100%	25	1	62	17	B	107	1854	30	1	1078	0	0	0	2,271	2448138	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,509	5,509	100%	14	2	57	22	C	121	1256	22	3	1382	0	0	0	1,200	1657800	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,700	6,650	99%	37	8	52	31	D	159	3608	69	14	1663	0	0	0	2,800	4655000	16
California Ave Off Ramp to California Ave On Ramp	5,673	5,673	100%	14	1	59	24	C	173	1324	22	2	1422	0	0	0	1,229	1747638	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,518	6,512	100%	30	5	55	29	D	203	3013	55	9	1628	0	0	0	2,433	3960024	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,622	4,578	99%	40	1	63	18	C	244	3220	51	2	1145	0	0	0	3,714	4250673	13
SR58 WB On Ramp to Real Rd On Ramp	5,746	5,693	99%	5	1	56	21	C	248	411	7	1	1423	0	0	0	381	542258	1
Real Rd On Ramp to Ming Ave Off Ramp	6,027	5,946	99%	24	3	57	25	C	272	2257	40	5	1487	0	0	0	2,004	2979113	9
Ming Ave Off Ramp to Ming Ave On Ramp	4,470	4,353	97%	35	1	63	17	B	307	2628	42	1	1088	0	0	0	3,189	3470429	10
Ming Ave On Ramp to White Ln Off Ramp	4,928	4,819	98%	74	17	54	27	D	381	5276	98	22	1377	0	0	0	5,403	7439159	28
White Ln Off Ramp to White Ln Loop On Ramp	2,899	2,801	97%	20	1	62	15	B	400	939	15	1	934	0	0	0	1,770	1652590	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,038	2,940	97%	10	0	62	14	B	410	498	8	0	980	0	0	0	894	876120	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,176	3,006	95%	52	2	63	16	B	462	2716	43	2	1002	0	0	0	4,777	4786554	14
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	800	800	100%	43	3	56	8	A	43	561	10	1	588	0	0	0	3,523	2071524	5
SR99 On Ramp to H St Off Ramp	3,419	3,419	100%	10	1	58	20	C	53	575	10	1	1159	0	0	0	870	1008620	3
H St Off Ramp to Chester Ave On Ramp	3,003	3,003	100%	37	3	60	21	C	90	1913	32	2	1237	0	0	0	3,265	4037499	13
Chester Ave On Ramp to Union Ave Off Ramp	3,562	3,562	100%	29	4	57	30	D	119	1680	29	4	1820	0	0	0	2,419	4401774	14
Union Ave Off Ramp to Union Ave Loop On Ramp	3,005	3,005	100%	17	1	61	25	C	136	899	15	1	1548	0	0	0	1,533	2373084	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,226	3,226	100%	9	1	59	23	C	144	459	8	1	1639	0	0	0	739	1210852	3
Union Ave Direct On Ramp to SR58 east end of the network	3,469	3,469	100%	74	5	60	29	D	218	4382	73	5	1764	0	0	0	6,567	11580905	36
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp	3,053	3,053	100%	66	3	63	25	C	68	3601	58	2	1533	0	0	0	6,193	9490773	29
Brundage Ln Off Ramp to Brundage Ln On Ramp	2,703	2,703	100%	17	1	62	22	C	85	798	13	1	1353	0	0	0	1,558	2107195	6
Brundage Ln On Ramp to Union Ave On Ramp	2,952	2,914	99%	12	1	60	22	C	97	597	10	1	1457	0	0	0	1,082	1576474	4
Union Ave On Ramp to Chester Ave Off Ramp	3,296	3,272	99%	24	3	58	26	D	122	1268	22	2	1636	0	0	0	2,000	3370160	10
Chester Ave Off Ramp to H St On Ramp	2,832	2,825	100%	40	2	61	23	C	161	1915	31	2	1412	0	0	0	3,579	5054443	16
H St On Ramp to SR99 NB Off Ramp	3,291	3,277	100%	28	3	57	27	D	189	1464	25	3	1639	0	0	0	2,350	3850867	12
SR99 NB Off Ramp to SR99 SB Off Ramp	2,207	2,179	99%	27	1	57	19	C	216	926	16	1	1089	0	0	0	2,163	2356048	8

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Freeway Ramps	Demand Volume	CORSIM Served Volume	Percentage Served in CORSIM Model	Speed (MPH)
	(vph)	(vph)	%	
SR-99 NB Off Ramps				
White Ln	338	338	100%	63
Ming Ave	403	391	97%	54
SR58 EB/Wilbe Rd	1,437	1,419	99%	50
California Ave	678	678	100%	52
Rosedale Hwy	1,760	1,760	100%	51
Buck Owens Blvd/Sillect Ave	304	304	100%	54
Airport Dr	1,211	1,134	94%	52
SR-99 NB On Ramps				
White Ln Loop	1,155	1,106	96%	44
White Ln Direct	457	457	100%	52
Ming Ave	1,215	1,215	100%	51
Wible Rd	561	561	100%	50
SR58 WB	1,084	1,084	100%	46
California Ave Loop	629	583	93%	48
California Ave Direct	297	221	74%	51
Buck Owens Blvd/Sillect Ave	479	467	97%	34
SR-99 SB Off Ramps				
Rosedale Hwy	633	593	94%	53
California Ave	1,027	1,015	99%	46
SR58 EB/Stockdale Hwy	1,896	1,896	100%	49
Ming Ave	1,557	1,557	100%	41
White Ln	2,029	1,985	98%	7
SR-99 SB On Ramps				
Airport Dr	1,725	1,725	100%	43
Rosedale Hwy Loop	1,267	1,226	97%	49
Rosedale Hwy Direct	1,191	1,172	98%	40
California Ave	845	825	98%	50
SR58 WB	1,124	1,122	100%	51
Real Rd	281	254	90%	51
Ming Ave	458	458	100%	50
White Ln Loop	139	139	100%	52
White Ln Direct	139	74	53%	54
SR58 EB Off Ramps				
H St	416	375	90%	53
Union Ave	557	549	99%	53
SR58 EB On Ramps				
SR99 NB and SR99 SB	2,619	2,601	99%	52
Chester Ave	559	552	99%	48
Union Ave Loop	221	194	88%	53
Union Ave Direct	243	236	97%	52
SR58 WB Off Ramps				
Brundage Ln	350	347	99%	53
Chester Ave	464	442	95%	53
SR99 NB	1,084	1,084	100%	53
SR99 SB	1,124	1,124	100%	42
SR58 WB On Ramps				
Brundage Ln	249	216	87%	48
Union Ave	344	344	100%	50
H St	459	453	99%	49

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

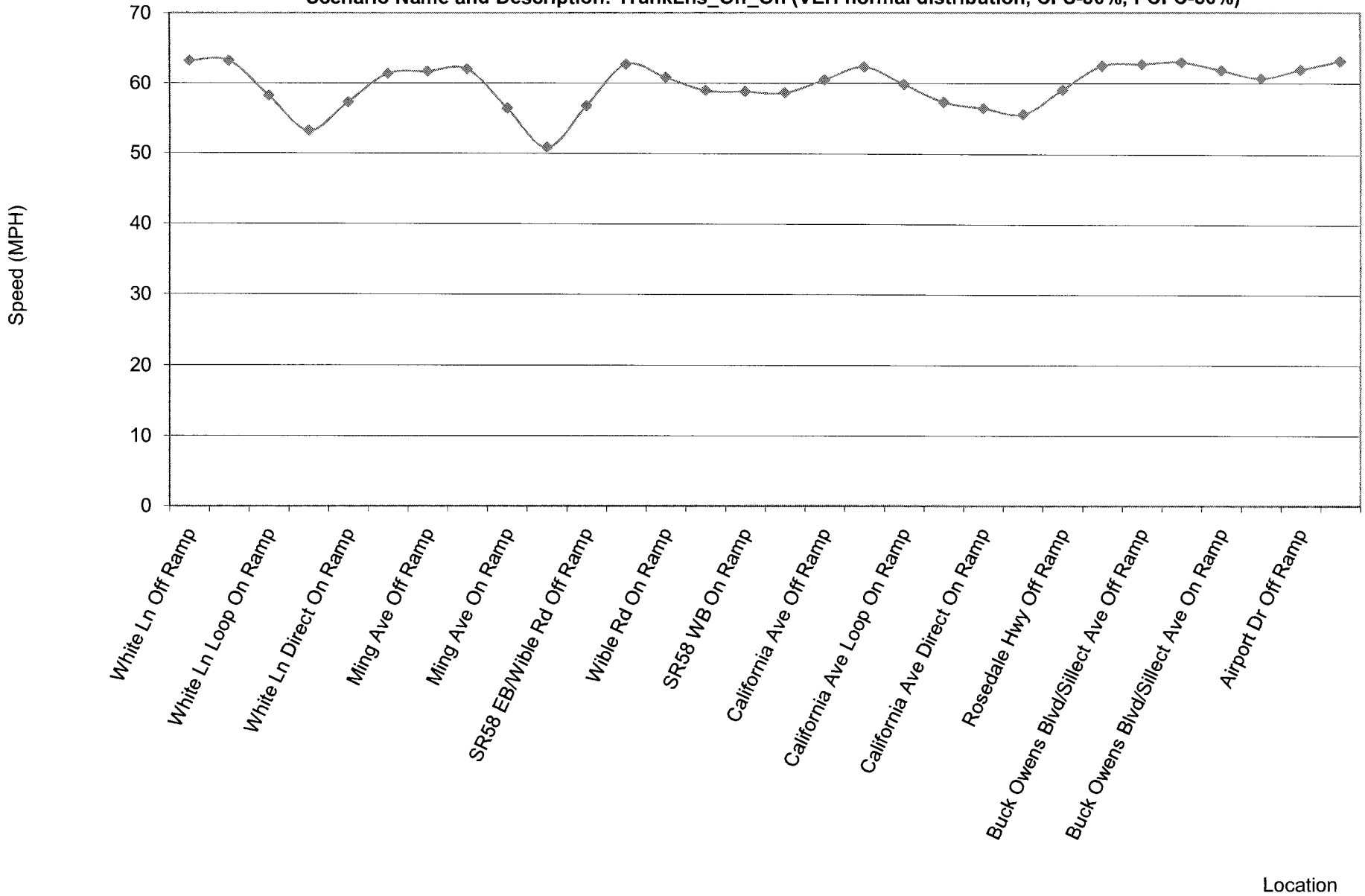
Location	Analysis Type	Demand Volumes (vph)	CORSIM Served Volumes (vph)	Percentage Served in CORSIM Model %	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB							
White Ln Loop On Ramp	Merging	3,265	3,165	97%	53	17	B
White Ln Direct On Ramp	Merging	3,722	3,639	98%	60	19	B
Ming Ave On Ramp	Merging	4,534	4,457	98%	51	19	B
Wible Rd On Ramp	Merging	3,658	3,651	100%	59	14	B
SR58 WB On Ramp	Merging	4,742	4,742	100%	55	21	C
California Ave Loop On	Merging	4,693	4,610	98%	57	18	B
California Ave Direct On	Merging	4,990	4,831	97%	55	21	C
Buck Owens Blvd/Sillect Ave On Ramp	Merging	3,405	3,247	95%	60	13	B
White Ln Off Ramp	Diverging	2,448	2,447	100%	64	13	B
Ming Ave Off Ramp	Diverging	3,722	3,648	98%	62	15	B
SR58 EB/Wible Rd Off Ramp	Diverging	4,534	4,457	98%	51	19	B
California Ave Off Ramp	Diverging	4,742	4,742	100%	61	20	B
Rosedale Hwy Off Ramp	Diverging	4,990	4,831	97%	57	21	C
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	3,230	3,055	95%	63	12	B
Airport Dr Off Ramp	Diverging	3,405	3,245	95%	61	13	B
SR-99 SB							
Airport Dr On Ramp	Merging	4,875	4,875	100%	56	21	C
Rosedale Hwy Loop On Ramp	Merging	5,509	5,509	100%	57	22	C
Rosedale Hwy Direct On Ramp	Merging	6,700	6,633	99%	53	30	D
California Ave On Ramp	Merging	6,518	6,512	100%	57	27	C
SR58 WB On Ramp	Merging	5,746	5,693	99%	56	21	C
Real Rd On Ramp	Merging	6,027	5,948	99%	58	23	C
Ming Ave On Ramp	Merging	4,928	4,825	98%	58	20	B
White Ln Loop On Ramp	Merging	3,038	2,940	97%	62	14	B
White Ln Direct On Ramp	Merging	3,176	3,007	95%	62	15	B
Rosedale Hwy Off Ramp	Diverging	4,875	4,875	100%	60	20	C
California Ave Off Ramp	Diverging	6,700	6,644	99%	53	31	D
SR58 EB/Stockdale Hwy Off Ramp	Diverging	6,518	6,513	100%	53	31	D
Ming Ave Off Ramp	Diverging	6,027	5,947	99%	56	27	C
White Ln Off Ramp	Diverging	4,928	4,807	98%	36	36	E
SR-58 EB							
SR99 NB & SB On Ramp	Merging	3,419	3,419	100%	58	20	B
Chester Ave On Ramp	Merging	3,562	3,562	100%	56	30	D
Union Ave Loop On Ramp	Merging	3,226	3,226	100%	59	23	C
Union Ave Direct On Ramp	Merging	3,469	3,469	100%	59	27	C
H St Off Ramp	Diverging	3,419	3,419	100%	58	20	B
Union Ave Off Ramp	Diverging	3,562	3,562	100%	59	31	D
SR-58 WB							
Brundage Ln On Ramp	Merging	2,952	2,914	99%	60	22	C
Union Ave On Ramp	Merging	3,296	3,273	99%	58	25	C
H St On Ramp	Merging	3,291	3,277	100%	57	27	C
Brundage Ln Off Ramp	Diverging	3,053	3,052	100%	61	25	C
Chester Ave Off Ramp	Diverging	3,296	3,271	99%	58	28	D
SR99 NB Off Ramp	Diverging	3,291	3,277	100%	59	28	C
SR99 SB Off Ramp	Diverging	2,207	2,179	99%	53	21	C

CENTENNIAL CORSIM ANALYSIS RESULTS
EXISTING PM CALIBRATION
Merging/Diverging & Weaving Analysis (Lane 1 & Lane 2)
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Analysis Type	Speed (MPH)	Density (veh/ln/mi)	LOS (HCM 2000)
SR-99 NB				
White Ln Loop On Ramp	Merging	51	24	C
White Ln Direct On Ramp	Merging	59	24	C
Ming Ave On Ramp	Merging	48	37	E
Wible Rd On Ramp	Merging	56	22	C
SR58 WB On Ramp	Merging	52	33	D
California Ave Loop On	Merging	55	30	D
California Ave Direct On	Merging	53	35	E
Buck Owens Blvd/Sillect Ave On Ramp	Merging	59	20	B
White Ln Off Ramp	Diverging	64	13	B
Ming Ave Off Ramp	Diverging	61	22	C
SR58 EB/Wible Rd Off Ramp	Diverging	48	37	E
California Ave Off Ramp	Diverging	59	28	D
Rosedale Hwy Off Ramp	Diverging	55	34	D
Buck Owens Blvd/Sillect Ave Off Ramp	Diverging	61	16	B
Airport Dr Off Ramp	Diverging	60	21	C
SR-99 SB				
Airport Dr On Ramp	Merging	54	34	D
Rosedale Hwy Loop On Ramp	Merging	55	35	D
Rosedale Hwy Direct On Ramp	Merging	51	45	E
California Ave On Ramp	Merging	54	40	E
SR58 WB On Ramp	Merging	52	33	D
Real Rd On Ramp	Merging	55	35	E
Ming Ave On Ramp	Merging	58	26	C
White Ln Loop On Ramp	Merging	61	15	B
White Ln Direct On Ramp	Merging	62	15	B
Rosedale Hwy Off Ramp	Diverging	59	31	D
California Ave Off Ramp	Diverging	52	44	E
SR58 EB/Stockdale Hwy Off Ramp	Diverging	49	46	E
Ming Ave Off Ramp	Diverging	53	39	E
White Ln Off Ramp	Diverging	32	58	E
SR-58 EB				
SR99 NB & SB On Ramp	Merging	57	31	D
Chester Ave On Ramp	Merging	56	32	D
Union Ave Loop On Ramp	Merging	59	28	C
Union Ave Direct On Ramp	Merging	59	30	D
H St Off Ramp	Diverging	60	26	C
Union Ave Off Ramp	Diverging	59	31	D
SR-58 WB				
Brundage Ln On Ramp	Merging	60	24	C
Union Ave On Ramp	Merging	58	28	D
H St On Ramp	Merging	57	29	D
Brundage Ln Off Ramp	Diverging	61	25	C
Chester Ave Off Ramp	Diverging	58	28	D
SR99 NB Off Ramp	Diverging	59	28	C
SR99 SB Off Ramp	Diverging	53	21	C

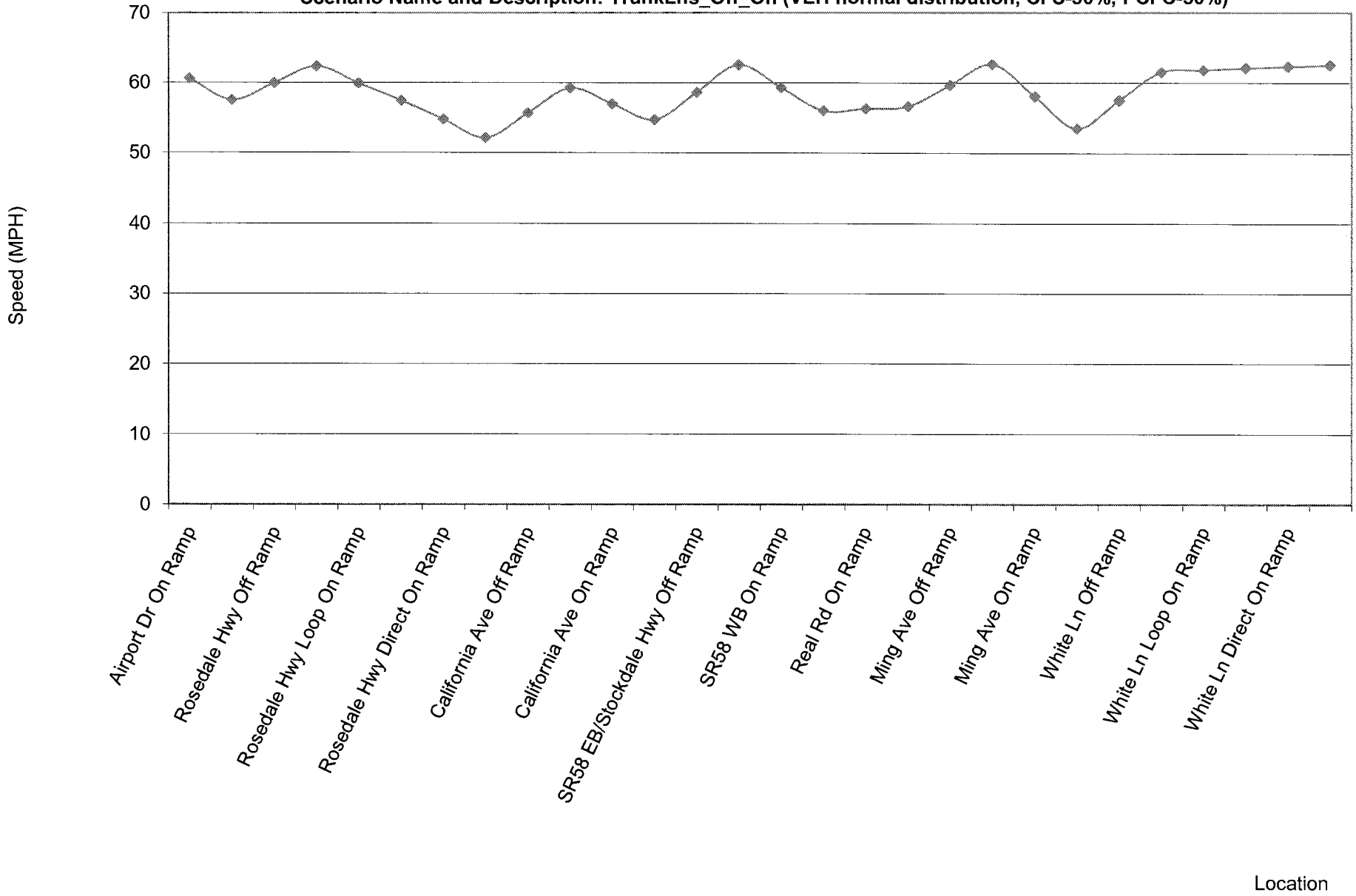
CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 NB PM Peak

Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

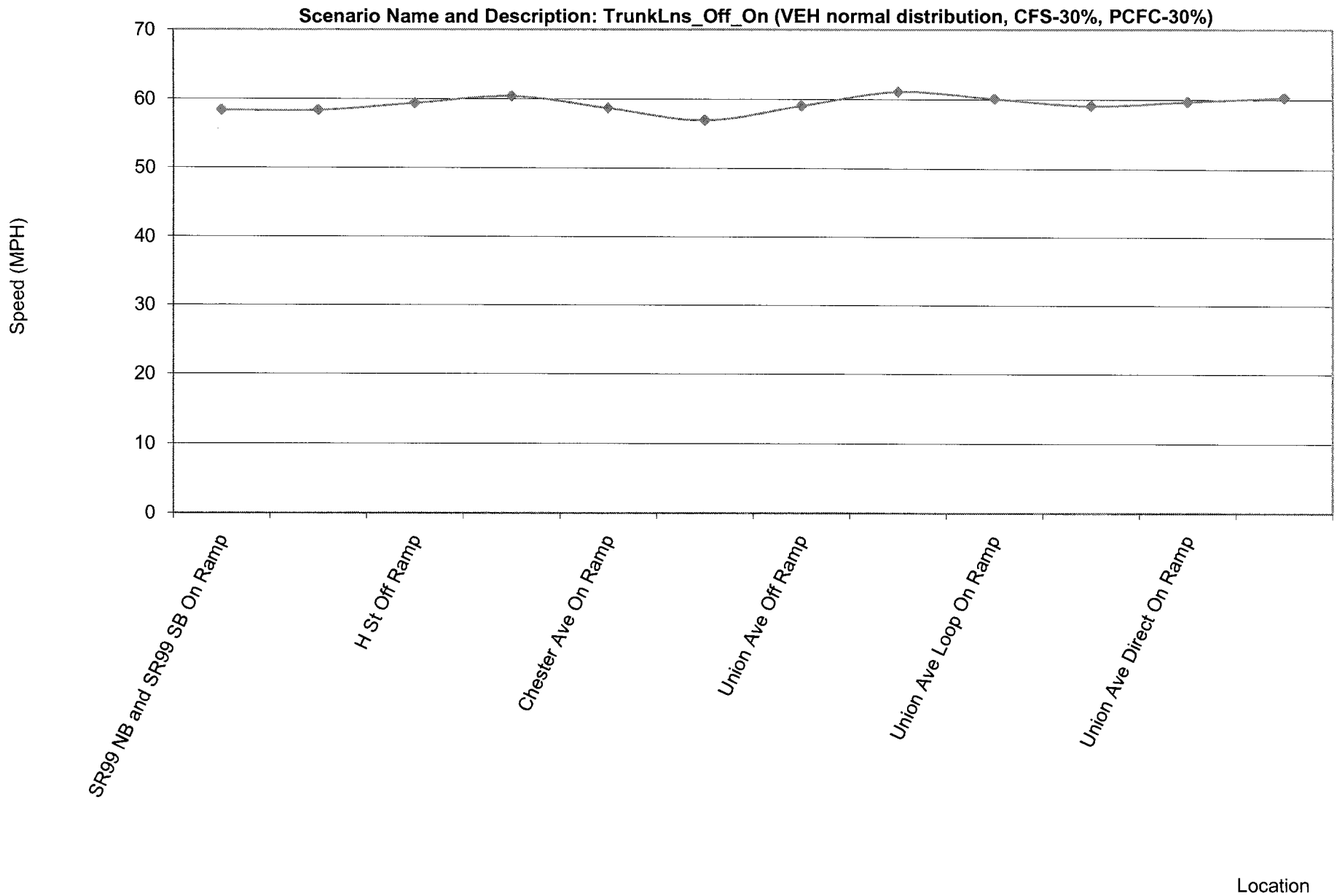


CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - Highway 99 SB PM Peak

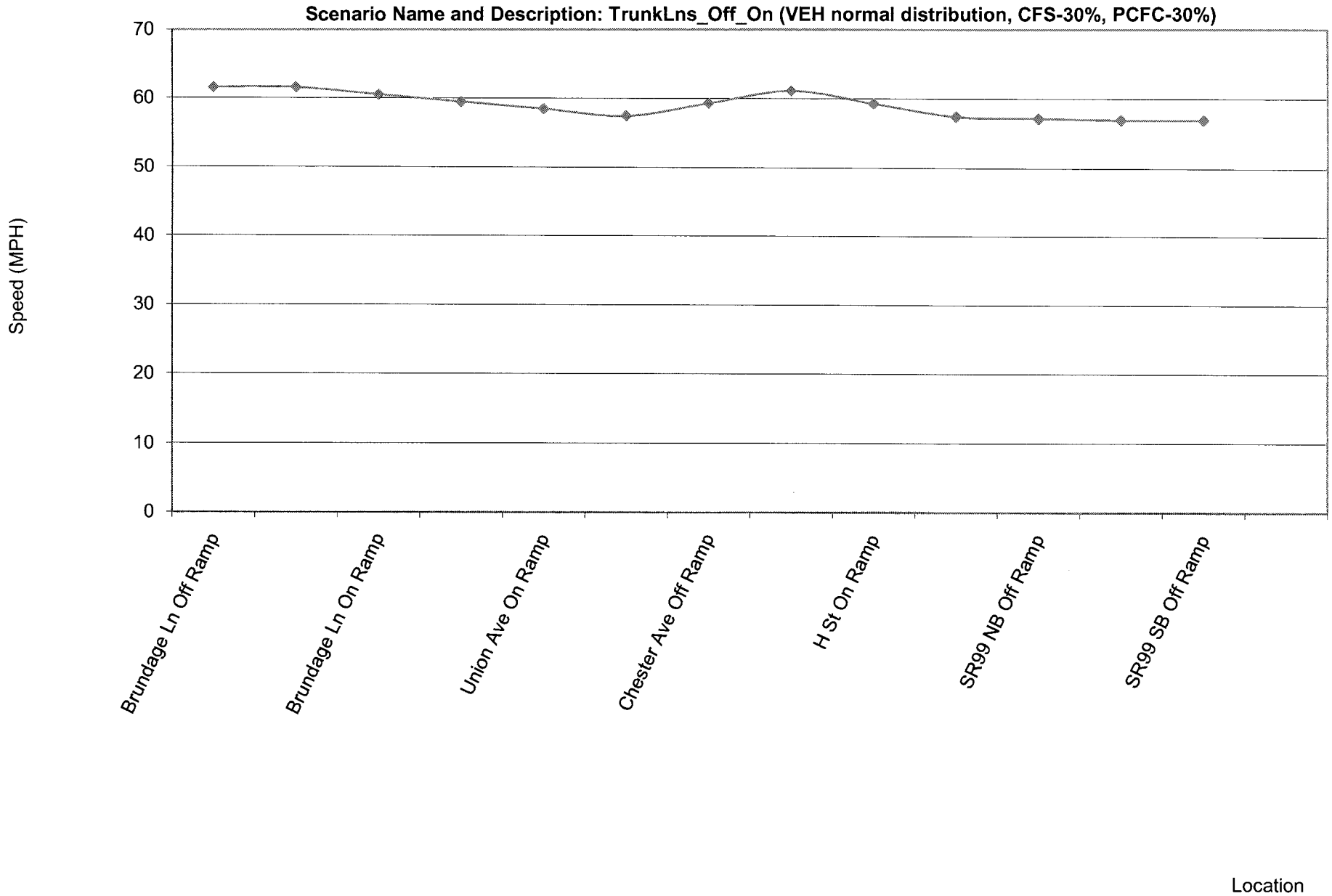
Scenario Name and Description: TrunkLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 EB PM Peak



CENTENNIAL EXISTING CALIBRATION
CORSIM Simulated Travel Speed - SR-58 WB PM Peak



CALIBRATED INTERSECTION LEVEL OF SERVICE SAMPLE

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Volume	Capacity	V/C Ratio	Average Delay (sec/veh)	LOS (Movement)	LOS (Overall)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	930	924	99%	24.2	C	C	121	116	96%	809	806	100%	0	0	N/A
SB - Airport Dr	1,002	1,002	100%	40.2	D		0	0	N/A	972	987	102%	30	15	50%
EB - State Rd	194	190	98%	15.6	B		39	33	85%	0	0	N/A	155	157	101%
WB - SR204 WB Off Ramp	654	659	101%	43.0	D		485	496	102%	57	55	96%	112	108	96%
Intersection Total	***2,780***	***2,775***	***100%***	***33.9***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,508	1,429	95%	14.5	B	B	0	0	N/A	1,430	1,346	94%	78	83	106%
WB - Buck Owens Blvd	319	313	98%	19.5	B		0	0	N/A	0	0	N/A	319	313	98%
Intersection Total	***1,827***	***1,742***	***95%***	***15.4***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	300	303	101%	15.2	B	C	30	28	93%	245	248	101%	25	27	108%
SB - Buck Owens Blvd	97	101	104%	28.1	C		65	67	103%	32	34	106%	0	0	N/A
EB - Rio Mirada Dr	665	659	99%	31.4	C		11	14	127%	185	180	97%	469	465	99%
WB - Rio Mirada Dr	136	138	101%	20.0	C		20	21	105%	46	54	117%	70	63	90%
Intersection Total	***1,198***	***1,201***	***100%***	***25.7***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	746	718	96%	48.4	D	D	190	177	93%	320	328	103%	236	213	90%
SB - Buck Owens Blvd	423	424	100%	41.2	D		46	39	85%	286	281	98%	91	104	114%
EB - SR99 NB Off Ramp	822	781	95%	32.8	C		495	483	98%	224	205	92%	103	93	90%
WB - Sillect Ave	177	179	101%	53.1	D		130	130	100%	25	26	104%	22	23	105%
Intersection Total	***2,168***	***2,102***	***97%***	***41.6***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	186	188	101%	36.5	D	C	19	31	163%	4	2	50%	163	155	95%
SB - Camino del Rio Ct	117	118	101%	49.8	D		76	82	108%	4	4	100%	37	32	86%
EB - Rosedale Hwy	2,189	2,121	97%	28.2	C		38	35	92%	2,135	2,086	98%	16	0	0%
WB - Rosedale Hwy	2,046	2,004	98%	16.7	B		191	195	102%	1,767	1,727	98%	88	82	93%
Intersection Total	***4,538***	***4,431***	***98%***	***23.9***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	585	612	105%	32.1	C	C	296	317	107%	0	0	N/A	289	295	102%
EB - Rosedale Hwy	1,457	1,384	95%	12.1	B		0	0	N/A	1,457	1,384	95%	0	0	N/A
WB - Rosedale Hwy	1,757	1,723	98%	23.0	C		0	0	N/A	1,757	1,723	98%	0	0	N/A
Intersection Total	***3,799***	***3,719***	***98%***	***20.4***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,730	1,745	101%	52.6	D	D	825	839	102%	0	0	N/A	905	906	100%
SB - Buck Owens Blvd	456	374	82%	128.4	F		179	121	68%	0	0	N/A	277	253	91%
EB - Rosedale Hwy	1,753	1,604	92%	65.7	E		323	323	100%	1,430	1,281	90%	0	0	N/A
WB - 24th St	1,750	1,767	101%	28.5	C		0	0	N/A	1,353	1,400	103%	397	367	92%
Intersection Total	***5,689***	***5,490***	***97%***	***53.6***											
8. 24th St & Oak St															
NB - Oak St	819	825	101%	43.9	D	F	319	322	101%	16	22	138%	484	461	99%
SB - Oak St	55	55	100%	59.4	E		21	27	129%	17	13	76%	17	15	88%
EB - 24th St	2,514	2,198	87%	151.3	F		33	31	94%	1,920	1,582	82%	561	585	104%
WB - 24th St	2,036	2,008	99%	39.0	D		603	577	96%	1,414	1,431	101%	19	0	0%
Intersection Total	***5,424***	***5,086***	***94%***	***88.5***											
9. California Ave & Chester Ln															
NB - Chester Ln	134	130	97%	31.2	C	C	74	66	89%	25	17	68%	35	47	134%
SB - Chester Ln	136	133	98%	31.7	C		115	102	89%	11	18	164%	10	13	130%
EB - California Ave	1,014	1,030	102%	22.2	C		24	33	138%	973	989	102%	17	8	47%
WB - California Ave	1,519	1,545	102%	36.3	D		26	35	135%	1,439	1,470	102%	54	40	74%
Intersection Total	***2,803***	***2,838***	***101%***	***30.7***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	347	344	99%	55.9	E	C	72	75	104%	42	35	83%	233	234	100%
SB - SR99 SB Off Ramp	1,077	1,041	97%	31.1	C		256	252	98%	113	92	81%	708	697	98%
EB - California Ave	1,182	1,194	101%	32.8	C		114	98	86%	1,027	1,063	104%	41	33	80%
WB - California Ave	963	980	102%	21.7	C		89	104	117%	874	876	100%	0	0	N/A
Intersection Total	***3,569***	***3,559***	***100%***	***31.5***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	1,131	1,078	95%	13.4	B	D	391	355	91%	27	17	63%	713	706	99%
SB - Extended Stay Hotel	43	41	95%	33.3	C		17	18	106%	0	0	N/A	26	23	88%
EB - California Ave	1,060	1,090	103%	41.8	D		22	34	155%	1,038	1,056	102%	0	0	N/A
WB - California Ave	964	956	99%	64.7	E		0	0	N/A	955	956	100%	9	0	0%
Intersection Total	***3,198***	***3,165***	***99%***	***38.9***											
12. California Ave & Oak St															
NB - Oak St	904	897	99%	35.3	D	C	198	193	97%	652	652	100%	54	52	96%
SB - Oak St	607	616	101%	22.3	C		112	118	105%	225	243	108%	270	255	94%
EB - California Ave	1,745	1,763	101%	17.7	B		718	780	109%	928	891	96%	99	92	93%
WB - California Ave	676	682	101%	25.2	C		34	41	121%	483	478	99%	159	163	103%
Intersection Total	***3,932***	***3,958***	***101%***	***23.7***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	787	833	106%	49.4	D	E	600	634	106%	138	135	98%	49	64	131%
SB - Real Rd	280	274	98%	34.3	C		16	14	88%	185	177	96%	79	83	105%
EB - Stockdale Hwy	1,476	1,422	96%	64.3	E		79	91	115%	761	697	92%	636	634	100%
WB - Stockdale Hwy	855	892	104%	56.2	E		129	162	126%	702	718	102%	24	12	50%
Intersection Total	***3,398***	***3,421***	***101%***	***56.2***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Volume (veh)	Volume (veh)	% Change in Volume	Overall Delay (sec/veh)	LOS (HCM2000)	LOS (HCM2010)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	371	374	101%	9.5	A		80	87	109%	0	0	N/A	291	287	99%
EB - Stockdale Hwy	765	744	97%	6.3	A	B	0	0	N/A	765	744	97%	0	0	N/A
WB - Stockdale Hwy	654	643	98%	31.4	C		0	0	N/A	654	643	98%	0	0	N/A
Intersection Total	***1,790***	***1,761***	***98%***	***16.1***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	728	742	102%	20.3	C		188	191	102%	393	399	102%	147	152	103%
SB - Oak St	336	335	100%	22.7	C	C	37	35	95%	153	157	103%	146	143	98%
EB - Stockdale Hwy	845	794	94%	20.3	C		131	118	90%	434	405	93%	280	271	97%
WB - Stockdale Hwy	452	447	99%	32.0	C		77	84	109%	320	301	94%	55	62	113%
Intersection Total	***2,361***	***2,318***	***98%***	***22.9***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	517	515	100%	21.8	C		0	0	N/A	148	151	102%	369	364	99%
SB - Real Rd	950	982	103%	33.0	C	C	832	874	105%	118	108	92%	0	0	N/A
WB - SR58 WB	929	968	106%	17.0	B		290	295	102%	0	0	N/A	639	693	108%
Intersection Total	***2,396***	***2,485***	***104%***	***24.3***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	698	695	100%	14.8	B		220	217	99%	478	478	100%	0	0	N/A
SB - Wible Rd	510	523	103%	17.7	B	B	0	0	N/A	240	277	115%	270	246	91%
EB - SR99 NB Off Ramp	257	274	107%	30.3	C		250	269	108%	0	0	N/A	7	5	71%
Intersection Total	***1,465***	***1,492***	***102%***	***18.7***											
18. Ming Ave & Real Rd															
NB - Real Rd	311	308	99%	24.2	C		70	67	96%	107	95	89%	134	146	109%
SB - Real Rd	295	293	99%	27.6	C	C	96	93	97%	99	91	92%	100	109	109%
EB - Ming Ave	1,623	1,611	99%	29.8	C		99	116	117%	1,468	1,452	99%	56	43	77%
WB - Ming Ave	1,168	1,124	96%	18.8	B		78	82	105%	1,050	1,012	96%	40	30	75%
Intersection Total	***3,397***	***3,336***	***98%***	***25.4***											
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,732	1,700	98%	20.2	C	B	0	0	N/A	1,547	1,518	98%	185	182	98%
WB - Ming Ave	653	616	94%	0.8	A		60	59	98%	593	557	94%	0	0	N/A
Intersection Total	***2,385***	***2,316***	***97%***	***15.0***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	601	598	100%	32.1	C		55	58	105%	286	280	98%	260	260	100%
SB - Wible Rd	236	231	98%	30.7	C	D	32	34	106%	126	126	100%	78	71	91%
EB - Ming Ave	1,826	1,789	98%	45.6	D		153	129	84%	1,457	1,463	100%	216	197	91%
WB - Ming Ave	612	588	96%	23.9	C		39	38	97%	520	496	95%	53	54	102%
Intersection Total	***3,275***	***3,206***	***98%***	***38.0***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	48	48	100%	46.6	D		8	8	100%	30	34	113%	10	6	60%
SB - SR99 SB Off Ramp	297	267	90%	18.4	B	C	74	69	93%	19	15	79%	204	183	90%
EB - Ming Ave	1,749	1,781	102%	24.5	C		1,065	1,132	106%	644	610	95%	40	39	98%
WB - Ming Ave	578	642	111%	29.0	C		8	11	138%	400	431	108%	170	200	118%
Intersection Total	***2,672***	***2,738***	***102%***	***25.3***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	24	23	96%	23.5	C		18	18	100%	6	5	83%	0	0	N/A
SB - Castro Ln	130	128	98%	15.9	B	C	39	37	95%	6	4	67%	85	87	102%
EB - Ming Ave	728	683	94%	20.4	C		57	51	89%	639	605	95%	32	27	84%
WB - Ming Ave	649	641	99%	33.4	C		12	9	75%	605	603	100%	32	29	91%
Intersection Total	***1,531***	***1,475***	***96%***	***25.7***											
23. White Ln & Wible Rd															
NB - Wible Rd	671	674	100%	22.5	C		73	56	77%	231	229	99%	367	389	106%
SB - Wible Rd	481	482	100%	32.1	C	C	191	179	94%	203	217	107%	87	86	99%
EB - White Ln	1,754	1,757	100%	38.4	D		110	133	121%	1,556	1,549	100%	88	75	85%
WB - White Ln	1,561	1,564	100%	28.5	C		326	262	80%	1,084	1,151	106%	151	151	100%
Intersection Total	***4,467***	***4,477***	***100%***	***31.9***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	1,347	1,371	102%	37.4	D		325	346	106%	0	0	N/A	1,022	1,025	100%
EB - White Ln	1,975	2,032	103%	6.4	A	B	0	0	N/A	1,975	2,032	103%	0	0	N/A
WB - White Ln	539	570	106%	19.2	B		0	0	N/A	539	570	106%	0	0	N/A
Intersection Total	***3,861***	***3,973***	***103%***	***18.9***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	202	225	111%	9.7	A		109	127	117%	0	0	N/A	93	98	105%
EB - White Ln	729	778	107%	7.8	A	A	0	0	N/A	729	778	107%	0	0	N/A
WB - White Ln	541	573	106%	4.5	A		0	0	N/A	541	573	106%	0	0	N/A
Intersection Total	***1,472***	***1,576***	***107%***	***6.9***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	507	506	100%	28.0	C		296	299	101%	183	179	98%	28	28	100%
SB - Hughes Ln	301	295	98%	26.9	C	D	52	63	121%	104	94	90%	145	138	95%
EB - White Ln	991	967	98%	44.9	D		143	134	94%	683	676	99%	165	157	95%
WB - White Ln	763	766	100%	36.9	D		34	29	85%	682	680	100%	47	57	121%
Intersection Total	***2,562***	***2,534***	***99%***	***37.0***											
27. Brundage Ln & H St															
NB - H St	982	951	97%	19.9	B		81	86	106%	705	704	100%	196	161	82%
SB - H St	315	317	101%	19.8	B	B	23	23	100%	261	271	104%	31	23	74%
EB - Brundage Ln	472	472	100%	20.8	C		75	64	85%	347	353	102%	50	55	110%
WB - Brundage Ln	384	403	105%	10.6	B		121	141	117%	244	248	102%	19	14	74%
Intersection Total	***2,153***	***2,143***	***100%***	***18.3***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Intersection	Existing Volume (veh)	2030 EXISTING Volume (veh)	Volume to Capacity (v/c Ratio)	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Pocket Queues Existing	Left Turn Pocket Queues 2030 Existing	% Change	Through Lane Queues Existing	Through Lane Queues 2030 Existing	% Change	Right Turn Pocket Queues Existing	Right Turn Pocket Queues 2030 Existing	% Change
26. SR58 WB Ramp & H St															
NB - H St	986	956	97%	10.1	B		94	101	107%	892	855	96%	0	0	N/A
SB - H St	432	464	107%	25.7	C	B	0	0	N/A	300	330	110%	132	134	102%
WB - Richland St	297	304	102%	27.6	C		100	108	108%	107	103	96%	90	93	103%
Intersection Total	***1,715***	***1,724***	***101%***	***17.4***											
29. SR58 EB Ramp & H St															
NB - H St	909	903	99%	52.6	D		0	0	N/A	781	761	97%	128	142	111%
SB - H St	400	438	110%	9.0	A	D	69	74	107%	331	364	110%	0	0	N/A
EB - SR58 EB Off Ramp	410	384	94%	32.7	C		205	195	95%	156	151	97%	49	38	78%
Intersection Total	***1,719***	***1,725***	***100%***	***37.1***											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	730	720	99%	20.7	C		75	68	91%	591	600	102%	64	52	81%
SB - Chester Ave	360	359	100%	13.5	B	B	23	26	113%	250	237	95%	87	96	110%
EB - Brundage Ln	537	525	98%	11.0	B		176	174	99%	300	301	100%	61	50	82%
WB - Brundage Ln	318	320	101%	25.1	C		47	41	87%	243	246	101%	28	33	118%
Intersection Total	***1,945***	***1,924***	***99%***	***17.4***											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	583	576	99%	6.7	A		59	62	105%	524	514	98%	0	0	N/A
SB - Chester Ave	358	321	90%	16.8	B	B	0	0	N/A	301	265	88%	57	56	98%
WB - Richland St	474	500	105%	23.7	C		87	104	120%	181	188	104%	206	208	101%
Intersection Total	***1,415***	***1,397***	***99%***	***15.6***											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	645	637	99%	21.3	C		0	0	N/A	489	468	96%	156	169	108%
SB - Chester Ave	388	375	97%	12.8	B	C	126	117	93%	262	258	98%	0	0	N/A
EB - Frontage Rd	353	370	105%	32.6	C		94	99	105%	193	206	107%	66	65	98%
Intersection Total	***1,386***	***1,382***	***100%***	***22.0***											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,522	1,521	100%	51.5	D		91	94	103%	1,283	1,296	101%	148	131	89%
SB - Union Ave	1,036	1,053	102%	33.2	C	D	90	74	82%	891	922	103%	55	57	104%
EB - Brundage Ln	281	281	100%	31.4	C		101	107	106%	110	101	92%	70	73	104%
WB - Brundage Ln	775	766	99%	32.1	C		270	260	96%	218	221	101%	287	285	99%
Intersection Total	***3,614***	***3,621***	***100%***	***40.5***											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,118	1,119	100%	9.6	A		0	0	N/A	919	920	100%	199	199	100%
SB - Union Ave	816	828	101%	8.9	A	B	0	0	N/A	816	828	101%	0	0	N/A
EB - SR58 EB Off Ramp	821	810	99%	14.4	B		603	595	99%	0	0	N/A	218	215	99%
Intersection Total	***2,755***	***2,757***	***100%***	***10.8***											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	509	498	98%	26.7	C		468	459	98%	34	34	100%	7	5	71%
SB - Liggett St	73	73	100%	13.4	B	C	2	3	150%	32	28	88%	39	42	108%
EB - Brundage Ln	341	304	89%	20.5	C		18	19	106%	236	211	89%	87	74	85%
WB - Brundage Ln	374	373	100%	24.9	C		77	83	108%	289	282	98%	8	8	100%
Intersection Total	***1,297***	***1,248***	***96%***	***23.9***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Volume (VEH)	Capacity (VEH)	V/C Ratio	Control Delay (sec/veh)	LOS Designation	LOS Overall	Left Turn Volume (VEH)	Left Turn Capacity (VEH)	V/C Ratio	Through Volume (VEH)	Through Capacity (VEH)	V/C Ratio	Right Turn Volume (VEH)	Right Turn Capacity (VEH)	V/C Ratio
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	930	912	98%	24.4	C	C	121	117	97%	809	795	98%	0	0	N/A
SB - Airport Dr	1,002	1,002	100%	40.1	D		0	0	N/A	972	987	102%	30	15	50%
EB - State Rd	194	190	98%	15.7	B		39	33	85%	0	0	N/A	155	157	101%
WB - SR204 WB Off Ramp	654	647	99%	42.0	D		485	488	101%	57	53	93%	112	106	95%
Intersection Total	***2,780***	***2,751***	***99%***	***33.7***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,508	1,412	94%	13.3	B	B	0	0	N/A	1,430	1,329	93%	78	83	106%
WB - Buck Owens Blvd	319	314	98%	19.4	B		0	0	N/A	0	0	N/A	319	314	98%
Intersection Total	***1,827***	***1,726***	***94%***	***14.4***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	300	303	101%	15.3	B	C	30	27	90%	245	249	102%	25	27	108%
SB - Buck Owens Blvd	97	101	104%	26.5	C		65	67	103%	32	34	106%	0	0	N/A
EB - Rio Mirada Dr	665	656	99%	26.4	C		11	14	127%	185	180	97%	469	462	99%
WB - Rio Mirada Dr	136	138	101%	21.1	C		20	21	105%	46	54	117%	70	63	90%
Intersection Total	***1,198***	***1,198***	***100%***	***23.0***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	746	736	99%	45.8	D	D	190	181	95%	320	336	105%	236	219	93%
SB - Buck Owens Blvd	423	424	100%	41.2	D		46	39	85%	286	281	98%	91	104	114%
EB - SR99 NB Off Ramp	822	791	96%	31.0	C		495	492	99%	224	206	92%	103	93	90%
WB - Sillect Ave	177	179	101%	53.1	D		130	130	100%	25	26	104%	22	23	105%
Intersection Total	***2,168***	***2,130***	***98%***	***40.0***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	186	188	101%	35.7	D	C	19	31	163%	4	2	50%	163	155	95%
SB - Camino del Rio Ct	117	118	101%	46.5	D		76	82	108%	4	4	100%	37	32	86%
EB - Rosedale Hwy	2,189	2,190	100%	22.2	C		38	35	92%	2,135	2,155	101%	16	0	0%
WB - Rosedale Hwy	2,046	1,977	97%	16.4	B		191	195	102%	1,767	1,700	96%	88	82	93%
Intersection Total	***4,538***	***4,473***	***99%***	***20.8***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	585	574	98%	27.8	C	B	296	298	101%	0	0	N/A	289	276	96%
EB - Rosedale Hwy	1,457	1,452	100%	10.9	B		0	0	N/A	1,457	1,452	100%	0	0	N/A
WB - Rosedale Hwy	1,757	1,712	97%	22.6	C		0	0	N/A	1,757	1,712	97%	0	0	N/A
Intersection Total	***3,799***	***3,738***	***98%***	***18.9***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp (left and through)	825	810	98%	48.2	D	D	825	810	98%	0	0	N/A	0	0	N/A
NB - SR99 NB Off Ramp (free right)	905	883	98%	9.0	A		0	0	N/A	0	0	N/A	905	883	98%
NB - SR99 NB Off Ramp (extra link for capturing delay)				0.4	A										
NB - SR99 NB Off Ramp	1,730	1,693	98%	57.6	E		825	810	98%	0	0	N/A	905	883	98%
SB - Buck Owens Blvd	456	396	87%	86.7	F		179	140	78%	0	0	N/A	277	256	92%
EB - Rosedale Hwy	1,753	1,662	95%	52.0	D		323	339	105%	1,430	1,323	93%	0	0	N/A
WB - 24th St	1,750	1,769	101%	29.9	C		0	0	N/A	1,353	1,401	104%	397	368	93%
Intersection Total	***5,689***	***5,520***	***97%***	***49.1***											
8. 24th St & Oak St															
NB - Oak St	819	825	101%	44.5	D	F	319	322	101%	16	22	138%	484	481	99%
SB - Oak St	55	55	100%	59.4	E		21	27	129%	17	13	76%	17	15	88%
EB - 24th St (incoming link)	2,514	2,232	89%	97.2	F		33	32	97%	1,920	1,592	83%	561	608	108%
EB - 24th St (extra link for additional delay)				44.5	D										
EB - 24th St	2,514	2,232	89%	141.7	F		33	32	97%	1,920	1,592	83%	561	608	108%
WB - 24th St	2,036	2,012	99%	38.6	D		603	578	96%	1,414	1,434	101%	19	0	0%
Intersection Total	***5,424***	***5,124***	***94%***	***84.7***											
9. California Ave & Chester Ln															
NB - Chester Ln	134	130	97%	31.4	C	C	74	66	89%	25	17	68%	35	47	134%
SB - Chester Ln	136	133	98%	31.4	C		115	102	89%	11	18	164%	10	13	130%
EB - California Ave	1,014	1,030	102%	22.1	C		24	33	138%	973	989	102%	17	8	47%
WB - California Ave	1,519	1,579	104%	36.4	D		26	37	142%	1,439	1,505	105%	54	37	69%
Intersection Total	***2,803***	***2,872***	***102%***	***30.8***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	347	344	99%	55.7	E	C	72	76	106%	42	35	83%	233	233	100%
SB - SR99 SB Off Ramp	1,077	1,077	100%	31.4	C		256	256	100%	113	98	87%	708	723	102%
EB - California Ave	1,182	1,193	101%	32.9	C		114	98	86%	1,027	1,062	103%	41	33	80%
WB - California Ave	963	996	103%	21.0	C		89	109	122%	874	887	101%	0	0	N/A
Intersection Total	***3,569***	***3,610***	***101%***	***31.3***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	1,131	1,054	93%	14.2	B	D	391	343	88%	27	17	63%	713	694	97%
SB - Extended Stay Hotel	43	41	95%	33.1	C		17	18	106%	0	0	N/A	26	23	88%
EB - California Ave	1,060	1,095	103%	41.3	D		22	35	159%	1,038	1,060	102%	0	0	N/A
WB - California Ave	964	953	99%	56.6	E		0	0	N/A	955	953	100%	9	0	0%
Intersection Total	***3,198***	***3,143***	***98%***	***36.7***											
12. California Ave & Oak St															
NB - Oak St	904	897	99%	35.1	D	C	198	193	97%	652	652	100%	54	52	96%
SB - Oak St	607	617	102%	22.0	C		112	118	105%	225	244	108%	270	255	94%
EB - California Ave	1,745	1,754	101%	16.5	B		718	767	107%	928	896	97%	99	91	92%
WB - California Ave	676	682	101%	25.1	C		34	40	118%	483	479	99%	159	163	103%
Intersection Total	***3,932***	***3,950***	***100%***	***23.1***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	787	791	101%	42.4	D	D	600	603	101%	138	128	93%	49	60	122%
SB - Real Rd	280	274	98%	34.3	C		16	14	88%	185	177	96%	79	83	105%
EB - Stockdale Hwy	1,476	1,482	100%	49.7	D		79	90	114%	761	730	96%	636	662	104%
WB - Stockdale Hwy	855	897	105%	63.6	E		129	164	127%	702	722	103%	24	11	46%
Intersection Total	***3,398***	***3,444***	***101%***	***50.4***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Existing Volume (veh)	Existing Capacity (veh)	V/C Ratio (Volume/Capacity)	Control Delay (seconds)	LOS (Approach)	LOS (Overall)	NB Volume	NB Capacity	NB V/C Ratio	Through Volume	Through Capacity	Through V/C Ratio	Right Turn Volume	Right Turn Capacity	Right Turn V/C Ratio
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	371	375	101%	10.5	B		80	86	108%	0	0	N/A	291	289	99%
EB - Stockdale Hwy	765	773	101%	6.5	A	B	0	0	N/A	765	773	101%	0	0	N/A
WB - Stockdale Hwy	654	653	100%	31.3	C		0	0	N/A	654	653	100%	0	0	N/A
Intersection Total	***1,790***	***1,801***	***101%***	***16.3***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	728	758	104%	20.7	C		168	198	105%	393	403	103%	147	157	107%
SB - Oak St	336	335	100%	22.8	C		37	35	95%	153	156	102%	146	144	99%
EB - Stockdale Hwy	845	823	97%	22.6	C	C	131	120	92%	434	420	97%	280	283	101%
WB - Stockdale Hwy	452	447	99%	32.4	C		77	84	109%	320	301	94%	55	62	113%
Intersection Total	***2,361***	***2,363***	***100%***	***23.9***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	517	515	100%	21.5	C		0	0	N/A	148	151	102%	369	364	99%
SB - Real Rd	950	997	105%	35.1	D	C	832	679	106%	118	118	100%	0	0	N/A
WB - SR58 WB	929	936	101%	14.7	B		290	285	98%	0	0	N/A	639	651	102%
Intersection Total	***2,396***	***2,448***	***102%***	***24.4***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	698	695	100%	15.0	B		220	217	99%	478	478	100%	0	0	N/A
SB - Wible Rd	510	532	104%	16.4	B	B	0	0	N/A	240	282	118%	270	250	93%
EB - SR99 NB Off Ramp	257	293	114%	29.9	C		250	285	114%	0	0	N/A	7	8	114%
Intersection Total	***1,465***	***1,520***	***104%***	***19.1***											
18. Ming Ave & Real Rd															
NB - Real Rd	311	308	99%	24.4	C		70	67	96%	107	95	89%	134	146	109%
SB - Real Rd	295	293	99%	27.8	C		96	93	97%	99	91	92%	100	109	109%
EB - Ming Ave	1,623	1,611	99%	30.0	C	C	99	116	117%	1,468	1,452	99%	56	43	77%
WB - Ming Ave	1,168	1,197	102%	18.5	B		78	88	113%	1,050	1,079	103%	40	30	75%
Intersection Total	***3,397***	***3,409***	***100%***	***25.3***											
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,732	1,700	98%	20.0	C	B	0	0	N/A	1,547	1,518	98%	185	182	98%
WB - Ming Ave	653	652	100%	0.7	A		60	61	102%	593	591	100%	0	0	N/A
Intersection Total	***2,385***	***2,352***	***99%***	***14.6***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	601	598	100%	31.8	C		55	58	105%	286	282	99%	260	258	99%
SB - Wible Rd	236	231	98%	30.6	C		32	34	106%	126	126	100%	78	71	91%
EB - Ming Ave	1,826	1,799	99%	46.6	D	D	153	131	86%	1,457	1,470	101%	216	198	92%
WB - Ming Ave	612	627	102%	22.2	C		39	39	100%	520	530	102%	53	58	109%
Intersection Total	***3,275***	***3,255***	***99%***	***38.0***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	48	48	100%	46.7	D		8	8	100%	30	34	113%	10	6	60%
SB - SR99 SB Off Ramp	297	318	107%	19.0	B		74	84	114%	19	19	100%	204	215	105%
EB - Ming Ave	1,749	1,787	102%	24.1	C	C	1,065	1,134	106%	644	614	95%	40	39	98%
WB - Ming Ave	578	644	111%	29.9	C		8	12	150%	400	431	108%	170	201	118%
Intersection Total	***2,672***	***2,797***	***105%***	***25.2***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	24	23	96%	23.4	C		18	18	100%	6	5	83%	0	0	N/A
SB - Castro Ln	130	128	98%	15.8	B	C	39	37	95%	6	4	67%	85	87	102%
EB - Ming Ave	728	699	96%	20.8	C		57	52	91%	639	618	97%	32	29	91%
WB - Ming Ave	649	641	99%	33.4	C		12	8	67%	605	604	100%	32	29	91%
Intersection Total	***1,531***	***1,491***	***97%***	***25.8***											
23. White Ln & Wible Rd															
NB - Wible Rd	671	674	100%	22.1	C		73	56	77%	231	229	99%	367	389	106%
SB - Wible Rd	481	482	100%	32.1	C	C	191	180	94%	203	217	107%	87	85	98%
EB - White Ln	1,754	1,756	100%	36.6	D		110	132	120%	1,556	1,548	99%	88	76	86%
WB - White Ln	1,561	1,500	96%	29.0	C		326	253	78%	1,084	1,104	102%	151	143	95%
Intersection Total	***4,467***	***4,412***	***99%***	***31.3***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	1,347	1,301	97%	30.1	C		325	321	99%	0	0	N/A	1,022	980	96%
EB - White Ln	1,975	2,024	102%	6.3	A	B	0	0	N/A	1,975	2,024	102%	0	0	N/A
WB - White Ln	539	554	103%	16.8	B		0	0	N/A	539	554	103%	0	0	N/A
Intersection Total	***3,861***	***3,879***	***100%***	***15.8***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	202	202	100%	8.4	A		109	104	95%	0	0	N/A	93	98	105%
EB - White Ln	729	749	103%	8.2	A	A	0	0	N/A	729	749	103%	0	0	N/A
WB - White Ln	541	570	105%	4.9	A		0	0	N/A	541	570	105%	0	0	N/A
Intersection Total	***1,472***	***1,521***	***103%***	***7.0***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	507	506	100%	28.0	C		296	299	101%	183	179	98%	28	28	100%
SB - Hughes Ln	301	295	98%	26.7	C	D	52	63	121%	104	94	90%	145	138	95%
EB - White Ln	991	929	94%	43.9	D		143	128	90%	683	655	96%	165	146	88%
WB - White Ln	763	766	100%	36.5	D		34	27	79%	682	682	100%	47	57	121%
Intersection Total	***2,562***	***2,496***	***97%***	***36.4***											
27. Brundage Ln & H St															
NB - H St	982	949	97%	19.8	B		81	86	106%	705	701	99%	196	162	83%
SB - H St	315	317	101%	19.9	B	B	23	23	100%	261	271	104%	31	23	74%
EB - Brundage Ln	472	472	100%	20.7	C		75	64	85%	347	353	102%	50	55	110%
WB - Brundage Ln	384	403	105%	10.4	B		121	141	117%	244	248	102%	19	14	74%
Intersection Total	***2,153***	***2,141***	***99%***	***18.2***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Volume (veh)	Capacity (veh)	% Capacity	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume Blocked	Left Turn Volume Capacity	% Blocked	Right Turn Volume Blocked	Right Turn Volume Capacity	% Blocked	Right Turn Volume Conflicted	Right Turn Volume Capacity	% Blocked
28. SR58 WB Ramp & H St															
NB - H St	986	957	97%	11.0	**B**		94	101	107%	892	856	96%	0	0	N/A
SB - H St	432	464	107%	25.8	**C**	**B**	0	0	N/A	300	330	110%	132	134	102%
WB - Richland St	297	301	101%	27.8	**C**		100	107	107%	107	103	96%	90	91	101%
Intersection Total	***1,715***	***1,722***	***100%***	***17.9***											
29. SR58 EB Ramp & H St															
NB - H St	909	906	100%	51.5	**D**		0	0	N/A	781	762	98%	126	144	113%
SB - H St	400	437	109%	8.8	**A**	**D**	69	74	107%	331	363	110%	0	0	N/A
EB - SR58 EB Off Ramp	410	388	95%	33.7	**C**		205	195	95%	156	153	98%	49	40	82%
Intersection Total	***1,719***	***1,731***	***101%***	***36.7***											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	730	720	99%	20.2	**C**		75	70	93%	591	598	101%	64	52	81%
SB - Chester Ave	360	359	100%	13.8	**B**	**B**	23	26	113%	250	237	95%	87	96	110%
EB - Brundage Ln	537	525	98%	10.9	**B**		176	174	99%	300	301	100%	61	50	82%
WB - Brundage Ln	318	320	101%	25.1	**C**		47	41	87%	243	246	101%	28	33	118%
Intersection Total	***1,945***	***1,924***	***99%***	***17.3***											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	583	577	99%	6.7	**A**		59	62	105%	524	515	98%	0	0	N/A
SB - Chester Ave	358	320	89%	18.9	**B**	**B**	0	0	N/A	301	264	88%	57	56	98%
WB - Richland St	474	492	104%	24.3	**C**		67	102	117%	181	185	102%	206	205	100%
Intersection Total	***1,415***	***1,389***	***98%***	***15.7***											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	645	637	99%	21.3	**C**		0	0	N/A	489	468	96%	156	169	108%
SB - Chester Ave	388	372	96%	12.5	**B**	**C**	126	116	92%	262	256	98%	0	0	N/A
EB - Frontage Rd	353	374	106%	35.0	**D**		94	100	106%	193	207	107%	66	67	102%
Intersection Total	***1,386***	***1,383***	***100%***	***22.6***											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,522	1,521	100%	53.2	**D**		91	94	103%	1,283	1,296	101%	148	131	89%
SB - Union Ave	1,036	1,053	102%	33.2	**C**	**D**	90	73	81%	891	924	104%	55	56	102%
EB - Brundage Ln	281	281	100%	31.7	**C**		101	106	105%	110	102	93%	70	73	104%
WB - Brundage Ln	775	777	100%	33.4	**C**		270	267	99%	218	222	102%	287	288	100%
Intersection Total	***3,614***	***3,632***	***100%***	***41.5***											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,118	1,119	100%	9.6	**A**		0	0	N/A	919	919	100%	199	200	101%
SB - Union Ave	816	841	103%	8.9	**A**	**B**	0	0	N/A	816	841	103%	0	0	N/A
EB - SR58 EB Off Ramp	821	816	99%	16.4	**B**		603	600	100%	0	0	N/A	218	216	99%
Intersection Total	***2,755***	***2,776***	***101%***	***11.4***											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	509	503	99%	30.3	**C**		468	464	99%	34	34	100%	7	5	71%
SB - Liggett St	73	73	100%	13.4	**B**	**C**	2	3	150%	32	28	88%	39	42	108%
EB - Brundage Ln	341	303	89%	20.4	**C**		18	19	106%	236	211	89%	87	73	84%
WB - Brundage Ln	374	373	100%	25.2	**C**		77	83	108%	289	282	98%	8	8	100%
Intersection Total	***1,297***	***1,252***	***97%***	***25.4***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Intersection	Peak Hour Volume (veh)	Peak Hour Volume (veh)	Volume to Capacity (v/c)	Control Delay (seconds)	LOS (Approach)	LOS (Overall)	Left Turn Volume (veh)	Left Turn Volume (veh)	% Change	Through Volume (veh)	Through Volume (veh)	% Change	Right Turn Volume (veh)	Right Turn Volume (veh)	% Change
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	930	957	103%	22.5	C	C	121	123	102%	809	834	103%	0	0	N/A
SB - Airport Dr	1,002	1,002	100%	40.1	D		0	0	N/A	972	987	102%	30	15	50%
EB - State Rd	194	190	98%	15.8	B		39	33	85%	0	0	N/A	155	157	101%
WB - SR204 WB Off Ramp	654	630	96%	41.5	D		485	474	98%	57	55	96%	112	101	90%
Intersection Total	***2,780***	***2,779***	***100%***	***32.7***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,508	1,484	98%	14.0	B	B	0	0	N/A	1,430	1,399	98%	78	85	109%
WB - Buck Owens Blvd	319	314	98%	19.5	B		0	0	N/A	0	0	N/A	319	314	98%
Intersection Total	***1,827***	***1,798***	***98%***	***15.0***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	300	303	101%	15.2	B	C	30	27	90%	245	249	102%	25	27	108%
SB - Buck Owens Blvd	97	103	106%	29.1	C		65	69	106%	32	34	106%	0	0	N/A
EB - Rio Mirada Dr	665	645	97%	29.5	C		11	14	127%	185	177	96%	469	454	97%
WB - Rio Mirada Dr	136	138	101%	20.9	C		20	21	105%	46	54	117%	70	63	90%
Intersection Total	***1,198***	***1,189***	***99%***	***24.8***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	746	734	98%	47.5	D	D	190	179	94%	320	333	104%	236	222	94%
SB - Buck Owens Blvd	423	424	100%	41.2	D		46	39	85%	286	281	98%	91	104	114%
EB - SR99 NB Off Ramp	822	814	99%	32.7	C		495	505	102%	224	213	95%	103	96	93%
WB - Sillect Ave	177	179	101%	53.1	D		130	130	100%	25	26	104%	22	23	105%
Intersection Total	***2,168***	***2,151***	***99%***	***41.1***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	186	188	101%	36.0	D	C	19	31	163%	4	2	50%	163	155	95%
SB - Camino del Rio Ct	117	118	101%	47.8	D		76	82	108%	4	4	100%	37	32	86%
EB - Rosedale Hwy	2,189	2,190	100%	22.2	C		38	35	92%	2,135	2,155	101%	16	0	0%
WB - Rosedale Hwy	2,046	1,959	96%	16.3	B		191	188	98%	1,767	1,690	96%	88	81	92%
Intersection Total	***4,538***	***4,455***	***98%***	***20.9***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	585	551	94%	25.2	C	B	296	287	97%	0	0	N/A	289	264	91%
EB - Rosedale Hwy	1,457	1,459	100%	9.8	A		0	0	N/A	1,457	1,459	100%	0	0	N/A
WB - Rosedale Hwy	1,757	1,707	97%	23.5	C		0	0	N/A	1,757	1,707	97%	0	0	N/A
Intersection Total	***3,799***	***3,717***	***98%***	***18.4***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,730	1,696	98%	50.3	D	D	825	808	98%	0	0	N/A	905	888	98%
SB - Buck Owens Blvd	456	371	81%	126.5	F		179	116	65%	0	0	N/A	277	255	92%
EB - Rosedale Hwy	1,753	1,659	95%	55.7	E		323	333	103%	1,430	1,326	93%	0	0	N/A
WB - 24th St	1,750	1,766	101%	28.3	C		0	0	N/A	1,353	1,399	103%	397	367	92%
Intersection Total	***5,689***	***5,492***	***97%***	***50.0***											
8. 24th St & Oak St															
NB - Oak St	819	825	101%	44.3	D	F	319	322	101%	16	22	138%	484	481	99%
SB - Oak St	55	55	100%	59.2	E		21	27	129%	17	13	76%	17	15	88%
EB - 24th St	2,514	2,214	88%	152.1	F		33	33	100%	1,920	1,566	83%	561	595	106%
WB - 24th St	2,036	2,009	99%	38.3	D		603	577	96%	1,414	1,432	101%	19	0	0%
Intersection Total	***5,424***	***5,103***	***94%***	***88.9***											
9. California Ave & Chester Ln															
NB - Chester Ln	134	130	97%	31.3	C	C	74	66	89%	25	17	68%	35	47	134%
SB - Chester Ln	136	133	98%	31.7	C		115	102	89%	11	18	164%	10	13	130%
EB - California Ave	1,014	1,030	102%	22.2	C		24	33	138%	973	989	102%	17	8	47%
WB - California Ave	1,519	1,572	103%	36.1	D		26	34	131%	1,439	1,498	104%	54	40	74%
Intersection Total	***2,803***	***2,865***	***102%***	***30.7***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	347	344	99%	55.7	E	C	72	75	104%	42	35	83%	233	234	100%
SB - SR99 SB Off Ramp	1,077	1,065	99%	30.3	C		256	255	100%	113	96	85%	708	714	101%
EB - California Ave	1,182	1,193	101%	32.6	C		114	98	86%	1,027	1,062	103%	41	33	80%
WB - California Ave	963	997	104%	21.6	C		89	106	119%	874	891	102%	0	0	N/A
Intersection Total	***3,569***	***3,599***	***101%***	***31.1***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	1,131	1,068	94%	13.3	B	D	391	351	90%	27	17	63%	713	700	98%
SB - Extended Stay Hotel	43	41	95%	33.2	C		17	18	106%	0	0	N/A	26	23	88%
EB - California Ave	1,060	1,096	103%	43.4	D		22	35	159%	1,038	1,061	102%	0	0	N/A
WB - California Ave	964	947	98%	66.2	E		0	0	N/A	955	947	99%	9	0	0%
Intersection Total	***3,198***	***3,152***	***99%***	***39.9***											
12. California Ave & Oak St															
NB - Oak St	904	897	99%	35.5	D	C	198	193	97%	652	652	100%	54	52	96%
SB - Oak St	607	617	102%	22.3	C		112	118	105%	225	244	108%	270	255	94%
EB - California Ave	1,745	1,765	101%	19.8	B		718	777	108%	928	895	96%	99	93	94%
WB - California Ave	676	682	101%	25.2	C		34	40	118%	483	479	99%	159	163	103%
Intersection Total	***3,932***	***3,961***	***101%***	***24.7***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	787	795	101%	43.0	D	E	600	606	101%	138	130	94%	49	59	120%
SB - Real Rd	280	274	98%	34.3	C		16	14	88%	185	177	96%	79	83	105%
EB - Stockdale Hwy	1,476	1,428	97%	71.5	E		79	90	114%	761	703	92%	636	635	100%
WB - Stockdale Hwy	855	898	105%	56.8	E		129	164	127%	702	722	103%	24	12	50%
Intersection Total	***3,398***	***3,395***	***100%***	***57.9***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Baseline Volume (veh)	Corridor Scenario Volume (veh)	% Baseline Volume	Control Delay (sec/veh)	LOS (movement)	LOS (intersection)	Left Turn Volume (veh) Baseline	Left Turn Volume (veh) Corridor Scenario	Left Turn Volume (veh) % Baseline	Through Volume (veh) Baseline	Through Volume (veh) Corridor Scenario	Through Volume (veh) % Baseline	Right Turn Volume (veh) Baseline	Right Turn Volume (veh) Corridor Scenario	Right Turn Volume (veh) % Baseline
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	371	385	104%	9.6	A		80	90	113%	0	0	N/A	291	295	101%
EB - Stockdale Hwy	765	747	98%	6.0	A	B	0	0	N/A	765	747	98%	0	0	N/A
WB - Stockdale Hwy	654	646	99%	31.2	C		0	0	N/A	654	646	99%	0	0	N/A
Intersection Total	***1,790***	***1,778***	***99%***	***15.9***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	728	745	102%	20.6	C		188	193	103%	393	400	102%	147	152	103%
SB - Oak St	336	335	100%	22.7	C	C	37	35	95%	153	156	102%	146	144	99%
EB - Stockdale Hwy	845	796	94%	22.1	C		131	125	95%	434	396	91%	280	275	98%
WB - Stockdale Hwy	452	447	99%	32.3	C		77	84	109%	320	301	94%	55	62	113%
Intersection Total	***2,361***	***2,323***	***98%***	***23.7***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	517	515	100%	21.6	C		0	0	N/A	148	151	102%	369	364	99%
SB - Real Rd	950	977	103%	32.4	C	C	832	870	105%	118	107	91%	0	0	N/A
WB - SR58 WB	929	928	100%	14.2	B		290	278	96%	0	0	N/A	639	650	102%
Intersection Total	***2,396***	***2,420***	***101%***	***23.1***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	698	695	100%	15.1	B		220	218	99%	478	477	100%	0	0	N/A
SB - Wible Rd	510	520	102%	17.5	B	B	0	0	N/A	240	268	112%	270	252	93%
EB - SR99 NB Off Ramp	257	285	111%	29.4	C		250	277	111%	0	0	N/A	7	8	114%
Intersection Total	***1,465***	***1,500***	***102%***	***18.6***											
18. Ming Ave & Real Rd															
NB - Real Rd	311	309	99%	24.2	C		70	68	97%	107	95	89%	134	146	109%
SB - Real Rd	295	293	99%	27.5	C	C	96	93	97%	99	91	92%	100	109	109%
EB - Ming Ave	1,623	1,611	99%	29.6	C		99	116	117%	1,468	1,452	99%	56	43	77%
WB - Ming Ave	1,168	1,162	99%	17.4	B		78	85	109%	1,050	1,047	100%	40	30	75%
Intersection Total	***3,397***	***3,375***	***99%***	***24.7***											
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,732	1,700	98%	19.9	B	B	0	0	N/A	1,547	1,518	98%	185	182	98%
WB - Ming Ave	653	634	97%	0.7	A		60	59	98%	593	575	97%	0	0	N/A
Intersection Total	***2,385***	***2,334***	***98%***	***14.7***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	601	598	100%	32.1	C		55	58	105%	286	280	98%	260	260	100%
SB - Wible Rd	236	231	98%	30.2	C	D	32	34	106%	126	126	100%	78	71	91%
EB - Ming Ave	1,826	1,794	98%	46.3	D		153	131	86%	1,457	1,469	101%	216	194	90%
WB - Ming Ave	612	606	99%	23.8	C		39	38	97%	520	513	99%	53	55	104%
Intersection Total	***3,275***	***3,229***	***99%***	***38.3***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	48	48	100%	46.7	D		8	8	100%	30	34	113%	10	6	60%
SB - SR99 SB Off Ramp	297	281	95%	14.4	B	C	74	75	101%	19	15	79%	204	191	94%
EB - Ming Ave	1,749	1,789	102%	24.3	C		1,065	1,136	107%	644	614	95%	40	39	98%
WB - Ming Ave	578	646	112%	29.0	C		8	11	138%	400	434	109%	170	201	118%
Intersection Total	***2,672***	***2,764***	***103%***	***24.8***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	24	23	96%	23.4	C		18	18	100%	6	5	83%	0	0	N/A
SB - Castro Ln	130	128	98%	15.8	B	C	39	37	95%	6	4	67%	85	87	102%
EB - Ming Ave	728	692	95%	19.0	B		57	52	91%	639	613	96%	32	27	84%
WB - Ming Ave	649	641	99%	33.5	C		12	9	75%	605	603	100%	32	29	91%
Intersection Total	***1,531***	***1,484***	***97%***	***25.1***											
23. White Ln & Wible Rd															
NB - Wible Rd	671	673	100%	22.4	C		73	57	78%	231	229	99%	367	387	105%
SB - Wible Rd	481	482	100%	31.9	C	C	191	179	94%	203	217	107%	87	86	99%
EB - White Ln	1,754	1,754	100%	38.6	D		110	131	119%	1,556	1,548	99%	88	75	85%
WB - White Ln	1,561	1,537	98%	28.1	C		326	258	79%	1,084	1,131	104%	151	148	98%
Intersection Total	***4,467***	***4,446***	***100%***	***31.8***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	1,347	1,331	99%	30.2	C		325	335	103%	0	0	N/A	1,022	996	97%
EB - White Ln	1,975	2,033	103%	6.3	A	B	0	0	N/A	1,975	2,033	103%	0	0	N/A
WB - White Ln	539	568	105%	18.1	B		0	0	N/A	539	568	105%	0	0	N/A
Intersection Total	***3,861***	***3,932***	***102%***	***16.1***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	202	215	106%	8.5	A		109	117	107%	0	0	N/A	93	98	105%
EB - White Ln	729	762	105%	7.6	A	A	0	0	N/A	729	762	105%	0	0	N/A
WB - White Ln	541	572	106%	4.9	A		0	0	N/A	541	572	106%	0	0	N/A
Intersection Total	***1,472***	***1,549***	***105%***	***6.7***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	507	506	100%	28.0	C		296	301	102%	183	178	97%	28	27	96%
SB - Hughes Ln	301	295	98%	26.8	C	D	52	63	121%	104	94	90%	145	138	95%
EB - White Ln	991	937	95%	42.9	D		143	132	92%	683	658	96%	165	147	89%
WB - White Ln	763	766	100%	36.5	D		34	26	76%	682	682	100%	47	58	123%
Intersection Total	***2,562***	***2,504***	***98%***	***36.0***											
27. Brundage Ln & H St															
NB - H St	982	949	97%	20.5	C		81	88	109%	705	699	99%	196	162	83%
SB - H St	315	317	101%	19.7	B	B	23	23	100%	261	271	104%	31	23	74%
EB - Brundage Ln	472	472	100%	20.9	C		75	64	85%	347	353	102%	50	55	110%
WB - Brundage Ln	384	400	104%	11.1	B		121	141	117%	244	245	100%	19	14	74%
Intersection Total	***2,153***	***2,138***	***99%***	***18.7***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Approach Volume (vph)	Capacity Volume (vph)	% Capacity Volume	Approach Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume (vph) Approach	Capacity Volume	% Capacity	Through Volume (vph) Approach	Capacity Volume	% Capacity	Right Turn Volume (vph) Approach	Capacity Volume	% Capacity
26. SR58 WB Ramp & H St															
NB - H St	986	965	98%	10.4	B		94	101	107%	892	864	97%	0	0	N/A
SB - H St	432	465	108%	25.5	C	B	0	0	N/A	300	330	110%	132	135	102%
WB - Richland St	297	273	92%	27.9	C		100	97	97%	107	95	89%	90	81	90%
Intersection Total	***1,715***	***1,703***	***99%***	***17.3***											
28. SR58 EB Ramp & H St															
NB - H St	909	904	99%	45.7	D		0	0	N/A	781	760	97%	128	144	113%
SB - H St	400	427	107%	6.6	A	C	69	74	107%	331	353	107%	0	0	N/A
EB - SR58 EB Off Ramp	410	410	100%	35.8	D		205	205	100%	156	166	106%	49	39	80%
Intersection Total	***1,719***	***1,741***	***101%***	***34.3***											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	730	700	96%	21.4	C		75	65	87%	591	584	99%	64	51	80%
SB - Chester Ave	360	359	100%	13.5	B	B	23	26	113%	250	236	94%	87	97	111%
EB - Brundage Ln	537	524	98%	11.7	B		176	175	99%	300	300	100%	61	49	80%
WB - Brundage Ln	318	320	101%	25.1	C		47	41	87%	243	246	101%	28	33	118%
Intersection Total	***1,945***	***1,903***	***98%***	***17.9***											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	583	579	99%	6.8	A		59	62	105%	524	517	99%	0	0	N/A
SB - Chester Ave	358	317	89%	19.3	B	B	0	0	N/A	301	262	87%	57	55	96%
WB - Richland St	474	427	90%	23.0	C		87	84	97%	181	159	88%	206	184	89%
Intersection Total	***1,415***	***1,323***	***93%***	***15.0***											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	645	637	99%	21.2	C		0	0	N/A	489	468	96%	156	169	108%
SB - Chester Ave	388	352	91%	13.3	B	C	126	115	91%	262	237	90%	0	0	N/A
EB - Frontage Rd	353	386	109%	34.0	C		94	102	109%	193	215	111%	66	69	105%
Intersection Total	***1,386***	***1,375***	***99%***	***22.8***											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,522	1,534	101%	58.5	E		91	90	99%	1,283	1,311	102%	148	133	90%
SB - Union Ave	1,036	1,054	102%	33.1	C	D	90	73	81%	891	924	104%	55	57	104%
EB - Brundage Ln	281	281	100%	31.7	C		101	107	106%	110	101	92%	70	73	104%
WB - Brundage Ln	775	784	101%	31.2	C		270	262	97%	218	227	104%	287	295	103%
Intersection Total	***3,614***	***3,653***	***101%***	***43.3***											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,118	1,119	100%	9.5	A		0	0	N/A	919	915	100%	199	204	103%
SB - Union Ave	816	834	102%	9.4	A	B	0	0	N/A	816	834	102%	0	0	N/A
EB - SR58 EB Off Ramp	821	859	105%	16.3	B		603	625	104%	0	0	N/A	218	234	107%
Intersection Total	***2,755***	***2,812***	***102%***	***12.2***											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	509	518	102%	28.1	C		468	478	102%	34	35	103%	7	5	71%
SB - Liggett St	73	73	100%	13.4	B	C	2	3	150%	32	28	88%	39	42	108%
EB - Brundage Ln	341	304	89%	20.7	C		18	19	106%	236	210	89%	87	75	86%
WB - Brundage Ln	374	373	100%	24.9	C		77	83	108%	289	282	98%	8	8	100%
Intersection Total	***1,297***	***1,268***	***98%***	***24.5***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Intersection	Peak Hour Volume (VEH)	Corridor Scenario Volume (VEH)	% Variance in Volume	Control Delay (sec/veh)	LOS (Approach)	LOS (Intersection)	Left Turn Volume (VEH)	Corridor Scenario	% Variance	Through Volume (VEH)	Corridor Scenario	% Variance	Right Turn Volume (VEH)	Corridor Scenario	% Variance
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	930	943	101%	23.7	C	C	121	134	110%	809	809	100%	0	0	N/A
SB - Airport Dr	1,002	1,005	100%	39.6	D		0	0	N/A	972	985	101%	30	20	66%
EB - State Rd	194	191	99%	17.1	B		39	39	101%	0	0	N/A	155	152	98%
WB - SR204 WB Off Ramp	654	651	100%	41.2	D		485	494	102%	57	54	95%	112	103	92%
Intersection Total	***2,780***	***2,791***	***100%***	***33.1***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,508	1,495	99%	14.2	B	B	0	0	N/A	1,430	1,415	99%	78	80	103%
WB - Buck Owens Blvd	319	323	101%	19.2	B		0	0	N/A	0	0	N/A	319	323	101%
Intersection Total	***1,827***	***1,818***	***100%***	***15.1***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	300	303	101%	14.9	B	C	30	27	89%	245	254	104%	25	22	87%
SB - Buck Owens Blvd	97	99	102%	25.3	C		65	67	103%	32	32	99%	0	0	N/A
EB - Rio Mirada Dr	665	667	100%	26.4	C		11	13	117%	185	184	100%	469	470	100%
WB - Rio Mirada Dr	136	136	100%	19.8	B		20	21	103%	46	48	105%	70	67	95%
Intersection Total	***1,198***	***1,204***	***101%***	***22.7***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	746	752	101%	45.5	D	D	190	186	98%	320	324	101%	236	242	102%
SB - Buck Owens Blvd	423	425	100%	39.2	D		46	44	97%	286	287	100%	91	94	103%
EB - SR99 NB Off Ramp	822	813	99%	32.6	C		495	490	99%	224	227	101%	103	96	93%
WB - Sillect Ave	177	178	101%	50.3	D		130	135	104%	25	18	73%	22	25	115%
Intersection Total	***2,168***	***2,168***	***100%***	***39.8***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	186	186	100%	31.2	C	C	19	24	126%	4	6	143%	163	157	96%
SB - Camino del Rio Ct	117	117	100%	40.0	D		76	75	99%	4	5	123%	37	37	99%
EB - Rosedale Hwy	2,189	2,188	100%	21.8	C		38	41	108%	2,135	2,147	101%	16	0	0%
WB - Rosedale Hwy	2,046	2,028	99%	15.9	B		191	184	95%	1,767	1,763	100%	88	81	92%
Intersection Total	***4,538***	***4,519***	***100%***	***20.0***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	585	590	101%	29.2	C	B	296	302	102%	0	0	N/A	289	288	100%
EB - Rosedale Hwy	1,457	1,470	101%	9.5	A		0	0	N/A	1,457	1,470	101%	0	0	N/A
WB - Rosedale Hwy	1,757	1,754	100%	22.3	C		0	0	N/A	1,757	1,754	100%	0	0	N/A
Intersection Total	***3,799***	***3,814***	***100%***	***18.4***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,730	1,679	97%	61.9	E	D	825	827	100%	0	0	N/A	905	852	94%
SB - Buck Owens Blvd	456	420	92%	55.3	E		179	139	78%	0	0	N/A	277	281	101%
EB - Rosedale Hwy	1,753	1,726	99%	31.7	C		323	335	104%	1,430	1,393	97%	0	0	N/A
WB - 24th St	1,750	1,796	103%	27.5	C		0	0	N/A	1,353	1,410	104%	397	387	97%
Intersection Total	***5,689***	***5,623***	***99%***	***41.1***											
8. 24th St & Oak St															
NB - Oak St	819	820	100%	42.9	D	E	319	330	103%	16	16	100%	484	474	98%
SB - Oak St	55	56	101%	61.7	E		21	19	89%	17	17	99%	17	20	118%
EB - 24th St	2,514	2,281	91%	128.4	F		33	34	102%	1,920	1,605	84%	561	642	115%
WB - 24th St	2,036	2,020	99%	38.6	D		603	589	98%	1,414	1,432	101%	19	0	0%
Intersection Total	***5,424***	***5,177***	***95%***	***79.1***											
9. California Ave & Chester Ln															
NB - Chester Ln	134	132	98%	35.0	D	C	74	75	102%	25	25	98%	35	32	91%
SB - Chester Ln	136	133	98%	31.0	C		115	115	100%	11	11	101%	10	7	70%
EB - California Ave	1,014	1,030	102%	22.7	C		24	29	119%	973	990	102%	17	11	67%
WB - California Ave	1,519	1,562	103%	35.7	D		26	29	112%	1,439	1,484	103%	54	49	90%
Intersection Total	***2,803***	***2,856***	***102%***	***30.8***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	347	343	99%	55.5	E	C	72	73	101%	42	43	102%	233	228	98%
SB - SR99 SB Off Ramp	1,077	1,083	101%	31.7	C		256	256	100%	113	102	91%	708	725	102%
EB - California Ave	1,182	1,194	101%	31.6	C		114	131	115%	1,027	1,028	100%	41	34	84%
WB - California Ave	963	971	101%	21.6	C		89	92	103%	874	879	101%	0	0	N/A
Intersection Total	***3,569***	***3,590***	***101%***	***31.2***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	1,131	1,068	94%	13.3	B	D	391	358	92%	27	26	96%	713	684	96%
SB - Extended Stay Hotel	43	42	99%	40.9	D		17	19	112%	0	0	N/A	26	23	90%
EB - California Ave	1,060	1,075	101%	40.6	D		22	32	144%	1,038	1,044	101%	0	0	N/A
WB - California Ave	964	966	100%	95.6	F		0	0	N/A	955	966	101%	9	0	0%
Intersection Total	***3,198***	***3,152***	***99%***	***48.2***											
12. California Ave & Oak St															
NB - Oak St	904	880	97%	61.7	E	C	198	174	88%	652	665	102%	54	41	76%
SB - Oak St	607	618	102%	37.3	D		112	122	109%	225	223	99%	270	273	101%
EB - California Ave	1,745	1,727	99%	17.6	B		718	774	108%	928	866	93%	99	87	88%
WB - California Ave	676	686	101%	27.3	C		34	35	102%	483	509	105%	159	142	89%
Intersection Total	***3,932***	***3,911***	***99%***	***32.3***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	787	799	102%	43.5	D	E	600	619	103%	138	127	92%	49	53	109%
SB - Real Rd	280	276	98%	34.6	C		16	13	82%	185	190	103%	79	73	92%
EB - Stockdale Hwy	1,476	1,366	93%	74.6	E		79	79	100%	761	705	93%	636	582	91%
WB - Stockdale Hwy	855	903	106%	59.8	E		129	156	121%	702	731	104%	24	17	70%
Intersection Total	***3,398***	***3,344***	***98%***	***59.9***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Volume (vph)	Volume (vph)	% Change in Volume	Control Delay (seconds)	LOS Approach	LOS Intersection	Volume (vph)	Volume (vph)	% Change	Volume (vph)	Volume (vph)	% Change	Volume (vph)	Volume (vph)	% Change
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	371	378	102%	10.4	B		80	83	104%	0	0	N/A	291	296	102%
EB - Stockdale Hwy	765	741	97%	6.4	A	B	0	0	N/A	765	741	97%	0	0	N/A
WB - Stockdale Hwy	654	650	99%	30.8	C		0	0	N/A	654	650	99%	0	0	N/A
Intersection Total	***1,790***	***1,769***	***99%***	***16.2***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	728	733	101%	22.1	C		168	189	101%	393	409	104%	147	134	91%
SB - Oak St	336	331	98%	24.3	C	C	37	35	95%	153	162	106%	146	134	92%
EB - Stockdale Hwy	845	787	93%	21.5	C		131	134	102%	434	391	90%	280	262	94%
WB - Stockdale Hwy	452	447	99%	33.2	C		77	76	99%	320	317	99%	55	54	98%
Intersection Total	***2,361***	***2,298***	***97%***	***24.4***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	517	516	100%	19.6	B		0	0	N/A	148	148	100%	369	368	100%
SB - Real Rd	950	918	97%	34.8	C	C	832	820	99%	118	98	83%	0	0	N/A
WB - SR58 WB	929	946	102%	14.8	B		290	282	97%	0	0	N/A	639	664	104%
Intersection Total	***2,396***	***2,380***	***99%***	***23.6***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	698	695	100%	15.3	B		220	219	99%	478	476	100%	0	0	N/A
SB - Wible Rd	510	508	100%	18.7	B	B	0	0	N/A	240	234	97%	270	275	102%
EB - SR99 NB Off Ramp	257	264	103%	27.7	C		250	261	104%	0	0	N/A	7	4	50%
Intersection Total	***1,465***	***1,467***	***100%***	***18.7***											
18. Ming Ave & Real Rd															
NB - Real Rd	311	309	99%	23.9	C		70	68	97%	107	115	108%	134	125	94%
SB - Real Rd	295	292	99%	30.0	C	C	96	97	101%	99	102	103%	100	93	93%
EB - Ming Ave	1,623	1,611	99%	30.0	C		99	112	113%	1,468	1,448	99%	56	52	93%
WB - Ming Ave	1,168	1,124	96%	17.4	B		78	77	99%	1,050	1,012	96%	40	35	88%
Intersection Total	***3,397***	***3,336***	***98%***	***25.2***											
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,732	1,682	97%	19.9	B	B	0	0	N/A	1,547	1,518	98%	185	164	89%
WB - Ming Ave	653	635	97%	0.7	A		60	74	124%	593	560	95%	0	0	N/A
Intersection Total	***2,385***	***2,317***	***97%***	***14.6***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	601	597	99%	32.9	C		55	50	91%	286	294	103%	260	253	97%
SB - Wible Rd	236	232	98%	29.4	C	D	32	34	105%	126	122	97%	78	77	98%
EB - Ming Ave	1,826	1,805	99%	50.1	D		153	161	105%	1,457	1,451	100%	216	193	89%
WB - Ming Ave	612	606	99%	22.8	C		39	35	90%	520	520	100%	53	51	96%
Intersection Total	***3,275***	***3,239***	***99%***	***40.3***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	48	48	99%	42.0	D		8	9	109%	30	32	108%	10	7	66%
SB - SR99 SB Off Ramp	297	276	93%	18.2	B	C	74	70	95%	19	21	112%	204	185	90%
EB - Ming Ave	1,749	1,754	100%	23.3	C		1,065	1,069	100%	644	652	101%	40	33	82%
WB - Ming Ave	578	638	110%	26.1	C		8	12	155%	400	449	112%	170	177	104%
Intersection Total	***2,672***	***2,716***	***102%***	***23.8***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	24	23	96%	26.7	C		18	15	85%	6	8	130%	0	0	N/A
SB - Castro Ln	130	129	99%	16.6	B	C	39	37	95%	6	7	123%	85	85	100%
EB - Ming Ave	728	726	100%	22.5	C		57	59	103%	639	631	99%	32	37	115%
WB - Ming Ave	649	642	99%	32.5	C		12	13	108%	605	604	100%	32	25	77%
Intersection Total	***1,531***	***1,520***	***99%***	***26.5***											
23. White Ln & Wible Rd															
NB - Wible Rd	671	672	100%	24.0	C		73	71	97%	231	240	104%	367	361	98%
SB - Wible Rd	481	479	100%	32.9	C	C	191	188	98%	203	208	102%	87	83	96%
EB - White Ln	1,754	1,751	100%	36.7	D		110	123	112%	1,556	1,535	99%	88	93	106%
WB - White Ln	1,561	1,501	96%	28.7	C		326	268	82%	1,084	1,091	101%	151	142	94%
Intersection Total	***4,467***	***4,402***	***99%***	***32.4***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	1,347	1,321	98%	29.9	C		325	327	100%	0	0	N/A	1,022	994	97%
EB - White Ln	1,975	2,011	102%	6.1	A	B	0	0	N/A	1,975	2,011	102%	0	0	N/A
WB - White Ln	539	542	100%	18.2	B		0	0	N/A	539	542	100%	0	0	N/A
Intersection Total	***3,861***	***3,873***	***100%***	***15.9***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	202	226	112%	8.1	A		109	120	110%	0	0	N/A	93	106	113%
EB - White Ln	729	757	104%	7.4	A	A	0	0	N/A	729	757	104%	0	0	N/A
WB - White Ln	541	552	102%	4.1	A		0	0	N/A	541	552	102%	0	0	N/A
Intersection Total	***1,472***	***1,535***	***104%***	***6.3***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	507	508	100%	28.8	C		296	309	104%	183	173	95%	28	26	93%
SB - Hughes Ln	301	296	98%	27.1	C	D	52	53	101%	104	98	95%	145	145	100%
EB - White Ln	991	954	96%	44.8	D		143	138	97%	683	658	96%	165	158	96%
WB - White Ln	763	769	101%	35.8	D		34	30	88%	682	688	101%	47	50	107%
Intersection Total	***2,562***	***2,527***	***99%***	***36.8***											
27. Brundage Ln & H St															
NB - H St	982	947	96%	20.0	B		81	93	114%	705	675	96%	196	180	92%
SB - H St	315	316	100%	19.4	B	B	23	27	115%	261	263	101%	31	26	84%
EB - Brundage Ln	472	469	99%	23.0	C		75	76	101%	347	347	100%	50	47	93%
WB - Brundage Ln	384	414	108%	9.9	A		121	133	110%	244	262	108%	19	18	96%
Intersection Total	***2,153***	***2,146***	***100%***	***18.6***											

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - AM PEAK

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	Actual Output Volume (vph)	% Demand Served	Overall Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume (vph) Demand	Left Turn Volume (vph) Output	% Served	Through Volume (vph) Demand	Through Volume (vph) Output	% Served	Right Turn Volume (vph) Demand	Right Turn Volume (vph) Output	% Served
28. SR58 WB Ramp & H St															
NB - H St	986	955	97%	10.9	B		94	99	105%	892	856	96%	0	0	N/A
SB - H St	432	443	102%	26.6	C	B	0	0	N/A	300	310	103%	132	133	100%
WB - Richland St	297	282	95%	28.2	C		100	91	91%	107	105	98%	90	87	96%
Intersection Total	*1,715*	*1,679*	*98%*	*17.9*											
29. SR58 EB Ramp & H St															
NB - H St	909	904	99%	38.2	D		0	0	N/A	781	773	99%	128	131	103%
SB - H St	400	401	100%	8.0	A	C	69	67	97%	331	334	101%	0	0	N/A
EB - SR58 EB Off Ramp	410	364	89%	33.7	C		205	182	89%	156	143	92%	49	39	80%
Intersection Total	*1,719*	*1,669*	*97%*	*30.0*											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	730	730	100%	22.3	C		75	89	119%	591	579	98%	64	62	96%
SB - Chester Ave	360	360	100%	14.9	B	B	23	27	117%	250	250	100%	87	83	96%
EB - Brundage Ln	537	540	100%	12.1	B		176	169	96%	300	310	103%	61	61	100%
WB - Brundage Ln	318	315	99%	25.0	C		47	39	82%	243	248	102%	28	28	101%
Intersection Total	*1,945*	*1,945*	*100%*	*18.5*											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	583	588	101%	5.8	A		59	60	101%	524	528	101%	0	0	N/A
SB - Chester Ave	358	342	96%	21.7	C	B	0	0	N/A	301	287	95%	57	55	96%
WB - Richland St	474	455	96%	22.5	C		87	85	98%	181	170	94%	206	200	97%
Intersection Total	*1,415*	*1,385*	*98%*	*15.2*											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	645	636	99%	22.5	C		0	0	N/A	489	487	100%	156	149	96%
SB - Chester Ave	388	377	97%	12.5	B	C	126	116	92%	262	261	100%	0	0	N/A
EB - Frontage Rd	353	343	97%	29.6	C		94	92	98%	193	187	97%	66	64	97%
Intersection Total	*1,386*	*1,356*	*98%*	*21.5*											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,522	1,530	101%	48.6	D		91	98	107%	1,283	1,294	101%	148	139	94%
SB - Union Ave	1,036	1,050	101%	32.8	C	D	90	85	94%	891	905	102%	55	60	109%
EB - Brundage Ln	281	279	99%	29.2	C		101	101	100%	110	117	106%	70	61	88%
WB - Brundage Ln	775	784	101%	35.8	D		270	280	104%	218	226	104%	287	278	97%
Intersection Total	*3,614*	*3,642*	*101%*	*39.8*											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,118	1,117	100%	9.7	A		0	0	N/A	919	924	101%	199	193	97%
SB - Union Ave	816	835	102%	9.2	A	B	0	0	N/A	816	835	102%	0	0	N/A
EB - SR58 EB Off Ramp	821	811	99%	13.0	B		603	601	100%	0	0	N/A	218	210	96%
Intersection Total	*2,755*	*2,763*	*100%*	*10.5*											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	509	507	100%	28.8	C		468	467	100%	34	37	109%	7	4	53%
SB - Liggett St	73	72	99%	17.9	B	C	2	3	140%	32	34	107%	39	35	90%
EB - Brundage Ln	341	337	98%	20.5	C		18	18	100%	236	231	98%	87	89	102%
WB - Brundage Ln	374	373	100%	24.4	C		77	75	97%	289	291	101%	8	8	94%
Intersection Total	*1,297*	*1,290*	*99%*	*24.7*											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Control Capacity Volume (veh)	Control Capacity Volume (veh)	% Signal Capacity	Control Delay (seconds)	LOS (approach)	LOS (intersection)	Left Turn Volume (veh)	Left Turn Capacity (veh)	% Capacity	Through Volume (veh)	Through Capacity (veh)	% Capacity	Right Turn Volume (veh)	Right Turn Capacity (veh)	% Capacity
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	1,222	1,210	99%	24.5	C	D	143	130	91%	1,079	1,080	100%	0	0	N/A
SB - Airport Dr	1,150	1,153	100%	41.0	D		0	0	N/A	1,132	1,145	101%	18	8	44%
EB - State Rd	197	196	99%	19.0	B		54	48	89%	0	0	N/A	143	148	103%
WB - SR204 WB Off Ramp	1,042	1,020	98%	45.6	D		613	588	96%	245	232	95%	184	200	109%
Intersection Total	***3,611***	***3,579***	***99%***	***35.5***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,211	1,138	94%	13.1	B	B	0	0	N/A	1,188	1,127	95%	23	11	48%
WB - Buck Owens Blvd	780	792	102%	22.4	C		0	0	N/A	0	0	N/A	780	792	102%
Intersection Total	***1,991***	***1,930***	***97%***	***16.9***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	699	703	101%	18.9	B	B	108	95	88%	577	594	103%	14	14	100%
SB - Buck Owens Blvd	30	18	60%	30.0	C		16	13	81%	14	5	36%	0	0	N/A
EB - Rio Mirada Dr	264	257	97%	10.0	B		9	14	156%	49	43	88%	206	200	97%
WB - Rio Mirada Dr	313	312	100%	23.5	C		27	25	93%	106	112	106%	180	175	97%
Intersection Total	***1,306***	***1,290***	***99%***	***18.4***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	836	722	86%	46.4	D	D	341	312	91%	363	314	87%	132	96	73%
SB - Buck Owens Blvd	615	621	101%	43.4	D		36	34	94%	481	472	98%	98	115	117%
EB - SR99 NB Off Ramp	304	304	100%	38.2	D		161	167	104%	69	74	107%	74	63	85%
WB - Sillect Ave	420	424	101%	44.9	D		336	333	99%	40	45	113%	44	46	105%
Intersection Total	***2,175***	***2,071***	***95%***	***44.0***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	159	160	101%	27.9	C	C	18	29	161%	8	6	75%	133	125	94%
SB - Camino del Rio Ct	410	411	100%	46.7	D		342	341	100%	0	0	N/A	68	70	103%
EB - Rosedale Hwy	1,914	1,917	100%	24.3	C		56	52	93%	1,832	1,845	101%	26	20	77%
WB - Rosedale Hwy	2,571	2,455	95%	17.9	B		298	289	97%	1,833	1,733	95%	440	433	98%
Intersection Total	***5,054***	***4,943***	***98%***	***23.1***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	633	635	100%	24.1	C	C	219	227	104%	0	0	N/A	414	408	99%
EB - Rosedale Hwy	1,116	1,132	101%	13.2	B		0	0	N/A	1,116	1,132	101%	0	0	N/A
WB - Rosedale Hwy	2,157	2,052	95%	31.6	C		0	0	N/A	2,157	2,052	95%	0	0	N/A
Intersection Total	***3,906***	***3,819***	***98%***	***24.9***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,043	1,042	100%	68.5	E	F	1,043	1,042	100%	0	0	N/A	0	0	N/A
NB - SR99 NB Off Ramp (free right)	717	716	100%	3.8	A		0	0	N/A	0	0	N/A	717	716	100%
				11.5	B										
NB - SR99 NB Off Ramp	1,760	1,758	100%	83.6	F		1,043	1,042	100%	0	0	N/A	717	716	100%
SB - Buck Owens Blvd	981	960	98%	34.1	C		428	421	98%	0	0	N/A	553	539	97%
EB - Rosedale Hwy	1,335	1,317	99%	93.5	F		435	378	87%	900	939	104%	0	0	N/A
WB - 24th St	2,329	2,179	94%	92.4	F		0	0	N/A	1,828	1,714	94%	501	465	93%
Intersection Total	***6,405***	***6,214***	***97%***	***81.2***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS
EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK
Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (veh)	CORSIM Served Volume (veh)	% Demand Served by Model	Average Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume (veh) Demand	CORSIM Served	% Served	Through Volume (veh) Demand	CORSIM Served	% Served	Right Turn Volume (veh) Demand	CORSIM Served	% Served
8. 24th St & Oak St															
NB - Oak St	1,164	1,104	95%	146.8	F	E	628	595	95%	26	33	127%	510	476	93%
SB - Oak St	76	76	100%	56.7	E		25	24	96%	18	18	100%	33	34	103%
EB - 24th St	2,045	2,037	100%	53.6	D		35	43	123%	1,573	1,543	98%	437	451	103%
WB - 24th St	2,250	2,216	98%	55.3	E		571	562	98%	1,668	1,654	99%	11	0	0%
Intersection Total	***5,535***	***5,433***	***98%***	***73.3***											
9. California Ave & Chester Ln															
NB - Chester Ln	102	100	98%	33.3	C	C	67	63	94%	11	7	64%	24	30	125%
SB - Chester Ln	503	508	101%	32.8	C		404	402	100%	77	82	106%	22	24	109%
EB - California Ave	1,441	1,436	100%	25.5	C		73	95	130%	1,286	1,279	99%	82	62	76%
WB - California Ave	1,574	1,626	103%	22.5	C		67	85	127%	1,440	1,481	103%	67	60	90%
Intersection Total	***3,620***	***3,670***	***101%***	***25.4***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	336	337	100%	57.2	E	C	74	76	103%	39	35	90%	223	226	101%
SB - SR99 SB Off Ramp	1,027	1,026	100%	35.3	D		256	257	100%	198	207	105%	573	562	98%
EB - California Ave	1,750	1,751	100%	23.0	C		268	278	104%	1,391	1,387	100%	91	86	95%
WB - California Ave	1,345	1,463	109%	30.6	C		189	223	118%	1,156	1,240	107%	0	0	N/A
Intersection Total	***4,458***	***4,577***	***103%***	***30.7***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	678	690	102%	21.9	C	B	269	308	107%	13	18	138%	376	364	97%
SB - Extended Stay Hotel	77	75	97%	24.0	C		19	18	95%	0	0	N/A	58	57	98%
EB - California Ave	1,241	1,301	105%	7.2	A		68	95	140%	1,173	1,206	103%	0	0	N/A
WB - California Ave	1,823	1,758	96%	20.9	C		0	0	N/A	1,811	1,758	97%	12	0	0%
Intersection Total	***3,819***	***3,824***	***100%***	***16.5***											
12. California Ave & Oak St															
NB - Oak St	903	890	99%	31.5	C	D	245	243	99%	584	571	98%	74	76	103%
SB - Oak St	1,524	1,502	99%	75.8	E		141	150	106%	696	706	101%	687	646	94%
EB - California Ave	1,443	1,524	106%	34.5	C		495	579	117%	720	740	103%	228	205	90%
WB - California Ave	1,054	1,054	100%	29.9	C		162	163	101%	784	797	102%	108	94	87%
Intersection Total	***4,924***	***4,970***	***101%***	***45.5***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	706	720	102%	38.8	D	D	556	570	103%	95	88	93%	55	62	113%
SB - Real Rd	321	326	102%	41.3	D		38	29	76%	163	172	106%	120	125	104%
EB - Stockdale Hwy	1,700	1,647	97%	60.0	E		116	111	96%	883	835	95%	701	701	100%
WB - Stockdale Hwy	1,140	1,173	103%	51.9	D		176	198	113%	930	959	103%	34	16	47%
Intersection Total	***3,867***	***3,866***	***100%***	***52.0***											
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	446	458	103%	11.6	B	A	136	149	110%	0	0	N/A	310	309	100%
EB - Stockdale Hwy	1,111	1,005	90%	4.1	A		0	0	N/A	1,111	1,005	90%	0	0	N/A
WB - Stockdale Hwy	936	919	98%	10.7	B		0	0	N/A	936	919	98%	0	0	N/A
Intersection Total	***2,493***	***2,382***	***96%***	***8.1***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	754	733	97%	31.7	C	C	205	201	98%	392	380	97%	157	152	97%
SB - Oak St	946	956	101%	30.6	C		96	86	90%	629	647	103%	221	223	101%
EB - Stockdale Hwy	1,247	1,227	98%	13.0	B		177	177	100%	614	604	98%	456	446	98%
WB - Stockdale Hwy	771	760	99%	34.1	C		176	175	99%	510	487	95%	85	98	115%
Intersection Total	***3,718***	***3,676***	***99%***	***25.7***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	437	437	100%	21.3	C	C	0	0	N/A	181	177	98%	256	260	102%
SB - Real Rd	1,040	1,051	101%	30.4	C		825	839	102%	215	212	99%	0	0	N/A
WB - SR58 WB	1,083	1,138	105%	20.6	C		558	592	106%	0	0	N/A	525	546	104%
Intersection Total	***2,560***	***2,626***	***103%***	***24.6***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	731	723	99%	15.4	B	C	219	214	98%	512	509	99%	0	0	N/A
SB - Wible Rd	1,261	1,272	101%	33.3	C		0	0	N/A	919	894	97%	342	378	111%
EB - SR99 NB Off Ramp	268	249	93%	29.4	C		242	229	95%	0	0	N/A	26	20	77%
Intersection Total	***2,260***	***2,244***	***99%***	***27.1***											
18. Ming Ave & Real Rd															
NB - Real Rd	319	314	98%	36.9	D	D	90	86	96%	122	112	92%	107	116	108%
SB - Real Rd	582	595	102%	57.9	E		191	198	104%	165	154	93%	226	243	108%
EB - Ming Ave	1,724	1,732	100%	31.0	C		158	177	112%	1,455	1,456	100%	111	99	89%
WB - Ming Ave	2,029	2,009	99%	39.6	D		171	190	111%	1,792	1,770	99%	66	49	74%
Intersection Total	***4,654***	***4,650***	***100%***	***38.6***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume (vph) Demand	Left Turn CORSIM Served	Left Turn % Served	Through Volume (vph) Demand	Through CORSIM Served	Through % Served	Right Turn Volume (vph) Demand	Right Turn CORSIM Served	Right Turn % Served
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,829	1,822	100%	17.8	B	B	0	0	N/A	1,582	1,551	98%	247	271	110%
WB - Ming Ave	1,482	1,473	99%	2.5	A		211	223	106%	1,271	1,250	98%	0	0	N/A
Intersection Total	*3,311*	*3,295*	*100%*	*11.0*											
20. Ming Ave & Wible Rd															
NB - Wible Rd	691	700	101%	33.5	C		158	152	96%	315	315	100%	218	233	107%
SB - Wible Rd	852	849	100%	34.7	C	D	190	186	98%	463	462	100%	199	201	101%
EB - Ming Ave	2,264	2,180	96%	47.6	D		196	178	91%	1,685	1,670	99%	383	332	57%
WB - Ming Ave	1,395	1,380	99%	16.5	B		131	153	117%	1,125	1,110	99%	139	117	84%
Intersection Total	*5,202*	*5,109*	*98%*	*35.1*											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	286	291	102%	26.3	C		89	93	104%	151	161	107%	46	37	80%
SB - SR99 SB Off Ramp	403	403	100%	20.6	C	C	96	107	111%	53	42	79%	254	254	100%
EB - Ming Ave	2,093	2,092	100%	17.1	B		766	765	100%	1,047	1,030	98%	280	297	106%
WB - Ming Ave	1,426	1,313	92%	29.5	C		76	88	116%	1,052	948	90%	298	277	93%
Intersection Total	*4,208*	*4,099*	*97%*	*22.1*											
22. Ming Ave & Castro Ln															
NB - Castro Ln	276	272	99%	30.3	C		215	208	97%	16	11	69%	45	53	118%
SB - Castro Ln	186	190	102%	45.5	D	C	62	60	97%	19	15	79%	105	115	110%
EB - Ming Ave	1,189	1,207	102%	17.9	B		91	108	119%	962	972	101%	136	127	93%
WB - Ming Ave	1,021	1,003	98%	26.8	C		86	80	93%	895	893	100%	40	30	75%
Intersection Total	*2,672*	*2,672*	*100%*	*24.5*											
23. White Ln & Wible Rd															
NB - Wible Rd	957	949	99%	100.9	F		163	153	94%	334	340	102%	460	456	99%
SB - Wible Rd	765	768	100%	43.1	D	E	237	221	93%	370	393	106%	158	154	97%
EB - White Ln	1,446	1,384	96%	129.0	F		108	111	103%	1,243	1,187	95%	95	86	91%
WB - White Ln	2,122	2,020	95%	33.9	C		396	327	83%	1,501	1,499	100%	225	194	86%
Intersection Total	*5,290*	*5,121*	*97%*	*73.4*											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	2,029	1,881	93%	28.7	C		690	654	95%	0	0	N/A	1,339	1,227	92%
EB - White Ln	1,802	1,827	101%	21.1	C	C	0	0	N/A	1,802	1,827	101%	0	0	N/A
WB - White Ln	783	833	106%	24.3	C		0	0	N/A	783	833	106%	0	0	N/A
Intersection Total	*4,614*	*4,541*	*98%*	*24.8*											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	338	335	99%	10.7	B		190	202	106%	0	0	N/A	148	133	90%
EB - White Ln	1,337	1,325	99%	7.7	A	A	0	0	N/A	1,337	1,325	99%	0	0	N/A
WB - White Ln	732	754	103%	9.6	A		0	0	N/A	732	754	103%	0	0	N/A
Intersection Total	*2,407*	*2,414*	*100%*	*8.7*											
26. White Ln & Hughes Ln															
NB - Hughes Ln	497	497	100%	29.9	C		229	226	99%	183	185	101%	85	86	101%
SB - Hughes Ln	451	456	101%	31.5	C	C	131	128	98%	191	181	95%	129	147	114%
EB - White Ln	1,303	1,357	104%	34.3	C		242	234	97%	828	877	106%	233	246	106%
WB - White Ln	1,041	1,021	98%	35.5	D		106	91	86%	832	834	100%	103	96	93%
Intersection Total	*3,292*	*3,331*	*101%*	*33.6*											
27. Brundage Ln & H St															
NB - H St	627	593	95%	37.8	D		121	118	98%	370	361	98%	136	114	84%
SB - H St	891	864	97%	49.9	D	E	46	43	93%	749	737	98%	96	84	88%
EB - Brundage Ln	565	566	100%	100.7	F		72	65	90%	373	372	100%	120	129	108%
WB - Brundage Ln	666	657	99%	68.7	E		215	207	96%	415	416	100%	36	34	94%
Intersection Total	*2,749*	*2,680*	*97%*	*62.6*											
28. SR58 WB Ramp & H St															
NB - H St	620	583	94%	10.7	B		69	73	106%	551	510	93%	0	0	N/A
SB - H St	1,084	1,069	99%	55.1	E	D	0	0	N/A	883	872	99%	201	197	98%
WB - Richland St	418	430	103%	31.5	C		153	157	103%	189	188	99%	76	85	112%
Intersection Total	*2,122*	*2,082*	*98%*	*37.8*											
29. SR58 EB Ramp & H St															
NB - H St	613	608	99%	22.9	C		0	0	N/A	477	459	96%	136	149	110%
SB - H St	1,036	1,029	99%	5.0	A	B	88	82	93%	948	947	100%	0	0	N/A
EB - SR58 EB Off Ramp	416	351	84%	31.8	C		143	122	85%	138	120	87%	135	109	81%
Intersection Total	*2,065*	*1,988*	*96%*	*15.2*											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	536	515	96%	19.2	B		74	72	97%	402	404	100%	60	39	65%
SB - Chester Ave	1,046	1,044	100%	17.0	B	C	61	53	87%	811	806	99%	174	185	106%
EB - Brundage Ln	567	539	95%	31.0	C		132	124	94%	343	337	98%	92	78	85%
WB - Brundage Ln	552	549	99%	28.4	C		101	98	97%	401	389	97%	50	62	124%
Intersection Total	*2,701*	*2,647*	*98%*	*22.6*											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	470	468	100%	6.8	A		61	64	105%	409	404	99%	0	0	N/A
SB - Chester Ave	1,004	980	98%	19.0	B	B	0	0	N/A	840	802	95%	164	178	109%
WB - Richland St	464	432	93%	31.5	C		144	142	99%	193	178	92%	127	112	88%
Intersection Total	*1,938*	*1,880*	*97%*	*18.8*											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	561	565	101%	18.0	B		0	0	N/A	405	398	98%	156	167	107%
SB - Chester Ave	984	933	95%	12.4	B	B	231	215	93%	753	718	95%	0	0	N/A
EB - Frontage Rd	362	352	97%	27.0	C		65	74	114%	172	163	95%	125	115	92%
Intersection Total	*1,907*	*1,850*	*97%*	*16.9*											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,249	1,257	101%	33.8	C		80	83	104%	881	903	102%	288	271	94%
SB - Union Ave	1,481	1,511	102%	37.1	D	C	104	117	113%	1,302	1,327	102%	75	67	89%
EB - Brundage Ln	416	410	99%	29.9	C		99	99	100%	211	199	94%	106	112	106%
WB - Brundage Ln	745	727	98%	33.5	C		262	264	101%	278	262	94%	205	201	98%
Intersection Total	*3,891*	*3,905*	*100%*	*34.6*											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,122	1,121	100%	9.0	A		0	0	N/A	879	887	101%	243	234	96%
SB - Union Ave	1,105	1,139	103%	10.2	B	A	0	0	N/A	1,105	1,139	103%	0	0	N/A
EB - SR58 EB Off Ramp	557	533	96%	9.7	A		370	356	96%	0	0	N/A	187	177	95%
Intersection Total	*2,784*	*2,793*	*100%*	*9.6*											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	350	327	93%	27.1	C		303	290	96%	35	28	80%	12	9	75%
SB - Liggett St	77	75	97%	14.5	B	C	5	9	180%	35	22	63%	37	44	119%
EB - Brundage Ln	576	574	100%	19.8	B		32	37	116%	391	389	99%	153	148	97%
WB - Brundage Ln	438	437	100%	25.1	C		61	50	82%	368	378	103%	9	9	100%
Intersection Total	*1,441*	*1,413*	*98%*	*22.8*											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	CORSIM Output Volume (vph)	% Demand Served	Average Delay (sec/veh)	LOS (Intersection)	LOS (Corridor)	Left Turn Volume (vph) Demand	CORSIM Output	% Served	Through Volume (vph) Demand	CORSIM Output	% Served	Right Turn Volume (vph) Demand	CORSIM Output	% Served
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	1,222	1,252	102%	23.4	C	D	143	138	97%	1,079	1,114	103%	0	0	N/A
SB - Airport Dr	1,150	1,153	100%	41.2	D		0	0	N/A	1,132	1,145	101%	18	8	44%
EB - State Rd	197	196	99%	19.1	B		54	48	89%	0	0	N/A	143	148	103%
WB - SR204 WB Off Ramp	1,042	1,065	102%	45.7	D		613	616	100%	245	244	100%	184	205	111%
Intersection Total	***3,611***	***3,666***	***102%***	***35.2***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,211	1,211	100%	13.4	B	B	0	0	N/A	1,188	1,198	101%	23	13	57%
WB - Buck Owens Blvd	780	794	102%	22.7	C		0	0	N/A	0	0	N/A	780	794	102%
Intersection Total	***1,991***	***2,005***	***101%***	***17.1***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	699	703	101%	18.9	B	B	108	95	88%	577	594	103%	14	14	100%
SB - Buck Owens Blvd	30	20	67%	27.8	C		16	14	88%	14	6	43%	0	0	N/A
EB - Rio Mirada Dr	264	294	111%	12.1	B		9	16	178%	49	45	92%	206	233	113%
WB - Rio Mirada Dr	313	312	100%	24.1	C		27	25	93%	106	112	106%	180	175	97%
Intersection Total	***1,306***	***1,329***	***102%***	***18.8***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	836	719	86%	45.3	D	D	341	298	87%	363	323	89%	132	98	74%
SB - Buck Owens Blvd	615	621	101%	43.7	D		36	34	94%	481	473	98%	98	114	116%
EB - SR99 NB Off Ramp	304	291	96%	37.6	D		161	156	97%	69	74	107%	74	61	82%
WB - Sillect Ave	420	424	101%	44.4	D		336	333	99%	40	45	113%	44	46	105%
Intersection Total	***2,175***	***2,055***	***94%***	***43.5***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	159	160	101%	29.1	C	C	18	29	161%	8	6	75%	133	125	94%
SB - Camino del Rio Ct	410	411	100%	47.2	D		342	341	100%	0	0	N/A	68	70	103%
EB - Rosedale Hwy	1,914	1,919	100%	24.3	C		56	52	93%	1,832	1,847	101%	26	20	77%
WB - Rosedale Hwy	2,571	2,445	95%	18.9	B		298	286	96%	1,833	1,725	94%	440	434	99%
Intersection Total	***5,054***	***4,935***	***98%***	***23.7***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	633	602	95%	22.9	C	C	219	211	96%	0	0	N/A	414	391	94%
EB - Rosedale Hwy	1,116	1,132	101%	12.9	B		0	0	N/A	1,116	1,132	101%	0	0	N/A
WB - Rosedale Hwy	2,157	2,057	95%	31.9	C		0	0	N/A	2,157	2,057	95%	0	0	N/A
Intersection Total	***3,906***	***3,791***	***97%***	***24.8***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,043	1,042	100%	56.7	E	F	1,043	1,042	100%	0	0	N/A	0	0	N/A
NB - SR99 NB Off Ramp (free right)	717	713	99%	3.9	A		0	0	N/A	0	0	N/A	717	713	99%
				3.9	A										
NB - SR99 NB Off Ramp	1,760	1,755	100%	64.5	E		1,043	1,042	100%	0	0	N/A	717	713	99%
SB - Buck Owens Blvd	981	956	97%	37.9	D		428	417	97%	0	0	N/A	553	539	97%
EB - Rosedale Hwy	1,335	1,305	98%	108.5	F		435	370	85%	900	935	104%	0	0	N/A
WB - 24th St	2,329	2,187	94%	98.1	F		0	0	N/A	1,828	1,730	95%	501	457	91%
Intersection Total	***6,405***	***6,203***	***97%***	***81.5***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Existing Volume (veh)	Existing Capacity (veh)	% Capacity (veh/veh)	Control Delay (sec/veh)	LOS (Existing)	LOS (Existing)	Left Turn Volume (veh) Existing	Existing Capacity	% Capacity	Thru/Right Volume (veh) Existing	Existing Capacity	% Capacity	Right Turn Volume (veh) Existing	Existing Capacity	% Capacity
8. 24th St & Oak St															
NB - Oak St	1,164	1,119	96%	136.8	F	E	628	607	97%	26	33	127%	510	479	94%
SB - Oak St	76	76	100%	56.6	E		25	24	96%	18	18	100%	33	34	103%
EB - 24th St	2,045	2,030	99%	69.5	E		35	42	120%	1,573	1,532	97%	437	456	104%
WB - 24th St	2,250	2,228	99%	55.2	E		571	560	98%	1,668	1,668	100%	11	0	0%
Intersection Total	***5,535***	***5,453***	***99%***	***77.3***											
9. California Ave & Chester Ln															
NB - Chester Ln	102	100	98%	32.9	C	C	67	63	94%	11	7	64%	24	30	125%
SB - Chester Ln	503	508	101%	32.9	C		404	402	100%	77	82	106%	22	24	109%
EB - California Ave	1,441	1,436	100%	25.6	C		73	95	130%	1,286	1,279	99%	82	62	76%
WB - California Ave	1,574	1,623	103%	22.9	C		67	85	127%	1,440	1,482	103%	67	56	84%
Intersection Total	***3,620***	***3,667***	***101%***	***25.6***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	336	337	100%	57.2	E	C	74	76	103%	39	35	90%	223	226	101%
SB - SR99 SB Off Ramp	1,027	1,045	102%	35.3	D		256	258	101%	198	212	107%	573	575	100%
EB - California Ave	1,750	1,752	100%	22.8	C		268	276	103%	1,391	1,389	100%	91	87	96%
WB - California Ave	1,345	1,446	108%	28.4	C		189	221	117%	1,156	1,225	106%	0	0	N/A
Intersection Total	***4,458***	***4,580***	***103%***	***30.0***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	678	681	100%	21.3	C	B	269	300	104%	13	18	138%	376	363	97%
SB - Extended Stay Hotel	77	75	97%	23.3	C		19	18	95%	0	0	N/A	58	57	98%
EB - California Ave	1,241	1,302	105%	7.5	A		68	95	140%	1,173	1,207	103%	0	0	N/A
WB - California Ave	1,823	1,762	97%	21.1	C		0	0	N/A	1,811	1,762	97%	12	0	0%
Intersection Total	***3,819***	***3,820***	***100%***	***16.5***											
12. California Ave & Oak St															
NB - Oak St	903	890	99%	31.7	C	D	245	244	100%	584	570	98%	74	76	103%
SB - Oak St	1,524	1,506	99%	65.6	E		141	150	106%	696	709	102%	687	647	94%
EB - California Ave	1,443	1,524	106%	35.4	D		495	574	116%	720	744	103%	228	206	90%
WB - California Ave	1,054	1,054	100%	30.0	C		162	161	99%	784	796	102%	108	97	90%
Intersection Total	***4,924***	***4,974***	***101%***	***42.7***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	706	693	98%	41.5	D	D	556	549	99%	95	85	89%	55	59	107%
SB - Real Rd	321	326	102%	40.8	D		38	29	76%	163	172	106%	120	125	104%
EB - Stockdale Hwy	1,700	1,688	99%	44.7	D		116	117	101%	883	852	96%	701	719	103%
WB - Stockdale Hwy	1,140	1,171	103%	53.0	D		176	196	111%	930	958	103%	34	17	50%
Intersection Total	***3,867***	***3,878***	***100%***	***46.3***											
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	446	440	99%	12.6	B	A	136	140	103%	0	0	N/A	310	300	97%
EB - Stockdale Hwy	1,111	1,017	92%	4.1	A		0	0	N/A	1,111	1,017	92%	0	0	N/A
WB - Stockdale Hwy	936	925	99%	10.7	B		0	0	N/A	936	925	99%	0	0	N/A
Intersection Total	***2,493***	***2,382***	***96%***	***8.2***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	754	744	99%	29.7	C	C	205	204	100%	392	385	98%	157	155	99%
SB - Oak St	946	956	101%	30.6	C		96	86	90%	629	647	103%	221	223	101%
EB - Stockdale Hwy	1,247	1,227	98%	12.3	B		177	182	103%	614	596	97%	456	449	98%
WB - Stockdale Hwy	771	761	99%	34.0	C		176	176	100%	510	487	95%	85	98	115%
Intersection Total	***3,718***	***3,688***	***99%***	***25.0***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	437	437	100%	21.3	C	C	0	0	N/A	181	177	98%	256	260	102%
SB - Real Rd	1,040	1,067	103%	30.8	C		825	856	104%	215	211	98%	0	0	N/A
WB - SR58 WB	1,083	1,093	101%	20.7	C		558	571	102%	0	0	N/A	525	522	99%
Intersection Total	***2,560***	***2,597***	***101%***	***25.0***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	731	723	99%	15.3	B	C	219	214	98%	512	509	99%	0	0	N/A
SB - Wible Rd	1,261	1,281	102%	36.1	D		0	0	N/A	919	899	98%	342	382	112%
EB - SR99 NB Off Ramp	268	265	99%	33.6	C		242	241	100%	0	0	N/A	26	24	92%
Intersection Total	***2,260***	***2,269***	***100%***	***29.2***											
18. Ming Ave & Real Rd															
NB - Real Rd	319	314	98%	36.9	D	D	90	86	96%	122	112	92%	107	116	108%
SB - Real Rd	582	595	102%	58.0	E		191	198	104%	165	154	93%	226	243	108%
EB - Ming Ave	1,724	1,732	100%	31.5	C		158	177	112%	1,455	1,456	100%	111	99	89%
WB - Ming Ave	2,029	2,040	101%	42.7	D		171	194	113%	1,792	1,795	100%	66	51	77%
Intersection Total	***4,654***	***4,681***	***101%***	***40.1***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off (VEH normal distribution, CFS-30%, PCFC-30%)

Intersection	Demand Volume (vph)	Corridor Demand Volume (vph)	% Serviced in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume (vph) Demand	Corridor Demand	% Serviced	Through Volume (vph) Demand	Corridor Demand	% Serviced	Right Turn Volume (vph) Demand	Corridor Demand	% Serviced
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,829	1,823	100%	18.1	B	B	0	0	N/A	1,582	1,551	98%	247	272	110%
WB - Ming Ave	1,482	1,463	99%	2.1	A		211	220	104%	1,271	1,243	98%	0	0	N/A
Intersection Total	***3,311***	***3,286***	***99%***	***11.0***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	691	700	101%	33.7	C	D	158	153	97%	315	315	100%	218	232	106%
SB - Wible Rd	852	849	100%	34.6	C		190	186	98%	463	461	100%	199	202	102%
EB - Ming Ave	2,264	2,199	97%	46.9	D		196	178	91%	1,685	1,686	100%	383	335	87%
WB - Ming Ave	1,395	1,375	98%	18.4	B		131	152	116%	1,125	1,107	98%	139	116	83%
Intersection Total	***5,202***	***5,123***	***98%***	***35.4***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	286	291	102%	26.3	C	C	89	93	104%	151	161	107%	46	37	80%
SB - SR99 SB Off Ramp	403	413	102%	19.9	B		96	110	115%	53	43	81%	254	260	102%
EB - Ming Ave	2,093	2,107	101%	17.1	B		766	770	101%	1,047	1,037	99%	280	300	107%
WB - Ming Ave	1,426	1,315	92%	30.8	C		76	88	116%	1,052	947	90%	298	280	94%
Intersection Total	***4,208***	***4,126***	***98%***	***22.4***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	276	272	99%	30.5	C	C	215	208	97%	16	11	69%	45	53	118%
SB - Castro Ln	186	190	102%	45.6	D		62	60	97%	19	15	79%	105	115	110%
EB - Ming Ave	1,189	1,213	102%	18.5	B		91	110	121%	962	975	101%	136	128	94%
WB - Ming Ave	1,021	1,005	98%	26.7	C		86	82	95%	895	893	100%	40	30	75%
Intersection Total	***2,672***	***2,680***	***100%***	***24.7***											
23. White Ln & Wible Rd															
NB - Wible Rd	957	941	98%	110.6	F	E	163	151	93%	334	342	102%	460	448	97%
SB - Wible Rd	765	766	100%	44.3	D		237	218	92%	370	392	106%	158	156	99%
EB - White Ln	1,446	1,369	95%	127.1	F		108	114	106%	1,243	1,172	94%	95	83	87%
WB - White Ln	2,122	2,065	97%	33.7	C		396	334	84%	1,501	1,529	102%	225	202	90%
Intersection Total	***5,290***	***5,141***	***97%***	***74.2***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	2,029	1,949	96%	44.4	D	C	690	680	99%	0	0	N/A	1,339	1,269	95%
EB - White Ln	1,802	1,787	99%	22.5	C		0	0	N/A	1,802	1,787	99%	0	0	N/A
WB - White Ln	783	836	107%	25.0	C		0	0	N/A	783	836	107%	0	0	N/A
Intersection Total	***4,614***	***4,572***	***99%***	***32.3***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	338	342	101%	9.3	A	A	190	206	108%	0	0	N/A	148	136	92%
EB - White Ln	1,337	1,329	99%	7.7	A		0	0	N/A	1,337	1,329	99%	0	0	N/A
WB - White Ln	732	753	103%	9.5	A		0	0	N/A	732	753	103%	0	0	N/A
Intersection Total	***2,407***	***2,424***	***101%***	***8.5***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	497	497	100%	29.9	C	D	229	226	99%	183	185	101%	85	86	101%
SB - Hughes Ln	451	456	101%	31.3	C		131	127	97%	191	181	95%	129	148	115%
EB - White Ln	1,303	1,364	105%	38.1	D		242	238	98%	828	879	106%	233	247	106%
WB - White Ln	1,041	1,021	98%	35.7	D		106	92	87%	832	831	100%	103	98	95%
Intersection Total	***3,292***	***3,338***	***101%***	***35.2***											
27. Brundage Ln & H St															
NB - H St	627	609	97%	36.4	D	E	121	123	102%	370	370	100%	136	116	85%
SB - H St	891	863	97%	51.7	D		46	43	93%	749	733	98%	96	87	91%
EB - Brundage Ln	565	567	100%	99.0	F		72	65	90%	373	373	100%	120	129	108%
WB - Brundage Ln	666	657	99%	70.3	E		215	207	96%	415	416	100%	36	34	94%
Intersection Total	***2,749***	***2,696***	***98%***	***62.7***											
28. SR58 WB Ramp & H St															
NB - H St	620	594	96%	10.3	B	D	69	73	106%	551	521	95%	0	0	N/A
SB - H St	1,084	1,065	98%	55.0	E		0	0	N/A	883	868	98%	201	197	98%
WB - Richland St	418	429	103%	31.8	C		153	158	103%	189	186	98%	76	85	112%
Intersection Total	***2,122***	***2,088***	***98%***	***37.5***											
29. SR58 EB Ramp & H St															
NB - H St	613	608	99%	22.9	C	B	0	0	N/A	477	459	96%	136	149	110%
SB - H St	1,036	1,026	99%	5.0	A		88	81	92%	948	945	100%	0	0	N/A
EB - SR58 EB Off Ramp	416	397	95%	27.8	C		143	136	95%	138	132	96%	135	129	96%
Intersection Total	***2,065***	***2,031***	***98%***	***14.8***											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	536	517	96%	19.1	B	C	74	73	99%	402	405	101%	60	39	65%
SB - Chester Ave	1,046	1,044	100%	17.5	B		61	53	87%	811	806	99%	174	185	106%
EB - Brundage Ln	567	540	95%	31.5	C		132	126	95%	343	336	98%	92	78	85%
WB - Brundage Ln	552	549	99%	28.6	C		101	98	97%	401	389	97%	50	62	124%
Intersection Total	***2,701***	***2,650***	***98%***	***23.0***											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	470	468	100%	6.9	A	B	61	64	105%	409	404	99%	0	0	N/A
SB - Chester Ave	1,004	979	98%	20.1	C		0	0	N/A	840	801	95%	164	178	109%
WB - Richland St	464	437	94%	28.6	C		144	144	100%	193	180	93%	127	113	89%
Intersection Total	***1,938***	***1,884***	***97%***	***18.8***											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	561	565	101%	16.2	B	B	0	0	N/A	405	398	98%	156	167	107%
SB - Chester Ave	984	933	95%	13.3	B		231	215	93%	753	718	95%	0	0	N/A
EB - Frontage Rd	362	361	100%	26.9	C		65	74	114%	172	170	99%	125	117	94%
Intersection Total	***1,907***	***1,859***	***97%***	***17.4***											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,249	1,253	100%	32.2	C	C	80	82	103%	881	903	102%	288	268	93%
SB - Union Ave	1,481	1,507	102%	37.9	D		104	115	111%	1,302	1,325	102%	75	67	89%
EB - Brundage Ln	416	410	99%	29.5	C		99	100	101%	211	196	93%	106	114	108%
WB - Brundage Ln	745	716	96%	33.7	C		262	261	100%	278	257	92%	205	198	97%
Intersection Total	***3,891***	***3,886***	***100%***	***34.4***											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,122	1,122	100%	9.0	A	A	0	0	N/A	879	884	101%	243	238	98%
SB - Union Ave	1,105	1,136	103%	9.7	A		0	0	N/A	1,105	1,136	103%	0	0	N/A
EB - SR58 EB Off Ramp	557	532	96%	9.5	A		370	356	96%	0	0	N/A	187	176	94%
Intersection Total	***2,784***	***2,790***	***100%***	***9.4***											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	350	318	91%	23.2	C	C	303	281	93%	35	28	80%	12	9	75%
SB - Liggett St	77	75	97%	14.5	B		5	9	180%	35	22	63%	37	44	119%
EB - Brundage Ln	576	568	99%	20.4	C		32	36	113%	391	386	99%	153	146	95%
WB - Brundage Ln	438	437	100%	25.2	C		61	50	82%	368	378	103%	9	9	100%
Intersection Total	***1,441***	***1,398***	***97%***	***22.2***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXISITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	Capacity Volume (vph)	% Demand to Capacity	Control Delay (seconds)	LOS (Approach)	LOS (Intersection)	Left Turn Volume (vph) Demand	Capacity Volume	% Demand	Through Volume (vph) Demand	Capacity Volume	% Demand	Right Turn Volume (vph) Demand	Capacity Volume	% Demand
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	1,222	1,200	98%	23.8	C	D	143	128	90%	1,079	1,072	99%	0	0	N/A
SB - Airport Dr	1,150	1,153	100%	41.0	D		0	0	N/A	1,132	1,145	101%	18	8	44%
EB - State Rd	197	196	99%	19.2	B		54	48	89%	0	0	N/A	143	148	103%
WB - SR204 WB Off Ramp	1,042	1,032	99%	45.6	D		613	596	97%	245	232	95%	184	204	111%
Intersection Total	***3,611***	***3,581***	***99%***	***35.4***											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,211	1,117	92%	12.3	B	B	0	0	N/A	1,188	1,106	93%	23	11	48%
WB - Buck Owens Blvd	780	794	102%	22.9	C		0	0	N/A	0	0	N/A	780	794	102%
Intersection Total	***1,991***	***1,911***	***96%***	***16.7***											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	699	704	101%	18.8	B	B	108	95	88%	577	595	103%	14	14	100%
SB - Buck Owens Blvd	30	18	60%	29.9	C		16	13	81%	14	5	36%	0	0	N/A
EB - Rio Mirada Dr	264	270	102%	12.0	B		9	16	175%	49	41	84%	206	213	103%
WB - Rio Mirada Dr	313	312	100%	24.0	C		27	25	93%	106	112	106%	180	175	97%
Intersection Total	***1,306***	***1,304***	***100%***	***18.8***											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	836	692	83%	46.1	D	D	341	305	89%	363	291	80%	132	96	73%
SB - Buck Owens Blvd	615	621	101%	43.6	D		36	34	94%	481	473	98%	98	114	116%
EB - SR99 NB Off Ramp	304	306	101%	39.2	D		161	166	103%	69	75	109%	74	65	88%
WB - Sillect Ave	420	424	101%	45.0	D		336	333	99%	40	45	113%	44	46	105%
Intersection Total	***2,175***	***2,043***	***94%***	***44.1***											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	159	160	101%	28.6	C	C	18	29	161%	8	6	75%	133	125	94%
SB - Camino del Rio Ct	410	411	100%	46.3	D		342	341	100%	0	0	N/A	68	70	103%
EB - Rosedale Hwy	1,914	1,920	100%	24.4	C		56	52	93%	1,832	1,848	101%	26	20	77%
WB - Rosedale Hwy	2,571	2,395	93%	21.6	C		298	282	95%	1,833	1,686	92%	440	427	97%
Intersection Total	***5,054***	***4,886***	***97%***	***25.0***											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	633	595	94%	24.9	C	C	219	208	95%	0	0	N/A	414	387	93%
EB - Rosedale Hwy	1,116	1,133	102%	13.9	B		0	0	N/A	1,116	1,133	102%	0	0	N/A
WB - Rosedale Hwy	2,157	2,025	94%	31.8	C		0	0	N/A	2,157	2,025	94%	0	0	N/A
Intersection Total	***3,906***	***3,753***	***96%***	***25.3***											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,043	1,024	98%	75.4	E	F	1,043	1,024	98%	0	0	N/A	0	0	N/A
NB - SR99 NB Off Ramp (free right)	717	723	101%	3.8	A		0	0	N/A	0	0	N/A	717	723	101%
				28.4	C										
NB - SR99 NB Off Ramp	1,760	1,747	99%	107.6	F		1,043	1,024	98%	0	0	N/A	717	723	101%
SB - Buck Owens Blvd	981	958	98%	35.1	D		428	418	98%	0	0	N/A	553	540	98%
EB - Rosedale Hwy	1,335	1,299	97%	112.5	F		435	356	82%	900	943	105%	0	0	N/A
WB - 24th St	2,329	2,147	92%	106.0	F		0	0	N/A	1,828	1,698	93%	501	449	90%
Intersection Total	***6,405***	***6,151***	***96%***	***96.8***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	Capacity (Sat Flow) Volume (vph)	% Demand in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Intersection)	Left Turn Volume (vph) Demand	CORSIM Output	% Served	Through Volume (vph) Demand	CORSIM Output	% Served	Right Turn Volume (vph) Demand	CORSIM Output	% Served
8. 24th St & Oak St															
NB - Oak St	1,164	1,112	96%	159.8	F	E	628	602	96%	26	33	127%	510	477	94%
SB - Oak St	76	76	100%	56.8	E		25	24	96%	18	18	100%	33	34	103%
EB - 24th St	2,045	2,031	99%	53.3	D		35	42	120%	1,573	1,526	97%	437	463	106%
WB - 24th St	2,250	2,214	98%	53.9	D		571	560	98%	1,668	1,654	99%	11	0	0%
Intersection Total	***5,535***	***5,433***	***98%***	***75.4***											
9. California Ave & Chester Ln															
NB - Chester Ln	102	100	98%	33.1	C	C	67	63	94%	11	7	64%	24	30	125%
SB - Chester Ln	503	508	101%	32.5	C		404	402	100%	77	82	106%	22	24	109%
EB - California Ave	1,441	1,436	100%	25.6	C		73	95	130%	1,286	1,279	99%	82	62	76%
WB - California Ave	1,574	1,621	103%	22.8	C		67	82	122%	1,440	1,484	103%	67	55	82%
Intersection Total	***3,620***	***3,665***	***101%***	***25.5***											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	336	337	100%	57.5	E	C	74	76	103%	39	35	90%	223	226	101%
SB - SR99 SB Off Ramp	1,027	1,010	98%	34.0	C		256	256	100%	198	202	102%	573	552	96%
EB - California Ave	1,750	1,753	100%	23.6	C		268	277	103%	1,391	1,389	100%	91	87	96%
WB - California Ave	1,345	1,466	109%	29.8	C		189	224	119%	1,156	1,242	107%	0	0	N/A
Intersection Total	***4,458***	***4,566***	***102%***	***30.4***											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	678	700	103%	21.0	C	B	289	310	107%	13	18	138%	376	372	99%
SB - Extended Stay Hotel	77	75	97%	23.9	C		19	18	95%	0	0	N/A	58	57	98%
EB - California Ave	1,241	1,299	105%	7.5	A		68	94	138%	1,173	1,205	103%	0	0	N/A
WB - California Ave	1,823	1,764	97%	21.3	C		0	0	N/A	1,811	1,764	97%	12	0	0%
Intersection Total	***3,819***	***3,838***	***100%***	***16.6***											
12. California Ave & Oak St															
NB - Oak St	903	890	99%	31.6	C	D	245	241	98%	584	573	98%	74	76	103%
SB - Oak St	1,524	1,496	98%	65.5	E		141	149	106%	696	701	101%	687	646	94%
EB - California Ave	1,443	1,498	104%	37.5	D		495	574	116%	720	725	101%	228	199	87%
WB - California Ave	1,054	1,054	100%	30.1	C		162	163	101%	784	796	102%	108	95	88%
Intersection Total	***4,924***	***4,938***	***100%***	***43.3***											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	706	682	97%	39.5	D	D	556	541	97%	95	82	86%	55	59	107%
SB - Real Rd	321	326	102%	40.7	D		38	29	76%	163	172	106%	120	125	104%
EB - Stockdale Hwy	1,700	1,691	99%	45.8	D		116	118	102%	883	855	97%	701	718	102%
WB - Stockdale Hwy	1,140	1,186	104%	61.5	E		176	199	113%	930	970	104%	34	17	50%
Intersection Total	***3,867***	***3,885***	***100%***	***49.1***											
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	446	471	106%	13.5	B	A	136	151	111%	0	0	N/A	310	320	103%
EB - Stockdale Hwy	1,111	1,022	92%	4.1	A		0	0	N/A	1,111	1,022	92%	0	0	N/A
WB - Stockdale Hwy	936	929	99%	10.5	B		0	0	N/A	936	929	99%	0	0	N/A
Intersection Total	***2,493***	***2,422***	***97%***	***8.4***											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	754	751	100%	30.8	C	C	205	204	100%	392	391	100%	157	156	99%
SB - Oak St	946	957	101%	30.5	C		96	86	90%	629	647	103%	221	224	101%
EB - Stockdale Hwy	1,247	1,241	100%	14.5	B		177	184	104%	614	606	99%	456	451	99%
WB - Stockdale Hwy	771	761	99%	34.3	C		176	176	100%	510	487	95%	85	98	115%
Intersection Total	***3,718***	***3,710***	***100%***	***26.0***											
16. SR58 Ramps & Real Rd															
NB - Real Rd	437	437	100%	21.4	C	C	0	0	N/A	181	177	98%	256	260	102%
SB - Real Rd	1,040	1,084	104%	31.7	C		825	869	105%	215	215	100%	0	0	N/A
WB - SR58 WB	1,083	1,053	97%	20.8	C		558	544	97%	0	0	N/A	525	509	97%
Intersection Total	***2,560***	***2,574***	***101%***	***25.5***											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	731	723	99%	15.4	B	C	219	214	98%	512	509	99%	0	0	N/A
SB - Wible Rd	1,261	1,280	102%	34.7	C		0	0	N/A	919	897	98%	342	383	112%
EB - SR99 NB Off Ramp	268	269	100%	31.7	C		242	245	101%	0	0	N/A	26	24	92%
Intersection Total	***2,260***	***2,272***	***101%***	***28.2***											
18. Ming Ave & Real Rd															
NB - Real Rd	319	314	98%	36.9	D	D	90	86	96%	122	112	92%	107	116	108%
SB - Real Rd	582	595	102%	57.9	E		191	198	104%	165	154	93%	226	243	108%
EB - Ming Ave	1,724	1,731	100%	31.2	C		158	177	112%	1,455	1,455	100%	111	99	89%
WB - Ming Ave	2,029	2,060	102%	41.8	D		171	195	114%	1,792	1,815	101%	66	50	76%
Intersection Total	***4,654***	***4,700***	***101%***	***39.6***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off_On (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	Capacity Volume (vph)	% Demand Volume	Control Delay (sec/veh)	LOS Approach	LOS Overall	Left Turn Volume (vph) Demand	Capacity Volume	% Demand	Through Volume (vph) Demand	Capacity Volume	% Demand	Right Turn Volume (vph) Demand	Capacity Volume	% Demand
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,829	1,820	100%	17.9	B	B	0	0	N/A	1,582	1,549	98%	247	271	110%
WB - Ming Ave	1,482	1,459	98%	2.4	A		211	217	103%	1,271	1,242	98%	0	0	N/A
Intersection Total	***3,311***	***3,279***	***99%***	***11.0***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	691	699	101%	33.6	C	D	158	153	97%	315	314	100%	218	232	106%
SB - Wible Rd	852	849	100%	34.7	C		190	186	98%	463	461	100%	199	202	102%
EB - Ming Ave	2,264	2,202	97%	48.9	D		196	177	90%	1,685	1,691	100%	383	334	87%
WB - Ming Ave	1,395	1,368	98%	16.5	B		131	151	115%	1,125	1,101	98%	139	116	83%
Intersection Total	***5,202***	***5,118***	***98%***	***35.8***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	286	291	102%	26.4	C	C	89	93	104%	151	161	107%	46	37	80%
SB - SR99 SB Off Ramp	403	393	98%	22.4	C		96	105	109%	53	43	81%	254	245	96%
EB - Ming Ave	2,093	2,121	101%	17.9	B		766	769	100%	1,047	1,049	100%	280	303	108%
WB - Ming Ave	1,426	1,313	92%	29.5	C		76	88	116%	1,052	949	90%	298	276	93%
Intersection Total	***4,208***	***4,118***	***98%***	***22.6***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	276	272	99%	30.5	C	C	215	208	97%	16	11	69%	45	53	118%
SB - Castro Ln	186	190	102%	45.4	D		62	60	97%	19	15	79%	105	115	110%
EB - Ming Ave	1,189	1,208	102%	16.6	B		91	109	120%	962	973	101%	136	126	93%
WB - Ming Ave	1,021	1,003	98%	26.8	C		86	80	93%	895	893	100%	40	30	75%
Intersection Total	***2,672***	***2,673***	***100%***	***24.8***											
23. White Ln & Wible Rd															
NB - Wible Rd	957	943	99%	102.4	F	E	163	150	92%	334	340	102%	460	453	98%
SB - Wible Rd	765	769	101%	44.4	D		237	222	94%	370	392	106%	158	155	98%
EB - White Ln	1,446	1,370	95%	133.5	F		108	110	102%	1,243	1,176	95%	95	84	88%
WB - White Ln	2,122	2,072	98%	35.4	D		396	334	84%	1,501	1,536	102%	225	202	90%
Intersection Total	***5,290***	***5,154***	***97%***	***75.1***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	2,029	1,922	95%	50.5	D	C	690	677	98%	0	0	N/A	1,339	1,245	93%
EB - White Ln	1,802	1,811	100%	21.9	C		0	0	N/A	1,802	1,811	100%	0	0	N/A
WB - White Ln	783	863	110%	25.2	C		0	0	N/A	783	863	110%	0	0	N/A
Intersection Total	***4,614***	***4,596***	***100%***	***34.5***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	338	384	114%	10.8	B	A	190	225	118%	0	0	N/A	148	159	107%
EB - White Ln	1,337	1,342	100%	7.6	A		0	0	N/A	1,337	1,342	100%	0	0	N/A
WB - White Ln	732	756	103%	9.8	A		0	0	N/A	732	756	103%	0	0	N/A
Intersection Total	***2,407***	***2,482***	***103%***	***8.8***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	497	497	100%	30.0	C	D	229	226	99%	183	185	101%	85	86	101%
SB - Hughes Ln	451	456	101%	31.4	C		131	127	97%	191	181	95%	129	148	115%
EB - White Ln	1,303	1,395	107%	38.0	D		242	239	99%	828	908	110%	233	248	106%
WB - White Ln	1,041	1,021	98%	35.9	D		106	93	88%	832	835	100%	103	93	90%
Intersection Total	***3,292***	***3,369***	***102%***	***35.3***											
27. Brundage Ln & H St															
NB - H St	627	598	95%	31.5	C	E	121	119	98%	370	364	98%	136	115	85%
SB - H St	891	850	95%	50.0	D		46	43	93%	749	725	97%	96	82	85%
EB - Brundage Ln	565	566	100%	110.9	F		72	63	88%	373	372	100%	120	131	109%
WB - Brundage Ln	666	649	97%	115.3	F		215	193	90%	415	422	102%	36	34	94%
Intersection Total	***2,749***	***2,663***	***97%***	***74.7***											
28. SR58 WB Ramp & H St															
NB - H St	620	591	95%	10.5	B	D	69	73	106%	551	518	94%	0	0	N/A
SB - H St	1,084	1,042	96%	59.4	E		0	0	N/A	883	848	96%	201	194	97%
WB - Richland St	418	427	102%	31.3	C		153	155	101%	189	187	99%	76	85	112%
Intersection Total	***2,122***	***2,060***	***97%***	***39.5***											
29. SR58 EB Ramp & H St															
NB - H St	613	608	99%	23.3	C	B	0	0	N/A	477	459	96%	136	149	110%
SB - H St	1,036	1,004	97%	5.0	A		88	78	89%	948	926	98%	0	0	N/A
EB - SR58 EB Off Ramp	416	382	92%	33.7	C		143	132	92%	138	126	91%	135	124	92%
Intersection Total	***2,065***	***1,994***	***97%***	***16.1***											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	536	516	96%	31.4	C	C	74	72	97%	402	405	101%	60	39	65%
SB - Chester Ave	1,046	1,044	100%	18.4	B		61	53	87%	811	807	100%	174	184	106%
EB - Brundage Ln	567	534	94%	32.5	C		132	124	94%	343	332	97%	92	78	85%
WB - Brundage Ln	552	549	99%	30.1	C		101	98	97%	401	389	97%	50	62	124%
Intersection Total	***2,701***	***2,643***	***98%***	***26.2***											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	470	468	100%	6.9	A	B	61	64	105%	409	404	99%	0	0	N/A
SB - Chester Ave	1,004	981	98%	21.4	C		0	0	N/A	840	804	96%	164	177	108%
WB - Richland St	464	437	94%	27.5	C		144	142	99%	193	180	93%	127	115	91%
Intersection Total	***1,938***	***1,886***	***97%***	***19.2***											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	561	565	101%	18.3	B	B	0	0	N/A	405	398	98%	156	167	107%
SB - Chester Ave	984	934	95%	12.8	B		231	215	93%	753	719	95%	0	0	N/A
EB - Frontage Rd	362	352	97%	31.0	C		65	74	114%	172	165	96%	125	113	90%
Intersection Total	***1,907***	***1,851***	***97%***	***17.9***											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,249	1,268	102%	33.5	C	D	80	81	101%	881	916	104%	288	271	94%
SB - Union Ave	1,481	1,511	102%	37.5	D		104	114	110%	1,302	1,330	102%	75	67	89%
EB - Brundage Ln	416	410	99%	29.9	C		99	100	101%	211	198	94%	106	112	106%
WB - Brundage Ln	745	737	99%	39.0	D		262	266	102%	278	266	96%	205	205	100%
Intersection Total	***3,891***	***3,926***	***101%***	***35.7***											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,122	1,121	100%	9.0	A	A	0	0	N/A	879	883	100%	243	238	98%
SB - Union Ave	1,105	1,138	103%	10.2	B		0	0	N/A	1,105	1,138	103%	0	0	N/A
EB - SR58 EB Off Ramp	557	549	99%	11.0	B		370	369	100%	0	0	N/A	187	180	96%
Intersection Total	***2,784***	***2,808***	***101%***	***9.9***											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	350	346	99%	24.3	C	C	303	308	102%	35	29	83%	12	9	75%
SB - Liggett St	77	75	97%	14.5	B		5	9	180%	35	22	63%	37	44	119%
EB - Brundage Ln	576	569	99%	20.2	C		32	35	109%	391	385	98%	153	149	97%
WB - Brundage Ln	438	437	100%	25.6	C		61	50	82%	368	378	103%	9	9	100%
Intersection Total	***1,441***	***1,427***	***99%***	***22.5***											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Demand Volume (vph)	CORSIM Server Volume (vph)	% Demand in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)	Left Turn Volume (vph) Demand	CORSIM Server	% Demand	Through Volume (vph) Demand	CORSIM Server	% Demand	Right Turn Volume (vph) Demand	CORSIM Server	% Demand
1. Airport Dr & State Rd/SR204 WB Ramp															
NB - Airport Dr	1,222	1,231	101%	24.2	C	D	143	142	99%	1,079	1,090	101%	0	0	N/A
SB - Airport Dr	1,150	1,150	100%	40.7	D		0	0	N/A	1,132	1,140	101%	18	11	59%
EB - State Rd	197	195	99%	19.2	B		54	51	95%	0	0	N/A	143	143	100%
WB - SR204 WB Off Ramp	1,042	1,050	101%	47.2	D		613	620	101%	245	251	103%	184	179	97%
Intersection Total	*3,611*	*3,626*	*100%*	*35.8*											
2. Buck Owens Blvd & SR99 NB Ramp															
NB - SR99 NB Off Ramp	1,211	1,181	97%	12.6	B	B	0	0	N/A	1,188	1,169	98%	23	11	49%
WB - Buck Owens Blvd	780	787	101%	22.0	C		0	0	N/A	0	0	N/A	780	787	101%
Intersection Total	*1,991*	*1,967*	*99%*	*16.4*											
3. Rio Mirada Dr & Buck Owens Blvd															
NB - Buck Owens Blvd	699	698	100%	18.3	B	B	108	108	100%	577	574	99%	14	16	114%
SB - Buck Owens Blvd	30	17	58%	24.0	C		16	9	59%	14	8	59%	0	0	N/A
EB - Rio Mirada Dr	264	252	96%	10.9	B		9	11	121%	49	48	98%	206	193	94%
WB - Rio Mirada Dr	313	313	100%	20.9	C		27	26	96%	106	104	98%	180	182	101%
Intersection Total	*1,306*	*1,280*	*98%*	*17.5*											
4. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd															
NB - Buck Owens Blvd	836	734	88%	48.9	D	D	341	306	90%	363	321	88%	132	107	81%
SB - Buck Owens Blvd	615	608	99%	42.6	D		36	42	117%	481	478	99%	98	88	89%
EB - SR99 NB Off Ramp	304	312	103%	37.9	D		161	161	100%	69	74	107%	74	77	104%
WB - Sillect Ave	420	417	99%	42.5	D		336	328	98%	40	45	113%	44	44	99%
Intersection Total	*2,175*	*2,071*	*95%*	*44.1*											
5. Rosedale Hwy & Camino del Rio Ct															
NB - Camino del Rio Ct	159	158	100%	27.4	C	C	18	20	108%	8	8	104%	133	131	98%
SB - Camino del Rio Ct	410	413	101%	48.7	D		342	352	103%	0	0	N/A	68	62	91%
EB - Rosedale Hwy	1,914	1,914	100%	25.9	C		56	56	101%	1,832	1,837	100%	26	20	77%
WB - Rosedale Hwy	2,571	2,489	97%	17.1	B		298	295	99%	1,833	1,775	97%	440	420	95%
Intersection Total	*5,054*	*4,975*	*98%*	*23.4*											
6. Rosedale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	633	630	99%	23.7	C	C	219	214	98%	0	0	N/A	414	416	100%
EB - Rosedale Hwy	1,116	1,119	100%	14.4	B		0	0	N/A	1,116	1,119	100%	0	0	N/A
WB - Rosedale Hwy	2,157	2,084	97%	32.1	C		0	0	N/A	2,157	2,084	97%	0	0	N/A
Intersection Total	*3,906*	*3,833*	*98%*	*25.5*											
7. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd															
NB - SR99 NB Off Ramp	1,043	997	96%	60.9	E	F	1,043	997	96%	0	0	N/A	0	0	N/A
NB - SR99 NB Off Ramp (free right)	717	688	96%	3.8	A		0	0	N/A	0	0	N/A	717	688	96%
				9.1	A										
NB - SR99 NB Off Ramp	1,760	1,685	96%	73.8	E		1,043	997	96%	0	0	N/A	717	688	96%
SB - Buck Owens Blvd	981	966	99%	41.2	D		426	424	99%	0	0	N/A	553	543	98%
EB - Rosedale Hwy	1,335	1,309	98%	103.2	F		435	365	84%	900	944	105%	0	0	N/A
WB - 24th St	2,329	2,190	94%	91.5	F		0	0	N/A	1,828	1,725	94%	501	466	93%
Intersection Total	*6,405*	*6,150*	*96%*	*81.2*											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Existing Volume (VEH)	Existing Capacity (VEH)	% Demand to Capacity	Control Delay (sec/veh)	LOS Approach	LOS Intersection	Left Turn Volume (VEH) Demand	Capacity Demand	% Demand	Through Volume (VEH) Demand	Capacity Demand	% Demand	Right Turn Volume (VEH) Demand	Capacity Demand	% Demand
8. 24th St & Oak St															
NB - Oak St	1,164	1,088	93%	153.8	F	E	628	578	92%	26	34	131%	510	476	93%
SB - Oak St	76	75	99%	54.9	D		25	26	106%	18	16	89%	33	33	100%
EB - 24th St	2,045	2,054	100%	43.5	D		35	47	135%	1,573	1,564	99%	437	443	101%
WB - 24th St	2,250	2,213	98%	57.8	E		571	571	100%	1,668	1,642	98%	11	0	0%
Intersection Total	*5,535*	*5,430*	*98%*	*71.6*											
9. California Ave & Chester Ln															
NB - Chester Ln	102	100	98%	33.1	C	C	67	65	97%	11	11	95%	24	25	103%
SB - Chester Ln	503	500	99%	33.6	C		404	397	98%	77	80	104%	22	22	100%
EB - California Ave	1,441	1,454	101%	25.5	C		73	84	116%	1,286	1,298	101%	82	72	88%
WB - California Ave	1,574	1,599	102%	22.2	C		67	84	126%	1,440	1,450	101%	67	65	97%
Intersection Total	*3,620*	*3,652*	*101%*	*25.4*											
10. California Ave & SR99 SB Ramps/Real Rd															
NB - Real Rd	336	332	99%	61.3	E	C	74	78	105%	39	35	89%	223	220	99%
SB - SR99 SB Off Ramp	1,027	1,041	101%	33.4	C		256	270	105%	198	203	102%	573	568	99%
EB - California Ave	1,750	1,735	99%	25.2	C		268	271	101%	1,391	1,378	99%	91	86	94%
WB - California Ave	1,345	1,370	102%	26.5	C		189	205	108%	1,156	1,165	101%	0	0	N/A
Intersection Total	*4,458*	*4,478*	*100%*	*30.8*											
11. California Ave & SR99 NB Ramps															
NB - SR99 NB Off Ramp	678	659	97%	27.6	C	B	289	283	98%	13	14	108%	376	362	96%
SB - Extended Stay Hotel	77	77	100%	24.6	C		19	17	91%	0	0	N/A	58	60	103%
EB - California Ave	1,241	1,259	101%	8.3	A		68	75	110%	1,173	1,184	101%	0	0	N/A
WB - California Ave	1,823	1,753	96%	23.0	C		0	0	N/A	1,811	1,753	97%	12	0	0%
Intersection Total	*3,819*	*3,747*	*98%*	*18.9*											
12. California Ave & Oak St															
NB - Oak St	903	902	100%	32.0	C	D	245	252	103%	584	574	98%	74	77	104%
SB - Oak St	1,524	1,494	98%	72.7	E		141	146	104%	696	674	97%	687	673	98%
EB - California Ave	1,443	1,503	104%	43.2	D		495	586	119%	720	708	98%	228	208	91%
WB - California Ave	1,054	1,057	100%	31.3	C		162	172	106%	784	787	100%	108	97	90%
Intersection Total	*4,924*	*4,955*	*101%*	*47.5*											
13. Stockdale Hwy & Real Rd															
NB - Real Rd	706	699	99%	38.4	D	D	556	543	98%	95	103	108%	55	53	97%
SB - Real Rd	321	319	99%	40.3	D		38	36	93%	163	159	97%	120	125	104%
EB - Stockdale Hwy	1,700	1,682	99%	50.6	D		116	116	100%	883	868	98%	701	698	100%
WB - Stockdale Hwy	1,140	1,188	104%	59.0	E		176	192	109%	930	973	105%	34	23	68%
Intersection Total	*3,867*	*3,887*	*101%*	*50.1*											
14. Stockdale Hwy & SR99 SB Ramp															
SB - SR99 SB Off Ramp	446	431	97%	13.0	B	A	136	137	101%	0	0	N/A	310	294	95%
EB - Stockdale Hwy	1,111	1,014	91%	4.6	A		0	0	N/A	1,111	1,014	91%	0	0	N/A
WB - Stockdale Hwy	936	958	102%	10.9	B		0	0	N/A	936	958	102%	0	0	N/A
Intersection Total	*2,493*	*2,403*	*96%*	*8.6*											
15. Stockdale Hwy & Oak St/Wible Rd															
NB - Wible Rd	754	753	100%	31.6	C	C	205	219	107%	392	380	97%	157	155	98%
SB - Oak St	946	939	99%	30.5	C		96	101	105%	629	609	97%	221	229	103%
EB - Stockdale Hwy	1,247	1,214	97%	12.9	B		177	174	98%	614	609	99%	456	432	95%
WB - Stockdale Hwy	771	780	101%	34.9	C		176	175	100%	510	512	100%	85	92	109%
Intersection Total	*3,718*	*3,685*	*99%*	*25.9*											
16. SR58 Ramps & Real Rd															
NB - Real Rd	437	436	100%	22.2	C	C	0	0	N/A	181	175	97%	256	260	102%
SB - Real Rd	1,040	1,040	100%	30.7	C		825	833	101%	215	206	96%	0	0	N/A
WB - SR58 WB	1,083	1,105	102%	20.5	C		558	577	103%	0	0	N/A	525	529	101%
Intersection Total	*2,560*	*2,581*	*101%*	*24.9*											
17. SR99 NB Ramps & Wible Rd															
NB - Wible Rd	731	736	101%	15.9	B	C	219	219	100%	512	517	101%	0	0	N/A
SB - Wible Rd	1,261	1,214	96%	34.2	C		0	0	N/A	919	888	97%	342	326	95%
EB - SR99 NB Off Ramp	268	265	99%	30.9	C		242	242	100%	0	0	N/A	26	23	89%
Intersection Total	*2,260*	*2,215*	*98%*	*27.7*											
18. Ming Ave & Real Rd															
NB - Real Rd	319	315	99%	37.3	D	D	90	84	93%	122	121	99%	107	111	103%
SB - Real Rd	582	580	100%	55.5	E		191	187	98%	165	164	99%	226	229	101%
EB - Ming Ave	1,724	1,720	100%	31.4	C		158	168	106%	1,455	1,452	100%	111	100	90%
WB - Ming Ave	2,029	2,069	102%	40.3	D		171	189	110%	1,792	1,816	101%	66	64	98%
Intersection Total	*4,654*	*4,683*	*101%*	*38.7*											

BAKERSFIELD CENTENNIAL S CORRIDOR TRAFFIC OPERATIONS ANALYSIS

EXSITING INTERSECTION ANALYSIS RESULTS - PM PEAK

Scenario Name and Description: TruckLns_Off_On_CFSM_Final (VEH normal distribution, CFS-30%, PCFC-30%)

Location	Volume (vph)	CONSM Volume (vph)	% Served (in Model)	Control Delay (sec/veh)	LOS Approach	LOS Overall	Left Turn Volume (vph) Demand	CONSM Demand	% Served	Through Volume (vph) Demand	CONSM Demand	% Served	Right Turn Volume (vph) Demand	CONSM Demand	% Served
19. Ming Ave & SR99 SB Ramps															
EB - Ming Ave	1,829	1,779	97%	17.7	B	B	0	0	N/A	1,582	1,537	97%	247	242	98%
WB - Ming Ave	1,482	1,484	100%	2.1	A		211	227	107%	1,271	1,258	99%	0	0	N/A
Intersection Total	***3,311***	***3,263***	***99%***	***10.6***											
20. Ming Ave & Wible Rd															
NB - Wible Rd	691	687	99%	34.1	C	D	158	160	101%	315	313	99%	218	214	98%
SB - Wible Rd	852	848	100%	35.0	D		190	192	101%	463	448	97%	199	209	105%
EB - Ming Ave	2,264	2,246	99%	48.9	D		196	182	93%	1,685	1,700	101%	383	363	95%
WB - Ming Ave	1,395	1,408	101%	17.4	B		131	144	110%	1,125	1,131	101%	139	133	95%
Intersection Total	***5,202***	***5,188***	***100%***	***36.1***											
21. Ming Ave & SR99 NB Ramps															
NB - Sears	286	284	99%	25.4	C	C	89	88	98%	151	145	96%	46	51	110%
SB - SR99 SB Off Ramp	403	405	101%	20.7	C		96	103	107%	53	49	93%	254	253	100%
EB - Ming Ave	2,093	2,095	100%	18.6	B		766	777	101%	1,047	1,042	99%	280	276	99%
WB - Ming Ave	1,426	1,345	94%	28.7	C		76	75	99%	1,052	994	95%	298	275	92%
Intersection Total	***4,208***	***4,129***	***98%***	***22.6***											
22. Ming Ave & Castro Ln															
NB - Castro Ln	276	279	101%	31.0	C	C	215	220	102%	16	16	98%	45	44	97%
SB - Castro Ln	186	182	98%	48.3	D		62	59	94%	19	18	93%	105	106	101%
EB - Ming Ave	1,189	1,188	100%	19.1	B		91	93	102%	962	968	101%	136	127	93%
WB - Ming Ave	1,021	1,015	99%	26.3	C		86	92	106%	895	895	100%	40	29	72%
Intersection Total	***2,672***	***2,664***	***100%***	***25.1***											
23. White Ln & Wible Rd															
NB - Wible Rd	957	921	96%	106.0	F	F	163	167	102%	334	315	94%	460	440	96%
SB - Wible Rd	765	761	99%	48.9	D		237	236	100%	370	365	99%	158	159	101%
EB - White Ln	1,446	1,356	94%	162.8	F		108	107	99%	1,243	1,165	94%	95	84	88%
WB - White Ln	2,122	2,064	97%	33.2	C		396	328	83%	1,501	1,513	101%	225	223	99%
Intersection Total	***5,290***	***5,102***	***96%***	***83.1***											
24. White Ln & SR99 SB Ramps															
SB - SR99 SB Off Ramp	2,029	1,957	96%	34.5	C	C	690	696	101%	0	0	N/A	1,339	1,260	94%
EB - White Ln	1,802	1,739	96%	22.6	C		0	0	N/A	1,802	1,739	96%	0	0	N/A
WB - White Ln	783	791	101%	27.2	C		0	0	N/A	783	791	101%	0	0	N/A
Intersection Total	***4,614***	***4,486***	***97%***	***28.6***											
25. White Ln & SR99 NB Ramps															
NB - SR99 NB Off Ramp	338	336	100%	10.7	B	A	190	197	104%	0	0	N/A	148	141	95%
EB - White Ln	1,337	1,339	100%	7.7	A		0	0	N/A	1,337	1,339	100%	0	0	N/A
WB - White Ln	732	740	101%	9.1	A		0	0	N/A	732	740	101%	0	0	N/A
Intersection Total	***2,407***	***2,417***	***100%***	***8.6***											
26. White Ln & Hughes Ln															
NB - Hughes Ln	497	496	100%	33.4	C	D	229	227	99%	183	181	99%	85	89	104%
SB - Hughes Ln	451	446	99%	32.1	C		131	127	97%	191	191	100%	129	129	100%
EB - White Ln	1,303	1,384	106%	37.4	D		242	272	112%	828	879	106%	233	233	100%
WB - White Ln	1,041	1,035	99%	36.8	D		106	117	110%	832	826	99%	103	92	90%
Intersection Total	***3,292***	***3,361***	***102%***	***35.9***											
27. Brundage Ln & H St															
NB - H St	627	592	94%	24.9	C	D	121	107	89%	370	361	98%	136	124	91%
SB - H St	891	864	97%	40.9	D		46	50	108%	749	728	97%	96	87	91%
EB - Brundage Ln	565	562	99%	49.1	D		72	68	94%	373	368	99%	120	126	105%
WB - Brundage Ln	666	642	96%	51.4	D		215	216	100%	415	391	94%	36	36	100%
Intersection Total	***2,749***	***2,660***	***97%***	***41.6***											
28. SR58 WB Ramp & H St															
NB - H St	620	598	97%	10.6	B	D	69	72	104%	551	527	96%	0	0	N/A
SB - H St	1,084	1,074	99%	50.3	D		0	0	N/A	883	875	99%	201	199	99%
WB - Richland St	418	410	98%	30.6	C		153	148	96%	189	187	99%	76	75	99%
Intersection Total	***2,122***	***2,082***	***98%***	***35.0***											
29. SR58 EB Ramp & H St															
NB - H St	613	617	101%	22.3	C	B	0	0	N/A	477	472	99%	136	146	107%
SB - H St	1,036	1,022	99%	5.3	A		88	89	101%	948	933	98%	0	0	N/A
EB - SR58 EB Off Ramp	416	371	89%	30.6	C		143	132	92%	138	119	86%	135	121	89%
Intersection Total	***2,065***	***2,010***	***97%***	***15.2***											
30. Brundage Ln & Chester Ave															
NB - Chester Ave	536	520	97%	19.8	B	C	74	70	95%	402	392	98%	60	57	96%
SB - Chester Ave	1,046	1,044	100%	18.3	B		61	61	100%	811	816	101%	174	168	96%
EB - Brundage Ln	567	551	97%	30.6	C		132	134	101%	343	325	95%	92	92	100%
WB - Brundage Ln	552	552	100%	29.0	C		101	101	100%	401	397	99%	50	53	106%
Intersection Total	***2,701***	***2,667***	***99%***	***23.3***											
31. SR58 WB Ramp & Chester Ave															
NB - Chester Ave	470	465	99%	7.2	A	B	61	68	111%	409	397	97%	0	0	N/A
SB - Chester Ave	1,004	994	99%	21.3	C		0	0	N/A	840	828	99%	164	166	101%
WB - Richland St	464	445	96%	28.0	C		144	147	102%	193	177	92%	127	122	96%
Intersection Total	***1,938***	***1,905***	***98%***	***19.4***											
32. SR58 EB Ramp & Chester Ave															
NB - Chester Ave	561	558	99%	19.1	B	B	0	0	N/A	405	396	98%	156	162	104%
SB - Chester Ave	984	981	100%	13.7	B		231	240	104%	753	741	98%	0	0	N/A
EB - Frontage Rd	362	351	97%	26.2	C		65	67	102%	172	167	97%	125	117	94%
Intersection Total	***1,907***	***1,890***	***99%***	***17.6***											
33. Brundage Ln & Union Ave															
NB - Union Ave	1,249	1,230	98%	35.2	D	D	80	81	101%	881	871	99%	288	278	97%
SB - Union Ave	1,481	1,479	100%	38.0	D		104	117	113%	1,302	1,289	99%	75	73	97%
EB - Brundage Ln	416	415	100%	30.2	C		99	101	102%	211	204	97%	106	111	105%
WB - Brundage Ln	745	704	94%	34.0	C		262	252	96%	278	254	91%	205	198	96%
Intersection Total	***3,891***	***3,828***	***98%***	***35.5***											
34. SR58 EB Ramp & Union Ave															
NB - Union Ave	1,122	1,121	100%	9.3	A	A	0	0	N/A	879	879	100%	243	243	100%
SB - Union Ave	1,105	1,121	101%	9.9	A		0	0	N/A	1,105	1,121	101%	0	0	N/A
EB - SR58 EB Off Ramp	557	536	96%	9.9	A		370	360	97%	0	0	N/A	187	176	94%
Intersection Total	***2,784***	***2,778***	***100%***	***9.6***											
35. Brundage Ln & SR58 WB Ramps															
NB - SR58 WB Off Ramp	350	327	93%	24.1	C	C	303	284	94%	35	32	92%	12	11	90%
SB - Liggett St	77	76	98%	19.7	B		5	5	108%	35	34	98%	37	36	98%
EB - Brundage Ln	576	588	102%	20.1	C		32	36	113%	391	401	102%	153	151	99%
WB - Brundage Ln	438	436	100%	26.9	C		61	59	96%	368	368	100%	9	10	108%
Intersection Total	***1,441***	***1,427***	***99%***	***23.1***											

NO-BUILD CONDITIONS

CORSIM

MAINLINE DATA

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 No-Build - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	4,940	4,947	100%	50	1	63	20	C	50	4346	69	2	1237	0	0	0	4,648	5748414	17
White Ln Off Ramp to White Ln Loop On Ramp	4,260	4,242	100%	19	1	63	17	B	69	1420	23	1	1061	0	0	0	1,768	1874964	6
White Ln Loop On Ramp to White Ln Direct On Ramp	5,850	5,156	88%	7	1	56	23	C	76	542	10	1	1289	0	0	0	555	715395	2
White Ln Direct On Ramp to Ming Ave Off Ramp	6,540	5,977	91%	76	5	60	25	C	152	7566	126	9	1494	0	0	0	6,695	10004422	32
Ming Ave Off Ramp to Ming Ave On Ramp	6,025	5,519	92%	34	10	51	28	D	185	2658	52	15	1380	0	0	0	2,291	3161007	12
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	7,345	6,867	93%	19	8	33	45	F	204	1205	36	16	1717	1	30	6	926	1589711	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	5,240	4,775	91%	32	2	62	19	C	236	2614	42	2	1194	0	0	0	2,890	3449938	11
Wible Rd On Ramp to SR58 WB On Ramp	5,830	5,272	90%	9	0	61	21	C	246	843	14	1	1318	0	0	0	844	1112392	3
SR58 WB On Ramp to California Ave Off Ramp	7,115	6,551	92%	35	4	59	27	D	281	3753	64	6	1638	0	0	0	3,000	4913500	15
California Ave Off Ramp to California Ave Loop On Ramp	5,970	5,524	93%	16	1	62	22	C	297	1560	25	1	1381	0	0	0	1,491	2059071	6
California Ave Loop On Ramp to California Ave Direct On Ramp	6,505	6,007	92%	9	1	61	25	C	306	893	15	1	1502	0	0	0	785	1178874	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	6,740	5,959	88%	32	2	60	23	C	338	3128	52	3	1324	0	0	0	2,800	3708030	12
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	4,590	4,217	92%	17	1	62	17	B	354	1198	19	1	1054	0	0	0	1,500	1581375	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,765	3,458	92%	24	1	63	14	B	378	1437	23	1	865	0	0	0	2,194	1896713	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	4,150	3,824	92%	33	2	61	16	B	411	2173	35	2	956	0	0	0	3,000	2867625	9
Airport Dr Off Ramp to SR99 NB north end of the network	2,615	2,411	92%	40	1	63	9	A	451	1702	27	1	603	0	0	0	3,726	2245847	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,195	3,214	101%	48	1	64	13	B	48	2741	43	1	804	0	0	0	4,498	3614143	11
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,460	4,455	100%	31	2	61	18	C	79	2379	39	2	1114	0	0	0	2,800	3118733	10
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,800	3,807	100%	25	1	63	15	B	104	1637	26	1	952	0	0	0	2,271	2161424	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,700	4,746	101%	9	1	58	18	B	113	719	12	1	1187	0	0	0	800	949200	3
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,880	5,903	100%	38	4	58	25	C	152	3608	63	7	1476	0	0	0	3,200	4722400	15
California Ave Off Ramp to California Ave On Ramp	4,775	4,770	100%	13	1	62	19	C	165	1111	18	1	1193	0	0	0	1,229	1465583	4
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	5,200	5,179	100%	28	2	59	21	C	193	2388	40	3	1295	0	0	0	2,433	3149924	10
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	3,555	3,559	100%	40	1	63	14	B	233	2504	40	1	890	0	0	0	3,714	3304532	10
SR58 WB On Ramp to Real Rd On Ramp	4,840	4,484	93%	5	1	51	22	C	238	323	6	1	1121	0	0	0	381	427101	2
Real Rd On Ramp to Ming Ave Off Ramp	5,230	5,110	98%	23	2	58	20	C	261	1877	32	3	1277	0	0	0	1,946	2485853	8
Ming Ave Off Ramp to Ming Ave On Ramp	4,230	4,106	97%	35	1	63	16	B	296	2525	40	1	1026	0	0	0	3,247	3332640	10
Ming Ave On Ramp to White Ln Off Ramp	4,725	4,598	97%	60	3	62	18	B	356	4714	76	3	1150	0	0	0	5,403	6211086	18
White Ln Off Ramp to White Ln Loop On Ramp	3,360	3,248	97%	19	0	63	13	B	375	1089	17	0	812	0	0	0	1,770	1437240	4
White Ln Loop On Ramp to White Ln Direct On Ramp	3,540	3,411	96%	10	0	63	14	B	385	577	9	0	853	0	0	0	894	762359	2
White Ln Direct On Ramp to SR99 SB south end of the network	3,890	3,581	92%	52	1	63	14	B	436	3239	51	1	895	0	0	0	4,777	4276609	13

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 No-Build - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP EB Mainline																			
WSP west end of the network to Allen Rd Off Ramp	835	779	93%	55	1	64	4	A	55	766	12	0	260	0	0	0	5,195	1348226	4
Allen Rd Off Ramp to Allen Rd On Ramp	770	740	96%	115	3	62	5	A	170	1461	24	1	247	0	0	0	10,695	2636318	11
Allen Rd On Ramp to Calloway Dr Off Ramp	2,195	2,133	97%	58	2	63	11	B	228	2160	34	1	711	0	0	0	5,338	3794962	11
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	1,690	1,681	99%	24	0	64	9	A	252	728	11	0	560	0	0	0	2,288	1281661	4
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	2,155	2,080	97%	11	0	63	11	B	263	394	6	0	693	0	0	0	1,000	693333	2
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	3,210	3,148	98%	49	3	61	17	B	312	2616	43	3	1049	0	0	0	4,373	4589318	14
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	1,985	1,921	97%	23	0	64	10	A	335	768	12	0	640	0	0	0	2,111	1351509	4
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	2,300	2,212	96%	11	0	64	9	A	345	419	7	0	553	0	0	0	1,000	553000	2
Coffee Dr Direct On Ramp to Mohawk St Off Ramp	2,655	2,544	96%	53	1	63	10	A	399	2392	38	1	636	0	0	0	4,954	3150538	9
Mohawk St Off Ramp to Mohawk St On Ramp	1,575	1,455	92%	24	0	64	11	B	423	630	10	0	728	0	0	0	2,286	1663065	5
Mohawk St On Ramp to WSP east end of the network	1,575	1,459	93%	32	1	54	14	B	455	709	13	0	730	0	0	0	2,609	1903266	7
WSP WB Mainline																			
WSP east end of the network to Mohawk St Loop On Ramp	1,050	1,091	104%	26	1	56	10	A	26	437	8	0	545	0	0	0	2,162	1179101	4
Mohawk St Loop On Ramp to Mohawk St Direct Ramp	1,730	1,744	101%	14	1	63	9	A	40	431	7	0	581	0	0	0	1,300	755733	2
Mohawk St Direct Ramp to Coffee Dr Off Ramp	2,450	2,370	97%	42	1	62	9	A	82	1728	28	1	527	0	0	0	3,858	2031451	7
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	1,325	1,264	95%	35	0	64	5	A	117	791	12	0	316	0	0	0	3,308	1044915	3
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	1,510	1,426	94%	12	0	64	6	A	130	311	5	0	356	0	0	0	1,150	409831	1
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	1,740	1,658	95%	47	1	64	7	A	177	1392	22	0	415	0	0	0	4,423	1833334	6
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	1,545	1,450	94%	11	0	63	8	A	188	274	4	0	363	0	0	0	1,000	362500	1
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	1,115	1,066	96%	24	0	64	6	A	212	456	7	0	355	0	0	0	2,258	802343	2
Calloway Dr On Ramp to Allen Rd Off Ramp	1,355	1,322	98%	56	1	64	7	A	268	1315	21	0	441	0	0	0	5,238	2308910	7
Allen Rd Off Ramp to Allen Rd On Ramp	605	623	103%	26	0	64	3	A	295	292	5	0	208	0	0	0	2,473	513560	2
Allen Rd On Ramp to WSP West end of the network	705	739	105%	89	1	64	5	A	383	1168	18	0	246	0	0	0	8,347	2054952	8
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	1,195	1,250	105%	42	3	56	11	B	42	823	15	1	625	0	0	0	3,523	2200994	7
SR99 On Ramp to H St Off Ramp	3,960	3,964	100%	10	1	59	23	C	52	655	11	1	1321	0	0	0	870	1149560	4
H St Off Ramp to Chester Ave On Ramp	3,475	3,499	101%	36	1	62	19	C	88	2163	35	1	1166	0	0	0	3,265	3808078	12
Chester Ave On Ramp to Union Ave Off Ramp	4,030	3,993	99%	27	2	60	22	C	115	1833	30	2	1331	0	0	0	2,419	3219689	10
Union Ave Off Ramp to Union Ave Loop On Ramp	3,175	3,168	100%	17	1	63	17	B	132	920	15	0	1056	0	0	0	1,533	1618848	5
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,420	3,388	99%	8	0	62	18	C	140	474	8	0	1129	0	0	0	739	834577	3
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	3,650	3,641	100%	31	1	62	20	C	171	1934	31	1	1214	0	0	0	2,800	3397956	10
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	3,190	3,198	100%	28	1	63	17	B	199	1546	25	1	1066	0	0	0	2,553	2721498	8
Cottonwood Rd On Ramp to SR58 east end of the network	3,420	3,428	100%	25	1	62	18	C	224	1496	24	1	1143	0	0	0	2,304	2632448	8
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	3,600	3,619	101%	26	1	64	19	C	26	1646	26	1	1206	0	0	0	2,401	2896673	9
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	3,355	3,336	99%	18	1	63	18	B	43	1025	16	0	1112	0	0	0	1,622	1803664	5
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	3,585	3,550	99%	38	1	63	19	C	81	2349	38	1	1183	0	0	0	3,491	4130629	13
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	3,055	3,035	99%	17	1	63	16	B	98	896	14	1	1012	0	0	0	1,558	1576177	5
Brundage Ln On Ramp (Union Ave) to Union Ave On Ramp	3,270	3,239	99%	12	1	62	17	B	110	664	11	0	1080	0	0	0	1,082	1168199	4
Union Ave On Ramp to Chester Ave Off Ramp	3,615	3,555	98%	23	1	61	19	C	133	1385	23	1	1185	0	0	0	2,060	2441329	8
Chester Ave Off Ramp to H St On Ramp	3,010	2,990	99%	39	1	63	16	B	172	2026	32	1	997	0	0	0	3,579	3566474	11
H St On Ramp to SR99 NB Off Ramp	3,500	3,391	97%	27	2	60	19	C	199	1511	25	2	1130	0	0	0	2,350	2656022	8
SR99 NB Off Ramp to SR99 SB Off Ramp	2,215	2,172	98%	25	1	60	12	B	223	898	15	1	724	0	0	0	2,163	1565652	5

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 No-Build - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	4,590	4,604	100%	50	1	63	18	C	50	4043	64	2	1151	0	0	0	4,648	5349267	16
White Ln Off Ramp to White Ln Loop On Ramp	3,905	3,899	100%	19	1	63	15	B	69	1305	21	1	975	0	0	0	1,768	1723358	5
White Ln Loop On Ramp to White Ln Direct On Ramp	5,360	5,139	96%	7	1	57	23	C	76	540	10	1	1285	0	0	0	555	713036	2
White Ln Direct On Ramp to Ming Ave Off Ramp	5,915	5,875	99%	75	5	61	24	C	151	7434	123	8	1469	0	0	0	6,695	9832444	31
Ming Ave Off Ramp to Ming Ave On Ramp	5,290	5,322	101%	28	4	58	23	C	179	2373	41	6	1331	0	0	0	2,291	3048176	10
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	6,535	6,561	100%	17	6	38	38	E	195	1151	30	11	1640	1	29	1	926	1518872	7
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	4,630	4,665	101%	32	1	62	19	C	227	2554	41	2	1166	0	0	0	2,890	3370463	10
Wible Rd On Ramp to SR58 WB On Ramp	5,240	5,190	99%	9	1	61	21	C	237	830	14	1	1298	0	0	0	844	1095090	3
SR58 WB On Ramp to California Ave Off Ramp	6,670	6,611	99%	35	3	59	27	D	272	3797	64	6	1653	0	0	0	3,000	4958250	15
California Ave Off Ramp to California Ave Loop On Ramp	5,900	5,832	99%	16	1	62	24	C	288	1647	27	1	1458	0	0	0	1,491	2173878	7
California Ave Loop On Ramp to California Ave Direct On Ramp	6,590	6,435	98%	9	1	60	27	D	297	957	16	1	1609	0	0	0	785	1262869	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	6,910	6,507	94%	32	2	59	26	C	329	3397	58	4	1446	0	0	0	2,800	4048800	14
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	5,060	4,889	97%	16	1	62	20	C	345	1389	22	1	1222	0	0	0	1,500	1833375	6
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	4,660	4,469	96%	24	1	63	18	B	369	1857	30	1	1117	0	0	0	2,194	2451247	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	5,280	5,065	96%	34	2	60	21	C	403	2879	48	3	1266	0	0	0	3,000	3798375	12
Airport Dr Off Ramp to SR99 NB north end of the network	3,935	3,764	96%	40	1	63	15	B	443	2657	42	1	941	0	0	0	3,726	3506166	11
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,520	3,533	100%	48	1	64	14	B	48	3013	47	1	883	0	0	0	4,498	3972859	12
Airport Dr On Ramp to Rosedale Hwy Off Ramp	5,275	5,302	101%	32	3	60	22	C	80	2836	47	4	1326	0	0	0	2,800	3711400	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,600	4,607	100%	25	1	62	18	C	105	1982	32	1	1152	0	0	0	2,271	2615624	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,905	6,043	102%	12	3	46	28	D	116	916	20	5	1511	0	0	0	800	1208600	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	7,240	7,469	103%	41	7	55	33	D	157	4661	85	15	1867	0	0	0	3,200	5975200	20
California Ave Off Ramp to California Ave On Ramp	6,155	6,370	103%	14	1	59	27	D	172	1483	25	2	1593	0	0	0	1,229	1957183	6
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	7,080	7,215	102%	35	9	49	36	E	207	3450	71	19	1804	0	0	0	2,433	4388727	17
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	5,105	5,152	101%	41	2	62	21	C	248	3623	58	3	1288	0	0	0	3,714	4783632	15
SR58 WB On Ramp to Real Rd On Ramp	6,535	6,105	93%	7	3	39	39	E	254	440	11	5	1526	1	11	0	381	581501	3
Real Rd On Ramp to Ming Ave Off Ramp	7,005	6,961	99%	26	5	52	32	D	280	2564	50	10	1740	0	0	0	1,946	3386689	12
Ming Ave Off Ramp to Ming Ave On Ramp	5,380	5,346	99%	36	1	62	21	C	316	3287	53	2	1337	0	0	0	3,247	4339616	13
Ming Ave On Ramp to White Ln Off Ramp	6,025	6,018	100%	61	4	61	24	C	377	6184	102	7	1504	0	0	0	5,403	8128476	24
White Ln Off Ramp to White Ln Loop On Ramp	3,995	3,996	100%	19	1	63	16	B	396	1340	21	1	999	0	0	0	1,770	1768230	5
White Ln Loop On Ramp to White Ln Direct On Ramp	4,490	4,446	99%	10	0	62	18	B	406	753	12	1	1112	0	0	0	894	993681	3
White Ln Direct On Ramp to SR99 SB south end of the network	4,940	4,739	96%	52	2	62	19	C	458	4284	69	3	1185	0	0	0	4,777	5658954	17

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 No-Build - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP EB Mainline																			
WSP west end of the network to Allen Rd Off Ramp	830	783	94%	83	2	62	6	A	83	1107	18	0	261	0	0	0	7,689	2006829	8
Allen Rd Off Ramp to Allen Rd On Ramp	745	721	97%	32	0	65	4	A	114	410	6	0	240	0	0	0	3,006	722442	2
Allen Rd On Ramp to Calloway Dr Off Ramp	1,840	1,812	98%	58	2	63	10	A	172	1836	29	1	604	0	0	0	5,338	3224152	10
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	1,405	1,413	101%	24	0	64	7	A	197	612	10	0	471	0	0	0	2,288	1077648	3
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	1,745	1,710	98%	11	0	63	9	A	208	324	5	0	570	0	0	0	1,000	570000	2
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	2,605	2,567	99%	48	2	62	13	B	256	2133	34	2	856	0	0	0	4,373	3741830	11
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	1,725	1,716	99%	23	0	64	9	A	278	686	11	0	572	0	0	0	2,111	1207257	4
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	2,140	2,118	99%	11	0	63	8	A	289	401	6	0	530	0	0	0	1,000	529500	2
Coffee Dr Direct On Ramp to Mohawk St Off Ramp	2,600	2,551	98%	54	1	63	10	A	343	2399	38	1	638	0	0	0	4,954	3159620	9
Mohawk St Off Ramp to Mohawk St On Ramp	1,265	1,203	95%	25	0	64	9	A	367	521	8	0	601	0	0	0	2,286	1374458	4
Mohawk St On Ramp to WSP east end of the network	1,265	1,202	95%	32	0	54	12	B	400	584	11	0	601	0	0	0	2,609	1568335	6
WSP WB Mainline																			
WSP east end of the network to Mohawk St Loop On Ramp	1,525	1,389	91%	26	1	56	13	B	26	557	10	0	695	0	0	0	2,162	1501509	5
Mohawk St Loop On Ramp to Mohawk St Direct Ramp	2,605	2,435	93%	14	1	62	13	B	40	602	10	0	812	0	0	0	1,300	1054950	3
Mohawk St Direct Ramp to Coffee Dr Off Ramp	3,850	3,502	91%	42	1	62	13	B	83	2558	41	1	778	0	0	0	3,858	3001953	9
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	2,565	2,282	89%	35	0	64	9	A	118	1430	22	0	571	0	0	0	3,308	1887214	6
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	2,855	2,533	89%	12	0	64	10	A	130	552	9	0	633	0	0	0	1,150	728238	2
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	3,420	3,067	90%	48	2	63	13	B	178	2587	41	2	767	0	0	0	4,423	3391556	11
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	2,915	2,598	89%	11	0	61	14	B	190	492	8	0	650	0	0	0	1,000	649500	3
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	1,810	1,653	91%	24	0	64	9	A	214	707	11	0	551	0	0	0	2,258	1243782	4
Calloway Dr On Ramp to Allen Rd Off Ramp	2,360	2,225	94%	58	2	62	11	B	272	2220	36	1	742	0	0	0	5,238	3885199	11
Allen Rd Off Ramp to Allen Rd On Ramp	795	797	100%	26	0	64	4	A	298	373	6	0	266	0	0	0	2,473	656582	2
Allen Rd On Ramp to WSP west end of the network	865	872	101%	89	1	64	6	A	386	1377	21	0	291	0	0	0	8,347	2426592	9
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	1,085	1,083	100%	42	2	56	10	A	42	712	13	1	542	0	0	0	3,523	1907705	6
SR99 On Ramp to H St Off Ramp	3,920	3,963	101%	10	1	58	23	C	52	655	11	1	1321	0	0	0	870	1149125	4
H St Off Ramp to Chester Ave On Ramp	3,480	3,527	101%	36	1	62	19	C	88	2181	35	1	1176	0	0	0	3,265	3838552	12
Chester Ave On Ramp to Union Ave Off Ramp	4,165	4,149	100%	27	2	60	23	C	115	1904	32	2	1383	0	0	0	2,419	3345477	11
Union Ave Off Ramp to Union Ave Loop On Ramp	3,570	3,567	100%	17	1	62	19	C	132	1035	17	1	1189	0	0	0	1,533	1822737	6
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,985	3,873	97%	8	0	61	21	C	140	542	9	0	1291	0	0	0	739	954049	3
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	4,300	4,217	98%	31	2	61	23	C	171	2241	36	2	1406	0	0	0	2,800	3936178	12
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	3,890	3,794	98%	28	1	62	20	C	199	1835	30	1	1265	0	0	0	2,553	3228694	10
Cottonwood Rd On Ramp to SR58 east end of the network	4,230	4,123	97%	25	1	62	22	C	225	1799	29	1	1374	0	0	0	2,304	3166208	10
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	3,490	3,512	101%	26	1	64	18	C	26	1597	25	0	1171	0	0	0	2,401	2811037	8
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	3,285	3,268	99%	18	0	63	17	B	43	1004	16	0	1089	0	0	0	1,622	1766899	5
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	3,665	3,659	100%	38	2	62	20	C	82	2421	39	2	1220	0	0	0	3,491	4258244	13
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	3,170	3,147	99%	17	1	62	17	B	99	929	15	1	1049	0	0	0	1,558	1634342	5
Brundage Ln On Ramp (Union Ave) to Union Ave On Ramp	3,525	3,453	98%	12	1	62	19	C	111	707	11	1	1151	0	0	0	1,082	1245382	4
Union Ave On Ramp to Chester Ave Off Ramp	4,055	3,906	96%	23	1	61	21	C	134	1522	25	1	1302	0	0	0	2,060	2682349	8
Chester Ave Off Ramp to H St On Ramp	3,440	3,352	97%	39	1	62	18	B	173	2272	36	1	1117	0	0	0	3,579	3998936	12
H St On Ramp to SR99 NB Off Ramp	3,945	3,785	96%	27	2	60	21	C	200	1688	28	2	1262	0	0	0	2,350	2964656	9
SR99 NB Off Ramp to SR99 SB Off Ramp	2,515	2,423	96%	25	1	60	14	B	225	1002	17	1	808	0	0	0	2,163	1746623	6

Year 2018- No-Build - CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

AM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 EB/Wible Rd Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB		
			Node #	298			303			306			151			96			128			98			164		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	4940		680	14	4260	401	8	3859	926	19	2933	511	10	2422	857	17	1565	319	6	1246	495	10	751	751	15	0
White Ln Loop On	533	1590			X	1590	80	5	1511	362	23	1148	200	13	948	335	21	613	125	8	488	194	12	294	294	18	0
White Ln Direct On	299	690			X	690	35	5	656	157	23	498	87	13	411	146	21	266	54	8	212	84	12	128	128	18	0
Ming Ave On	305	1320			X	1320		X	1320	660	50	660	115	9	545	193	15	352	72	5	280	111	8	169	169	13	0
Wible Rd On	307	590			X	590		X	590		X	590	103	17	487	172	29	315	64	11	251	100	17	151	151	26	0
SR-58 WB On	310	1285			X	1285		X	1285		X	1285	129	10	1157	409	32	747	152	12	595	237	18	359	358	28	0
California Ave Loop On	132	535			X	535		X	535		X	535		X	535	27	5	508	27	5	482	191	36	290	290	54	0
California Ave Direct On	130	235			X	235		X	235		X	235		X	235	12	5	223	12	5	212	84	36	127	127	54	0
Buck-Owens Blvd On	97	385			X	385		X	385		X	385		X	385		X	385		X	385	39	10	347	346	90	0
				680			515			2105			1145			2150			825			1535			2614		

AM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB/Stockdale Hwy Off			Ming Ave Off			White Ln Off			SR-99 SB		
			Node #	102			105			313			316			322			95		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	3195		597	19	2598	684	21	1914	642	20	1272	305	10	967	306	10	660	660	21	0
Airport Dr On	101	1265		63	5	1202	317	25	885	297	23	588	141	11	447	142	11	305	305	24	0
Rosedale Hwy Loop On	103	900			X	900	45	5	855	287	32	568	136	15	432	137	15	295	295	33	0
Rosedale Hwy Direct On	104	1180			X	1180	59	5	1121	376	32	745	178	15	566	179	15	387	387	33	0
California Ave On	137	425			X	425		X	425	43	10	383	92	22	291	92	22	199	199	47	0
SR-58 WB On	314	1285			X	1285		X	1285		X	1285	129	10	1157	366	29	790	790	61	0
Real Rd On	315	390			X	390		X	390		X	390	20	5	371	117	30	253	253	65	0
Ming Ave On	318	495			X	495		X	495		X	495		X	495	25	5	470	470	95	0
White Ln Loop On	323	180			X	180		X	180		X	180		X	180		X	180	180	100	0
White Ln Direct On	324	350			X	350		X	350		X	350		X	350		X	350	350	100	0
				660			1105			1645			1000			1365			3889		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood Rd.

AM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St Off			Truxtun Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB		
			Node #	574			581			589			599			688			370			375			385			169		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	835		65	8	770	434	52	336	229	27	108	57	7	51	51	6	0												
Allen Rd On	576	1425			X	1425	71	5	1354	920	65	433	228	16	205	205	14	0												
Calloway Dr Loop On	583	465			X	465		X	465	23	5	442	233	50	209	209	45	0												
Calloway Dr Direct On	584	1055			X	1055		X	1055	53	5	1002	528	50	474	474	45	0												
Coffee Rd Loop On	592	315			X	315		X	315		X	315	16	5	299	299	95	0												
Coffee Rd Direct On	593	355			X	355		X	355		X	355	18	5	337	337	95	0												
Mohawk St Direct On	601	0			X	0		X	0		X	0		X	0		X	0												
SR58 EB On	368	1195																	146	12	1049	250	21	799	110	9	689	689	58	0
SR-99 NB&SB On	369	2765																	339	12	2426	578	21	1849	254	9	1595	1595	58	0
Chester Ave On	372	555																		X	555	28	5	527	72	13	455	455	82	0
Union Ave Loop On	376	245																		X	245		X	245	12	5	233	233	95	0
Union Ave Direct On	377	230																		X	230		X	230	12	5	219	219	95	0
Cottonwood Rd On	386	230																		X	230		X	230		X	230	230	100	0
				65			505			1225			1080			1575			485			855			460			3420		

AM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Brundage Ln Off (Cottonwood Rd)			Brundage Ln Off (Union Ave)			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Real Rd Off			Coffee Rd Off			Calloway Dr Direct Off			Calloway Dr Loop Off			Allen Rd Off			Westside Pkwy WB		
			Node #	404			390			395			399			401			562			34			61			62			69			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume
SR-58 WB	162	3601		245	7	3356	519	14	2838	536	15	2302	870	24	1432	795	22	637	636	18	1														
Brundage Ln On (Cottonwood Rd)	387	230			X	230	12	5	219	41	18	177	67	29	110	61	27	49	49	21	0														
Brundage Ln On (Union Ave)	391	215			X	215		X	215	11	5	204	77	36	127	71	33	57	56	26	0														
Union Ave On	392	345			X	345		X	345	17	5	328	124	36	204	113	33	91	91	26	0														
H St On	397	490			X	490		X	490		X	490	147	30	343	245	50	98	98	20	0														
Truxtun Ave On	626	1050																				775	74	275	36	3	239	85	8	154	102	10	52	52	5	0
Mohawk St Loop On	28	680																				170	25	510	67	10	443	158	23	285	189	28	97	97	14	0
Mohawk St Direct On	30	720																				180	25	540	71	10	469	167	23	302	200	28	102	102	14	0
Coffee Rd Loop On	54	185																					X	185	9	5	176	9	5	167	110	60	56	56	30	0
Coffee Rd Direct On	56	230																					X	230	12	5	219	12	5	207	137	60	70	70	30	0
Calloway Dr On	64	240																					X	240		X	240		X	240	12	5	228	228	95	0
Allen Rd On	71	100																					X	100		X	100		X	100		X	100	100	100	0
				245			530			605			1285			1285			930			1125			195			430			750			705		

Year 2018- No-Build - CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

PM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 EB/Wible Rd Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB		
			Node #	298			303			306			151			96			128			98			164		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	4590		685	15	3905	525	11	3381	820	18	2561	306	7	2255	688	15	1567	134	3	1433	395	9	1039	1039	23	0
White Ln Loop On	533	1455			X	1455	73	5	1382	335	23	1047	125	9	922	281	19	641	55	4	586	161	11	425	425	29	0
White Ln Direct On	299	555			X	555	28	5	527	128	23	399	48	9	352	107	19	244	21	4	224	62	11	162	162	29	0
Ming Ave On	305	1245			X	1245		X	1245	623	50	623	74	6	548	167	13	381	32	3	348	96	8	252	252	20	0
Wible Rd On	307	610			X	610		X	610		X	610	73	12	537	164	27	373	32	5	341	94	15	247	247	41	0
SR-58 WB On	310	1430			X	1430		X	1430		X	1430	143	10	1287	393	27	894	76	5	818	225	16	593	593	41	0
California Ave Loop On	132	690			X	690		X	690		X	690		X	690	35	5	656	35	5	621	171	25	450	450	65	0
California Ave Direct On	130	320			X	320		X	320		X	320		X	320	16	5	304	16	5	288	79	25	209	209	65	0
Buck-Owens Blvd On	97	620			X	620		X	620		X	620		X	620		X	620		X	620	62	10	558	558	90	0
				685			625			1905			770			1850			400			1345			3935		

PM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB/Stockdale Hwy Off			Ming Ave Off			White Ln Off			SR-99 SB		
			Node #	102			105			313			316			322			95		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	3520		587	17	2933	608	17	2325	711	20	1614	461	13	1153	428	12	725	725	21	0
Airport Dr On	101	1755		88	5	1667	345	20	1322	404	23	918	262	15	655	243	14	412	412	23	0
Rosedale Hwy Loop On	103	1305			X	1305	65	5	1240	379	29	861	246	19	615	228	17	386	386	30	0
Rosedale Hwy Direct On	104	1335			X	1335	67	5	1268	388	29	880	252	19	629	234	17	395	395	30	0
California Ave On	137	925			X	925		X	925	93	10	833	238	26	595	221	24	374	374	40	0
SR-58 WB On	314	1430			X	1430		X	1430		X	1430	143	10	1287	478	33	809	809	57	0
Real Rd On	315	470			X	470		X	470		X	470	24	5	447	166	35	281	281	60	0
Ming Ave On	318	645			X	645		X	645		X	645		X	645	32	5	613	613	95	0
White Ln Loop On	323	495			X	495		X	495		X	495		X	495		X	495	495	100	0
White Ln Direct On	324	450			X	450		X	450		X	450		X	450		X	450	450	100	0
				675			1085			1975			1625			2030			4940		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood Rd.

PM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St Off			Truxtun Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB		
			Node #	574			581			589			599			688			370			375			385			169		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	830		85	10	745	380	46	365	213	26	152	114	14	38	38	5	0												
Allen Rd On	576	1095			X	1095	55	5	1040	607	55	433	324	30	109	109	10	0												
Calloway Dr Loop On	583	340			X	340		X	340	17	5	323	242	71	81	81	24	0												
Calloway Dr Direct On	584	860			X	860		X	860	43	5	817	612	71	205	206	24	0												
Coffee Rd Loop On	592	415			X	415		X	415		X	415	21	5	394	395	95	0												
Coffee Rd Direct On	593	460			X	460		X	460		X	460	23	5	437	437	95	0												
Mohawk St Direct On	601	0			X	0		X	0		X	0		X	0		X	0												
SR58 EB On	368	1085																	157	14	929	150	14	779	81	8	697	697	64	0
SR-99 NB&SB On	369	2835																	284	10	2552	411	15	2140	224	8	1916	1916	68	0
Chester Ave On	372	685																		X	685	34	5	651	68	10	583	583	85	0
Union Ave Loop On	376	415																		X	415		X	415	21	5	394	394	95	0
Union Ave Direct On	377	315																		X	315		X	315	16	5	299	299	95	0
Cottonwood Rd On	386	340																		X	340		X	340		X	340	340	100	0
				85			435			880			1335			1266			440			595			410			4230		

PM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Brundage Ln Off (Cottonwood Rd)			Brundage Ln Off (Union Ave)			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Real Rd Off			Coffee Rd Off			Calloway Dr Direct Off			Calloway Dr Loop Off			Allen Rd Off			Westside Pkwy WB		
			Node #	404			390			395			399			401			562			34			61			62			69			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol%	New Volume	14	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-58 WB	162	3490		205	6	3285	476	14	2809	506	14	2303	856	25	1447	788	23	659	659	19	0															
Brundage Ln On (Cottonwood Rd)	387	380			X	380	19	5	361	65	17	296	110	29	186	101	27	85	85	22	0															
Brundage Ln On (Union Ave)	391	355			X	355		X	355	18	5	337	125	35	212	115	33	96	96	27	0															
Union Ave On	392	530			X	530		X	530	27	5	504	187	35	316	172	33	144	144	27	0															
H St On	397	505			X	505		X	505		X	505	152	30	354	253	50	101	101	20	0															
Truxtun Ave On	626	1525																				704	46	821	148	10	673	340	22	333	283	19	50	50	3	0
Mohawk St Loop On	28	1080																				270	25	810	146	14	664	335	31	329	279	26	49	49	5	0
Mohawk St Direct On	30	1245																				311	25	934	168	14	765	387	31	379	322	26	57	57	5	0
Coffee Rd Loop On	54	290																					X	290	15	5	276	15	5	261	222	76	39	39	14	0
Coffee Rd Direct On	56	565																					X	565	28	5	537	28	5	509	432	76	77	77	14	0
Calloway Dr On	64	550																					X	550		X	550		X	550	28	5	523	523	95	0
Allen Rd On	71	70																					X	70		X	70		X	70		X	70	70	100	0
				205			495			615			1430			1430			1085			1285			505			1105			1565			865		

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 No-Build - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	7,025	6,570	94%	86	36	38	44	E	86	5886	156	66	1643	1	147	9	4,648	7634340	39
White Ln Off Ramp to White Ln Loop On Ramp	5,960	5,527	93%	30	11	41	34	D	115	1850	46	17	1382	0	0	0	1,768	2442934	11
White Ln Loop On Ramp to White Ln Direct On Ramp	7,565	5,850	77%	14	8	28	53	F	129	615	22	13	1463	1	15	7	555	811688	6
White Ln Direct On Ramp to Ming Ave Off Ramp	8,260	6,159	75%	197	125	23	66	F	326	7838	337	214	1540	2	196	141	6,695	10309045	84
Ming Ave Off Ramp to Ming Ave On Ramp	7,470	5,204	70%	85	59	18	72	F	411	2232	123	85	1301	2	56	67	2,291	2980591	31
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	9,055	6,807	75%	20	9	32	47	F	431	1194	37	17	1702	1	30	7	926	1575821	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	6,230	4,624	74%	32	2	61	19	C	463	2531	41	2	1156	0	0	0	2,890	3340840	10
Wible Rd On Ramp to SR58 WB On Ramp	6,870	5,135	75%	9	1	61	21	C	472	820	13	1	1284	0	0	0	844	1083485	3
SR58 WB On Ramp to California Ave Off Ramp	8,655	6,950	80%	36	4	58	29	D	508	4020	69	8	1738	0	0	0	3,000	5212750	17
California Ave Off Ramp to California Ave Loop On Ramp	7,475	5,982	80%	16	1	62	24	C	525	1689	27	1	1496	0	0	0	1,491	2229791	7
California Ave Loop On Ramp to California Ave Direct On Ramp	8,040	6,396	80%	9	1	60	26	D	534	951	16	1	1599	0	0	0	785	1255215	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	8,280	6,349	77%	32	2	60	25	C	565	3333	56	3	1411	0	0	0	2,800	3950696	13
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	5,840	4,599	79%	17	1	62	19	C	582	1307	21	1	1150	0	0	0	1,500	1724625	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	5,015	3,917	78%	24	1	63	16	B	606	1628	26	1	979	0	0	0	2,194	2148475	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	5,615	4,451	79%	34	2	61	18	C	639	2531	42	3	1113	0	0	0	3,000	3338250	10
Airport Dr Off Ramp to SR99 NB north end of the network	3,865	3,168	82%	40	1	63	13	B	680	2237	35	1	792	0	0	0	3,726	2950526	9
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,895	3,918	101%	48	1	64	15	B	48	3342	52	1	980	0	0	0	4,498	4405791	13
Airport Dr On Ramp to Rosedale Hwy Off Ramp	5,320	5,329	100%	32	3	60	22	C	80	2859	48	4	1332	0	0	0	2,800	3730300	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,245	4,296	101%	25	1	63	17	B	105	1848	30	1	1074	0	0	0	2,271	2439054	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,395	5,499	102%	9	1	59	19	C	114	833	14	1	1375	0	0	0	800	1099800	3
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	7,085	7,192	102%	40	6	55	30	D	155	4460	81	13	1798	0	0	0	3,200	5753600	18
California Ave Off Ramp to California Ave On Ramp	5,885	5,928	101%	14	1	62	23	C	168	1379	22	1	1482	0	0	0	1,229	1821378	5
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	6,605	6,629	100%	30	5	55	27	D	199	3076	56	8	1657	0	0	0	2,433	4032089	13
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	4,715	4,728	100%	41	2	62	18	B	239	3326	53	2	1182	0	0	0	3,714	4389948	13
SR58 WB On Ramp to Real Rd On Ramp	6,265	5,829	93%	6	2	42	34	D	245	420	10	4	1457	0	0	0	381	555212	2
Real Rd On Ramp to Ming Ave Off Ramp	6,775	6,721	99%	24	4	54	28	D	270	2469	45	7	1680	0	0	0	1,946	3269767	11
Ming Ave Off Ramp to Ming Ave On Ramp	5,545	5,410	98%	36	1	62	21	C	305	3327	53	2	1353	0	0	0	3,247	4391568	13
Ming Ave On Ramp to White Ln Off Ramp	6,235	6,043	97%	60	3	61	24	C	366	6198	101	6	1511	0	0	0	5,403	8162582	24
White Ln Off Ramp to White Ln Loop On Ramp	4,740	4,628	98%	19	1	63	18	C	385	1552	25	1	1157	0	0	0	1,770	2047890	6
White Ln Loop On Ramp to White Ln Direct On Ramp	4,950	4,828	98%	10	0	62	19	C	395	818	13	1	1207	0	0	0	894	1079058	3
White Ln Direct On Ramp to SR99 SB south end of the network	5,410	4,952	92%	52	2	62	20	C	447	4478	72	3	1238	0	0	0	4,777	5913926	18

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 No-Build - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP EB Mainline																			
WSP west end of the network to West Beltway Off Ramp	2,190	2,234	102%	6	2	47	24	C	6	183	4	1	1117	0	0	0	431	481427	2
West Beltway Off Ramp to West Beltway Loop On Ramp	1,390	1,341	96%	14	1	61	11	B	20	315	5	0	671	0	0	0	1,239	830750	3
West Beltway Loop On Ramp to West Beltway Direct On Ramp	2,574	2,518	98%	9	1	61	14	B	29	393	6	0	839	0	0	0	824	691611	2
West Beltway Direct On Ramp to Allen Rd Off Ramp	3,124	3,031	97%	56	2	63	16	B	86	2981	48	1	1010	0	0	0	5,195	5248104	16
Allen Rd Off Ramp to Allen Rd On Ramp	2,929	2,842	97%	33	1	63	15	B	118	1618	26	1	947	0	0	0	3,006	2847183	9
Allen Rd On Ramp to Calloway Dr Off Ramp	4,739	4,642	98%	61	5	60	26	C	179	4720	78	6	1547	0	0	0	5,338	8260021	26
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	3,631	3,583	99%	25	1	63	19	C	204	1553	25	1	1194	0	0	0	2,288	2732635	8
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	4,115	4,034	98%	11	1	62	22	C	215	764	12	1	1345	0	0	0	1,000	1344667	4
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	5,029	4,989	99%	51	5	59	28	D	266	4154	71	7	1663	0	0	0	4,373	7272882	23
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	2,844	2,885	101%	23	1	64	15	B	289	1154	18	0	962	0	0	0	2,111	2030313	6
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	3,229	3,276	101%	11	0	63	13	B	299	620	10	0	819	0	0	0	1,000	819000	2
Coffee Dr Direct On Ramp to Mohawk St Off Ramp	3,779	3,805	101%	54	2	63	15	B	354	3578	57	2	951	0	0	0	4,954	4712286	14
Mohawk St Off Ramp to Mohawk St On Ramp	1,878	1,819	97%	25	1	63	14	B	378	787	12	0	910	0	0	0	2,286	2079117	6
Mohawk St On Ramp to WSP east end of the network	1,878	1,813	97%	32	1	54	18	B	411	881	16	0	907	0	0	0	2,609	2365385	9
WSP WB Mainline																			
WSP east end of the network to Mohawk St Loop On Ramp	1,122	1,126	100%	26	1	56	10	A	26	452	8	0	563	0	0	0	2,162	1217206	4
Mohawk St Loop On Ramp to Mohawk St Direct Ramp	1,957	1,971	101%	14	1	63	11	A	40	487	8	0	657	0	0	0	1,300	853883	3
Mohawk St Direct Ramp to Coffee Dr Off Ramp	2,962	2,919	99%	42	1	62	11	B	82	2131	34	1	834	0	0	0	3,858	3217296	8
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	1,777	1,757	99%	35	0	64	7	A	117	1100	17	0	586	0	0	0	3,308	1937110	4
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	2,332	2,225	95%	12	0	63	9	A	130	485	8	0	742	0	0	0	1,150	852725	2
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	2,977	2,840	95%	48	2	63	12	B	178	2386	38	1	710	0	0	0	4,423	3140109	10
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	2,665	2,550	96%	11	0	62	14	B	189	483	8	0	638	0	0	0	1,000	637500	3
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	2,085	1,996	96%	24	0	64	10	A	213	853	13	0	665	0	0	0	2,258	1501946	4
Calloway Dr On Ramp to Allen Rd Off Ramp	2,550	2,446	96%	57	2	63	13	B	270	2432	39	1	815	0	0	0	5,238	4271065	13
Allen Rd Off Ramp to Allen Rd On Ramp	1,700	1,643	97%	26	0	64	9	A	296	770	12	0	548	0	0	0	2,473	1354380	4
Allen Rd On Ramp to West Beltway Off Ramp	1,925	1,864	97%	56	1	63	10	A	353	1840	29	1	621	0	0	0	5,215	3240253	10
West Beltway Off Ramp to West Beltway Loop On Ramp	865	825	95%	22	0	64	6	A	375	328	5	0	413	0	0	0	2,099	865838	3
West Beltway Loop On Ramp to West Beltway Direct On Ramp	1,260	1,158	92%	6	0	62	9	A	381	115	2	0	579	0	0	0	526	304554	1
West Beltway Direct On Ramp to WSP west end of the network	1,550	1,452	94%	6	0	60	12	B	387	140	2	0	726	0	0	0	507	368082	1
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	1,345	1,352	101%	42	3	56	12	B	42	890	16	1	1352	0	0	0	3,523	4763096	8
SR99 On Ramp to H St Off Ramp	4,850	4,300	89%	10	1	58	25	C	52	710	12	1	1433	0	0	0	870	1246855	4
H St Off Ramp to Chester Ave On Ramp	4,305	3,815	89%	36	2	62	21	C	88	2359	38	2	1272	0	0	0	3,265	4151448	13
Chester Ave On Ramp to Union Ave Off Ramp	4,900	4,494	92%	28	2	59	25	C	116	2065	35	3	1498	0	0	0	2,419	3623662	12
Union Ave Off Ramp to Union Ave Loop On Ramp	3,985	3,718	93%	17	1	62	20	C	133	1080	17	1	1239	0	0	0	1,533	1899898	6
Union Ave Loop On Ramp to Union Ave Direct On Ramp	4,285	3,969	93%	8	0	62	22	C	141	556	9	0	1323	0	0	0	739	977697	3
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	4,560	4,249	93%	31	2	61	23	C	172	2257	37	2	1416	0	0	0	2,800	3966044	12
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	4,010	3,751	94%	28	1	62	20	C	200	1814	29	1	1250	0	0	0	2,553	3192101	10
Cottonwood Rd On Ramp to SR58 east end of the network	4,315	4,052	94%	25	1	62	22	C	226	1768	29	1	1351	0	0	0	2,304	3112192	10
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	4,870	4,899	101%	26	1	63	26	D	26	2227	35	1	1633	0	0	0	2,401	3920566	12
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	4,615	4,630	100%	18	1	62	25	C	44	1423	23	1	1543	0	0	0	1,622	2503287	8
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	4,855	4,865	100%	39	2	61	27	D	83	3218	53	3	1622	0	0	0	3,491	5660850	18
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	3,975	3,931	99%	17	1	62	21	C	100	1160	19	1	1310	0	0	0	1,558	2041499	6
Brundage Ln On Ramp (Union Ave) to Union Ave On Ramp	4,195	4,123	98%	12	1	61	23	C	112	845	14	1	1374	0	0	0	1,082	1487029	5
Union Ave On Ramp to Chester Ave Off Ramp	4,595	4,505	98%	23	2	60	25	C	136	1754	29	2	1502	0	0	0	2,060	3093204	10
Chester Ave Off Ramp to H St On Ramp	3,880	3,778	98%	39	2	62	20	C	175	2561	41	2	1259	0	0	0	3,579	4507154	14
H St On Ramp to SR99 NB Off Ramp	4,265	4,292	101%	29	4	56	26	C	204	1916	34	5	1431	0	0	0	2,350	3361806	11
SR99 NB Off Ramp to SR99 SB Off Ramp	2,480	2,531	102%	26	2	58	14	B	229	1045	18	1	844	0	0	0	2,163	1824851	6

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 No-Build - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	6,580	6,570	100%	52	4	60	28	D	52	5698	95	6	1642	0	0	0	4,648	7633759	24
White Ln Off Ramp to White Ln Loop On Ramp	5,485	5,360	98%	21	2	59	23	C	73	1795	31	3	1340	0	0	0	1,768	2369120	8
White Ln Loop On Ramp to White Ln Direct On Ramp	7,130	6,226	87%	8	2	47	33	D	81	655	14	4	1557	0	0	0	555	863858	3
White Ln Direct On Ramp to Ming Ave Off Ramp	7,740	6,805	88%	152	81	31	57	F	233	8911	287	153	1701	1	223	64	6,695	11390287	73
Ming Ave Off Ramp to Ming Ave On Ramp	6,920	5,857	85%	76	51	20	73	F	309	2515	124	83	1464	2	63	62	2,291	3354597	31
Ming Ave On Ramp to SR58 EB/Wible Rd Off Ramp	8,415	7,374	88%	19	8	34	48	F	328	1293	38	16	1844	1	32	6	926	1707081	8
SR58 EB/Wible Rd Off Ramp to Wible Rd On Ramp	5,915	5,185	88%	32	2	61	21	C	360	2838	47	3	1296	0	0	0	2,890	3746163	12
Wible Rd On Ramp to SR58 WB On Ramp	6,525	5,683	87%	9	1	61	23	C	370	908	15	1	1421	0	0	0	844	1199113	4
SR58 WB On Ramp to California Ave Off Ramp	8,240	7,383	90%	36	4	58	31	D	405	4260	73	8	1846	0	0	0	3,000	5537000	18
California Ave Off Ramp to California Ave Loop On Ramp	7,360	6,598	90%	17	1	61	27	D	422	1863	30	2	1650	0	0	0	1,491	2459405	8
California Ave Loop On Ramp to California Ave Direct On Ramp	8,100	7,058	87%	9	1	60	29	D	431	1049	17	1	1765	0	0	0	785	1385133	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	8,430	7,026	83%	32	3	58	28	D	463	3654	63	5	1561	0	0	0	2,800	4371941	15
Rosedale Hwy Off Ramp to Buck Owens Blvd/Sillect Ave Off Ramp	6,340	5,365	85%	17	1	62	22	C	480	1524	25	1	1341	0	0	0	1,500	2011875	6
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	5,790	4,923	85%	24	1	62	20	C	504	2046	33	1	1231	0	0	0	2,194	2700266	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	6,540	5,607	86%	34	3	60	24	C	538	3187	53	4	1402	0	0	0	3,000	4204875	13
Airport Dr Off Ramp to SR99 NB north end of the network	5,125	4,390	86%	41	2	62	18	B	579	3100	50	2	1097	0	0	0	3,726	4088819	12
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	4,595	4,621	101%	49	2	63	18	C	49	3957	63	2	1155	0	0	0	4,498	5195752	16
Airport Dr On Ramp to Rosedale Hwy Off Ramp	6,710	6,412	96%	46	17	42	39	E	96	3440	83	30	1603	0	0	0	2,800	4488167	20
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	5,615	5,417	96%	26	2	60	23	C	121	2329	39	3	1354	0	0	0	2,271	3075502	10
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	6,995	6,891	99%	12	3	47	32	D	133	1044	22	6	1723	0	0	0	800	1378200	5
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	8,620	8,240	96%	43	9	52	39	E	176	5035	97	20	2060	0	0	0	3,200	6592267	24
California Ave Off Ramp to California Ave On Ramp	7,430	7,076	95%	21	8	40	45	E	197	1647	41	16	1769	1	41	0	1,229	2174101	10
California Ave On Ramp to SR58 EB/Stockdale Hwy Off Ramp	8,480	8,048	95%	39	13	46	44	E	235	3989	86	28	2012	0	0	0	2,433	4895399	20
SR58 EB/Stockdale Hwy Off Ramp to SR58 WB On Ramp	6,385	6,089	95%	46	7	55	28	D	281	4282	78	12	1522	0	0	0	3,714	5653637	19
SR58 WB On Ramp to Real Rd On Ramp	8,140	7,219	89%	10	6	26	70	F	291	521	20	12	1805	2	13	7	381	687610	5
Real Rd On Ramp to Ming Ave Off Ramp	8,795	8,258	94%	32	11	42	47	F	323	3063	74	26	2065	0	0	0	1,946	4017679	17
Ming Ave Off Ramp to Ming Ave On Ramp	7,050	6,578	93%	36	2	61	27	D	360	4048	67	4	1644	0	0	0	3,247	5339286	17
Ming Ave On Ramp to White Ln Off Ramp	7,885	7,452	95%	62	5	60	30	D	422	7664	128	11	1863	0	0	0	5,403	10065114	31
White Ln Off Ramp to White Ln Loop On Ramp	5,855	5,522	94%	20	1	62	22	C	441	1851	30	1	1381	0	0	0	1,770	2443485	7
White Ln Loop On Ramp to White Ln Direct On Ramp	6,430	6,018	94%	10	1	61	25	C	451	1019	17	1	1505	0	0	0	894	1345023	4
White Ln Direct On Ramp to SR99 SB south end of the network	7,105	6,430	90%	53	3	61	26	D	505	5803	95	5	1608	0	0	0	4,777	7679028	24

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 No-Build - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP EB Mainline																			
WSP west end of the network to West Beltway Off Ramp	2,180	2,155	99%	7	2	44	24	C	7	176	4	1	1078	0	0	0	431	464403	2
West Beltway Off Ramp to West Beltway Loop On Ramp	1,225	1,130	92%	14	1	61	9	A	21	265	4	0	565	0	0	0	1,239	700035	2
West Beltway Loop On Ramp to West Beltway Direct On Ramp	2,100	1,985	95%	9	0	61	11	A	30	310	5	0	662	0	0	0	824	545213	2
West Beltway Direct On Ramp to Allen Rd Off Ramp	2,245	2,120	94%	56	2	63	11	B	86	2085	33	1	707	0	0	0	5,195	3671133	11
Allen Rd Off Ramp to Allen Rd On Ramp	2,065	1,967	95%	32	1	63	10	A	118	1120	18	0	656	0	0	0	3,006	1970934	6
Allen Rd On Ramp to Calloway Dr Off Ramp	3,675	3,524	96%	59	3	61	19	C	178	3571	58	3	1175	0	0	0	5,338	6269659	19
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	2,746	2,627	96%	25	1	64	14	B	202	1138	18	0	876	0	0	0	2,288	2003525	6
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	3,127	2,974	95%	11	0	62	16	B	213	563	9	0	991	0	0	0	1,000	991333	3
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	3,889	3,706	95%	49	3	61	20	C	262	3074	51	3	1235	0	0	0	4,373	5402113	16
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	2,184	2,058	94%	22	0	64	11	A	285	823	13	0	686	0	0	0	2,111	1448381	4
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	2,614	2,469	94%	11	0	64	10	A	295	468	7	0	617	0	0	0	1,000	617250	2
Coffee Dr Direct On Ramp to Mohawk St Off Ramp	3,089	2,920	95%	54	1	63	11	B	349	2747	44	1	730	0	0	0	4,954	3616833	11
Mohawk St Off Ramp to Mohawk St On Ramp	1,545	1,389	90%	25	0	64	11	A	374	601	9	0	695	0	0	0	2,286	1587627	5
Mohawk St On Ramp to WSP east end of the network	1,545	1,389	90%	32	1	54	13	B	406	675	12	0	694	0	0	0	2,609	1811624	7
WSP WB Mainline																			
WSP east end of the network to Mohawk St Loop On Ramp	1,920	1,721	90%	26	1	55	16	B	26	690	12	1	861	0	0	0	2,162	1860671	6
Mohawk St Loop On Ramp to Mohawk St Direct Ramp	3,170	2,973	94%	14	1	62	16	B	40	735	12	0	991	0	0	0	1,300	1288300	4
Mohawk St Direct Ramp to Coffee Dr Off Ramp	4,585	4,160	91%	42	1	62	16	B	83	3039	49	2	1189	0	0	0	3,858	4585233	12
Coffee Dr Off Ramp to Coffee Dr Loop On Ramp	3,370	3,199	95%	35	1	64	13	B	118	2004	31	1	1066	0	0	0	3,308	3527155	8
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	4,350	4,109	94%	13	1	62	17	B	131	895	14	1	1370	0	0	0	1,150	1574925	4
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	5,375	5,148	96%	50	3	61	22	C	180	4342	71	4	1287	0	0	0	4,423	5692622	18
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	4,865	4,614	95%	11	1	61	25	C	191	874	14	1	1154	0	0	0	1,000	1153500	5
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	3,850	3,670	95%	25	1	63	20	C	216	1570	25	1	1223	0	0	0	2,258	2761910	8
Calloway Dr On Ramp to Allen Rd Off Ramp	4,835	4,628	96%	59	4	60	26	C	275	4612	76	5	1543	0	0	0	5,238	8080837	25
Allen Rd Off Ramp to Allen Rd On Ramp	2,955	2,825	96%	27	1	63	15	B	302	1323	21	1	942	0	0	0	2,473	2328330	7
Allen Rd On Ramp to West Beltway Off Ramp	3,285	3,138	96%	57	2	62	17	B	359	3098	50	2	1046	0	0	0	5,215	5455469	17
West Beltway Off Ramp to West Beltway Loop On Ramp	1,410	1,363	97%	23	0	63	11	A	382	542	9	0	682	0	0	0	2,099	1430469	4
West Beltway Loop On Ramp to West Beltway Direct On Ramp	1,955	1,831	94%	6	0	61	15	B	388	183	3	0	916	0	0	0	526	481553	1
West Beltway Direct On Ramp to WSP west end of the network	2,305	2,181	95%	6	1	58	19	C	394	209	4	0	1091	0	0	0	507	552884	2
SR58 EB Mainline																			
SR58 west end of the network to SR99 On Ramp	1,195	1,039	87%	42	2	57	9	A	42	683	12	1	1039	0	0	0	3,523	3660397	6
SR99 On Ramp to H St Off Ramp	4,585	4,138	90%	10	1	59	24	C	52	684	12	1	1379	0	0	0	870	1200020	4
H St Off Ramp to Chester Ave On Ramp	4,110	3,701	90%	36	1	62	20	C	88	2288	37	1	1234	0	0	0	3,265	4027378	12
Chester Ave On Ramp to Union Ave Off Ramp	4,950	4,535	92%	28	2	60	25	C	115	2083	35	3	1512	0	0	0	2,419	3656453	12
Union Ave Off Ramp to Union Ave Loop On Ramp	4,305	3,967	92%	17	1	62	21	C	132	1152	19	1	1322	0	0	0	1,533	2027137	6
Union Ave Loop On Ramp to Union Ave Direct On Ramp	5,075	4,555	90%	8	1	60	25	C	140	637	11	1	1518	0	0	0	739	1122048	4
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	5,710	5,226	92%	32	2	60	29	D	172	2785	46	3	1742	0	0	0	2,800	4877600	15
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	5,110	4,698	92%	28	1	62	25	C	201	2272	37	2	1566	0	0	0	2,553	3997998	12
Cottonwood Rd On Ramp to SR58 east end of the network	5,595	5,169	92%	26	2	61	28	D	226	2255	37	2	1723	0	0	0	2,304	3969792	12
SR58 WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	4,090	4,120	101%	26	1	63	22	C	26	1873	30	1	1373	0	0	0	2,401	3297107	10
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	3,850	3,830	99%	18	1	63	20	C	44	1176	19	1	1277	0	0	0	1,622	2070753	6
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	4,250	4,226	99%	39	2	62	23	C	82	2797	45	2	1409	0	0	0	3,491	4918043	15
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	3,655	3,662	100%	17	1	62	20	C	99	1081	17	1	1221	0	0	0	1,558	1901799	6
Brundage Ln On Ramp (Union Ave) to Union Ave On Ramp	4,050	4,008	99%	12	1	61	22	C	111	821	13	1	1336	0	0	0	1,082	1445552	4
Union Ave On Ramp to Chester Ave Off Ramp	4,605	4,527	98%	23	2	60	25	C	135	1764	29	2	1509	0	0	0	2,060	3108540	10
Chester Ave Off Ramp to H St On Ramp	3,960	3,850	97%	55	17	46	29	D	190	2719	59	18	1283	0	0	0	3,579	4592454	20
H St On Ramp to SR99 NB Off Ramp	4,555	4,323	95%	42	16	39	37	E	231	1930	50	20	1441	1	48	2	2,350	3386350	17
SR99 NB Off Ramp to SR99 SB Off Ramp	2,840	2,677	94%	70	47	23	40	E	301	1191	52	35	892	2	30	22	2,163	1930117	16

Year 2038- No-Build - CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

AM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 EB/Wible Rd Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB		
			Node #	298			303			306			151			96			128			98			164		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	7025		1065	15	5960	675	10	5285	1438	20	3847	561	8	3286	1055	15	2231	345	5	1886	636	9	1251	1251	18	0
White Ln Loop On	533	1605			X	1605	80	5	1525	415	26	1110	162	10	948	304	19	644	100	6	544	183	11	361	361	22	0
White Ln Direct On	299	695			X	695	35	5	660	180	26	481	70	10	411	132	19	279	43	6	236	79	11	156	156	22	0
Ming Ave On	305	1585			X	1585		X	1585	793	50	793	116	7	677	217	14	460	71	4	389	131	8	258	258	16	0
Wible Rd On	307	640			X	640		X	640		X	640	93	15	547	176	27	371	57	9	314	106	17	208	208	33	0
SR-58 WB On	310	1785			X	1785		X	1785		X	1785	179	10	1607	516	29	1091	169	9	922	311	17	611	611	34	0
California Ave Loop On	132	565			X	565		X	565		X	565		X	565	28	5	537	28	5	509	171	30	337	337	60	0
California Ave Direct On	130	240			X	240		X	240		X	240		X	240	12	5	228	12	5	216	73	30	143	143	60	0
Buck-Owens Blvd On	97	600			X	600		X	600		X	600		X	600		X	600		X	600	60	10	540	540	90	0
				1065			790			2825			1180			2440			825			1750			3865		

AM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB/Stockdale Hwy Off			Ming Ave Off			White Ln Off			SR-99 SB		
			Node #	102			105			313			316			322			95		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	3895		1004	26	2891	721	19	2171	671	17	1500	334	9	1166	307	8	859	859	22	0
Airport Dr On	101	1425		71	5	1354	337	24	1016	314	22	702	156	11	546	144	10	402	402	28	0
Rosedale Hwy Loop On	103	1150			X	1150	58	5	1093	337	29	755	168	15	587	155	13	432	432	38	0
Rosedale Hwy Direct On	104	1690			X	1690	85	5	1606	496	29	1110	247	15	863	227	13	635	635	38	0
California Ave On	137	720			X	720		X	720	72	10	648	144	20	504	133	18	371	371	52	0
SR-58 WB On	314	1550			X	1550		X	1550		X	1550	155	10	1395	367	24	1028	1028	66	0
Real Rd On	315	510			X	510		X	510		X	510	26	5	485	128	25	357	357	70	0
Ming Ave On	318	690			X	690		X	690		X	690		X	690	35	5	656	656	95	0
White Ln Loop On	323	210			X	210		X	210		X	210		X	210		X	210	210	100	0
White Ln Direct On	324	460			X	460		X	460		X	460		X	460		X	460	460	100	0
				1075			1200			1890			1230			1495			5410		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood Rd.

AM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	West Beltway Off			Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St Off			Truxtun Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB		
			Node #	569			574			581			589			599			688			370			375			385			169		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	2190		800	37	1390	108	5	1282	445	20	837	487	22	349	228	10	122	122	6	0												
West Beltway Loop On	570	1185			X	1185	59	5	1126	391	33	735	428	36	307	200	17	107	107	9	0												
West Beltway Direct On	571	550			X	550	28	5	523	181	33	341	199	36	142	93	17	50	50	9	0												
Allen Rd On	576	1810			X	1810		X	1810	91	5	1720	1001	55	718	468	26	250	250	14	0												
Calloway Dr Loop On	583	484			X	484		X	484		X	484	24	5	460	300	62	160	160	33	0												
Calloway Dr Direct On	584	914			X	914		X	914		X	914	46	5	868	566	62	303	302	33	0												
Coffee Rd Loop On	592	385			X	385		X	385		X	385		X	385	19	5	366	365	95	0												
Coffee Rd Direct On	593	550			X	550		X	550		X	550		X	550	28	5	523	522	95	1												
Mohawk St Direct On	601	0			X	0		X	0		X	0		X	0		X	0		X	0												
SR58 EB On	368	1345																				151	11	1194	245	18	948	124	9	824	824	61	0
SR-99 NB&SB On	369	3505																				394	11	3111	640	18	2471	323	9	2148	2148	61	0
Chester Ave On	372	595																					X	595	30	5	565	74	12	491	491	83	0
Union Ave Loop On	376	300																					X	300		X	300	15	5	285	285	95	0
Union Ave Direct On	377	275																					X	275		X	275	14	5	261	261	95	0
Cottonwood Rd On	386	305																					X	305		X	305		X	305	305	100	0
				800			195			1108			2185			1900			1878			545			915			550			4315		

AM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Brundage Ln Off (Cottonwood Rd)			Brundage Ln Off (Union Ave)			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Real Rd Off			Coffee Rd Off			Calloway Dr Direct Off			Calloway Dr Loop Off			Allen Rd Off			West Beltway Off			Westside Pkwy WB		
			Node #	404			390			395			399			401			562			34			61			62			69			74			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume
SR-58 WB	162	4870		255	5	4615	868	18	3747	664	14	3083	1329	27	1755	1076	22	678	678	14	0																		
Brundage Ln On (Cottonwood Rd)	387	240			X	240	12	5	228	40	17	188	81	34	107	65	27	41	41	17	0																		
Brundage Ln On (Union Ave)	391	220			X	220		X	220	11	5	209	90	41	119	73	33	46	46	21	0																		
Union Ave On	392	400			X	400		X	400	20	5	380	164	41	216	133	33	84	84	21	0																		
H St On	397	405			X	405		X	405		X	405	122	30	284	203	50	81	81	20	0																		
Truxtun Ave On	626	1122																				725	65	397	56	5	341	116	10	225	89	8	135	84	7	52	52	5	0
Mohawk St Loop On	28	835																				209	25	626	89	11	537	183	22	354	140	17	214	132	16	82	82	10	0
Mohawk St Direct On	30	1005																				251	25	754	107	11	647	221	22	426	169	17	257	159	16	99	99	10	0
Coffee Rd Loop On	54	555																					X	555	28	5	527	28	5	500	198	36	301	186	34	115	115	21	0
Coffee Rd Direct On	56	645																					X	645	32	5	613	32	5	581	230	36	350	216	34	134	134	21	0
Calloway Dr On	64	465																					X	465		X	465		X	465	23	5	442	273	59	169	169	36	0
Allen Rd On	71	225																					X	225		X	225		X	225		X	225	11	5	214	214	95	0
West Beltway Loop On	75	395																					X	395		X	395		X	395		X	395		X	395	395	100	0
West Beltway Direct On	76	290																					X	290		X	290		X	290		X	290		X	290	290	100	0
				255			880			735			1785			1550			930			1185			312			580			850			1060			1550		

Year 2038- No-Build - CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

PM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 EB/Wible Rd Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB		
			Node #	298			303			306			151			96			128			98			164		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	6580		1095	17	5485	707	11	4778	1210	18	3568	387	6	3180	880	13	2300	215	3	2086	483	7	1603	1603	24	0
White Ln Loop On	533	1645			X	1645	82	5	1563	396	24	1167	127	8	1040	288	17	752	70	4	682	158	10	524	524	32	0
White Ln Direct On	299	610			X	610	31	5	580	147	24	433	47	8	386	107	17	279	26	4	253	59	10	194	194	32	0
Ming Ave On	305	1495			X	1495		X	1495	748	50	748	81	5	666	184	12	482	45	3	437	101	7	336	336	22	0
Wible Rd On	307	610			X	610		X	610		X	610	66	11	544	150	25	393	37	6	357	83	14	274	274	45	0
SR-58 WB On	310	1715			X	1715		X	1715		X	1715	172	10	1544	427	25	1116	104	6	1012	234	14	778	778	45	0
California Ave Loop On	132	740			X	740		X	740		X	740		X	740	37	5	703	37	5	666	154	21	512	512	69	0
California Ave Direct On	130	330			X	330		X	330		X	330		X	330	17	5	314	17	5	297	69	21	228	228	69	0
Buck-Owens Blvd On	97	750			X	750		X	750		X	750		X	750		X	750		X	750	75	10	675	675	90	0
				1095			820			2500			880			2090			550			1415			5125		

PM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB/Stockdale Hwy Off			Ming Ave Off			White Ln Off			SR-99 SB		
			Node #	102			105			313			316			322			95		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	4595		989	22	3606	668	15	2938	787	17	2151	518	11	1633	461	10	1173	1173	26	0
Airport Dr On	101	2115		106	5	2009	372	18	1637	438	21	1199	289	14	910	257	12	653	653	31	0
Rosedale Hwy Loop On	103	1380			X	1380	69	5	1311	351	25	960	231	17	729	206	15	523	523	38	0
Rosedale Hwy Direct On	104	1625			X	1625	81	5	1544	413	25	1130	272	17	858	242	15	616	616	38	0
California Ave On	137	1050			X	1050		X	1050	105	10	945	227	22	718	202	19	515	515	49	0
SR-58 WB On	314	1755			X	1755		X	1755		X	1755	176	10	1580	445	25	1134	1134	65	0
Real Rd On	315	655			X	655		X	655		X	655	33	5	622	175	27	447	447	68	0
Ming Ave On	318	835			X	835		X	835		X	835		X	835	42	5	793	793	95	0
White Ln Loop On	323	575			X	575		X	575		X	575		X	575		X	575	575	100	0
White Ln Direct On	324	675			X	675		X	675		X	675		X	675		X	675	675	100	0
				1095			1190			2095			1745			2030			7105		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood Rd.

PM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	West Beltway Off			Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St Off			Truxtun Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB		
			Node #	569			574			581			589			599			688			370			375			385			169		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	2180		955	44	1225	129	6	1096	450	21	646	387	18	258	177	8	81	81	4	0												
West Beltway Loop On	570	875			X	875	44	5	831	342	39	490	294	34	196	134	15	61	61	7	0												
West Beltway Direct On	571	145			X	145	7	5	138	57	39	81	49	34	32	22	15	10	10	7	0												
Allen Rd On	576	1610			X	1610		X	1610	81	5	1530	918	57	612	420	26	192	192	12	0												
Calloway Dr Loop On	583	381			X	381		X	381		X	381	19	5	362	249	65	113	113	30	0												
Calloway Dr Direct On	584	762			X	762		X	762		X	762	38	5	724	497	65	227	227	30	0												
Coffee Rd Loop On	592	430			X	430		X	430		X	430		X	430	22	5	409	409	95	0												
Coffee Rd Direct On	593	475			X	475		X	475		X	475		X	475	24	5	451	452	95	0												
Mohawk St Direct On	601	0			X	0		X	0		X	0		X	0		X	0		X	0												
SR58 EB On	368	1195																				136	11	1059	155	13	904	111	9	792	792	66	0
SR-99 NB&SB On	369	3390																				339	10	3051	448	13	2603	320	9	2283	2283	67	0
Chester Ave On	372	840																					X	840	42	5	798	98	12	700	700	83	0
Union Ave Loop On	376	770																					X	770		X	770	39	5	732	732	95	0
Union Ave Direct On	377	635																					X	635		X	635	32	5	603	603	95	0
Cottonwood Rd On	386	485																					X	485		X	485		X	485	485	100	0
				955			180			929			1705			1545			1545			475			645			600			5595		

PM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Brundage Ln Off (Cottonwood Rd)			Brundage Ln Off (Union Ave)			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Real Rd Off			Coffee Rd Off			Calloway Dr Direct Off			Calloway Dr Loop Off			Allen Rd Off			West Beltway Off			Westside Pkwy WB		
			Node #	404			390			395			399			401			562			34			61			62			69			74			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol%	New Volume	14	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-58 WB	162	4090		240	6	3850	575	14	3275	535	13	2740	1063	26	1677	1008	25	668	668	16	0																		
Brundage Ln On (Cottonwood Rd)	387	400			X	400	20	5	380	62	16	318	123	31	195	117	29	78	78	19	0																		
Brundage Ln On (Union Ave)	391	395			X	395		X	395	20	5	375	146	37	230	138	35	92	92	23	0																		
Union Ave On	392	555			X	555		X	555	28	5	527	205	37	323	194	35	129	129	23	0																		
H St On	397	595			X	595		X	595		X	595	179	30	417	298	50	119	119	20	0																		
Truxtun Ave On	626	1920																				549	29	1371	167	9	1205	372	19	832	396	21	437	275	14	162	162	8	0
Mohawk St Loop On	28	1250																				313	25	938	114	9	824	254	20	569	271	22	298	188	15	111	111	9	0
Mohawk St Direct On	30	1415																				354	25	1061	129	9	932	288	20	644	306	22	338	212	15	125	125	9	0
Coffee Rd Loop On	54	980																					X	980	49	5	931	49	5	882	419	43	463	291	30	172	172	18	0
Coffee Rd Direct On	56	1025																					X	1025	51	5	974	51	5	923	439	43	484	304	30	180	180	18	0
Calloway Dr On	64	985																					X	985		X	985		X	985	49	5	936	589	60	347	347	35	0
Allen Rd On	71	330																					X	330		X	330		X	330		X	330	17	5	314	314	95	0
West Beltway Loop On	75	545																					X	545		X	545		X	545		X	545		X	545	545	100	0
West Beltway Direct On	76	350																					X	350		X	350		X	350		X	350		X	350	350	100	0
				240			595			645			1715			1755			1085			1215			510			1015			1880			1875			2305		

CORSIM OUPUT DATA

2018 NO-BUILD

AM Peak

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	VEHICLES OUT	LANE CHNG	CURR CONT	AVG CONT	VEH-MILES	VEH-MIN	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE MOVE TIME	SECONDS/VEHICLE DELAY TIME	M/T	VEH-MIN/VEH-MILE TOTAL	VEH-MIN/VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	6304	6286	1040	38	25.5	1550.9	1529.3	14.6	13.8	0.7	0.95	0.99	0.05	1049.9	17.3	60.85	FRWY
(563, 98)	3873	3872	2673	18	18.5	1101.3	1109.2	17.2	15.9	1.3	0.93	1.01	0.07	775.3	13.0	59.57	FRWY
(154, 101)	3196	3193	495	26	27.0	1718.5	1617.8	30.4	29.8	0.5	0.98	0.94	0.02	639.2	10.0	63.73	FRWY
(103, 104)	4814	4821	1570	7	12.4	729.7	746.9	9.3	8.4	0.9	0.91	1.02	0.10	856.2	14.6	58.61	FRWY
(158, 105)	5975	5960	758	38	28.4	1695.0	1706.6	17.2	15.8	1.3	0.92	1.01	0.08	1193.3	20.0	59.59	FRWY
(128, 97)	3496	3497	473	24	23.1	1453.0	1384.4	23.8	23.1	0.7	0.97	0.95	0.03	699.3	11.1	62.98	FRWY
(156, 102)	4477	4485	646	15	18.0	1103.0	1078.1	14.4	13.7	0.7	0.95	0.98	0.05	896.0	14.6	61.39	FRWY
(109,7001)	2068	2068	0	0	1.3	67.0	76.2	2.2	2.1	0.1	0.96	1.14	0.05	1034.0	19.6	52.72	RAMP
(102, 103)	3869	3865	574	26	26.5	1664.8	1590.6	24.7	23.9	0.8	0.97	0.96	0.03	774.1	12.3	62.80	FRWY
(160,7002)	614	613	0	1	0.5	24.9	27.7	2.7	2.7	0.1	0.98	1.11	0.02	307.0	5.7	53.88	RAMP
(7003, 106)	951	951	401	0	2.3	82.6	138.3	8.4	6.7	1.7	0.80	1.67	0.34	495.8	13.8	35.84	RAMP
(106, 103)	951	949	124	2	2.8	110.5	170.5	10.8	7.6	3.1	0.71	1.54	0.45	763.4	19.6	38.87	RAMP
(7004, 107)	1181	1178	87	4	1.4	60.7	85.4	4.0	3.2	0.9	0.78	1.41	0.31	633.8	14.8	42.69	RAMP
(107, 104)	1178	1174	613	7	3.1	110.2	184.9	9.4	6.2	3.3	0.65	1.68	0.58	731.8	20.5	35.75	RAMP
(110, 109)	2070	2068	68	2	1.4	72.9	82.5	2.4	2.3	0.1	0.96	1.13	0.04	1034.3	19.5	52.98	RAMP
(96, 110)	2069	2070	45	1	1.0	52.5	59.4	1.7	1.7	0.1	0.96	1.13	0.04	1034.8	19.5	53.06	RAMP
(127, 97)	367	367	233	0	1.2	41.2	70.8	11.6	7.4	4.2	0.64	1.72	0.62	314.0	9.0	34.91	RAMP
(96, 128)	4217	4217	1561	21	19.3	1197.4	1159.1	16.5	15.9	0.6	0.96	0.97	0.04	843.0	13.6	61.98	FRWY

(128, 129)	721	722	108	4	2.4	123.6	141.7	11.8	11.3	0.5	0.96	1.15	0.05	432.3	8.3	52.37	RAMP
(132, 130)	6190	6193	905	6	15.4	920.4	924.6	9.0	8.3	0.7	0.92	1.00	0.08	1110.7	18.6	59.72	FRWY
(131, 130)	124	124	0	0	0.1	5.4	6.4	3.1	2.9	0.2	0.92	1.19	0.09	124.0	2.5	50.29	RAMP
(151, 132)	5662	5674	561	24	25.9	1601.2	1553.5	16.4	15.7	0.8	0.95	0.97	0.04	1134.1	18.3	61.84	FRWY
(105, 137)	4857	4864	1200	19	18.2	1130.4	1091.0	13.5	12.9	0.5	0.96	0.97	0.04	971.3	15.6	62.17	FRWY
(98, 138)	1457	1457	12	2	2.8	141.9	166.2	6.8	6.4	0.4	0.93	1.17	0.08	1419.1	27.7	51.22	RAMP
(138, 139)	1457	1458	142	0	1.1	55.2	63.4	2.6	2.5	0.1	0.95	1.15	0.05	728.9	13.9	52.27	RAMP
(141, 140)	1295	1294	391	2	2.9	103.7	177.0	8.2	5.2	3.0	0.64	1.71	0.61	647.0	18.4	35.15	RAMP
(140, 101)	1294	1289	0	7	3.9	182.6	234.3	10.9	9.3	1.6	0.85	1.28	0.19	1290.8	27.6	46.77	RAMP
(105, 143)	1103	1102	0	1	1.2	64.7	73.9	4.0	3.8	0.2	0.96	1.14	0.05	1102.3	21.0	52.51	RAMP
(7005, 127)	367	367	11	0	0.3	8.5	17.7	2.4	1.6	0.9	0.64	2.09	0.75	217.3	7.6	28.73	RAMP
(129,7006)	722	721	0	1	0.8	32.3	47.0	3.9	3.4	0.5	0.87	1.46	0.19	361.0	8.8	41.16	RAMP
(147, 148)	410	410	0	0	0.7	32.2	41.2	6.0	5.6	0.4	0.94	1.28	0.08	410.0	8.7	46.98	RAMP
(148, 137)	410	407	0	4	0.5	23.7	28.0	4.1	3.8	0.3	0.92	1.18	0.09	408.3	8.0	50.78	RAMP
(163, 149)	4933	4932	1894	45	46.6	2959.4	2795.7	33.8	33.0	0.8	0.98	0.94	0.02	992.7	15.6	63.52	FRWY
(311, 150)	6757	6763	358	13	16.8	1001.0	1007.9	8.9	8.2	0.7	0.92	1.01	0.08	1351.7	22.7	59.59	FRWY
(152, 153)	6307	6304	503	6	4.0	238.9	242.5	2.3	2.1	0.2	0.91	1.02	0.09	1146.5	19.4	59.09	FRWY
(130, 152)	6317	6307	4948	29	25.7	1554.4	1541.0	14.6	13.7	1.0	0.93	0.99	0.07	1180.9	19.5	60.52	FRWY
(100, 154)	3194	3196	244	14	15.8	1015.6	948.3	17.6	17.4	0.2	0.99	0.93	0.01	646.5	10.1	64.26	FRWY
(101, 155)	4482	4479	1878	25	18.3	1103.3	1098.9	14.7	13.7	1.0	0.93	1.00	0.07	838.2	13.9	60.24	FRWY
(155, 156)	4479	4477	821	5	2.7	169.6	163.6	2.2	2.1	0.1	0.96	0.96	0.04	895.5	14.4	62.20	FRWY
(104, 157)	5995	5975	3922	42	31.8	1699.3	1906.3	19.1	15.9	3.2	0.83	1.12	0.19	1121.6	21.0	53.49	FRWY
(157, 158)	5975	5975	213	6	3.8	226.3	230.0	2.3	2.1	0.2	0.91	1.02	0.09	1194.8	20.2	59.02	FRWY
(137, 159)	5271	5278	2221	14	16.4	931.8	982.7	11.2	9.8	1.4	0.88	1.05	0.13	952.5	16.7	56.89	FRWY
(150, 151)	6763	6770	294	7	15.3	920.2	916.6	8.1	7.6	0.5	0.94	1.00	0.06	1353.4	22.5	60.24	FRWY

(325, 95)	3670	3661	703	31	36.1	2274.5	2165.1	35.4	34.5	1.0	0.97	0.95	0.03	732.9	11.6	63.03	FRWY
(102, 160)	616	614	10	3	0.9	48.9	54.7	5.3	5.2	0.1	0.98	1.12	0.03	527.4	9.8	53.70	RAMP
(98, 99)	2415	2409	255	12	16.2	1025.9	972.6	24.2	23.6	0.6	0.98	0.95	0.02	482.8	7.6	63.28	FRWY
(99, 164)	2409	2400	170	13	10.6	675.0	636.8	15.9	15.6	0.3	0.98	0.94	0.02	481.0	7.6	63.60	FRWY
(295, 200)	1561	1564	292	2	3.6	173.1	218.5	8.4	8.3	0.1	0.99	1.26	0.01	621.7	13.1	47.52	FRWY
(203, 201)	1559	1559	48	0	0.9	54.1	51.2	1.8	1.7	0.0	0.98	0.95	0.02	865.6	13.7	63.39	FRWY
(200, 199)	1406	1405	77	3	2.6	116.0	156.5	6.7	6.6	0.1	0.99	1.35	0.01	702.4	15.8	44.46	FRWY
(179, 178)	1211	1210	47	5	2.1	114.6	128.2	6.4	6.2	0.1	0.98	1.12	0.02	605.3	11.3	53.66	FRWY
(180, 179)	1212	1211	186	4	4.3	229.5	256.8	12.7	12.5	0.2	0.98	1.12	0.02	494.7	9.2	53.63	FRWY
(181, 180)	1114	1114	24	1	1.9	104.9	116.7	6.3	6.2	0.1	0.99	1.11	0.02	557.0	10.3	53.89	FRWY
(199, 198)	1405	1407	104	2	3.3	145.9	197.5	8.4	8.3	0.1	0.99	1.35	0.02	702.8	15.9	44.33	FRWY
(198, 197)	1683	1683	492	8	7.4	386.4	446.5	15.9	15.1	0.9	0.95	1.16	0.06	709.8	13.7	51.92	FRWY
(197, 196)	1944	1939	466	13	10.4	551.7	623.7	19.3	18.7	0.6	0.97	1.13	0.04	844.4	15.9	53.07	FRWY
(196, 195)	1939	1942	357	9	17.8	947.9	1070.5	33.1	32.1	1.0	0.97	1.13	0.03	969.6	18.3	53.13	FRWY
(182, 181)	1117	1114	130	10	6.7	360.8	401.6	21.6	21.3	0.3	0.99	1.11	0.02	557.4	10.3	53.90	FRWY
(183, 182)	1918	1918	195	11	10.2	545.0	613.3	19.2	18.7	0.5	0.97	1.13	0.03	959.2	18.0	53.31	FRWY
(184, 183)	1920	1918	502	13	13.0	704.0	779.8	24.2	23.9	0.3	0.99	1.11	0.01	968.5	17.9	54.17	FRWY
(205, 204)	266	263	0	3	0.2	9.2	12.7	2.9	2.8	0.1	0.98	1.37	0.03	264.7	6.1	43.69	RAMP
(204, 197)	263	261	0	2	0.3	15.2	20.8	4.8	4.7	0.1	0.99	1.36	0.02	261.3	5.9	43.96	RAMP
(182, 193)	801	802	123	1	1.6	89.3	94.1	7.0	6.2	0.9	0.88	1.05	0.13	538.0	9.5	56.90	RAMP
(193, 194)	802	802	64	0	1.0	57.9	57.9	4.3	4.0	0.3	0.93	1.00	0.07	385.3	6.4	60.01	RAMP
(208, 209)	99	98	0	1	0.2	8.5	10.9	6.6	6.2	0.4	0.94	1.28	0.08	98.6	2.1	46.72	RAMP
(207, 198)	275	276	0	0	0.4	17.4	24.1	5.3	5.1	0.2	0.96	1.39	0.05	275.2	6.4	43.13	RAMP
(206, 207)	275	275	0	0	0.2	7.8	12.7	2.8	2.6	0.2	0.93	1.63	0.12	275.0	7.5	36.88	RAMP
(200, 210)	158	158	0	0	0.2	8.2	11.0	4.2	4.1	0.1	0.99	1.35	0.02	158.0	3.6	44.38	RAMP

(210, 211)	158	158	0	1	0.2	6.5	9.4	3.6	3.6	0.0	1.00	1.45	0.00	158.1	3.8	41.36	RAMP
(178, 202)	1210	1210	6	1	0.6	35.3	38.8	1.9	1.6	0.3	0.84	1.10	0.17	605.1	11.1	54.54	FRWY
(139,7009)	1458	1458	0	0	0.9	45.8	52.4	2.2	2.1	0.1	0.96	1.14	0.05	729.0	13.9	52.45	RAMP
(7010, 141)	1294	1295	355	0	2.4	111.1	145.2	6.4	5.4	1.1	0.84	1.31	0.22	675.8	14.7	45.89	RAMP
(211,7011)	158	159	0	0	0.2	7.1	12.4	4.7	4.6	0.1	0.98	1.74	0.04	158.6	4.6	34.50	RAMP
(7012, 206)	276	275	0	1	0.2	6.9	12.3	2.3	2.2	0.1	0.96	1.78	0.07	321.6	9.6	33.63	RAMP
(7014, 205)	266	266	0	0	0.3	13.4	19.3	4.0	3.8	0.3	0.93	1.44	0.10	286.3	6.8	41.80	RAMP
(194,7015)	802	802	0	0	0.5	25.8	28.0	2.1	1.8	0.3	0.85	1.08	0.16	267.3	4.8	55.32	RAMP
(201, 295)	1559	1561	15	4	3.8	220.0	230.4	8.9	8.8	0.0	1.00	1.05	0.00	779.7	13.6	57.31	FRWY
(149, 298)	4932	4930	427	22	22.4	1401.1	1341.5	16.3	15.7	0.6	0.96	0.96	0.03	986.3	15.7	62.66	FRWY
(533, 299)	5560	5559	1868	6	10.8	584.5	650.1	7.0	5.9	1.1	0.84	1.11	0.18	956.9	17.7	53.94	FRWY
(299, 300)	6218	6225	1867	15	31.6	1766.5	1893.8	18.3	15.8	2.5	0.86	1.07	0.15	1173.2	21.0	55.97	FRWY
(300, 301)	6225	6230	900	52	49.7	3061.8	2982.5	28.7	27.3	1.5	0.95	0.97	0.05	1246.0	20.2	61.59	FRWY
(301, 302)	6230	6223	1172	24	21.2	1296.7	1274.9	12.3	11.6	0.7	0.94	0.98	0.06	1244.8	20.4	61.02	FRWY
(302, 303)	6223	6221	559	41	29.0	1768.1	1739.8	16.8	15.8	1.0	0.94	0.98	0.06	1244.7	20.4	60.97	FRWY
(303, 304)	5702	5705	1000	15	14.6	854.6	876.5	9.2	8.3	0.9	0.90	1.03	0.10	1140.9	19.5	58.50	FRWY
(304, 305)	5705	5696	3095	40	48.5	1621.2	2908.0	30.6	15.8	14.8	0.52	1.79	0.87	1141.3	34.1	33.45	FRWY
(305, 306)	7065	7047	2476	44	37.1	1236.1	2228.2	19.0	10.3	8.6	0.55	1.80	0.82	1272.2	38.2	33.28	FRWY
(306, 307)	4963	4969	1055	33	44.4	2717.7	2661.5	32.2	30.4	1.8	0.95	0.98	0.05	993.0	16.2	61.27	FRWY
(307, 310)	5521	5512	949	25	14.5	881.8	868.9	9.5	8.9	0.6	0.94	0.99	0.06	997.0	16.4	60.89	FRWY
(310, 311)	6756	6757	3919	37	33.9	1919.6	2034.5	18.1	15.8	2.3	0.87	1.06	0.13	1267.0	22.4	56.61	FRWY
(159, 312)	5278	5287	218	4	9.7	567.3	580.7	6.6	6.0	0.6	0.90	1.02	0.10	1056.5	18.0	58.62	FRWY
(312, 313)	5287	5293	278	12	15.6	934.9	937.6	10.6	9.9	0.7	0.93	1.00	0.07	1058.1	17.7	59.83	FRWY
(313, 314)	3584	3581	1866	33	40.1	2520.5	2403.0	40.2	39.0	1.2	0.97	0.95	0.03	716.6	11.4	62.93	FRWY
(314, 315)	4843	4841	1892	8	7.1	349.5	427.7	5.3	4.0	1.3	0.76	1.22	0.29	836.8	17.1	49.02	FRWY

(555, 316)	5175	5167	228	17	12.2	737.5	730.0	8.5	8.0	0.5	0.94	0.99	0.06	1034.3	17.1	60.61	FRWY
(316, 317)	4211	4200	461	30	22.2	1390.2	1330.1	19.0	18.4	0.6	0.97	0.96	0.03	840.3	13.4	62.71	FRWY
(317, 318)	4200	4195	403	24	19.0	1191.3	1139.6	16.3	15.8	0.5	0.97	0.96	0.03	838.6	13.4	62.72	FRWY
(318, 319)	4692	4693	1017	28	21.5	1332.4	1292.3	16.5	15.8	0.8	0.95	0.97	0.04	884.9	14.3	61.86	FRWY
(319, 320)	4693	4699	194	8	10.5	653.7	627.0	8.0	7.7	0.3	0.96	0.96	0.03	939.2	15.0	62.55	FRWY
(320, 321)	4699	4697	2527	29	24.2	1483.1	1451.7	18.6	17.5	1.0	0.94	0.98	0.05	938.9	15.3	61.29	FRWY
(321, 322)	4697	4689	971	26	21.7	1333.8	1301.9	16.6	15.9	0.7	0.96	0.98	0.04	814.2	13.2	61.47	FRWY
(322, 323)	3271	3270	308	17	17.3	1097.2	1040.6	19.1	18.6	0.5	0.98	0.95	0.02	654.6	10.3	63.26	FRWY
(323, 324)	3449	3448	395	10	9.3	584.1	557.5	9.7	9.4	0.3	0.97	0.95	0.03	626.9	10.0	62.87	FRWY
(324, 325)	3670	3670	589	9	16.6	1041.9	995.8	16.3	15.8	0.5	0.97	0.96	0.03	692.0	11.0	62.78	FRWY
(7023, 147)	411	410	0	1	0.4	15.8	25.2	3.4	2.8	0.5	0.84	1.59	0.26	451.8	12.0	37.65	RAMP
(143,7025)	1102	1101	0	1	0.6	31.7	38.6	2.1	2.0	0.1	0.95	1.22	0.06	1101.0	22.3	49.29	RAMP
(144, 131)	124	124	0	0	0.1	3.5	4.3	2.1	2.0	0.1	0.97	1.24	0.03	124.0	2.6	48.39	RAMP
(7022, 144)	124	124	0	0	0.1	4.4	6.0	2.6	2.3	0.3	0.89	1.36	0.15	137.2	3.1	43.99	RAMP
(347, 348)	1713	1715	477	0	1.4	70.8	84.3	2.9	2.9	0.1	0.98	1.19	0.03	857.2	17.0	50.39	FRWY
(348, 349)	1715	1715	101	1	2.3	110.1	136.0	4.8	4.6	0.1	0.97	1.24	0.03	857.6	17.7	48.57	FRWY
(560, 370)	4028	4026	145	9	5.2	311.2	310.2	4.6	4.3	0.3	0.93	1.00	0.07	1006.7	16.7	60.18	FRWY
(370, 371)	3547	3557	396	12	19.3	1205.4	1159.4	19.6	18.8	0.7	0.96	0.96	0.04	887.9	14.2	62.38	FRWY
(371, 372)	3557	3556	882	15	15.9	990.8	955.7	16.1	15.5	0.7	0.96	0.96	0.04	887.9	14.3	62.20	FRWY
(372, 373)	4068	4064	1339	12	12.2	707.5	731.7	10.8	9.7	1.1	0.90	1.03	0.11	905.4	15.6	58.02	FRWY
(373, 374)	4064	4060	139	11	7.3	446.9	440.8	6.5	6.1	0.4	0.94	0.99	0.06	1015.4	16.7	60.84	FRWY
(374, 375)	4060	4057	206	16	11.6	706.5	693.4	10.2	9.7	0.5	0.95	0.98	0.05	1014.8	16.6	61.14	FRWY
(375, 376)	3150	3153	304	18	14.6	914.7	876.5	16.7	16.1	0.6	0.96	0.96	0.03	787.6	12.6	62.61	FRWY
(376, 377)	3392	3396	412	3	7.6	475.1	459.0	8.1	7.8	0.3	0.96	0.97	0.04	736.5	11.9	62.11	FRWY
(377, 378)	3632	3631	1076	11	14.5	894.1	872.5	14.4	13.7	0.8	0.95	0.98	0.05	835.6	13.6	61.49	FRWY

(7028, 368)	1234	1235	74	6	5.6	295.6	335.2	16.0	15.5	0.6	0.96	1.13	0.04	417.9	7.9	52.92	FRWY
(378, 384)	3631	3631	44	1	2.2	137.5	132.8	2.2	2.1	0.1	0.96	0.97	0.04	907.6	14.6	62.15	FRWY
(384, 385)	3631	3631	297	19	14.4	894.6	865.8	14.3	13.7	0.6	0.96	0.97	0.04	908.3	14.7	61.99	FRWY
(385, 386)	3182	3174	548	21	24.5	1536.1	1472.5	27.8	26.8	1.0	0.96	0.96	0.03	794.2	12.7	62.59	FRWY
(402, 403)	1250	1247	205	5	3.7	172.2	221.0	10.6	9.8	0.8	0.93	1.28	0.10	624.6	13.4	46.77	RAMP
(562,7030)	880	880	0	0	0.6	31.7	37.1	2.5	2.4	0.1	0.95	1.17	0.06	293.3	5.7	51.28	FRWY
(400, 401)	2134	2137	62	7	10.4	607.0	621.7	17.5	16.8	0.7	0.96	1.02	0.04	534.1	9.1	58.58	FRWY
(401, 382)	1257	1256	0	2	1.2	49.0	70.4	3.4	3.1	0.2	0.93	1.44	0.10	1256.1	30.1	41.76	RAMP
(399, 400)	2137	2134	103	5	4.3	268.1	259.9	7.3	7.0	0.3	0.96	0.97	0.04	533.7	8.6	61.90	FRWY
(564, 399)	3396	3397	1516	3	9.1	546.6	544.3	9.6	9.1	0.5	0.94	1.00	0.05	848.9	14.1	60.26	FRWY
(397, 398)	3397	3396	899	7	9.2	546.7	551.0	9.7	9.0	0.8	0.92	1.01	0.08	749.8	12.6	59.54	FRWY
(395, 396)	2973	2969	397	20	16.4	1026.9	982.4	19.8	19.2	0.6	0.97	0.96	0.03	744.4	11.9	62.72	FRWY
(394, 395)	3569	3578	187	2	6.2	378.9	372.2	6.3	6.0	0.3	0.95	0.98	0.05	893.1	14.6	61.08	FRWY
(393, 394)	3574	3569	216	12	10.3	635.8	616.2	10.4	9.9	0.5	0.96	0.97	0.04	892.9	14.4	61.91	FRWY
(392, 393)	3582	3574	508	13	6.2	379.6	373.4	6.3	5.9	0.4	0.94	0.98	0.06	745.0	12.2	60.98	FRWY
(391, 392)	3260	3258	1122	10	10.7	667.7	644.5	11.9	11.4	0.5	0.96	0.97	0.04	737.8	11.9	62.16	FRWY
(390, 391)	3041	3046	341	11	14.3	897.3	858.6	16.9	16.4	0.6	0.97	0.96	0.03	760.3	12.1	62.71	FRWY
(389, 390)	3538	3542	359	12	16.2	1005.2	969.5	16.4	15.8	0.6	0.96	0.96	0.04	884.6	14.2	62.21	FRWY
(388, 389)	3541	3538	109	8	5.3	329.3	315.5	5.3	5.2	0.2	0.97	0.96	0.03	885.4	14.1	62.63	FRWY
(387, 388)	3541	3541	1179	15	16.1	1005.6	968.9	16.4	15.8	0.7	0.96	0.96	0.04	823.2	13.2	62.28	FRWY
(166, 404)	3596	3594	147	10	8.1	510.7	486.3	8.1	7.9	0.2	0.98	0.95	0.02	898.9	14.3	63.01	FRWY
(404, 387)	3327	3324	340	18	16.2	1022.0	973.5	17.6	17.0	0.5	0.97	0.95	0.03	831.7	13.2	62.99	FRWY
(306, 405)	2084	2083	0	2	2.9	128.7	176.1	5.1	4.0	1.0	0.80	1.37	0.28	2084.1	47.5	43.84	RAMP
(558, 406)	2082	2082	0	4	2.8	122.2	170.8	4.9	4.6	0.3	0.94	1.40	0.08	1573.8	36.7	42.93	FRWY
(351, 408)	1284	1282	308	3	1.8	77.1	110.8	5.2	4.8	0.4	0.93	1.44	0.10	642.2	15.4	41.76	RAMP

(408, 409)	1282	1282	174	4	3.8	151.5	226.2	10.6	9.5	1.1	0.90	1.49	0.16	865.5	21.5	40.17	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1513	1517	0	1	5.3	219.0	319.6	12.7	11.6	1.1	0.91	1.46	0.12	1513.6	36.8	41.11	FRWY
(349, 350)	1291	1291	236	4	5.8	283.9	349.2	16.2	15.9	0.3	0.98	1.23	0.03	645.0	13.2	48.78	RAMP
(350, 351)	1291	1284	97	10	4.8	213.4	287.4	13.4	13.2	0.2	0.98	1.35	0.02	643.1	14.4	44.54	RAMP
(406, 413)	1507	1513	0	5	6.0	258.1	362.2	14.4	13.7	0.7	0.95	1.40	0.07	1509.2	35.3	42.76	FRWY
(416,7031)	480	480	0	0	0.3	16.9	20.2	2.5	2.4	0.1	0.97	1.20	0.04	480.0	9.6	50.10	RAMP
(7032, 435)	511	512	0	0	0.5	24.6	32.8	3.6	3.2	0.4	0.89	1.33	0.14	552.4	12.3	44.95	RAMP
(435, 436)	512	512	0	0	0.4	21.4	26.3	3.1	3.0	0.1	0.97	1.23	0.03	512.0	10.5	48.89	RAMP
(436, 372)	512	512	0	0	0.6	28.1	33.1	3.9	3.6	0.3	0.92	1.18	0.09	512.0	10.1	50.93	RAMP
(395, 437)	605	605	37	0	1.2	61.6	69.2	6.9	6.7	0.2	0.97	1.12	0.03	481.5	9.0	53.48	RAMP
(437,7033)	605	605	0	1	0.9	44.7	54.9	5.4	5.2	0.2	0.95	1.23	0.06	302.5	6.2	48.85	RAMP
(7034, 440)	422	421	0	1	0.4	18.3	24.6	3.2	2.9	0.3	0.90	1.34	0.14	458.6	10.2	44.78	RAMP
(440, 441)	421	421	0	0	0.5	22.9	28.1	4.0	3.9	0.1	0.98	1.23	0.03	421.0	8.6	48.88	RAMP
(7035, 443)	237	237	0	1	0.3	9.5	16.7	3.9	2.9	0.9	0.76	1.76	0.43	259.5	7.6	34.10	RAMP
(443, 444)	237	237	0	1	0.2	9.4	12.4	3.1	2.8	0.3	0.90	1.33	0.13	237.6	5.3	45.11	RAMP
(444, 376)	237	239	0	1	0.6	31.9	36.1	9.1	8.8	0.3	0.96	1.13	0.04	238.5	4.5	52.95	RAMP
(375, 442)	907	906	0	1	1.2	62.3	70.9	4.7	4.5	0.2	0.96	1.14	0.05	906.0	17.2	52.75	RAMP
(442,7036)	906	905	0	2	0.9	42.9	51.4	3.4	3.3	0.1	0.97	1.20	0.03	905.7	18.1	50.04	RAMP
(7037, 454)	230	232	0	0	0.2	10.9	14.4	3.5	3.1	0.3	0.91	1.32	0.13	249.4	5.5	45.41	RAMP
(454, 455)	232	234	0	0	0.2	11.1	13.5	3.5	3.4	0.1	0.98	1.22	0.02	232.5	4.7	49.28	RAMP
(455, 377)	234	236	0	0	0.3	17.0	19.5	5.0	4.7	0.2	0.95	1.15	0.06	234.9	4.5	52.40	RAMP
(390, 458)	501	502	0	0	1.2	65.4	73.1	8.7	8.5	0.2	0.97	1.12	0.03	501.8	9.4	53.66	RAMP
(456, 457)	215	214	0	1	0.1	6.5	8.4	2.4	2.2	0.2	0.93	1.30	0.10	214.0	4.6	46.09	RAMP
(457, 391)	214	214	0	0	0.1	5.9	7.2	2.0	1.8	0.2	0.91	1.21	0.11	214.0	4.3	49.44	RAMP

(7038, 456)	215	215	0	0	0.1	5.6	8.4	2.0	1.6	0.4	0.81	1.50	0.29	248.2	6.2	40.08	RAMP
(458,7039)	502	504	0	0	0.4	20.1	24.4	2.9	2.8	0.2	0.94	1.22	0.07	502.5	10.2	49.31	RAMP
(7040, 466)	327	325	0	3	0.3	14.8	20.1	3.4	3.0	0.4	0.89	1.36	0.15	354.8	8.0	44.17	RAMP
(466, 467)	325	325	0	0	0.3	13.5	16.7	3.1	3.0	0.1	0.97	1.24	0.03	325.0	6.7	48.52	RAMP
(467, 392)	325	324	0	1	0.4	18.2	21.5	4.0	3.7	0.3	0.93	1.18	0.08	324.4	6.4	51.04	RAMP
(309,7043)	955	955	0	0	0.9	46.5	56.4	3.5	3.4	0.1	0.96	1.21	0.04	955.0	19.3	49.44	RAMP
(7044, 483)	496	497	0	0	0.8	38.6	50.5	5.8	5.3	0.5	0.91	1.31	0.11	521.4	11.4	45.85	RAMP
(484, 318)	497	497	0	0	0.7	33.7	39.2	4.7	4.4	0.3	0.93	1.16	0.08	497.0	9.6	51.57	RAMP
(483, 484)	497	497	0	1	0.5	24.4	30.1	3.6	3.5	0.1	0.97	1.23	0.04	497.4	10.2	48.68	RAMP
(303, 487)	519	519	0	1	0.8	44.0	49.2	5.7	5.5	0.2	0.97	1.12	0.03	519.6	9.7	53.60	RAMP
(487, 488)	519	520	0	0	1.0	48.9	58.7	6.8	6.6	0.2	0.98	1.20	0.03	519.6	10.4	50.02	RAMP
(488,7046)	520	520	0	0	0.6	28.8	36.6	4.2	4.0	0.3	0.94	1.27	0.08	520.0	11.0	47.15	RAMP
(490, 305)	1371	1369	0	7	3.7	181.5	221.8	9.7	8.7	1.0	0.90	1.22	0.13	1369.1	27.9	49.10	RAMP
(489, 490)	1371	1371	0	3	2.5	119.9	151.2	6.6	6.3	0.3	0.96	1.26	0.06	1370.5	28.8	47.59	RAMP
(7047, 489)	1371	1371	0	2	2.1	86.6	126.6	5.2	4.3	0.9	0.82	1.46	0.26	1451.5	35.4	41.06	RAMP
(7045, 531)	658	658	117	0	0.9	31.6	54.0	4.6	2.5	2.1	0.54	1.71	0.78	355.3	10.1	35.15	RAMP
(531, 532)	658	659	4	0	0.6	25.9	34.2	3.1	2.2	0.9	0.70	1.32	0.39	444.6	9.8	45.50	RAMP
(532, 299)	659	659	0	0	0.5	26.0	30.1	2.7	2.2	0.5	0.80	1.16	0.23	659.0	12.7	51.79	RAMP
(322, 522)	1418	1416	17	2	1.2	63.6	70.6	3.0	2.9	0.1	0.98	1.11	0.02	708.4	13.1	54.03	RAMP
(7049, 523)	178	177	0	1	0.2	6.7	10.6	3.2	3.1	0.2	0.95	1.57	0.08	195.9	5.1	38.13	RAMP
(523, 524)	177	178	0	1	0.3	14.0	18.5	6.3	5.7	0.6	0.90	1.33	0.13	177.7	3.9	45.19	RAMP
(524, 323)	178	179	0	2	0.3	13.4	15.3	5.2	4.9	0.2	0.96	1.14	0.05	178.1	3.4	52.60	RAMP
(298, 533)	4235	4241	553	22	22.6	1418.7	1355.0	19.2	18.6	0.6	0.97	0.96	0.03	847.4	13.5	62.82	FRWY
(7050, 529)	1319	1319	599	0	1.6	48.9	95.3	3.9	3.0	0.9	0.77	1.95	0.45	729.1	23.7	30.76	RAMP
(529, 530)	1319	1319	93	0	1.4	40.7	81.5	3.7	2.2	1.5	0.60	2.00	0.80	733.8	24.5	29.99	RAMP

(530, 533)	1319	1319	0	0	3.0	124.7	179.5	8.2	6.2	2.0	0.76	1.44	0.35	1319.0	31.7	41.67	RAMP
(7051, 525)	222	222	0	0	0.2	10.0	13.1	3.3	3.0	0.3	0.91	1.31	0.11	241.0	5.3	45.72	RAMP
(525, 526)	222	222	0	0	0.3	16.7	20.4	5.5	5.4	0.1	0.98	1.22	0.02	222.0	4.5	49.25	RAMP
(526, 324)	222	222	0	0	0.4	21.9	24.9	6.7	6.5	0.3	0.96	1.13	0.04	222.0	4.2	52.89	RAMP
(298, 534)	695	697	0	0	1.0	64.2	62.8	5.4	5.1	0.3	0.94	0.98	0.05	696.4	11.4	61.34	RAMP
(534,7052)	697	697	0	0	0.6	35.2	36.8	3.2	2.8	0.4	0.88	1.04	0.12	697.0	12.1	57.51	RAMP
(313, 347)	1709	1713	0	0	2.6	132.2	154.2	5.4	5.1	0.3	0.94	1.17	0.07	1710.2	33.2	51.44	RAMP
(315, 554)	5186	5180	1010	12	10.1	543.0	605.0	7.0	5.8	1.2	0.83	1.11	0.19	878.1	16.3	53.85	FRWY
(554, 555)	5180	5175	330	10	10.7	627.7	642.6	7.4	6.7	0.7	0.90	1.02	0.10	1035.7	17.7	58.61	FRWY
(522,7048)	1416	1416	0	2	1.3	66.5	78.5	3.3	3.3	0.1	0.98	1.18	0.02	708.2	13.9	50.87	RAMP
(405, 558)	2083	2082	0	3	2.2	99.4	129.4	3.7	3.4	0.3	0.91	1.30	0.12	1041.5	22.6	46.09	FRWY
(409, 559)	2799	2799	112	4	4.1	174.4	247.4	5.3	5.0	0.3	0.94	1.42	0.08	1399.3	33.1	42.29	FRWY
(369, 560)	4033	4028	867	7	6.2	352.7	371.6	5.5	4.9	0.7	0.88	1.05	0.13	1007.8	17.7	56.95	FRWY
(401, 562)	880	880	2	0	0.5	30.0	30.8	2.1	2.1	0.0	0.99	1.03	0.01	293.3	5.0	58.40	FRWY
(97, 563)	3864	3873	795	14	17.6	1098.8	1057.1	16.4	15.8	0.6	0.96	0.96	0.04	729.8	11.7	62.37	FRWY
(398, 564)	3396	3396	135	2	6.8	418.0	409.5	7.2	6.8	0.4	0.95	0.98	0.05	848.9	13.9	61.25	FRWY
(27, 28)	1078	1072	148	6	3.4	203.7	202.5	11.3	10.5	0.8	0.93	0.99	0.07	358.4	5.9	60.35	FRWY
(28, 29)	1745	1752	185	1	4.3	264.6	256.7	8.8	8.4	0.4	0.95	0.97	0.05	436.6	7.1	61.84	FRWY
(29, 30)	1752	1753	46	0	2.6	166.0	156.5	5.4	5.2	0.1	0.98	0.94	0.02	438.1	6.9	63.64	FRWY
(30, 31)	2422	2424	2092	9	10.9	688.2	655.6	16.2	15.7	0.5	0.97	0.95	0.03	484.5	7.7	62.98	FRWY
(31, 32)	2424	2428	1025	6	6.3	394.1	376.9	9.3	9.0	0.3	0.97	0.96	0.03	485.0	7.7	62.73	FRWY
(32, 33)	2428	2428	269	3	5.4	344.8	326.8	8.1	7.9	0.2	0.97	0.95	0.02	413.7	6.5	63.31	FRWY
(33, 34)	2428	2429	138	7	5.6	345.0	336.4	8.3	8.2	0.2	0.98	0.97	0.02	404.9	6.6	61.55	FRWY
(34, 35)	1295	1293	54	4	2.5	158.9	147.9	6.9	6.8	0.1	0.99	0.93	0.01	259.0	4.0	64.45	FRWY
(35, 36)	1293	1295	47	1	3.0	193.4	179.7	8.3	8.3	0.1	0.99	0.93	0.01	258.8	4.0	64.57	FRWY

(36,	37)	1295	1295	54	1	3.3	214.5	199.3	9.2	9.2	0.1	0.99	0.93	0.01	258.9	4.0	64.60	FRWY
(37,	54)	1295	1291	55	6	3.8	243.8	226.3	10.5	10.4	0.1	0.99	0.93	0.01	258.5	4.0	64.64	FRWY
(54,	55)	1469	1467	218	4	2.8	180.7	170.0	6.9	6.8	0.1	0.98	0.94	0.02	257.9	4.0	63.80	FRWY
(55,	56)	1467	1464	35	4	2.2	138.7	129.1	5.3	5.2	0.0	0.99	0.93	0.01	293.0	4.5	64.46	FRWY
(56,	57)	1691	1691	328	3	5.0	320.2	301.8	10.7	10.5	0.2	0.98	0.94	0.02	310.3	4.9	63.66	FRWY
(57,	58)	1691	1687	39	4	2.5	159.8	149.1	5.3	5.2	0.1	0.99	0.93	0.01	337.6	5.2	64.34	FRWY
(58,	59)	1687	1686	242	3	2.9	185.2	172.5	6.1	6.1	0.1	0.99	0.93	0.01	337.2	5.2	64.42	FRWY
(59,	60)	1686	1676	387	11	4.2	268.2	250.8	9.0	8.8	0.1	0.99	0.94	0.01	396.4	6.2	64.16	FRWY
(60,	61)	1676	1674	662	11	7.5	475.6	450.4	16.1	15.8	0.3	0.98	0.95	0.02	418.6	6.6	63.37	FRWY
(61,	62)	1477	1477	52	7	4.5	279.5	267.9	10.9	10.6	0.2	0.98	0.96	0.02	368.9	5.9	62.60	FRWY
(62,	63)	1068	1068	40	4	3.5	224.7	209.3	11.7	11.6	0.1	0.99	0.93	0.01	267.4	4.2	64.41	FRWY
(63,	64)	1068	1064	44	4	3.6	231.9	215.9	12.2	12.1	0.1	0.99	0.93	0.01	266.4	4.1	64.45	FRWY
(64,	65)	1320	1320	328	3	3.9	249.9	236.2	10.7	10.5	0.2	0.98	0.94	0.02	296.5	4.7	63.49	FRWY
(65,	66)	1320	1321	31	1	2.0	125.1	117.0	5.3	5.2	0.1	0.99	0.94	0.01	330.3	5.1	64.16	FRWY
(66,	67)	1321	1320	845	5	3.7	235.0	219.7	10.0	9.8	0.1	0.99	0.93	0.01	330.6	5.2	64.18	FRWY
(67,	68)	1320	1323	105	5	5.2	325.5	309.3	14.0	13.6	0.4	0.97	0.95	0.03	330.5	5.2	63.15	FRWY
(68,	69)	1323	1320	301	5	6.0	375.0	360.6	16.4	16.1	0.3	0.98	0.96	0.02	271.3	4.3	62.41	FRWY
(69,	70)	586	583	18	3	2.9	187.5	174.7	17.9	17.8	0.1	0.99	0.93	0.01	146.1	2.3	64.42	FRWY
(70,	71)	583	583	7	1	1.3	85.9	79.8	8.2	8.2	0.1	0.99	0.93	0.01	145.7	2.3	64.54	FRWY
(71,	72)	705	710	173	1	3.1	201.0	188.7	16.0	15.7	0.3	0.98	0.94	0.01	164.6	2.6	63.92	FRWY
(72,	73)	710	705	296	7	4.6	296.3	275.4	23.4	23.2	0.1	0.99	0.93	0.01	176.6	2.7	64.55	FRWY
(73,	74)	705	705	88	1	3.1	200.1	186.8	15.9	15.7	0.2	0.99	0.93	0.01	192.1	3.0	64.25	FRWY
(74,	75)	705	703	54	2	4.4	279.7	261.1	22.3	22.0	0.2	0.99	0.93	0.01	234.6	3.6	64.29	FRWY
(75,	76)	703	703	17	0	1.1	70.0	65.3	5.6	5.5	0.0	0.99	0.93	0.01	234.3	3.6	64.39	FRWY
(76,	77)	703	704	7	0	0.7	42.8	39.8	3.4	3.4	0.0	0.99	0.93	0.01	234.6	3.6	64.44	FRWY

(568, 569)	800	800	18	0	0.5	30.3	31.3	2.3	2.1	0.3	0.89	1.03	0.11	266.7	4.6	58.18	FRWY
(569, 570)	800	799	40	1	3.0	187.6	179.6	13.5	12.9	0.5	0.96	0.96	0.04	266.5	4.3	62.69	FRWY
(570, 571)	799	800	25	4	2.0	124.9	118.1	8.9	8.6	0.2	0.97	0.95	0.03	266.8	4.2	63.45	FRWY
(571, 572)	800	796	79	7	3.6	226.6	213.5	16.1	15.7	0.4	0.98	0.94	0.02	217.6	3.4	63.70	FRWY
(572, 573)	796	794	172	4	5.1	330.6	308.7	23.3	22.9	0.4	0.98	0.93	0.02	198.8	3.1	64.25	FRWY
(573, 574)	794	794	43	2	3.5	225.7	210.6	15.9	15.7	0.2	0.99	0.93	0.01	198.6	3.1	64.29	FRWY
(574, 575)	737	732	36	7	2.7	175.9	163.7	13.4	13.2	0.2	0.99	0.93	0.01	183.4	2.8	64.47	FRWY
(575, 576)	732	731	45	2	3.7	241.1	224.3	18.4	18.2	0.2	0.99	0.93	0.01	182.9	2.8	64.48	FRWY
(576, 577)	2132	2127	1910	19	9.9	605.0	595.3	16.8	15.7	1.1	0.94	0.98	0.06	495.3	8.1	60.98	FRWY
(577, 578)	2127	2131	153	11	8.1	514.3	483.2	13.6	13.4	0.3	0.98	0.94	0.02	532.0	8.3	63.86	FRWY
(578, 579)	2131	2136	695	5	6.8	428.8	406.5	11.4	11.1	0.3	0.97	0.95	0.03	533.0	8.4	63.31	FRWY
(579, 580)	2136	2141	67	3	3.2	202.5	191.4	5.4	5.2	0.1	0.97	0.95	0.02	534.6	8.4	63.46	FRWY
(580, 581)	2141	2143	105	2	6.5	405.9	388.4	10.9	10.6	0.3	0.97	0.96	0.03	535.7	8.5	62.70	FRWY
(581, 582)	1681	1681	96	3	5.2	332.5	311.8	11.1	10.9	0.2	0.98	0.94	0.02	420.0	6.6	63.98	FRWY
(582, 583)	1681	1682	133	2	6.2	395.8	370.7	13.2	13.0	0.2	0.98	0.94	0.01	420.3	6.6	64.07	FRWY
(583, 584)	2100	2096	616	5	6.4	397.3	383.2	11.0	10.5	0.5	0.96	0.96	0.04	471.4	7.6	62.20	FRWY
(584, 585)	3143	3135	2839	16	14.8	892.8	887.6	16.9	15.8	1.2	0.93	0.99	0.07	693.2	11.5	60.35	FRWY
(585, 586)	3135	3137	243	7	7.1	426.3	427.9	8.2	7.5	0.6	0.92	1.00	0.08	783.7	13.1	59.78	FRWY
(586, 587)	3137	3137	88	10	6.3	389.1	377.9	7.2	6.9	0.4	0.95	0.97	0.05	784.2	12.7	61.78	FRWY
(587, 588)	3137	3136	55	9	4.8	297.0	286.9	5.5	5.2	0.2	0.96	0.97	0.04	784.1	12.6	62.10	FRWY
(588, 589)	3136	3145	159	8	9.8	594.8	587.4	11.2	10.6	0.6	0.95	0.99	0.05	785.2	12.9	60.76	FRWY
(589, 590)	1899	1892	76	11	4.6	292.1	275.3	8.7	8.6	0.2	0.98	0.94	0.02	473.7	7.4	63.66	FRWY
(590, 591)	1892	1894	58	1	3.4	220.2	206.6	6.5	6.5	0.1	0.99	0.94	0.01	473.3	7.4	63.95	FRWY
(591, 592)	1894	1895	57	2	3.8	245.1	230.1	7.3	7.2	0.1	0.99	0.94	0.01	473.8	7.4	63.92	FRWY
(592, 593)	2184	2186	165	8	6.5	414.0	391.4	10.7	10.5	0.2	0.98	0.95	0.02	437.2	6.9	63.48	FRWY

(593, 594)	2527	2523	421	8	3.8	239.0	227.4	5.4	5.3	0.1	0.97	0.95	0.03	427.8	6.8	63.08	FRWY
(594, 595)	2523	2526	142	6	7.5	478.0	449.1	10.7	10.5	0.2	0.99	0.94	0.01	504.8	7.9	63.87	FRWY
(595, 596)	2526	2526	48	2	3.4	217.2	203.7	4.8	4.8	0.1	0.99	0.94	0.01	505.3	7.9	64.00	FRWY
(596, 597)	2526	2523	2362	6	5.6	358.8	337.2	8.0	7.9	0.1	0.98	0.94	0.01	505.1	7.9	63.83	FRWY
(597, 598)	2523	2521	377	5	5.7	358.2	340.8	8.1	7.9	0.2	0.97	0.95	0.03	504.4	8.0	63.07	FRWY
(598, 599)	2521	2521	210	8	11.5	716.5	687.7	16.4	16.0	0.3	0.98	0.96	0.02	504.4	8.1	62.51	FRWY
(600, 601)	1473	1475	66	3	4.0	253.7	238.8	9.7	9.6	0.2	0.98	0.94	0.02	490.7	7.7	63.74	FRWY
(601, 602)	1475	1472	40	5	2.2	139.6	131.4	5.3	5.3	0.1	0.98	0.94	0.02	377.9	5.9	63.73	FRWY
(602, 603)	1472	1470	68	6	4.4	278.5	262.4	10.7	10.5	0.2	0.98	0.94	0.02	490.1	7.7	63.69	FRWY
(599, 600)	1472	1473	110	6	6.0	383.8	361.4	14.7	14.5	0.3	0.98	0.94	0.02	491.0	7.7	63.73	FRWY
(77,7053)	704	702	0	2	0.4	24.8	23.1	2.0	2.0	0.0	0.99	0.93	0.01	234.2	3.6	64.39	FRWY
(7054, 568)	800	800	41	0	0.7	37.9	43.3	3.0	2.4	0.6	0.81	1.14	0.22	288.9	5.5	52.57	FRWY
(441, 397)	421	421	0	0	0.5	23.8	27.9	4.0	3.7	0.3	0.93	1.17	0.08	421.0	8.2	51.13	RAMP
(626, 627)	1077	1077	16	0	1.6	85.5	94.3	5.3	5.2	0.1	0.99	1.10	0.01	359.0	6.6	54.36	FRWY
(627, 27)	1077	1078	20	0	1.2	65.3	72.6	4.0	4.0	0.1	0.98	1.11	0.02	359.3	6.7	53.97	FRWY
(629, 28)	673	673	0	0	0.9	43.1	54.8	4.9	4.2	0.7	0.86	1.27	0.18	673.0	14.3	47.21	RAMP
(628, 629)	673	673	0	0	1.1	44.1	66.5	5.9	5.2	0.7	0.88	1.51	0.17	673.0	16.9	39.81	RAMP
(631, 30)	668	669	0	1	1.2	62.9	73.6	6.6	6.2	0.5	0.93	1.17	0.08	668.4	13.0	51.29	RAMP
(630, 631)	666	668	0	0	1.1	54.1	66.9	6.0	5.8	0.2	0.97	1.24	0.04	666.9	13.8	48.46	RAMP
(34, 632)	1134	1132	29	2	0.9	50.9	56.7	3.0	2.9	0.1	0.98	1.11	0.02	566.5	10.5	53.83	RAMP
(632, 633)	1132	1135	27	1	1.1	61.0	67.8	3.6	3.5	0.1	0.98	1.11	0.02	567.1	10.5	53.96	RAMP
(635, 54)	178	178	0	1	0.4	21.2	24.9	8.4	7.8	0.6	0.93	1.17	0.09	178.2	3.5	51.07	RAMP
(634, 635)	179	178	0	1	0.4	15.9	22.8	7.7	7.1	0.6	0.92	1.44	0.11	179.0	4.3	41.66	RAMP
(637, 56)	226	227	0	0	0.5	27.8	30.7	8.1	8.0	0.1	0.99	1.10	0.01	226.5	4.2	54.31	RAMP
(636, 637)	226	226	0	0	0.4	19.2	21.2	5.6	5.6	0.1	0.99	1.10	0.01	226.0	4.2	54.33	RAMP

(61, 638)	197	197	0	0	0.3	16.7	18.5	5.6	5.5	0.1	0.98	1.10	0.02	197.0	3.6	54.33	RAMP
(638, 639)	197	196	6	1	0.2	12.6	14.2	4.3	4.2	0.2	0.96	1.13	0.04	115.3	2.2	53.16	RAMP
(62, 640)	409	410	0	0	0.6	31.4	35.1	5.1	5.0	0.1	0.98	1.12	0.03	409.1	7.6	53.72	RAMP
(640, 641)	410	410	13	0	0.3	17.1	19.7	2.9	2.9	0.0	0.99	1.16	0.01	265.3	5.1	51.92	RAMP
(643, 64)	256	256	0	0	0.5	28.3	31.9	7.5	7.3	0.2	0.97	1.13	0.03	256.0	4.8	53.21	RAMP
(642, 643)	256	256	12	1	0.5	23.1	27.5	6.5	5.9	0.5	0.92	1.19	0.10	180.3	3.6	50.37	RAMP
(69, 644)	734	731	7	3	0.9	48.7	53.9	4.4	4.4	0.1	0.99	1.10	0.01	366.6	6.8	54.31	RAMP
(644, 645)	731	729	11	2	0.7	34.3	39.8	3.3	3.2	0.0	0.99	1.16	0.01	281.1	5.4	51.69	RAMP
(647, 71)	123	122	0	1	0.3	16.4	19.4	9.5	8.7	0.8	0.92	1.19	0.10	122.8	2.4	50.52	RAMP
(646, 647)	123	123	0	0	0.3	11.7	17.0	8.3	7.6	0.7	0.91	1.45	0.12	123.0	3.0	41.24	RAMP
(574, 660)	57	57	0	0	0.0	2.4	2.6	2.8	2.7	0.0	0.99	1.09	0.01	57.0	1.0	55.08	RAMP
(660, 661)	57	57	0	0	0.0	2.3	2.6	2.8	2.7	0.1	0.98	1.15	0.02	57.0	1.1	52.27	RAMP
(663, 576)	1405	1401	43	8	3.1	132.5	185.0	7.9	6.2	1.7	0.78	1.40	0.31	1168.0	27.2	42.97	RAMP
(662, 663)	1406	1405	184	3	2.3	88.9	135.5	5.8	4.5	1.2	0.79	1.52	0.33	702.6	17.8	39.37	RAMP
(581, 664)	462	461	0	1	0.9	50.6	56.0	7.3	7.1	0.1	0.98	1.11	0.02	461.8	8.5	54.23	RAMP
(664, 665)	461	460	0	1	0.4	19.6	21.9	2.9	2.8	0.1	0.97	1.11	0.03	460.5	8.6	53.82	RAMP
(667, 583)	418	418	0	0	1.5	68.3	87.3	12.5	10.7	1.8	0.86	1.28	0.18	418.0	8.9	46.94	RAMP
(666, 667)	418	418	0	0	0.5	16.9	29.4	4.2	4.2	0.1	0.98	1.75	0.03	418.0	12.2	34.36	RAMP
(669, 584)	1046	1047	22	0	2.3	115.8	139.2	8.0	7.3	0.7	0.91	1.20	0.11	893.7	17.9	49.89	RAMP
(668, 669)	1048	1046	89	3	1.3	63.0	77.2	4.4	4.0	0.5	0.89	1.22	0.13	523.3	10.7	48.99	RAMP
(589, 670)	1246	1247	0	2	1.0	53.8	62.7	3.0	2.8	0.2	0.93	1.16	0.08	1246.7	24.2	51.54	RAMP
(670, 671)	1247	1245	0	2	1.0	51.2	59.5	2.9	2.7	0.2	0.94	1.16	0.07	1246.1	24.1	51.63	RAMP
(673, 592)	288	289	0	0	0.4	17.3	21.3	4.4	3.9	0.5	0.88	1.23	0.15	288.8	5.9	48.70	RAMP
(672, 673)	288	288	0	0	0.4	16.0	23.8	5.0	4.4	0.6	0.89	1.49	0.17	288.0	7.1	40.31	RAMP
(675, 593)	341	341	0	0	0.4	21.4	23.9	4.2	4.1	0.1	0.98	1.12	0.02	341.0	6.3	53.76	RAMP

(674, 675)	341	341	0	0	0.4	20.3	22.7	4.0	3.9	0.1	0.98	1.12	0.02	341.0	6.3	53.71	RAMP
(678, 679)	1049	1047	31	3	1.6	81.3	97.0	5.6	5.5	0.1	0.98	1.19	0.02	523.5	10.4	50.30	RAMP
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(688,7008)	1470	1471	0	2	2.4	91.9	145.8	6.0	5.8	0.1	0.98	1.59	0.03	489.9	13.0	37.81	FRWY
(7056, 626)	1073	1077	11	2	1.7	89.9	99.8	5.3	5.2	0.1	0.98	1.11	0.02	374.1	6.9	54.03	FRWY
(679,7058)	1047	1050	0	0	0.9	45.1	55.9	3.2	3.1	0.1	0.97	1.24	0.04	524.5	10.8	48.41	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	673	673	0	0	0.9	29.7	52.2	4.3	4.1	0.1	0.97	1.76	0.06	732.0	21.5	34.07	RAMP
(7061, 630)	665	666	0	2	0.9	43.7	56.3	4.8	4.5	0.3	0.93	1.29	0.09	704.1	15.1	46.58	RAMP
(7062, 674)	341	341	0	0	0.4	20.8	24.5	4.1	3.8	0.3	0.93	1.18	0.08	361.5	7.1	50.92	RAMP
(7063, 672)	288	288	0	0	0.4	12.6	21.7	4.1	4.1	0.1	0.99	1.71	0.03	313.3	9.0	35.00	RAMP
(671,7064)	1245	1247	0	0	0.8	43.0	49.9	2.4	2.3	0.2	0.94	1.16	0.07	1246.3	24.1	51.63	RAMP
(633,7065)	1135	1136	0	0	1.3	71.4	79.3	4.2	4.1	0.1	0.98	1.11	0.02	567.7	10.5	53.99	RAMP
(7066, 634)	179	179	0	0	0.2	7.7	13.3	4.1	4.0	0.1	0.98	1.72	0.03	195.3	5.6	34.79	RAMP
(7067, 636)	226	226	0	0	0.3	17.1	20.0	5.1	4.7	0.4	0.93	1.17	0.08	237.1	4.6	51.19	RAMP
(665,7068)	460	460	0	0	0.3	17.9	20.3	2.6	2.5	0.1	0.95	1.14	0.05	460.0	8.7	52.75	RAMP
(7069, 666)	418	418	0	0	0.4	15.4	25.8	3.3	3.3	0.0	0.99	1.67	0.02	462.8	12.9	35.88	RAMP
(7070, 668)	1047	1048	470	1	1.3	65.8	77.9	4.2	3.9	0.3	0.92	1.18	0.09	554.9	11.0	50.66	RAMP
(639,7071)	196	196	0	0	0.1	6.1	7.1	2.2	2.0	0.1	0.94	1.16	0.07	98.0	1.9	51.78	RAMP
(7072, 642)	257	256	89	1	0.2	8.4	10.4	2.2	1.9	0.2	0.89	1.24	0.14	143.7	3.0	48.57	RAMP
(641,7073)	410	410	0	0	0.3	13.5	17.3	2.5	2.5	0.0	0.99	1.28	0.01	205.0	4.4	46.87	RAMP
(661,7074)	57	57	0	0	0.0	2.0	2.6	2.7	2.5	0.1	0.95	1.25	0.07	57.0	1.2	47.97	RAMP
(7075, 662)	1406	1406	579	1	1.8	81.3	105.5	4.2	3.9	0.3	0.92	1.30	0.10	748.3	16.2	46.27	RAMP
(645,7076)	729	729	0	0	0.7	32.6	40.2	3.3	3.2	0.1	0.97	1.23	0.03	243.0	5.0	48.69	RAMP
(7077, 646)	123	123	0	0	0.1	4.2	7.2	3.2	3.1	0.1	0.97	1.75	0.05	137.0	4.0	34.37	RAMP

(7084, 857)	196	196	0	0	0.2	7.7	9.2	2.6	2.3	0.3	0.90	1.20	0.12	214.9	4.3	50.05	RAMP
(857, 858)	196	196	0	0	0.2	11.6	12.8	3.9	3.8	0.1	0.97	1.11	0.03	196.0	3.6	54.12	RAMP
(859,7085)	203	201	0	2	0.3	18.6	20.6	6.1	6.0	0.1	0.98	1.11	0.02	202.4	3.8	53.94	RAMP
(7086, 860)	20	20	0	0	0.0	1.8	2.0	5.9	5.8	0.1	0.99	1.12	0.01	20.8	0.4	53.75	RAMP
(860, 861)	20	20	0	0	0.0	1.7	1.9	5.7	5.7	0.0	0.99	1.11	0.01	20.0	0.4	54.01	RAMP
(866,7087)	34	34	0	0	0.0	2.0	2.1	3.8	3.7	0.1	0.99	1.09	0.02	34.0	0.6	54.96	RAMP
(873,7088)	43	43	0	0	0.1	4.5	5.0	7.0	7.0	0.0	1.00	1.11	0.00	43.0	0.8	54.06	RAMP
(7089, 874)	96	96	0	0	0.1	5.6	6.5	3.8	3.6	0.2	0.95	1.16	0.06	102.4	2.0	51.95	RAMP
(874, 875)	96	96	0	0	0.1	5.3	5.9	3.7	3.7	0.1	0.99	1.11	0.02	96.0	1.8	53.92	RAMP
(876,7090)	42	42	0	0	0.1	3.8	4.0	5.7	5.7	0.0	1.00	1.06	0.00	42.0	0.7	56.50	RAMP
(7091, 877)	81	81	0	0	0.1	4.8	7.3	5.1	3.6	1.4	0.72	1.51	0.42	86.2	2.2	39.78	RAMP
(877, 878)	81	80	0	1	0.1	5.3	6.1	4.6	4.3	0.3	0.94	1.16	0.07	80.3	1.5	51.81	RAMP
(879, 880)	1999	2000	116	9	7.8	502.3	470.8	13.9	13.8	0.2	0.99	0.94	0.01	1013.8	15.8	64.02	FRWY
(880, 881)	2000	2000	184	10	11.1	705.4	665.8	20.0	19.6	0.4	0.98	0.94	0.02	1000.2	15.7	63.57	FRWY
(881, 882)	2000	2002	183	10	9.1	576.4	548.6	16.5	16.0	0.4	0.97	0.95	0.03	1000.5	15.9	63.04	FRWY
(882, 883)	2002	2002	177	10	9.1	568.8	544.8	16.3	15.8	0.5	0.97	0.96	0.03	1001.1	16.0	62.64	FRWY
(883, 884)	1960	1957	145	11	7.1	445.3	426.6	13.1	12.6	0.4	0.97	0.96	0.03	978.8	15.6	62.63	FRWY
(883, 873)	42	43	0	0	0.1	4.8	5.3	7.6	7.6	0.0	1.00	1.11	0.00	42.3	0.8	54.13	RAMP
(884, 885)	1957	1956	119	6	6.6	410.8	393.9	12.1	11.7	0.4	0.97	0.96	0.03	978.8	15.6	62.57	FRWY
(885, 886)	1956	1953	146	8	8.1	507.2	486.9	14.9	14.4	0.5	0.96	0.96	0.03	977.4	15.6	62.51	FRWY
(886, 887)	2050	2052	284	7	9.4	582.5	562.5	16.5	15.8	0.7	0.96	0.97	0.04	891.5	14.3	62.14	FRWY
(887, 888)	2052	2055	191	7	9.6	600.8	579.0	16.9	16.2	0.7	0.96	0.96	0.04	1027.9	16.5	62.26	FRWY
(875, 886)	96	97	0	0	0.1	7.8	8.6	5.3	5.3	0.0	0.99	1.10	0.01	97.0	1.8	54.36	RAMP
(888, 889)	2055	2054	207	12	10.5	651.6	628.8	18.4	17.6	0.8	0.96	0.96	0.04	1027.1	16.5	62.18	FRWY
(889, 890)	2054	2054	143	6	6.9	430.1	415.3	12.1	11.6	0.5	0.96	0.97	0.04	1026.7	16.5	62.14	FRWY

(890, 891)	2054	2051	219	14	10.9	676.6	654.0	19.1	18.3	0.8	0.96	0.97	0.04	1026.0	16.5	62.08	FRWY
(891, 892)	2051	2048	143	10	8.2	508.9	492.9	14.4	13.8	0.6	0.95	0.97	0.04	1026.3	16.6	61.95	FRWY
(892, 893)	2048	2057	366	13	19.2	1189.3	1154.6	33.8	32.2	1.6	0.95	0.97	0.05	1024.4	16.6	61.80	FRWY
(893, 894)	2057	2060	421	25	22.8	1407.9	1369.7	40.0	38.0	2.0	0.95	0.97	0.05	1028.2	16.7	61.68	FRWY
(894, 895)	2060	2056	285	14	14.0	862.6	839.4	24.5	23.3	1.2	0.95	0.97	0.05	1028.6	16.7	61.66	FRWY
(895, 896)	2056	2058	420	19	21.8	1343.7	1307.4	38.2	36.3	1.9	0.95	0.97	0.05	1028.0	16.7	61.67	FRWY
(896, 897)	2058	2051	433	22	23.3	1438.0	1398.1	40.8	38.8	2.0	0.95	0.97	0.05	1027.1	16.6	61.71	FRWY
(897, 898)	2051	2053	223	13	12.9	791.8	771.8	22.6	21.4	1.2	0.95	0.97	0.05	1024.7	16.6	61.55	FRWY
(898, 899)	2053	2066	162	7	9.5	585.2	571.0	16.6	15.8	0.9	0.95	0.98	0.05	1030.0	16.8	61.49	FRWY
(899, 900)	2033	2031	180	6	10.3	634.2	618.5	18.3	17.3	1.0	0.95	0.98	0.05	1016.6	16.5	61.53	FRWY
(899, 866)	33	34	0	0	0.1	3.9	4.2	7.6	7.6	0.0	0.99	1.08	0.01	33.4	0.6	55.47	RAMP
(900, 901)	2031	2020	193	17	12.1	742.3	725.3	21.5	20.3	1.2	0.95	0.98	0.05	1012.7	16.5	61.41	FRWY
(901, 902)	2216	2234	429	7	10.4	632.4	625.3	16.9	15.7	1.1	0.93	0.99	0.07	967.8	16.0	60.67	FRWY
(902, 903)	2234	2224	176	11	10.4	637.8	622.4	16.8	15.9	0.9	0.95	0.98	0.05	1114.4	18.1	61.49	FRWY
(858, 901)	196	196	0	0	0.5	29.6	32.9	10.1	9.8	0.3	0.97	1.11	0.03	196.0	3.6	53.90	RAMP
(903, 904)	2224	2192	235	40	11.8	725.1	709.2	19.2	18.2	1.1	0.94	0.98	0.05	1105.9	18.0	61.35	FRWY
(904, 905)	2192	2190	183	4	9.0	555.6	541.3	14.8	14.1	0.8	0.95	0.97	0.05	1095.4	17.8	61.59	FRWY
(906, 907)	2493	2492	126	10	10.1	646.5	608.0	14.4	14.2	0.3	0.98	0.94	0.02	1263.4	19.8	63.80	FRWY
(907, 908)	2492	2496	337	14	15.2	963.1	914.5	22.0	21.4	0.6	0.97	0.95	0.03	1247.0	19.7	63.19	FRWY
(908, 909)	2496	2501	258	9	11.4	710.0	683.6	16.4	15.8	0.6	0.96	0.96	0.04	1249.6	20.1	62.32	FRWY
(909, 910)	2297	2295	202	11	9.2	575.3	552.0	14.4	13.9	0.5	0.96	0.96	0.04	1147.2	18.3	62.54	FRWY
(909, 859)	204	203	0	2	0.5	29.3	32.2	9.5	9.4	0.1	0.99	1.10	0.01	203.0	3.7	54.52	RAMP
(910, 911)	2295	2296	236	6	11.1	692.3	665.9	17.4	16.7	0.7	0.96	0.96	0.04	1147.4	18.4	62.39	FRWY
(911, 912)	2296	2295	220	11	10.2	636.4	614.1	16.0	15.4	0.7	0.96	0.96	0.04	1148.3	18.5	62.18	FRWY
(861, 912)	20	20	0	0	0.0	1.9	2.1	6.4	6.3	0.0	0.99	1.11	0.01	20.0	0.4	54.04	RAMP

(912, 913)	2315	2310	263	14	10.6	656.1	634.8	16.5	15.7	0.8	0.95	0.97	0.04	1004.1	16.2	62.02	FRWY
(913, 914)	2310	2317	218	5	11.1	688.6	665.2	17.3	16.5	0.8	0.96	0.97	0.04	1156.5	18.6	62.11	FRWY
(914, 915)	2317	2321	449	21	21.9	1358.5	1316.0	34.1	32.5	1.6	0.95	0.97	0.05	1158.0	18.7	61.94	FRWY
(915, 916)	2321	2324	485	16	22.1	1370.0	1327.0	34.4	32.8	1.6	0.95	0.97	0.05	1158.5	18.7	61.95	FRWY
(916, 917)	2324	2317	418	26	20.1	1245.5	1208.5	31.3	29.8	1.5	0.95	0.97	0.05	1159.0	18.7	61.84	FRWY
(917, 918)	2317	2307	284	26	15.7	970.3	943.6	24.5	23.3	1.2	0.95	0.97	0.05	1153.9	18.7	61.70	FRWY
(918, 919)	2307	2317	404	9	20.3	1251.7	1220.0	31.7	30.0	1.7	0.95	0.97	0.05	1155.8	18.8	61.56	FRWY
(919, 920)	2317	2311	403	29	21.2	1300.4	1269.4	32.9	31.1	1.8	0.95	0.98	0.05	1157.5	18.8	61.47	FRWY
(920, 921)	2311	2314	238	6	12.9	793.9	775.9	20.1	19.0	1.1	0.94	0.98	0.05	1156.1	18.8	61.39	FRWY
(921, 922)	2314	2320	228	9	12.3	756.6	740.0	19.2	18.1	1.1	0.94	0.98	0.05	1156.6	18.9	61.34	FRWY
(922, 923)	2320	2304	220	20	12.4	762.9	746.6	19.3	18.2	1.1	0.94	0.98	0.06	1158.2	18.9	61.31	FRWY
(923, 924)	2304	2309	259	16	13.9	851.1	833.2	21.7	20.5	1.2	0.94	0.98	0.06	1149.9	18.8	61.29	FRWY
(924, 925)	2309	2320	258	5	13.2	808.6	792.8	20.5	19.4	1.2	0.94	0.98	0.06	1157.7	18.9	61.20	FRWY
(925, 926)	2278	2278	288	17	15.0	921.4	900.0	23.7	22.4	1.3	0.95	0.98	0.05	1139.3	18.5	61.43	FRWY
(925, 876)	42	42	0	0	0.1	6.4	6.8	9.7	9.7	0.0	1.00	1.07	0.00	42.0	0.7	56.33	RAMP
(926, 927)	2278	2273	207	10	11.0	676.7	661.9	17.5	16.5	1.0	0.94	0.98	0.05	1137.9	18.6	61.34	FRWY
(878, 927)	80	80	0	0	0.1	4.5	5.0	3.7	3.7	0.1	0.99	1.10	0.02	80.0	1.5	54.43	RAMP
(927, 928)	2353	2356	280	10	11.0	668.6	657.2	16.8	15.7	1.0	0.94	0.98	0.06	1023.2	16.8	61.04	FRWY
(928, 929)	2356	2347	168	17	10.1	620.7	608.4	15.5	14.6	0.9	0.94	0.98	0.06	1174.7	19.2	61.21	FRWY
(929, 930)	2347	2343	230	22	12.5	764.6	748.6	19.2	18.1	1.1	0.94	0.98	0.06	1170.8	19.1	61.28	FRWY
(930, 931)	2343	2342	160	5	8.3	509.7	499.4	12.8	12.1	0.7	0.94	0.98	0.06	1170.2	19.1	61.24	FRWY
(407, 369)	2795	2798	427	10	14.2	732.4	849.5	18.2	17.2	1.0	0.94	1.16	0.07	1400.1	27.1	51.73	RAMP
(162, 165)	3595	3595	517	11	9.8	626.4	590.4	9.6	9.5	0.2	0.98	0.94	0.02	917.7	14.4	63.66	FRWY
(165, 166)	3595	3596	108	8	8.0	510.7	479.0	8.0	7.9	0.1	0.99	0.94	0.01	898.9	14.1	63.97	FRWY
(386, 167)	3418	3420	426	4	7.8	485.5	470.0	8.3	7.9	0.4	0.95	0.97	0.04	743.0	12.0	61.97	FRWY

(167, 168)	3420	3415	176	13	7.8	485.7	467.3	8.2	7.9	0.3	0.96	0.96	0.04	854.9	13.7	62.37	FRWY
(168, 169)	3415	3418	193	13	8.3	520.2	499.1	8.8	8.4	0.3	0.96	0.96	0.04	854.1	13.7	62.53	FRWY
(404, 170)	267	267	0	0	0.3	14.5	15.9	3.6	3.5	0.0	0.99	1.10	0.01	267.0	4.9	54.69	RAMP
(7018, 171)	217	217	0	0	0.2	8.4	11.3	2.8	2.5	0.3	0.89	1.35	0.15	238.7	5.4	44.34	RAMP
(171, 172)	217	217	0	0	0.2	7.6	9.3	2.6	2.5	0.1	0.98	1.22	0.03	217.0	4.4	49.05	RAMP
(172, 387)	217	217	0	0	0.2	8.1	9.6	2.7	2.5	0.2	0.92	1.18	0.09	217.0	4.3	50.79	RAMP
(7020, 174)	243	243	0	0	0.2	10.9	14.3	3.3	3.0	0.3	0.92	1.31	0.11	263.6	5.7	45.94	RAMP
(174, 175)	243	244	0	0	0.2	11.2	13.5	3.3	3.3	0.0	0.99	1.21	0.02	243.3	4.9	49.43	RAMP
(175, 386)	244	244	0	0	0.3	13.2	15.3	3.8	3.5	0.2	0.95	1.15	0.06	244.0	4.7	51.99	RAMP
(385, 173)	449	449	0	0	0.4	21.9	24.6	3.3	3.2	0.1	0.97	1.12	0.03	449.0	8.4	53.36	RAMP
(173,7019)	449	450	0	0	0.4	20.5	24.4	3.2	3.2	0.1	0.98	1.19	0.03	449.7	8.9	50.58	RAMP
(170,7017)	267	267	0	0	0.3	14.2	16.5	3.7	3.7	0.1	0.99	1.16	0.02	267.0	5.2	51.58	RAMP
(151, 344)	1108	1105	4	3	2.4	127.4	146.8	8.0	7.6	0.4	0.95	1.15	0.06	1092.0	21.0	52.08	RAMP
(344,7026)	1105	1104	0	2	1.0	43.7	57.5	3.1	2.8	0.3	0.89	1.31	0.14	552.6	12.1	45.65	RAMP
(7007, 208)	99	99	0	0	0.1	3.5	5.6	3.0	2.5	0.5	0.84	1.59	0.25	110.3	2.9	37.62	RAMP
(209, 180)	98	98	0	0	0.1	5.2	6.2	3.8	3.5	0.3	0.92	1.19	0.09	98.0	1.9	50.48	RAMP
(396, 397)	2969	2976	1372	13	15.8	989.4	946.2	19.1	18.5	0.6	0.97	0.96	0.03	742.9	11.8	62.74	FRWY
(399, 402)	1260	1250	283	15	6.2	323.6	369.5	17.7	16.9	0.8	0.96	1.14	0.05	769.0	14.6	52.56	RAMP
(559, 407)	2799	2795	67	8	5.3	242.6	318.7	6.8	6.3	0.6	0.91	1.31	0.11	1398.3	30.6	45.67	FRWY
(370, 416)	479	480	0	0	0.5	28.0	31.8	4.0	3.8	0.1	0.97	1.13	0.04	479.2	9.0	52.97	RAMP
(403, 310)	1247	1244	197	6	4.0	175.3	238.1	11.5	9.2	2.2	0.80	1.36	0.27	981.6	22.2	44.17	RAMP
(383, 314)	1259	1262	0	3	4.8	243.6	288.8	13.7	12.7	1.1	0.92	1.19	0.09	1261.0	24.9	50.62	RAMP
(381, 315)	345	345	0	0	0.3	17.2	20.2	3.5	3.3	0.2	0.93	1.17	0.08	345.0	6.7	51.21	RAMP
(380, 381)	345	345	0	0	0.3	17.1	20.9	3.6	3.6	0.1	0.98	1.22	0.02	345.0	7.0	49.07	RAMP
(7029, 380)	344	345	0	0	0.5	21.3	27.1	4.4	4.2	0.3	0.94	1.27	0.08	366.1	7.8	47.06	RAMP

(316, 309)	956	955	0	1	1.0	50.5	57.7	3.6	3.5	0.2	0.96	1.14	0.05	955.9	18.2	52.50	RAMP
(349, 352)	424	426	0	0	1.2	57.0	70.4	9.9	9.7	0.2	0.98	1.24	0.03	425.0	8.8	48.56	FRWY
(352,7027)	426	426	0	0	0.3	13.6	17.7	2.5	2.3	0.2	0.93	1.30	0.09	426.0	9.2	46.19	FRWY
(346, 347)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(599, 678)	1049	1049	66	1	1.5	78.8	88.3	5.1	4.9	0.1	0.98	1.12	0.03	524.2	9.8	53.55	RAMP
(685, 601)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(603, 688)	1470	1470	38	8	4.2	217.0	250.0	10.2	10.1	0.1	0.99	1.15	0.01	490.3	9.4	52.09	FRWY
(382, 383)	1256	1259	0	0	1.0	46.2	62.8	3.0	2.0	1.0	0.68	1.36	0.43	1257.7	28.5	44.16	RAMP
(368, 369)	1235	1235	623	4	9.0	533.0	539.3	26.2	24.0	2.2	0.92	1.01	0.09	464.7	7.8	59.29	FRWY
(407, 411)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(406, 412)	575	575	11	1	0.9	37.6	53.6	5.6	5.2	0.3	0.94	1.43	0.09	509.2	12.1	42.08	RAMP
(412,7041)	575	574	0	1	0.6	21.6	34.3	3.6	3.0	0.6	0.84	1.58	0.25	287.0	7.6	37.89	RAMP
(7042, 414)	557	555	0	2	0.6	26.5	37.3	3.7	3.5	0.2	0.95	1.41	0.07	600.9	14.1	42.62	RAMP
(414, 415)	555	554	0	1	0.4	18.9	24.9	2.7	2.5	0.2	0.91	1.32	0.11	554.2	12.2	45.49	RAMP
(415, 307)	554	552	0	2	0.6	29.2	34.5	3.7	3.5	0.3	0.93	1.18	0.09	552.9	10.9	50.79	RAMP
(7013, 8)	514	514	0	0	0.6	19.5	34.8	3.7	1.9	1.8	0.52	1.78	0.85	566.2	16.8	33.66	RAMP
(8, 132)	514	516	0	0	0.4	17.3	23.5	2.7	1.9	0.9	0.69	1.36	0.43	514.7	11.7	44.09	RAMP

NETWORK STATISTICS

VEHICLE-MILES = 170344.6, VEHICLE-MINUTES = 172596.0, MOVING/TOTAL TRIP TIME = 0.935,

AVERAGE CONTENT = 2876.6, CURRENT CONTENT = 2910.0, SPEED(MPH) = 59.22,

TOTAL DELAY (VEH-MIN) = 11253.10, TRAVEL TIME (MIN)/VEH-MILE = 1.01, DELAY TIME (MIN)/ VEH-MILE = 0.07

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

SEC./VEHICLE	SEC./PERSON

CENTENNIAL 2018 NO-BUILD AM PEAK

LINK	VEHICLES LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	VOLUME OF CONT	VOLUME OF VEH/HR	TOTAL VIOLATORS	MOVE TIME	DELAY TIME	TOTAL TIME	MOVE TIME	DELAY TIME	SPEED TIME	TIME	MILES/HR
(153, 96)	1	SOV	---	---	4	795.3	-----	14.6	13.5	1.1	11.3	10.5	0.8	60.82
(153, 96)	2	SOV	---	---	12	1686.5	-----	14.8	14.1	0.7	11.5	10.9	0.6	59.87
(153, 96)	3	SOV	---	---	6	1266.8	-----	14.0	13.6	0.5	10.8	10.5	0.4	63.17
(153, 96)	4	SOV	---	---	6	889.8	-----	13.8	13.4	0.4	10.6	10.3	0.3	64.12
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	10	1660.8	-----	15.1	14.3	0.8	11.7	11.0	0.6	58.59
(563, 98)	1	SOV	---	---	5	1720.8	-----	18.0	16.1	1.9	13.9	12.4	1.5	56.84
(563, 98)	2	SOV	---	---	6	852.4	-----	17.4	16.0	1.4	13.5	12.4	1.1	58.81
(563, 98)	3	SOV	---	---	4	735.4	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.42
(563, 98)	4	SOV	---	---	3	567.9	-----	15.7	15.4	0.3	12.1	11.8	0.2	65.20
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	4	478.7	-----	29.6	29.2	0.4	23.0	22.7	0.3	65.40
(154, 101)	2	SOV	---	---	8	958.7	-----	30.7	30.2	0.6	23.8	23.4	0.4	63.00
(154, 101)	3	SOV	---	---	6	886.8	-----	29.9	29.5	0.4	23.2	22.8	0.3	64.71
(154, 101)	4	SOV	---	---	8	872.0	-----	30.9	30.2	0.7	23.7	23.2	0.5	62.70
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	1	1635.5	-----	10.2	8.4	1.8	7.9	6.5	1.4	53.24
(103, 104)	2	SOV	---	---	2	1397.1	-----	8.9	8.4	0.5	6.9	6.5	0.4	61.24
(103, 104)	3	SOV	---	---	2	1017.1	-----	8.5	8.3	0.2	6.6	6.4	0.2	64.12
(103, 104)	4	SOV	---	---	2	681.2	-----	8.7	8.5	0.2	6.7	6.5	0.2	62.51
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	0	84.7	-----	12.0	10.5	1.6	9.3	8.1	1.2	45.30
(158, 105)	1	SOV	---	---	20	2558.0	-----	18.3	16.1	2.2	14.2	12.4	1.7	55.86
(158, 105)	2	SOV	---	---	10	1639.4	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.33
(158, 105)	3	SOV	---	---	6	1091.5	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.26
(158, 105)	4	SOV	---	---	2	677.6	-----	16.0	15.6	0.4	12.3	12.0	0.3	63.88
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	4	510.4	-----	23.0	22.4	0.6	17.8	17.3	0.5	64.90
(128, 97)	2	SOV	---	---	10	1098.7	-----	24.7	23.9	0.8	19.2	18.6	0.6	60.58
(128, 97)	3	SOV	---	---	5	1062.1	-----	23.5	23.0	0.6	18.2	17.7	0.4	63.60
(128, 97)	4	SOV	---	---	5	825.5	-----	23.2	22.6	0.7	17.9	17.4	0.5	64.36
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	7	1803.8	-----	15.0	13.8	1.1	11.6	10.7	0.9	59.15
(156, 102)	2	SOV	---	---	3	1104.3	-----	14.2	13.6	0.6	11.0	10.5	0.5	62.25
(156, 102)	3	SOV	---	---	4	901.3	-----	13.8	13.5	0.3	10.7	10.4	0.2	64.42
(156, 102)	4	SOV	---	---	1	670.7	-----	14.2	13.9	0.3	10.9	10.7	0.2	62.39
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(109,7001)	1	SOV	---	---	0	1427.0	-----	2.3	2.2	0.1	1.8	1.7	0.1	51.45
(109,7001)	2	SOV	---	---	0	641.0	-----	2.1	2.0	0.0	1.6	1.6	0.0	55.79

(102, 103)	1	SOV	---	---	6	1071.6	-----	25.3	24.1	1.2	19.6	18.7	1.0	61.15
(102, 103)	2	SOV	---	---	7	1170.1	-----	24.5	23.8	0.7	19.0	18.4	0.5	63.18
(102, 103)	3	SOV	---	---	9	962.4	-----	24.0	23.5	0.5	18.6	18.2	0.4	64.47
(102, 103)	4	SOV	---	---	4	666.5	-----	24.8	24.2	0.6	19.1	18.6	0.4	62.49
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	1	604.0	-----	2.7	2.7	0.0	2.1	2.1	0.0	53.87
(160,7002)	2	SOV	---	---	0	10.0	-----	2.7	2.5	0.1	2.1	2.0	0.1	54.54
(7003, 106)	1	SOV	---	---	0	420.1	-----	9.0	6.6	2.4	6.9	5.1	1.9	33.33
(7003, 106)	2	SOV	---	---	0	571.4	-----	7.9	6.5	1.5	6.1	5.0	1.1	37.93
(106, 103)	1	SOV	---	---	2	769.9	-----	10.2	7.7	2.4	7.8	6.0	1.9	41.17
(106, 103)	2	SOV	---	---	0	176.1	-----	13.6	8.5	5.1	10.5	6.6	3.9	30.68
(7004, 107)	1	SOV	---	---	3	615.1	-----	4.2	3.0	1.3	3.3	2.3	1.0	40.71
(7004, 107)	2	SOV	---	---	1	652.4	-----	3.9	3.1	0.8	3.0	2.4	0.6	44.75
(107, 104)	1	SOV	---	---	5	702.5	-----	9.6	6.4	3.2	7.4	5.0	2.5	35.07
(107, 104)	2	SOV	---	---	2	463.0	-----	9.4	6.3	3.1	7.2	4.8	2.4	36.05
(110, 109)	1	SOV	---	---	2	1461.5	-----	2.4	2.4	0.1	1.9	1.8	0.1	51.85
(110, 109)	2	SOV	---	---	0	607.2	-----	2.3	2.2	0.1	1.8	1.7	0.0	55.93
(96, 110)	1	SOV	---	---	1	1519.8	-----	1.8	1.7	0.1	1.4	1.3	0.1	52.01
(96, 110)	2	SOV	---	---	0	549.8	-----	1.6	1.6	0.0	1.3	1.2	0.0	56.18
(127, 97)	1	SOV	---	---	0	325.1	-----	10.7	7.7	3.0	8.3	6.0	2.3	37.63
(127, 97)	2	SOV	---	---	0	38.9	-----	19.5	8.0	11.5	15.1	6.2	8.9	20.75
(96, 128)	1	SOV	---	---	6	1023.0	-----	16.9	16.0	0.9	13.1	12.4	0.7	60.45
(96, 128)	2	SOV	---	---	5	1282.5	-----	16.9	16.2	0.7	13.1	12.6	0.5	60.52
(96, 128)	3	SOV	---	---	4	1116.1	-----	16.1	15.6	0.5	12.4	12.1	0.3	63.57
(96, 128)	4	SOV	---	---	6	793.2	-----	15.9	15.4	0.5	12.2	11.9	0.4	64.34
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	2	243.4	-----	11.8	11.2	0.6	9.1	8.7	0.4	52.51
(128, 129)	2	SOV	---	---	2	477.9	-----	11.8	11.3	0.5	9.1	8.8	0.4	52.29
(132, 130)	1	SOV	---	---	2	1682.4	-----	9.7	8.3	1.3	7.5	6.4	1.0	55.39
(132, 130)	2	SOV	---	---	2	1710.7	-----	8.8	8.3	0.5	6.9	6.5	0.4	60.49
(132, 130)	3	SOV	---	---	1	1507.5	-----	8.5	8.2	0.3	6.6	6.3	0.2	62.74
(132, 130)	4	SOV	---	---	1	1236.6	-----	8.5	8.1	0.4	6.5	6.2	0.3	62.91
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	0	53.1	-----	13.3	10.0	3.2	10.2	7.8	2.5	40.38
(131, 130)	1	SOV	---	---	0	124.0	-----	3.1	2.9	0.2	2.4	2.2	0.1	50.29
(151, 132)	1	SOV	---	---	5	1291.0	-----	16.8	15.9	1.0	13.0	12.3	0.8	60.40
(151, 132)	2	SOV	---	---	3	1692.6	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.35

(151, 132)	3	SOV	---	---	10	1469.2	-----	16.2	15.6	0.6	12.5	12.0	0.4	62.88
(151, 132)	4	SOV	---	---	6	1217.6	-----	16.2	15.4	0.7	12.4	11.9	0.6	62.87
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	7	1321.4	-----	14.0	13.1	0.8	10.8	10.2	0.6	60.03
(105, 137)	2	SOV	---	---	6	1655.3	-----	13.6	13.0	0.6	10.5	10.0	0.4	61.77
(105, 137)	3	SOV	---	---	4	1164.8	-----	13.0	12.7	0.3	10.1	9.8	0.3	64.28
(105, 137)	4	SOV	---	---	2	715.0	-----	13.1	12.8	0.3	10.1	9.8	0.3	63.90
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	2	1457.6	-----	6.8	6.4	0.4	5.3	5.0	0.3	51.22
(98, 138)	2	SOV	---	---	0	0.2	-----	7.2	-4.8	12.0	5.6	-3.7	9.3	48.37
(138, 139)	1	SOV	---	---	0	1365.2	-----	2.6	2.5	0.1	2.0	1.9	0.1	52.32
(138, 139)	2	SOV	---	---	0	92.6	-----	2.6	2.3	0.4	2.1	1.8	0.3	51.60
(141, 140)	1	SOV	---	---	0	202.5	-----	11.4	5.9	5.5	8.8	4.6	4.2	25.24
(141, 140)	2	SOV	---	---	2	1080.9	-----	7.7	5.2	2.5	5.9	4.0	1.9	37.54
(140, 101)	1	SOV	---	---	7	1239.1	-----	10.8	9.3	1.6	8.4	7.2	1.2	46.96
(140, 101)	2	SOV	---	---	0	51.7	-----	11.9	11.9	0.0	9.2	9.2	0.0	42.68
(105, 143)	1	SOV	---	---	1	1102.3	-----	4.0	3.9	0.2	3.1	3.0	0.1	52.51
(7005, 127)	1	SOV	---	---	0	278.7	-----	2.7	1.3	1.4	2.1	1.0	1.1	26.05
(7005, 127)	2	SOV	---	---	0	155.2	-----	2.0	1.4	0.6	1.5	1.1	0.5	35.05
(129,7006)	1	SOV	---	---	1	109.0	-----	4.0	3.3	0.7	3.1	2.6	0.6	39.79
(129,7006)	2	SOV	---	---	0	613.0	-----	3.9	3.4	0.5	3.0	2.6	0.4	41.42
(147, 148)	1	SOV	---	---	0	410.0	-----	6.0	5.6	0.4	4.6	4.4	0.3	46.98
(148, 137)	1	SOV	---	---	4	408.3	-----	4.1	3.8	0.3	3.2	3.0	0.2	50.78
(163, 149)	1	SOV	---	---	7	1056.6	-----	33.6	32.8	0.8	26.1	25.5	0.6	63.85
(163, 149)	2	SOV	---	---	12	1364.3	-----	34.1	33.2	0.9	26.4	25.8	0.7	63.02
(163, 149)	3	SOV	---	---	10	1216.5	-----	33.4	32.8	0.6	25.9	25.4	0.5	64.28
(163, 149)	4	SOV	---	---	16	1326.5	-----	34.0	33.2	0.8	26.2	25.6	0.6	63.09
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	3	2503.4	-----	9.5	8.3	1.2	7.3	6.4	0.9	56.14
(311, 150)	2	SOV	---	---	2	1662.3	-----	8.8	8.3	0.6	6.8	6.4	0.4	60.42
(311, 150)	3	SOV	---	---	3	1438.9	-----	8.5	8.2	0.3	6.6	6.3	0.3	62.53
(311, 150)	4	SOV	---	---	5	1154.2	-----	8.5	8.1	0.3	6.5	6.2	0.3	63.06
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	1	728.4	-----	2.5	2.3	0.2	1.9	1.7	0.2	55.09
(152, 153)	2	SOV	---	---	2	1847.6	-----	2.4	2.1	0.3	1.8	1.6	0.2	57.59
(152, 153)	3	SOV	---	---	1	1127.7	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.20
(152, 153)	4	HOV	0	858	0	626.0	626.0	2.1	2.1	0.1	1.6	1.6	0.1	64.05

(152, 153)	9	SOV	---	---	2	1975.9	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.98
(130, 152)	1	SOV	---	---	7	1729.2	-----	15.0	13.7	1.3	11.6	10.6	1.0	58.93
(130, 152)	2	SOV	---	---	10	2007.4	-----	15.0	13.8	1.1	11.6	10.7	0.9	59.28
(130, 152)	3	SOV	---	---	8	1449.1	-----	14.2	13.6	0.6	10.9	10.5	0.4	62.58
(130, 152)	4	SOV	---	---	4	1119.6	-----	14.1	13.5	0.6	10.8	10.4	0.5	62.94
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	7.9	-----	18.6	3.8	14.7	14.3	2.9	11.4	47.74
(100, 154)	1	SOV	---	---	1	429.6	-----	17.3	17.2	0.1	13.4	13.4	0.1	65.53
(100, 154)	2	SOV	---	---	4	1040.3	-----	17.7	17.5	0.2	13.8	13.6	0.2	63.76
(100, 154)	3	SOV	---	---	4	800.6	-----	17.4	17.3	0.2	13.5	13.4	0.1	64.88
(100, 154)	4	SOV	---	---	5	961.8	-----	17.7	17.5	0.2	13.7	13.5	0.2	63.73
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	11	1518.9	-----	15.6	13.6	2.0	12.1	10.5	1.5	56.87
(101, 155)	2	SOV	---	---	3	1101.9	-----	14.4	13.7	0.7	11.2	10.6	0.5	61.62
(101, 155)	3	SOV	---	---	3	975.7	-----	13.8	13.5	0.3	10.7	10.4	0.2	64.32
(101, 155)	4	SOV	---	---	7	824.0	-----	14.3	13.9	0.4	11.0	10.7	0.3	62.17
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	1	60.1	-----	20.2	16.4	3.8	15.6	12.7	3.0	43.86
(155, 156)	1	SOV	---	---	4	1615.5	-----	2.2	2.1	0.1	1.7	1.6	0.1	60.86
(155, 156)	2	SOV	---	---	1	1189.2	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.61
(155, 156)	3	SOV	---	---	0	964.7	-----	2.1	2.1	0.1	1.6	1.6	0.0	64.07
(155, 156)	4	SOV	---	---	0	708.2	-----	2.2	2.1	0.1	1.7	1.6	0.0	62.15
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	21	2187.9	-----	22.2	15.9	6.3	17.2	12.3	4.9	46.07
(104, 157)	2	SOV	---	---	12	1774.0	-----	17.7	15.8	1.9	13.7	12.2	1.5	57.71
(104, 157)	3	SOV	---	---	4	1165.7	-----	16.2	15.5	0.7	12.6	12.0	0.6	62.95
(104, 157)	4	SOV	---	---	1	733.9	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.58
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	4	119.2	-----	28.8	24.9	3.9	22.2	19.2	3.0	35.50
(157, 158)	1	SOV	---	---	3	2675.1	-----	2.5	2.1	0.3	1.9	1.6	0.3	55.65
(157, 158)	2	SOV	---	---	1	1621.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	60.63
(157, 158)	3	SOV	---	---	1	1033.2	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.63
(157, 158)	4	SOV	---	---	1	644.9	-----	2.2	2.1	0.1	1.7	1.6	0.0	63.38
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	1	SOV	---	---	8	2518.2	-----	12.1	9.8	2.3	9.4	7.6	1.8	52.41
(137, 159)	2	SOV	---	---	5	1316.2	-----	10.6	9.8	0.8	8.2	7.6	0.6	59.99
(137, 159)	3	SOV	---	---	1	882.1	-----	9.9	9.6	0.3	7.7	7.4	0.2	64.04
(137, 159)	4	SOV	---	---	0	515.0	-----	9.9	9.7	0.2	7.6	7.5	0.2	64.27
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	0	41.6	-----	13.9	11.3	2.6	10.8	8.8	2.0	45.75
(150, 151)	1	SOV	---	---	4	2430.6	-----	8.6	7.8	0.8	6.7	6.0	0.7	56.89
(150, 151)	2	SOV	---	---	3	1702.3	-----	8.0	7.6	0.4	6.2	5.9	0.3	61.52

(150, 151)	3	SOV	---	---	0	1454.6	-----	7.8	7.5	0.3	6.0	5.8	0.2	62.78
(150, 151)	4	SOV	---	---	0	1179.5	-----	7.8	7.4	0.3	6.0	5.7	0.3	62.82
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	9	1023.4	-----	36.7	35.2	1.5	28.4	27.3	1.1	60.91
(325, 95)	2	SOV	---	---	8	980.7	-----	36.0	35.0	1.0	27.8	27.1	0.8	62.01
(325, 95)	3	SOV	---	---	9	958.7	-----	34.6	33.9	0.7	26.7	26.1	0.5	64.59
(325, 95)	4	SOV	---	---	5	702.0	-----	34.0	33.3	0.7	26.1	25.6	0.5	65.73
(325, 95)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(102, 160)	1	SOV	---	---	3	614.6	-----	5.3	5.2	0.1	4.1	4.0	0.1	53.70
(102, 160)	2	SOV	---	---	0	0.7	-----	5.5	4.0	1.5	4.3	3.1	1.2	51.91
(98, 99)	1	SOV	---	---	6	498.4	-----	24.4	23.5	0.8	18.8	18.2	0.6	62.82
(98, 99)	2	SOV	---	---	3	694.9	-----	25.0	24.2	0.7	19.3	18.8	0.6	61.29
(98, 99)	3	SOV	---	---	1	679.2	-----	23.9	23.5	0.4	18.4	18.2	0.3	64.01
(98, 99)	4	SOV	---	---	2	541.3	-----	23.4	23.0	0.3	18.0	17.7	0.2	65.52
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	3	508.3	-----	15.8	15.5	0.3	12.2	12.0	0.2	63.92
(99, 164)	2	SOV	---	---	2	677.7	-----	16.4	16.0	0.4	12.7	12.4	0.3	61.62
(99, 164)	3	SOV	---	---	5	684.7	-----	15.8	15.5	0.2	12.2	12.0	0.2	64.10
(99, 164)	4	SOV	---	---	3	534.2	-----	15.5	15.2	0.2	11.9	11.7	0.2	65.31
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	1	725.5	-----	8.4	8.3	0.1	6.5	6.4	0.1	47.66
(295, 200)	2	SOV	---	---	1	751.0	-----	8.4	8.3	0.1	6.5	6.4	0.1	47.68
(295, 200)	9	SOV	---	---	0	85.6	-----	8.8	8.7	0.2	6.8	6.7	0.1	45.08
(203, 201)	1	SOV	---	---	0	857.1	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.37
(203, 201)	2	SOV	---	---	0	874.1	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.41
(200, 199)	1	SOV	---	---	1	650.6	-----	6.7	6.6	0.1	5.2	5.1	0.0	44.49
(200, 199)	2	SOV	---	---	2	754.2	-----	6.7	6.6	0.1	5.2	5.1	0.1	44.43
(179, 178)	1	SOV	---	---	3	616.3	-----	6.4	6.2	0.2	4.9	4.8	0.2	53.68
(179, 178)	2	SOV	---	---	2	594.3	-----	6.4	6.2	0.2	4.9	4.8	0.2	53.65
(180, 179)	1	SOV	---	---	1	598.3	-----	12.7	12.5	0.2	9.8	9.6	0.2	53.52
(180, 179)	2	SOV	---	---	3	607.9	-----	12.7	12.4	0.2	9.8	9.6	0.2	53.78
(180, 179)	9	SOV	---	---	0	5.7	-----	13.5	12.3	1.2	10.5	9.5	0.9	50.51
(181, 180)	1	SOV	---	---	0	506.4	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.85
(181, 180)	2	SOV	---	---	1	607.6	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.93
(199, 198)	1	SOV	---	---	1	624.2	-----	8.4	8.2	0.2	6.5	6.3	0.1	44.44
(199, 198)	2	SOV	---	---	1	781.4	-----	8.4	8.2	0.2	6.5	6.4	0.2	44.24
(198, 197)	1	SOV	---	---	5	839.7	-----	15.9	15.1	0.8	12.3	11.7	0.6	51.91
(198, 197)	2	SOV	---	---	3	832.9	-----	15.9	15.1	0.7	12.3	11.7	0.6	52.04

(198, 197)	9	SOV	---	---	0	10.6	-----	18.8	17.7	1.1	14.5	13.7	0.8	44.00
(197, 196)	1	SOV	---	---	6	1038.8	-----	19.4	18.7	0.7	15.0	14.5	0.5	52.77
(197, 196)	2	SOV	---	---	7	894.2	-----	19.1	18.6	0.5	14.8	14.4	0.4	53.58
(197, 196)	9	SOV	---	---	0	9.2	-----	24.3	21.2	3.1	18.8	16.4	2.4	42.08
(196, 195)	1	SOV	---	---	6	1016.4	-----	33.3	32.3	1.0	25.7	24.9	0.8	52.87
(196, 195)	2	SOV	---	---	3	922.8	-----	32.9	32.0	0.9	25.5	24.8	0.7	53.42
(182, 181)	1	SOV	---	---	4	479.1	-----	21.7	21.4	0.3	16.8	16.6	0.2	53.58
(182, 181)	2	SOV	---	---	6	635.7	-----	21.5	21.2	0.3	16.6	16.4	0.3	54.16
(183, 182)	1	SOV	---	---	7	1250.9	-----	19.4	18.7	0.7	15.0	14.4	0.5	52.75
(183, 182)	2	SOV	---	---	4	667.5	-----	18.8	18.5	0.3	14.5	14.3	0.2	54.40
(184, 183)	1	SOV	---	---	9	1040.1	-----	24.3	24.0	0.3	18.8	18.5	0.3	53.82
(184, 183)	2	SOV	---	---	4	897.0	-----	24.0	23.7	0.3	18.5	18.3	0.2	54.58
(205, 204)	1	SOV	---	---	3	264.7	-----	2.9	2.8	0.1	2.2	2.2	0.0	43.69
(204, 197)	1	SOV	---	---	2	261.3	-----	4.8	4.7	0.1	3.7	3.6	0.0	43.96
(182, 193)	1	SOV	---	---	1	391.0	-----	7.4	6.3	1.0	5.7	4.9	0.8	54.47
(182, 193)	2	SOV	---	---	0	410.5	-----	6.7	6.2	0.6	5.2	4.8	0.4	59.42
(193, 194)	1	SOV	---	---	0	159.4	-----	4.4	3.7	0.7	3.4	2.9	0.5	59.21
(193, 194)	2	SOV	---	---	0	642.4	-----	4.3	4.0	0.3	3.3	3.1	0.2	60.22
(193, 194)	3	SOV	---	---	0	0.2	-----	5.1	-1.3	6.4	3.9	-1.0	4.9	50.62
(208, 209)	1	SOV	---	---	1	98.6	-----	6.6	6.2	0.4	5.1	4.8	0.3	46.72
(207, 198)	1	SOV	---	---	0	275.2	-----	5.3	5.1	0.1	4.1	3.9	0.1	43.13
(206, 207)	1	SOV	---	---	0	275.0	-----	2.8	2.6	0.2	2.1	2.0	0.1	36.88
(200, 210)	1	SOV	---	---	0	158.0	-----	4.2	4.1	0.1	3.2	3.2	0.0	44.38
(210, 211)	1	SOV	---	---	1	158.1	-----	3.6	3.6	0.0	2.8	2.7	0.0	41.36
(178, 202)	1	SOV	---	---	1	612.0	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.59
(178, 202)	2	SOV	---	---	0	598.1	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.49
(139,7009)	1	SOV	---	---	0	1304.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	52.22
(139,7009)	2	SOV	---	---	0	154.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	54.42
(7010, 141)	1	SOV	---	---	0	680.0	-----	6.6	5.3	1.2	5.1	4.1	1.0	44.93
(7010, 141)	2	SOV	---	---	0	671.5	-----	6.3	5.3	1.0	4.9	4.1	0.8	46.91
(211,7011)	1	SOV	---	---	0	158.6	-----	4.7	4.6	0.1	3.6	3.6	0.1	34.50

(7012, 206)	1	SOV	---	---	1	321.6	-----	2.3	2.1	0.1	1.8	1.7	0.1	33.63
(7014, 205)	1	SOV	---	---	0	286.3	-----	4.0	3.8	0.3	3.1	2.9	0.2	41.80
(194,7015)	1	SOV	---	---	0	183.0	-----	2.1	1.8	0.3	1.6	1.4	0.3	55.65
(194,7015)	2	SOV	---	---	0	615.0	-----	2.1	1.9	0.2	1.6	1.4	0.2	55.29
(194,7015)	3	SOV	---	---	0	4.0	-----	2.5	1.9	0.6	1.9	1.5	0.4	46.78
(201, 295)	1	SOV	---	---	2	768.3	-----	8.9	8.8	0.0	6.9	6.8	0.0	57.23
(201, 295)	2	SOV	---	---	2	791.0	-----	8.9	8.8	0.0	6.8	6.8	0.0	57.38
(149, 298)	1	SOV	---	---	3	1472.6	-----	16.4	15.7	0.8	12.8	12.2	0.6	62.19
(149, 298)	2	SOV	---	---	6	1187.9	-----	16.3	15.8	0.5	12.7	12.3	0.4	62.56
(149, 298)	3	SOV	---	---	6	1183.4	-----	16.0	15.6	0.4	12.4	12.1	0.3	63.83
(149, 298)	4	SOV	---	---	7	1087.8	-----	16.4	15.9	0.5	12.7	12.2	0.4	62.18
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	2	1662.3	-----	8.5	5.7	2.8	6.6	4.4	2.1	44.63
(533, 299)	2	SOV	---	---	2	1391.7	-----	6.5	5.8	0.6	5.0	4.5	0.5	58.51
(533, 299)	3	SOV	---	---	2	1272.2	-----	6.0	5.8	0.2	4.6	4.5	0.2	63.17
(533, 299)	4	SOV	---	---	0	1036.1	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.03
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	0	195.0	-----	10.1	8.3	1.8	7.8	6.4	1.4	37.47
(299, 300)	1	SOV	---	---	2	1900.9	-----	20.8	15.8	5.1	16.1	12.2	3.9	49.09
(299, 300)	2	SOV	---	---	5	1733.7	-----	17.9	15.9	2.0	13.9	12.3	1.6	57.21
(299, 300)	3	SOV	---	---	6	1424.1	-----	16.4	15.6	0.8	12.7	12.1	0.6	62.27
(299, 300)	4	SOV	---	---	2	1097.9	-----	16.5	15.9	0.7	12.7	12.2	0.5	61.92
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	0	60.7	-----	24.9	20.9	4.0	19.3	16.2	3.1	40.99
(300, 301)	1	SOV	---	---	14	1797.9	-----	29.2	27.2	2.0	22.6	21.1	1.5	60.64
(300, 301)	2	SOV	---	---	16	1720.3	-----	29.0	27.5	1.5	22.5	21.3	1.2	61.07
(300, 301)	3	SOV	---	---	13	1543.2	-----	28.1	27.0	1.1	21.7	20.9	0.8	62.94
(300, 301)	4	SOV	---	---	9	1168.7	-----	28.5	27.3	1.1	21.9	21.0	0.9	62.15
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	7	2018.4	-----	12.7	11.5	1.1	9.8	8.9	0.9	59.27
(301, 302)	2	SOV	---	---	7	1623.5	-----	12.3	11.7	0.6	9.5	9.0	0.5	60.90
(301, 302)	3	SOV	---	---	6	1466.1	-----	11.9	11.5	0.5	9.2	8.9	0.4	62.80
(301, 302)	4	SOV	---	---	4	1116.0	-----	12.1	11.6	0.5	9.3	8.9	0.4	62.23
(301, 302)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	1	SOV	---	---	15	2030.1	-----	17.3	15.9	1.5	13.4	12.3	1.1	59.10
(302, 303)	2	SOV	---	---	9	1614.9	-----	16.8	15.9	0.9	13.0	12.3	0.7	61.00
(302, 303)	3	SOV	---	---	8	1448.8	-----	16.3	15.6	0.7	12.6	12.1	0.5	62.73
(302, 303)	4	SOV	---	---	9	1130.0	-----	16.4	15.7	0.7	12.6	12.1	0.5	62.25
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	1	SOV	---	---	4	1466.0	-----	10.4	8.3	2.0	8.0	6.4	1.6	52.07

(303, 304)	2	SOV	---	---	3	1603.1	-----	9.2	8.4	0.8	7.1	6.5	0.6	58.83
(303, 304)	3	SOV	---	---	5	1478.2	-----	8.6	8.2	0.4	6.7	6.4	0.3	62.51
(303, 304)	4	SOV	---	---	3	1146.6	-----	8.7	8.3	0.4	6.7	6.4	0.3	62.14
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(304, 305)	1	SOV	---	---	24	1794.4	-----	52.5	16.4	36.2	40.7	12.7	28.0	19.47
(304, 305)	2	SOV	---	---	9	1496.4	-----	26.5	16.6	9.9	20.6	12.9	7.7	38.63
(304, 305)	3	SOV	---	---	4	1342.7	-----	17.8	15.6	2.2	13.8	12.1	1.7	57.45
(304, 305)	4	SOV	---	---	3	1005.1	-----	16.6	15.6	1.0	12.8	12.0	0.8	61.61
(304, 305)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	1	SOV	---	---	22	2288.0	-----	31.5	10.1	21.4	24.4	7.8	16.5	20.04
(305, 306)	2	SOV	---	---	6	1508.0	-----	13.8	9.9	3.9	10.8	7.7	3.0	45.68
(305, 306)	3	SOV	---	---	7	1558.9	-----	10.7	9.7	1.0	8.2	7.5	0.7	59.28
(305, 306)	4	SOV	---	---	3	1183.3	-----	10.2	9.7	0.6	7.9	7.4	0.4	61.78
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	6	472.3	-----	25.6	19.6	6.0	19.8	15.1	4.6	24.67
(306, 307)	1	SOV	---	---	5	740.2	-----	32.4	30.5	1.9	25.1	23.6	1.5	60.77
(306, 307)	2	SOV	---	---	12	1332.6	-----	33.4	30.9	2.5	26.0	24.1	1.9	59.04
(306, 307)	3	SOV	---	---	11	1588.4	-----	31.5	30.3	1.2	24.3	23.4	0.9	62.49
(306, 307)	4	SOV	---	---	5	1304.1	-----	31.5	30.1	1.5	24.3	23.1	1.1	62.48
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	1	SOV	---	---	3	1230.2	-----	9.8	8.9	0.9	7.5	6.8	0.7	58.98
(307, 310)	2	SOV	---	---	5	1348.2	-----	9.6	9.0	0.6	7.4	7.0	0.4	60.23
(307, 310)	3	SOV	---	---	8	1565.5	-----	9.2	8.9	0.4	7.1	6.8	0.3	62.35
(307, 310)	4	SOV	---	---	8	1331.9	-----	9.2	8.8	0.5	7.1	6.8	0.4	62.24
(307, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	9	SOV	---	---	1	40.5	-----	12.0	10.1	1.9	9.3	7.8	1.5	47.87
(310, 311)	1	SOV	---	---	14	2428.0	-----	20.1	15.8	4.3	15.5	12.2	3.3	50.86
(310, 311)	2	SOV	---	---	8	1581.4	-----	17.5	15.9	1.6	13.6	12.3	1.2	58.59
(310, 311)	3	SOV	---	---	7	1453.3	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.19
(310, 311)	4	SOV	---	---	7	1213.6	-----	16.3	15.6	0.7	12.6	12.0	0.6	62.62
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	1	78.7	-----	24.5	19.7	4.8	19.0	15.3	3.7	41.74
(159, 312)	1	SOV	---	---	1	2546.5	-----	7.0	6.0	1.0	5.4	4.7	0.8	54.85
(159, 312)	2	SOV	---	---	1	1274.5	-----	6.4	6.0	0.4	4.9	4.6	0.3	60.73
(159, 312)	3	SOV	---	---	1	914.7	-----	6.0	5.9	0.2	4.6	4.5	0.1	64.31
(159, 312)	4	SOV	---	---	1	547.0	-----	6.0	5.9	0.1	4.6	4.5	0.1	64.48
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	9	2478.2	-----	11.3	10.1	1.2	8.7	7.8	0.9	56.25
(312, 313)	2	SOV	---	---	2	1281.4	-----	10.3	9.9	0.4	7.9	7.7	0.3	61.93
(312, 313)	3	SOV	---	---	0	951.4	-----	9.8	9.6	0.2	7.6	7.4	0.2	64.70
(312, 313)	4	SOV	---	---	1	579.7	-----	9.9	9.6	0.2	7.6	7.4	0.2	64.57
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(313, 314)	1	SOV	---	---	7	785.1	-----	41.3	39.5	1.8	32.0	30.6	1.4	61.29
(313, 314)	2	SOV	---	---	12	1183.9	-----	40.9	39.7	1.3	31.7	30.7	1.0	61.86
(313, 314)	3	SOV	---	---	9	984.0	-----	39.3	38.4	0.8	30.3	29.7	0.6	64.50
(313, 314)	4	SOV	---	---	5	630.3	-----	39.1	38.2	0.9	30.1	29.4	0.7	64.77
(313, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	5	1944.3	-----	6.2	3.9	2.3	4.8	3.0	1.7	41.93
(314, 315)	2	SOV	---	---	0	1278.4	-----	4.5	4.0	0.5	3.5	3.1	0.4	58.07
(314, 315)	3	SOV	---	---	1	821.1	-----	4.0	3.9	0.1	3.1	3.0	0.1	64.18
(314, 315)	4	SOV	---	---	0	537.1	-----	4.0	3.9	0.1	3.1	3.0	0.1	64.82
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	9	SOV	---	---	2	236.9	-----	10.2	5.9	4.4	7.9	4.5	3.4	25.39
(555, 316)	1	SOV	---	---	8	2103.0	-----	8.9	8.1	0.8	6.9	6.3	0.6	57.40
(555, 316)	2	SOV	---	---	5	1421.6	-----	8.4	8.1	0.3	6.5	6.2	0.3	61.13
(555, 316)	3	SOV	---	---	3	1007.3	-----	8.0	7.8	0.2	6.1	6.0	0.1	64.49
(555, 316)	4	SOV	---	---	1	639.5	-----	7.9	7.7	0.2	6.1	5.9	0.1	65.25
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(316, 317)	1	SOV	---	---	11	1138.1	-----	19.5	18.6	0.9	15.1	14.4	0.7	60.98
(316, 317)	2	SOV	---	---	10	1339.9	-----	19.4	18.7	0.6	15.0	14.5	0.5	61.51
(316, 317)	3	SOV	---	---	5	1033.4	-----	18.4	18.1	0.4	14.2	14.0	0.3	64.59
(316, 317)	4	SOV	---	---	4	690.3	-----	18.2	17.8	0.4	14.0	13.7	0.3	65.43
(316, 317)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(317, 318)	1	SOV	---	---	7	1108.5	-----	16.7	15.9	0.7	12.9	12.3	0.6	61.29
(317, 318)	2	SOV	---	---	8	1271.7	-----	16.7	16.1	0.6	13.0	12.5	0.5	61.09
(317, 318)	3	SOV	---	---	2	1075.8	-----	15.9	15.5	0.3	12.2	12.0	0.2	64.50
(317, 318)	4	SOV	---	---	7	737.2	-----	15.6	15.3	0.4	12.0	11.8	0.3	65.42
(317, 318)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	1	SOV	---	---	12	1463.4	-----	17.2	15.9	1.3	13.3	12.3	1.0	59.50
(318, 319)	2	SOV	---	---	7	1300.6	-----	16.8	16.1	0.7	13.0	12.5	0.5	60.81
(318, 319)	3	SOV	---	---	5	1117.9	-----	15.9	15.5	0.3	12.2	12.0	0.3	64.40
(318, 319)	4	SOV	---	---	4	785.8	-----	15.6	15.3	0.4	12.0	11.7	0.3	65.39
(318, 319)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	9	SOV	---	---	0	22.4	-----	20.8	17.8	3.0	16.1	13.8	2.3	49.11
(319, 320)	1	SOV	---	---	2	1444.2	-----	8.2	7.8	0.4	6.4	6.0	0.3	60.96
(319, 320)	2	SOV	---	---	3	1283.0	-----	8.2	7.9	0.3	6.3	6.1	0.2	61.16
(319, 320)	3	SOV	---	---	2	1146.0	-----	7.8	7.6	0.2	6.0	5.9	0.1	64.38
(319, 320)	4	SOV	---	---	1	822.7	-----	7.7	7.5	0.2	5.9	5.7	0.2	65.28
(319, 320)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(320, 321)	1	SOV	---	---	14	1865.4	-----	19.4	17.7	1.8	15.1	13.7	1.4	58.48
(320, 321)	2	SOV	---	---	6	1153.2	-----	18.6	17.8	0.8	14.4	13.8	0.6	61.20
(320, 321)	3	SOV	---	---	3	973.8	-----	17.6	17.3	0.4	13.6	13.3	0.3	64.48
(320, 321)	4	SOV	---	---	6	702.3	-----	17.4	17.0	0.4	13.4	13.1	0.3	65.35
(320, 321)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(321, 322)	1	SOV	---	---	10	1719.7	-----	17.4	16.2	1.2	13.5	12.6	0.9	58.75
(321, 322)	2	SOV	---	---	4	1015.4	-----	16.5	16.0	0.5	12.7	12.4	0.4	62.06
(321, 322)	3	SOV	---	---	5	856.7	-----	15.8	15.5	0.3	12.1	11.9	0.2	64.93
(321, 322)	4	SOV	---	---	3	605.7	-----	15.6	15.3	0.3	12.0	11.8	0.2	65.70
(321, 322)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(321, 322)	9	SOV	---	---	4	497.7	-----	17.1	16.5	0.6	13.2	12.7	0.5	59.71
(322, 323)	1	SOV	---	---	4	779.6	-----	19.8	19.1	0.7	15.4	14.8	0.6	60.93
(322, 323)	2	SOV	---	---	7	979.5	-----	19.4	18.9	0.5	15.0	14.6	0.4	62.17
(322, 323)	3	SOV	---	---	3	878.2	-----	18.6	18.3	0.3	14.3	14.1	0.2	65.01
(322, 323)	4	SOV	---	---	3	635.8	-----	18.4	18.0	0.3	14.1	13.9	0.3	65.68
(322, 323)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	1	SOV	---	---	2	918.9	-----	10.1	9.6	0.5	7.8	7.4	0.4	60.53
(323, 324)	2	SOV	---	---	2	955.5	-----	9.9	9.6	0.3	7.6	7.4	0.2	61.77
(323, 324)	3	SOV	---	---	2	909.6	-----	9.4	9.2	0.2	7.3	7.1	0.1	64.79
(323, 324)	4	SOV	---	---	4	654.9	-----	9.3	9.1	0.2	7.1	7.0	0.1	65.69
(323, 324)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	9	SOV	---	---	0	11.0	-----	12.2	10.4	1.8	9.4	8.0	1.4	50.10
(324, 325)	1	SOV	---	---	1	1080.6	-----	16.9	16.1	0.8	13.1	12.4	0.6	60.51
(324, 325)	2	SOV	---	---	3	962.5	-----	16.5	16.1	0.5	12.8	12.4	0.4	61.83
(324, 325)	3	SOV	---	---	3	941.8	-----	15.8	15.5	0.3	12.2	11.9	0.2	64.72
(324, 325)	4	SOV	---	---	2	671.8	-----	15.6	15.2	0.3	12.0	11.7	0.3	65.68
(324, 325)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(324, 325)	9	SOV	---	---	0	10.9	-----	20.3	17.3	3.0	15.6	13.3	2.3	50.42
(7023, 147)	1	SOV	---	---	1	451.8	-----	3.4	2.8	0.6	2.6	2.1	0.5	37.65
(143,7025)	1	SOV	---	---	1	1101.0	-----	2.1	2.0	0.1	1.6	1.6	0.1	49.29
(144, 131)	1	SOV	---	---	0	124.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.39
(7022, 144)	1	SOV	---	---	0	137.2	-----	2.6	2.3	0.3	2.0	1.8	0.2	43.99
(347, 348)	1	SOV	---	---	0	264.7	-----	3.0	2.9	0.1	2.3	2.2	0.1	50.36
(347, 348)	6	SOV	---	---	0	1449.6	-----	2.9	2.9	0.1	2.3	2.2	0.1	50.39
(348, 349)	1	SOV	---	---	0	538.7	-----	4.6	4.6	0.1	3.6	3.5	0.1	49.74
(348, 349)	6	SOV	---	---	1	1176.4	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.06
(560, 370)	1	SOV	---	---	4	1628.3	-----	4.8	4.4	0.4	3.7	3.4	0.3	58.10
(560, 370)	2	SOV	---	---	2	1178.3	-----	4.5	4.3	0.2	3.5	3.3	0.2	61.40
(560, 370)	3	SOV	---	---	3	1213.2	-----	4.5	4.3	0.2	3.5	3.3	0.2	61.95
(560, 370)	4	HOV	7	7	0	7.0	7.0	4.4	4.3	0.1	3.4	3.4	0.1	63.31
(370, 371)	1	SOV	---	---	2	1117.6	-----	19.8	19.0	0.9	15.3	14.7	0.7	61.66
(370, 371)	2	SOV	---	---	7	1244.8	-----	19.4	18.8	0.6	15.0	14.5	0.5	63.05
(370, 371)	3	SOV	---	---	3	1182.4	-----	19.6	18.8	0.8	15.1	14.5	0.6	62.36
(370, 371)	4	HOV	7	7	0	7.0	7.0	19.0	18.9	0.2	14.8	14.7	0.1	64.17

(371, 372)	1	SOV	---	---	5	1075.8	-----	16.4	15.5	0.8	12.6	12.0	0.6	61.42
(371, 372)	2	SOV	---	---	6	1315.4	-----	16.0	15.5	0.5	12.3	11.9	0.4	62.84
(371, 372)	3	SOV	---	---	4	1153.3	-----	16.1	15.5	0.7	12.5	11.9	0.5	62.21
(371, 372)	4	HOV	7	7	0	7.0	7.0	15.5	15.5	0.0	12.1	12.1	0.0	64.69
(372, 373)	1	SOV	---	---	5	1926.0	-----	11.4	9.7	1.7	8.8	7.5	1.3	54.91
(372, 373)	2	SOV	---	---	3	1178.7	-----	10.2	9.6	0.6	7.9	7.4	0.5	61.31
(372, 373)	3	SOV	---	---	4	900.0	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.48
(372, 373)	4	HOV	7	7	0	7.0	7.0	9.7	9.7	0.0	7.5	7.5	0.0	64.66
(372, 373)	9	SOV	---	---	0	52.7	-----	14.9	11.2	3.8	11.5	8.6	2.9	42.03
(373, 374)	1	SOV	---	---	5	1883.6	-----	6.7	6.1	0.6	5.2	4.8	0.4	59.02
(373, 374)	2	SOV	---	---	5	1235.7	-----	6.3	6.1	0.2	4.9	4.7	0.2	62.44
(373, 374)	3	SOV	---	---	1	935.4	-----	6.3	6.1	0.3	4.9	4.7	0.2	62.58
(373, 374)	4	HOV	7	7	0	7.0	7.0	6.1	6.1	0.0	4.8	4.8	0.0	64.66
(374, 375)	1	SOV	---	---	7	1837.9	-----	10.6	9.9	0.7	8.2	7.6	0.5	59.08
(374, 375)	2	SOV	---	---	4	1254.3	-----	9.9	9.6	0.3	7.7	7.4	0.2	63.08
(374, 375)	3	SOV	---	---	5	959.9	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.77
(374, 375)	4	HOV	7	7	0	7.0	7.0	9.7	9.7	0.0	7.5	7.5	0.0	64.66
(375, 376)	1	SOV	---	---	7	903.3	-----	16.9	16.3	0.7	13.1	12.6	0.5	61.74
(375, 376)	2	SOV	---	---	3	1253.6	-----	16.6	16.1	0.5	12.8	12.4	0.4	63.01
(375, 376)	3	SOV	---	---	8	986.6	-----	16.6	16.0	0.6	12.8	12.3	0.5	62.92
(375, 376)	4	HOV	7	7	0	7.0	7.0	16.2	16.1	0.0	12.6	12.5	0.0	64.67
(376, 377)	1	SOV	---	---	1	1103.6	-----	8.3	7.8	0.5	6.4	6.0	0.4	60.94
(376, 377)	2	SOV	---	---	0	1247.6	-----	8.0	7.8	0.3	6.2	6.0	0.2	62.74
(376, 377)	3	SOV	---	---	2	1017.9	-----	8.0	7.7	0.3	6.2	5.9	0.2	62.89
(376, 377)	4	HOV	7	7	0	7.0	7.0	7.8	7.8	0.0	6.1	6.0	0.0	64.70
(376, 377)	9	SOV	---	---	0	18.6	-----	9.9	8.7	1.2	7.7	6.7	0.9	50.86
(377, 378)	1	SOV	---	---	7	1458.5	-----	14.8	13.7	1.1	11.4	10.6	0.8	59.80
(377, 378)	2	SOV	---	---	3	1206.2	-----	14.2	13.7	0.5	10.9	10.5	0.4	62.60
(377, 378)	3	SOV	---	---	1	947.1	-----	14.1	13.5	0.5	10.9	10.4	0.4	63.06
(377, 378)	4	HOV	7	7	0	7.0	7.0	13.7	13.7	0.0	10.7	10.6	0.0	64.67
(377, 378)	9	SOV	---	---	0	12.6	-----	19.8	15.5	4.3	15.4	12.1	3.3	44.78
(7028, 368)	1	SOV	---	---	1	617.6	-----	16.0	15.4	0.6	12.4	11.9	0.5	53.00
(7028, 368)	2	SOV	---	---	5	636.0	-----	16.1	15.4	0.7	12.4	11.9	0.5	52.83
(7028, 368)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(378, 384)	1	SOV	---	---	1	1489.5	-----	2.2	2.1	0.1	1.7	1.6	0.1	60.93
(378, 384)	2	SOV	---	---	0	1209.1	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.80
(378, 384)	3	SOV	---	---	0	924.6	-----	2.2	2.1	0.1	1.7	1.6	0.1	63.30
(378, 384)	4	HOV	7	7	0	7.0	7.0	2.1	2.1	0.0	1.6	1.6	0.0	64.61
(384, 385)	1	SOV	---	---	7	1457.9	-----	14.7	13.9	0.8	11.3	10.8	0.6	60.35
(384, 385)	2	SOV	---	---	8	1212.6	-----	14.1	13.6	0.4	10.9	10.5	0.3	63.07

(384, 385)	3	SOV	---	---	4	955.8	-----	14.0	13.5	0.5	10.8	10.4	0.4	63.23
(384, 385)	4	HOV	7	7	0	7.0	7.0	13.7	13.7	0.0	10.6	10.6	0.0	64.70
(385, 386)	1	SOV	---	---	5	978.0	-----	28.3	27.2	1.1	21.8	21.0	0.8	61.61
(385, 386)	2	SOV	---	---	7	1182.4	-----	27.6	26.9	0.8	21.3	20.7	0.6	62.96
(385, 386)	3	SOV	---	---	9	1009.6	-----	27.6	26.4	1.1	21.3	20.4	0.9	63.13
(385, 386)	4	HOV	7	7	0	7.0	7.0	26.9	26.9	0.0	20.9	20.9	0.0	64.69
(402, 403)	1	SOV	---	---	2	295.9	-----	10.9	9.1	1.8	8.4	7.0	1.4	45.55
(402, 403)	2	SOV	---	---	3	953.4	-----	10.5	9.9	0.6	8.1	7.6	0.5	47.16
(562,7030)	1	SOV	---	---	0	522.0	-----	2.5	2.4	0.1	1.9	1.9	0.1	51.56
(562,7030)	2	SOV	---	---	0	358.0	-----	2.5	2.4	0.1	2.0	1.9	0.1	50.87
(562,7030)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	1	SOV	---	---	2	540.0	-----	16.2	15.9	0.3	12.5	12.3	0.2	63.18
(400, 401)	2	SOV	---	---	3	341.9	-----	15.9	15.6	0.2	12.3	12.1	0.2	64.44
(400, 401)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	9	SOV	---	---	2	1254.7	-----	18.4	17.5	1.0	14.2	13.5	0.7	55.47
(401, 382)	1	SOV	---	---	2	1256.1	-----	3.4	3.0	0.4	2.6	2.3	0.3	41.76
(399, 400)	1	SOV	---	---	1	569.0	-----	7.2	7.0	0.1	5.5	5.4	0.1	63.05
(399, 400)	2	SOV	---	---	0	322.6	-----	7.0	6.9	0.1	5.4	5.3	0.1	64.25
(399, 400)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 400)	9	SOV	---	---	4	1243.3	-----	7.4	7.0	0.4	5.7	5.4	0.3	60.81
(564, 399)	1	SOV	---	---	1	1964.1	-----	10.0	9.2	0.8	7.7	7.1	0.6	58.08
(564, 399)	2	SOV	---	---	2	889.9	-----	9.1	8.9	0.2	7.1	6.9	0.2	63.41
(564, 399)	3	SOV	---	---	0	541.6	-----	9.1	8.9	0.2	7.0	6.9	0.1	63.75
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	6	1909.4	-----	10.1	9.0	1.1	7.8	6.9	0.9	57.55
(397, 398)	2	SOV	---	---	0	829.8	-----	9.3	8.9	0.4	7.2	6.9	0.3	62.63
(397, 398)	3	SOV	---	---	1	618.5	-----	9.1	8.9	0.2	7.1	6.9	0.2	63.36
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	0	38.3	-----	12.9	10.0	2.8	10.0	7.8	2.2	45.04
(395, 396)	1	SOV	---	---	5	921.8	-----	20.0	19.3	0.7	15.4	14.9	0.5	62.15
(395, 396)	2	SOV	---	---	9	1108.4	-----	19.6	19.1	0.5	15.2	14.8	0.4	63.23
(395, 396)	3	SOV	---	---	6	947.4	-----	19.8	19.1	0.7	15.3	14.8	0.5	62.68
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	1	1527.5	-----	6.5	6.1	0.4	5.0	4.7	0.3	58.92
(394, 395)	2	SOV	---	---	1	1112.6	-----	6.1	5.9	0.2	4.7	4.5	0.1	62.95
(394, 395)	3	SOV	---	---	0	932.2	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.62
(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	1	SOV	---	---	6	1574.8	-----	10.5	9.9	0.6	8.1	7.7	0.5	60.90
(393, 394)	2	SOV	---	---	5	1090.3	-----	10.2	9.9	0.3	7.9	7.6	0.3	62.79

(393, 394)	3	SOV	---	---	1	906.4	-----	10.2	9.9	0.3	7.9	7.6	0.3	62.64
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	1	SOV	---	---	5	1624.6	-----	6.4	5.9	0.5	5.0	4.5	0.4	59.59
(392, 393)	2	SOV	---	---	2	1021.3	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.64
(392, 393)	3	SOV	---	---	6	888.2	-----	6.1	5.9	0.2	4.7	4.6	0.2	62.59
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	0	44.7	-----	7.9	6.6	1.3	6.1	5.1	1.0	48.34
(391, 392)	1	SOV	---	---	4	1115.6	-----	11.9	11.3	0.6	9.2	8.7	0.5	61.81
(391, 392)	2	SOV	---	---	4	1126.5	-----	11.8	11.4	0.4	9.1	8.8	0.3	62.60
(391, 392)	3	SOV	---	---	2	1004.5	-----	11.8	11.4	0.4	9.1	8.8	0.3	62.26
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	11.7	-----	15.0	13.0	2.0	11.6	10.0	1.6	49.26
(390, 391)	1	SOV	---	---	2	810.9	-----	16.8	16.3	0.5	13.0	12.6	0.4	63.27
(390, 391)	2	SOV	---	---	3	1157.2	-----	16.9	16.4	0.5	13.1	12.7	0.4	62.80
(390, 391)	3	SOV	---	---	6	1072.9	-----	17.1	16.4	0.6	13.2	12.7	0.5	62.19
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	5	1330.5	-----	16.6	15.8	0.7	12.8	12.2	0.6	61.72
(389, 390)	2	SOV	---	---	4	1139.7	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.76
(389, 390)	3	SOV	---	---	3	1068.0	-----	16.4	15.8	0.6	12.7	12.2	0.5	62.24
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	5	1341.6	-----	5.3	5.1	0.2	4.1	4.0	0.2	62.81
(388, 389)	2	SOV	---	---	2	1122.3	-----	5.3	5.2	0.1	4.1	4.0	0.1	62.74
(388, 389)	3	SOV	---	---	1	1077.6	-----	5.4	5.2	0.2	4.2	4.0	0.1	62.30
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	4	1073.4	-----	16.4	15.6	0.8	12.6	12.0	0.6	62.53
(387, 388)	2	SOV	---	---	5	1243.6	-----	16.4	15.9	0.5	12.6	12.3	0.4	62.50
(387, 388)	3	SOV	---	---	6	1211.6	-----	16.5	15.8	0.7	12.7	12.2	0.5	61.99
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	11.2	-----	21.1	17.0	4.1	16.3	13.1	3.1	48.54
(166, 404)	1	SOV	---	---	3	974.1	-----	8.2	8.0	0.2	6.3	6.2	0.2	62.67
(166, 404)	2	SOV	---	---	5	1314.4	-----	8.1	7.9	0.2	6.2	6.1	0.1	63.31
(166, 404)	3	SOV	---	---	2	1307.2	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.98
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	3	757.9	-----	17.1	16.8	0.4	13.2	13.0	0.3	64.54
(404, 387)	2	SOV	---	---	6	1284.8	-----	17.6	17.1	0.5	13.6	13.2	0.4	62.83
(404, 387)	3	SOV	---	---	9	1284.1	-----	17.8	17.1	0.7	13.7	13.2	0.5	62.27
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	2	2084.1	-----	5.1	4.2	0.9	3.9	3.2	0.7	43.84
(558, 406)	1	SOV	---	---	3	1630.7	-----	5.0	4.6	0.4	3.8	3.6	0.3	42.47
(558, 406)	2	SOV	---	---	1	450.8	-----	4.7	4.6	0.1	3.7	3.5	0.1	44.68

(351, 408)	1	SOV	---	---	1	344.7	-----	5.3	4.5	0.8	4.1	3.5	0.6	40.64
(351, 408)	2	SOV	---	---	2	939.8	-----	5.1	4.9	0.2	4.0	3.8	0.2	42.18
(408, 409)	1	SOV	---	---	1	758.5	-----	10.6	9.5	1.1	8.2	7.3	0.8	40.20
(408, 409)	2	SOV	---	---	3	523.1	-----	10.6	9.6	1.0	8.2	7.4	0.8	40.12
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	1	1513.6	-----	12.7	11.6	1.1	9.8	9.0	0.8	41.11
(349, 350)	1	SOV	---	---	1	289.0	-----	15.2	15.0	0.2	11.8	11.6	0.2	52.05
(349, 350)	2	SOV	---	---	3	1001.1	-----	16.5	16.2	0.3	12.8	12.5	0.3	47.91
(350, 351)	1	SOV	---	---	2	433.6	-----	12.6	12.4	0.1	9.7	9.6	0.1	47.51
(350, 351)	2	SOV	---	---	8	852.6	-----	13.8	13.5	0.3	10.7	10.4	0.2	43.17
(406, 413)	1	SOV	---	---	5	1509.2	-----	14.4	13.7	0.7	11.1	10.6	0.5	42.76
(416,7031)	1	SOV	---	---	0	480.0	-----	2.5	2.5	0.1	2.0	1.9	0.1	50.10
(7032, 435)	1	SOV	---	---	0	552.4	-----	3.6	3.2	0.4	2.8	2.5	0.3	44.95
(435, 436)	1	SOV	---	---	0	512.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	48.89
(436, 372)	1	SOV	---	---	0	512.0	-----	3.9	3.6	0.2	3.0	2.8	0.2	50.93
(395, 437)	1	SOV	---	---	0	409.6	-----	6.9	6.7	0.2	5.3	5.2	0.1	53.43
(395, 437)	2	SOV	---	---	0	195.4	-----	6.8	6.7	0.2	5.3	5.1	0.2	53.58
(437,7033)	1	SOV	---	---	0	37.0	-----	5.4	5.0	0.4	4.2	3.9	0.3	49.16
(437,7033)	2	SOV	---	---	1	568.0	-----	5.4	5.2	0.2	4.2	4.0	0.2	48.83
(7034, 440)	1	SOV	---	---	1	458.6	-----	3.2	2.9	0.3	2.5	2.2	0.3	44.78
(440, 441)	1	SOV	---	---	0	421.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	48.88
(7035, 443)	1	SOV	---	---	1	259.5	-----	3.9	2.9	1.0	3.0	2.2	0.8	34.10
(443, 444)	1	SOV	---	---	1	237.6	-----	3.1	2.8	0.3	2.4	2.2	0.2	45.11
(444, 376)	1	SOV	---	---	1	238.5	-----	9.1	8.8	0.3	7.0	6.8	0.2	52.95
(375, 442)	1	SOV	---	---	1	906.0	-----	4.7	4.5	0.2	3.6	3.5	0.1	52.75
(442,7036)	1	SOV	---	---	2	905.7	-----	3.4	3.3	0.1	2.6	2.6	0.1	50.04
(7037, 454)	1	SOV	---	---	0	249.4	-----	3.5	3.1	0.3	2.7	2.4	0.3	45.41
(454, 455)	1	SOV	---	---	0	232.5	-----	3.5	3.4	0.1	2.7	2.6	0.1	49.28

(7049, 523)	1	SOV	---	---	1	195.9	-----	3.2	3.0	0.3	2.5	2.3	0.2	38.13
(523, 524)	1	SOV	---	---	1	177.7	-----	6.3	5.7	0.5	4.8	4.4	0.4	45.19
(524, 323)	1	SOV	---	---	2	178.1	-----	5.2	5.0	0.2	4.0	3.8	0.1	52.60
(298, 533)	1	SOV	---	---	4	756.8	-----	19.1	18.3	0.8	14.8	14.3	0.6	63.16
(298, 533)	2	SOV	---	---	8	1221.3	-----	19.3	18.6	0.7	15.0	14.5	0.5	62.45
(298, 533)	3	SOV	---	---	6	1217.9	-----	19.0	18.4	0.5	14.7	14.3	0.4	63.58
(298, 533)	4	SOV	---	---	4	1040.9	-----	19.4	18.8	0.6	14.9	14.4	0.5	62.14
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	401.3	-----	4.0	2.9	1.1	3.1	2.3	0.8	30.02
(7050, 529)	2	SOV	---	---	0	1054.4	-----	3.9	2.8	1.1	3.0	2.2	0.8	30.98
(529, 530)	1	SOV	---	---	0	514.3	-----	3.6	1.9	1.7	2.8	1.5	1.3	31.16
(529, 530)	2	SOV	---	---	0	798.9	-----	3.8	2.5	1.3	2.9	1.9	1.0	29.08
(530, 533)	1	SOV	---	---	0	1319.0	-----	8.2	6.4	1.8	6.3	4.9	1.4	41.67
(7051, 525)	1	SOV	---	---	0	241.0	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.72
(525, 526)	1	SOV	---	---	0	222.0	-----	5.5	5.4	0.1	4.3	4.2	0.1	49.25
(526, 324)	1	SOV	---	---	0	222.0	-----	6.7	6.5	0.2	5.2	5.0	0.2	52.89
(298, 534)	1	SOV	---	---	0	696.4	-----	5.4	5.1	0.3	4.2	3.9	0.2	61.34
(534,7052)	1	SOV	---	---	0	697.0	-----	3.2	2.8	0.3	2.4	2.2	0.3	57.51
(313, 347)	1	SOV	---	---	0	1710.3	-----	5.4	5.1	0.3	4.2	3.9	0.2	51.44
(315, 554)	1	SOV	---	---	6	2276.3	-----	7.8	5.9	2.0	6.1	4.5	1.5	48.11
(315, 554)	2	SOV	---	---	3	1380.4	-----	6.7	5.9	0.8	5.2	4.6	0.6	55.99
(315, 554)	3	SOV	---	---	3	905.5	-----	6.0	5.7	0.3	4.6	4.4	0.2	63.10
(315, 554)	4	SOV	---	---	0	554.5	-----	5.8	5.7	0.1	4.5	4.4	0.1	64.84
(315, 554)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(315, 554)	9	SOV	---	---	0	68.0	-----	7.8	6.9	0.9	6.0	5.3	0.7	48.24
(554, 555)	1	SOV	---	---	4	2176.7	-----	8.0	6.8	1.2	6.2	5.3	0.9	54.65
(554, 555)	2	SOV	---	---	3	1427.1	-----	7.3	6.9	0.5	5.7	5.3	0.4	59.45
(554, 555)	3	SOV	---	---	1	975.9	-----	6.8	6.6	0.2	5.3	5.1	0.2	63.83
(554, 555)	4	SOV	---	---	2	598.9	-----	6.7	6.6	0.2	5.2	5.0	0.1	64.84
(554, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(522,7048)	1	SOV	---	---	1	643.0	-----	3.3	3.2	0.0	2.5	2.5	0.0	51.69
(522,7048)	2	SOV	---	---	1	773.3	-----	3.4	3.3	0.1	2.6	2.5	0.1	50.21
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	3	2082.9	-----	3.7	3.4	0.3	2.9	2.7	0.2	46.09

(409, 559)	1	SOV	---	---	4	1564.1	-----	5.3	4.9	0.4	4.1	3.8	0.3	41.98
(409, 559)	6	SOV	---	---	0	1234.4	-----	5.3	5.0	0.3	4.1	3.8	0.2	42.68
(369, 560)	1	SOV	---	---	2	1195.0	-----	5.2	4.8	0.4	4.0	3.7	0.3	60.81
(369, 560)	2	HOV	7	7	0	7.0	7.0	5.0	4.9	0.1	3.9	3.8	0.1	62.50
(369, 560)	9	SOV	---	---	1	1205.1	-----	5.6	5.0	0.6	4.3	3.8	0.5	56.20
(369, 560)	10	SOV	---	---	4	1624.1	-----	5.7	5.0	0.8	4.4	3.8	0.6	54.90
(401, 562)	1	SOV	---	---	0	520.9	-----	2.1	2.1	0.0	1.6	1.6	0.0	58.62
(401, 562)	2	SOV	---	---	0	359.1	-----	2.1	2.1	0.0	1.6	1.6	0.0	58.08
(401, 562)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	1	SOV	---	---	1	859.9	-----	16.5	15.5	1.0	12.7	12.0	0.7	61.98
(97, 563)	2	SOV	---	---	3	1063.9	-----	16.9	16.3	0.6	13.1	12.7	0.5	60.45
(97, 563)	3	SOV	---	---	6	1083.9	-----	16.1	15.7	0.4	12.5	12.1	0.3	63.36
(97, 563)	4	SOV	---	---	4	846.3	-----	15.9	15.4	0.5	12.2	11.9	0.3	64.43
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	0	13.9	-----	21.9	18.8	3.1	17.0	14.6	2.4	46.64
(398, 564)	1	SOV	---	---	2	1859.7	-----	7.4	6.9	0.6	5.7	5.3	0.4	59.55
(398, 564)	2	SOV	---	---	0	892.1	-----	7.0	6.8	0.2	5.4	5.3	0.1	63.33
(398, 564)	3	SOV	---	---	0	643.8	-----	7.0	6.8	0.2	5.4	5.3	0.1	63.61
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	4	566.3	-----	11.7	10.9	0.7	9.0	8.4	0.6	58.42
(27, 28)	2	SOV	---	---	2	509.0	-----	10.9	10.1	0.7	8.4	7.8	0.6	62.65
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	0	655.8	-----	8.9	8.6	0.3	6.8	6.6	0.2	61.52
(28, 29)	2	SOV	---	---	1	530.0	-----	8.2	8.1	0.1	6.3	6.2	0.1	66.55
(28, 29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	9	SOV	---	---	0	560.6	-----	9.4	8.6	0.8	7.2	6.6	0.6	58.31
(29, 30)	1	SOV	---	---	0	533.0	-----	5.5	5.3	0.1	4.2	4.1	0.1	62.43
(29, 30)	2	SOV	---	---	0	664.3	-----	5.5	5.4	0.1	4.2	4.1	0.1	62.42
(29, 30)	3	SOV	---	---	0	555.2	-----	5.1	5.0	0.1	4.0	3.9	0.1	66.42
(29, 30)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30, 31)	1	SOV	---	---	3	638.3	-----	16.4	15.9	0.5	12.6	12.2	0.4	62.50
(30, 31)	2	SOV	---	---	3	662.7	-----	16.3	16.0	0.3	12.5	12.3	0.2	62.87
(30, 31)	3	SOV	---	---	1	547.2	-----	15.4	15.2	0.2	11.9	11.7	0.2	66.28
(30, 31)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30, 31)	9	SOV	---	---	2	574.1	-----	16.8	15.9	0.9	13.0	12.3	0.7	60.74
(31, 32)	1	SOV	---	---	2	1055.6	-----	9.4	9.0	0.4	7.3	7.0	0.3	61.94
(31, 32)	2	SOV	---	---	2	842.9	-----	9.4	9.1	0.3	7.3	7.0	0.2	62.17
(31, 32)	3	SOV	---	---	1	343.8	-----	9.1	8.9	0.2	7.0	6.8	0.2	64.49
(31, 32)	4	SOV	---	---	1	182.8	-----	8.7	8.7	0.1	6.8	6.7	0.0	66.96
(31, 32)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(56,	57)	1	SOV	---	---	1	496.7	-----	11.0	10.9	0.1	8.5	8.4	0.1	61.85
(56,	57)	2	SOV	---	---	2	417.7	-----	10.5	10.4	0.1	8.1	8.0	0.1	65.21
(56,	57)	3	SOV	---	---	0	251.2	-----	10.1	10.1	0.1	7.8	7.8	0.0	67.33
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	0	513.4	-----	10.8	10.4	0.5	8.4	8.0	0.4	62.85
(56,	57)	10	SOV	---	---	0	11.8	-----	13.0	11.9	1.1	10.1	9.3	0.8	52.35
(57,	58)	1	SOV	---	---	1	505.7	-----	5.5	5.4	0.1	4.2	4.2	0.0	62.20
(57,	58)	2	SOV	---	---	2	420.0	-----	5.2	5.2	0.0	4.0	4.0	0.0	65.08
(57,	58)	3	SOV	---	---	0	256.1	-----	5.1	5.0	0.0	3.9	3.9	0.0	67.35
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	1	506.1	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.47
(58,	59)	1	SOV	---	---	1	493.6	-----	6.3	6.3	0.0	4.9	4.8	0.0	62.48
(58,	59)	2	SOV	---	---	0	414.7	-----	6.1	6.0	0.0	4.7	4.7	0.0	65.03
(58,	59)	3	SOV	---	---	1	258.8	-----	5.9	5.8	0.0	4.5	4.5	0.0	67.31
(58,	59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58,	59)	9	SOV	---	---	1	519.1	-----	6.1	6.0	0.1	4.7	4.7	0.1	64.46
(59,	60)	1	SOV	---	---	2	445.8	-----	9.2	9.1	0.1	7.1	7.0	0.1	62.74
(59,	60)	2	SOV	---	---	5	573.3	-----	8.8	8.7	0.1	6.8	6.7	0.1	65.45
(59,	60)	3	SOV	---	---	0	19.6	-----	8.6	8.3	0.3	6.7	6.4	0.2	67.02
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	4	641.1	-----	9.0	8.8	0.2	6.9	6.8	0.1	63.96
(60,	61)	1	SOV	---	---	6	920.0	-----	16.4	15.9	0.5	12.6	12.3	0.4	62.41
(60,	61)	2	SOV	---	---	3	381.4	-----	16.1	16.0	0.2	12.4	12.3	0.1	63.42
(60,	61)	3	SOV	---	---	2	370.9	-----	15.5	15.4	0.1	12.0	11.9	0.1	65.80
(60,	61)	4	HOV	2	2	0	2.0	2.0	15.8	15.3	0.5	12.6	12.3	0.4	64.54
(61,	62)	1	SOV	---	---	3	700.7	-----	11.2	10.9	0.4	8.7	8.4	0.3	60.67
(61,	62)	2	SOV	---	---	3	410.7	-----	10.7	10.6	0.1	8.2	8.2	0.1	63.86
(61,	62)	3	SOV	---	---	1	362.1	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.77
(61,	62)	4	HOV	2	2	0	2.0	2.0	29.3	10.3	19.1	24.1	8.4	15.6	23.24
(62,	63)	1	SOV	---	---	2	281.9	-----	12.0	11.8	0.2	9.2	9.1	0.1	63.22
(62,	63)	2	SOV	---	---	0	423.1	-----	11.8	11.7	0.1	9.1	9.0	0.0	64.17
(62,	63)	3	SOV	---	---	2	362.7	-----	11.5	11.4	0.1	8.9	8.8	0.1	65.78
(62,	63)	4	HOV	2	2	0	2.0	2.0	16.2	11.4	4.8	13.1	9.2	3.9	46.71
(63,	64)	1	SOV	---	---	2	276.3	-----	12.4	12.2	0.1	9.5	9.4	0.1	63.34
(63,	64)	2	SOV	---	---	1	412.9	-----	12.2	12.2	0.1	9.4	9.4	0.1	64.07
(63,	64)	3	SOV	---	---	1	374.3	-----	11.9	11.8	0.1	9.2	9.1	0.1	65.77
(63,	64)	4	HOV	2	2	0	2.0	2.0	13.2	11.8	1.5	10.6	9.4	1.2	59.27
(64,	65)	1	SOV	---	---	1	489.8	-----	11.0	10.6	0.4	8.5	8.2	0.3	61.71
(64,	65)	2	SOV	---	---	2	431.2	-----	10.7	10.6	0.1	8.2	8.1	0.1	63.91
(64,	65)	3	SOV	---	---	0	385.2	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.80
(64,	65)	4	HOV	2	2	0	2.0	2.0	10.8	10.3	0.5	8.7	8.2	0.4	62.96

(64,	65)	9	SOV	---	---	0	11.4	-----	12.8	12.3	0.5	9.9	9.5	0.4	53.17
(65,	66)	1	SOV	---	---	0	479.5	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.96
(65,	66)	2	SOV	---	---	0	453.7	-----	5.3	5.3	0.0	4.1	4.1	0.0	64.18
(65,	66)	3	SOV	---	---	1	386.1	-----	5.2	5.1	0.1	4.0	4.0	0.0	65.67
(65,	66)	4	HOV	2	2	0	2.0	2.0	5.3	5.1	0.2	4.2	4.1	0.2	64.32
(66,	67)	1	SOV	---	---	1	528.1	-----	10.2	10.0	0.2	7.8	7.7	0.1	63.00
(66,	67)	2	SOV	---	---	1	447.2	-----	9.9	9.8	0.1	7.6	7.6	0.1	64.49
(66,	67)	3	SOV	---	---	3	345.3	-----	9.7	9.6	0.1	7.5	7.4	0.1	65.65
(66,	67)	4	HOV	2	2	0	2.0	2.0	9.8	9.6	0.2	7.8	7.7	0.1	65.30
(67,	68)	1	SOV	---	---	4	979.5	-----	14.2	13.7	0.5	11.0	10.6	0.4	62.37
(67,	68)	2	SOV	---	---	0	217.6	-----	13.6	13.5	0.2	10.5	10.4	0.1	64.97
(67,	68)	3	SOV	---	---	1	123.0	-----	13.3	13.3	0.1	10.3	10.2	0.1	66.50
(67,	68)	4	HOV	2	2	0	2.0	2.0	13.4	13.4	0.1	10.7	10.6	0.0	66.09
(68,	69)	1	SOV	---	---	3	709.5	-----	16.8	16.5	0.3	12.9	12.7	0.2	60.99
(68,	69)	2	SOV	---	---	1	237.6	-----	15.6	15.5	0.1	12.0	12.0	0.1	65.53
(68,	69)	3	SOV	---	---	0	131.6	-----	15.3	15.3	0.0	11.8	11.8	0.0	66.73
(68,	69)	4	HOV	2	2	0	2.0	2.0	26.2	15.1	11.1	21.3	12.2	9.0	38.99
(68,	69)	9	SOV	---	---	1	239.4	-----	16.5	16.2	0.3	12.8	12.5	0.2	61.84
(69,	70)	1	SOV	---	---	1	198.9	-----	18.7	18.5	0.2	14.4	14.3	0.2	61.79
(69,	70)	2	SOV	---	---	2	245.9	-----	17.6	17.5	0.1	13.6	13.5	0.1	65.53
(69,	70)	3	SOV	---	---	0	137.4	-----	17.3	17.2	0.1	13.3	13.3	0.0	66.80
(69,	70)	4	HOV	2	2	0	2.0	2.0	23.0	17.6	5.4	18.5	14.2	4.3	50.24
(70,	71)	1	SOV	---	---	1	195.1	-----	8.6	8.5	0.1	6.6	6.5	0.1	61.90
(70,	71)	2	SOV	---	---	0	241.8	-----	8.1	8.1	0.0	6.2	6.2	0.0	65.48
(70,	71)	3	SOV	---	---	0	143.8	-----	7.9	7.9	0.0	6.1	6.1	0.0	66.85
(70,	71)	4	HOV	2	2	0	2.0	2.0	8.7	8.1	0.6	6.9	6.4	0.5	61.10
(71,	72)	1	SOV	---	---	1	292.5	-----	16.6	16.2	0.4	12.8	12.5	0.3	61.46
(71,	72)	2	SOV	---	---	0	260.5	-----	15.6	15.5	0.2	12.1	11.9	0.1	65.37
(71,	72)	3	SOV	---	---	0	148.7	-----	15.3	15.2	0.1	11.8	11.7	0.0	66.93
(71,	72)	4	HOV	2	2	0	2.0	2.0	16.0	15.4	0.6	12.8	12.3	0.5	63.85
(71,	72)	9	SOV	---	---	0	3.8	-----	19.1	18.6	0.5	14.7	14.3	0.4	53.69
(72,	73)	1	SOV	---	---	2	228.9	-----	24.2	24.0	0.2	18.7	18.5	0.2	62.28
(72,	73)	2	SOV	---	---	4	320.7	-----	23.2	23.1	0.1	17.9	17.8	0.1	65.09
(72,	73)	3	SOV	---	---	1	154.7	-----	22.5	22.5	0.1	17.4	17.3	0.1	67.01
(72,	73)	4	HOV	2	2	0	2.0	2.0	22.9	22.7	0.2	18.3	18.1	0.1	65.92
(73,	74)	1	SOV	---	---	0	187.3	-----	16.1	15.9	0.2	12.4	12.3	0.1	63.42
(73,	74)	2	SOV	---	---	0	402.0	-----	16.0	15.8	0.2	12.3	12.2	0.1	64.02
(73,	74)	3	SOV	---	---	1	113.7	-----	15.4	15.2	0.2	11.9	11.7	0.1	66.51
(73,	74)	4	HOV	2	0	0	1.2	1.2	15.4	15.4	0.0	12.3	12.3	0.0	66.40
(74,	75)	1	SOV	---	---	1	465.9	-----	22.7	22.5	0.2	17.5	17.3	0.2	63.01

(74, 75)	2	SOV	---	---	1	234.7	-----	21.4	21.1	0.2	16.5	16.3	0.2	67.02
(74, 75)	3	HOV	3	3	0	3.0	3.0	23.3	23.3	0.0	17.9	17.9	0.0	61.43
(75, 76)	1	SOV	---	---	0	441.2	-----	5.7	5.7	0.0	4.4	4.4	0.0	62.91
(75, 76)	2	SOV	---	---	0	258.8	-----	5.3	5.3	0.1	4.1	4.1	0.0	67.12
(75, 76)	3	HOV	3	3	0	3.0	3.0	5.8	5.8	0.0	4.5	4.5	0.0	61.58
(76, 77)	1	SOV	---	---	0	432.8	-----	3.5	3.5	0.0	2.7	2.7	0.0	62.93
(76, 77)	2	SOV	---	---	0	267.9	-----	3.3	3.2	0.0	2.5	2.5	0.0	67.08
(76, 77)	3	HOV	3	3	0	3.0	3.0	3.6	3.6	0.0	2.8	2.8	0.0	61.18
(568, 569)	1	SOV	---	---	0	436.6	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.58
(568, 569)	2	SOV	---	---	0	363.4	-----	2.4	2.1	0.2	1.8	1.7	0.2	57.70
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	0	435.9	-----	13.4	12.9	0.5	10.3	10.0	0.4	63.12
(569, 570)	2	SOV	---	---	1	363.7	-----	13.6	13.0	0.5	10.5	10.1	0.4	62.18
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	1	SOV	---	---	2	435.6	-----	8.8	8.6	0.2	6.8	6.6	0.2	63.75
(570, 571)	2	SOV	---	---	2	364.8	-----	8.9	8.6	0.3	6.9	6.7	0.2	63.10
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	1	SOV	---	---	2	157.5	-----	16.0	15.5	0.5	12.3	12.0	0.4	64.00
(571, 572)	2	SOV	---	---	4	387.7	-----	16.0	15.7	0.3	12.4	12.1	0.2	63.86
(571, 572)	3	HOV	0	363	1	252.5	252.5	16.2	15.7	0.4	12.5	12.2	0.3	63.27
(572, 573)	1	SOV	---	---	0	103.1	-----	22.1	21.9	0.2	17.1	16.9	0.2	67.67
(572, 573)	2	SOV	---	---	1	360.3	-----	23.3	23.1	0.2	18.0	17.8	0.2	64.19
(572, 573)	3	SOV	---	---	3	331.8	-----	23.6	23.1	0.6	18.3	17.8	0.4	63.31
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	0	153.5	-----	15.5	15.4	0.1	11.9	11.9	0.1	66.18
(573, 574)	2	SOV	---	---	0	342.3	-----	15.9	15.8	0.1	12.3	12.2	0.1	64.23
(573, 574)	3	SOV	---	---	2	298.5	-----	16.1	15.8	0.3	12.5	12.2	0.3	63.44
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	0	111.3	-----	12.6	12.6	0.1	9.7	9.7	0.1	68.37
(574, 575)	2	SOV	---	---	6	331.8	-----	13.5	13.4	0.1	10.4	10.3	0.1	64.06
(574, 575)	3	SOV	---	---	1	290.4	-----	13.6	13.3	0.3	10.5	10.3	0.2	63.53
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	1	119.5	-----	17.4	17.3	0.2	13.4	13.3	0.1	68.07
(575, 576)	2	SOV	---	---	1	323.3	-----	18.5	18.4	0.1	14.3	14.2	0.1	64.10
(575, 576)	3	SOV	---	---	0	288.8	-----	18.7	18.3	0.4	14.4	14.2	0.3	63.50
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	11	1196.4	-----	17.1	15.8	1.4	13.2	12.1	1.1	59.68
(576, 577)	2	SOV	---	---	5	576.1	-----	16.1	15.5	0.6	12.4	12.0	0.4	63.55
(576, 577)	3	SOV	---	---	2	318.5	-----	16.1	15.7	0.3	12.4	12.2	0.3	63.59

(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	1	38.6	-----	21.3	19.9	1.4	16.4	15.3	1.1	48.04
(577, 578)	1	SOV	---	---	7	1057.6	-----	13.9	13.5	0.4	10.7	10.4	0.3	62.68
(577, 578)	2	SOV	---	---	4	710.0	-----	13.3	13.2	0.1	10.3	10.2	0.1	65.41
(577, 578)	3	SOV	---	---	0	360.3	-----	13.5	13.3	0.2	10.4	10.3	0.2	64.41
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	4	1252.9	-----	11.7	11.3	0.5	9.0	8.7	0.4	61.83
(578, 579)	2	SOV	---	---	1	634.4	-----	11.1	10.9	0.2	8.5	8.4	0.1	65.49
(578, 579)	3	SOV	---	---	0	244.8	-----	11.0	10.9	0.1	8.5	8.4	0.1	65.63
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(579, 580)	1	SOV	---	---	2	1240.2	-----	5.5	5.3	0.2	4.2	4.1	0.2	61.88
(579, 580)	2	SOV	---	---	1	644.4	-----	5.2	5.1	0.1	4.0	4.0	0.0	65.64
(579, 580)	3	SOV	---	---	0	253.8	-----	5.2	5.1	0.1	4.0	3.9	0.0	66.17
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	1	1199.9	-----	11.3	10.8	0.5	8.7	8.4	0.3	60.42
(580, 581)	2	SOV	---	---	1	663.3	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.62
(580, 581)	3	SOV	---	---	0	279.8	-----	10.3	10.2	0.1	7.9	7.9	0.1	66.45
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(581, 582)	1	SOV	---	---	3	691.8	-----	11.6	11.3	0.3	8.9	8.7	0.2	61.59
(581, 582)	2	SOV	---	---	0	689.9	-----	10.9	10.8	0.1	8.4	8.3	0.1	65.36
(581, 582)	3	SOV	---	---	0	298.4	-----	10.7	10.6	0.1	8.3	8.2	0.1	66.72
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	2	643.4	-----	13.7	13.4	0.3	10.6	10.4	0.2	61.68
(582, 583)	2	SOV	---	---	0	697.1	-----	13.0	12.9	0.2	10.0	9.9	0.1	65.09
(582, 583)	3	SOV	---	---	0	340.9	-----	12.7	12.5	0.1	9.8	9.7	0.1	66.79
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	2	935.4	-----	11.5	10.7	0.8	8.9	8.3	0.6	59.26
(583, 584)	2	SOV	---	---	2	752.2	-----	10.6	10.4	0.2	8.2	8.0	0.2	64.44
(583, 584)	3	SOV	---	---	1	386.9	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.87
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	0	23.2	-----	14.2	11.9	2.3	11.0	9.2	1.8	48.04
(584, 585)	1	SOV	---	---	10	1886.7	-----	17.6	16.0	1.6	13.6	12.3	1.2	58.15
(584, 585)	2	SOV	---	---	4	848.6	-----	16.0	15.5	0.6	12.4	11.9	0.4	63.75
(584, 585)	3	SOV	---	---	2	352.4	-----	15.4	15.1	0.3	11.9	11.7	0.2	66.47
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	0	55.0	-----	18.9	17.8	1.1	14.6	13.8	0.8	54.08
(585, 586)	1	SOV	---	---	5	2139.6	-----	8.5	7.6	0.8	6.5	5.9	0.6	57.88
(585, 586)	2	SOV	---	---	2	744.1	-----	7.7	7.4	0.3	5.9	5.7	0.2	63.68
(585, 586)	3	SOV	---	---	0	251.2	-----	7.4	7.2	0.2	5.7	5.5	0.1	66.36
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(586, 587)	1	SOV	---	---	7	2048.6	-----	7.5	7.0	0.5	5.7	5.4	0.4	59.91
(586, 587)	2	SOV	---	---	2	800.2	-----	6.9	6.8	0.1	5.3	5.2	0.1	65.12
(586, 587)	3	SOV	---	---	1	287.8	-----	6.7	6.6	0.1	5.1	5.1	0.1	67.12
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	7	2006.5	-----	5.7	5.3	0.3	4.4	4.1	0.3	60.14
(587, 588)	2	SOV	---	---	1	819.5	-----	5.2	5.2	0.1	4.0	4.0	0.0	65.34
(587, 588)	3	SOV	---	---	1	310.3	-----	5.1	5.0	0.0	3.9	3.9	0.0	67.49
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(588, 589)	1	SOV	---	---	4	1945.8	-----	11.7	10.9	0.9	9.1	8.4	0.7	58.03
(588, 589)	2	SOV	---	---	2	857.5	-----	10.5	10.3	0.1	8.1	8.0	0.1	65.09
(588, 589)	3	SOV	---	---	2	337.5	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.66
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	4	657.0	-----	9.3	9.0	0.3	7.1	6.9	0.2	59.98
(589, 590)	2	SOV	---	---	5	855.0	-----	8.5	8.4	0.1	6.6	6.5	0.1	65.00
(589, 590)	3	SOV	---	---	2	382.7	-----	8.2	8.1	0.1	6.3	6.3	0.1	67.66
(589, 590)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(590, 591)	1	SOV	---	---	1	653.7	-----	6.9	6.8	0.1	5.3	5.2	0.1	60.74
(590, 591)	2	SOV	---	---	0	831.8	-----	6.4	6.4	0.1	5.0	4.9	0.1	64.92
(590, 591)	3	SOV	---	---	0	407.8	-----	6.2	6.1	0.1	4.8	4.7	0.0	67.60
(590, 591)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	1	639.5	-----	7.7	7.5	0.1	5.9	5.8	0.1	60.64
(591, 592)	2	SOV	---	---	1	820.4	-----	7.2	7.1	0.1	5.5	5.5	0.1	64.80
(591, 592)	3	SOV	---	---	0	435.1	-----	6.9	6.8	0.1	5.3	5.3	0.1	67.59
(591, 592)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	3	633.7	-----	11.3	11.0	0.2	8.7	8.5	0.2	60.58
(592, 593)	2	SOV	---	---	3	813.5	-----	10.6	10.4	0.1	8.1	8.0	0.1	64.53
(592, 593)	3	SOV	---	---	1	465.5	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.65
(592, 593)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	9	SOV	---	---	1	273.4	-----	11.2	10.6	0.6	8.6	8.2	0.5	60.86
(593, 594)	1	SOV	---	---	2	613.8	-----	5.6	5.5	0.1	4.3	4.2	0.1	60.91
(593, 594)	2	SOV	---	---	2	817.4	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.37
(593, 594)	3	SOV	---	---	3	494.3	-----	5.0	5.0	0.1	3.9	3.8	0.0	67.61
(593, 594)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	9	SOV	---	---	1	570.8	-----	5.6	5.3	0.4	4.3	4.1	0.3	60.71
(593, 594)	10	SOV	---	---	0	27.8	-----	6.5	6.2	0.3	5.0	4.8	0.2	52.67
(594, 595)	1	SOV	---	---	2	632.4	-----	11.1	11.0	0.2	8.6	8.5	0.1	61.28
(594, 595)	2	SOV	---	---	3	795.2	-----	10.6	10.5	0.1	8.2	8.1	0.1	64.27
(594, 595)	3	SOV	---	---	1	516.3	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.53
(594, 595)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	9	SOV	---	---	0	580.1	-----	10.8	10.6	0.2	8.3	8.2	0.2	63.20
(595, 596)	1	SOV	---	---	1	637.4	-----	5.0	5.0	0.1	3.9	3.8	0.0	61.63

(595, 596)	2	SOV	---	---	1	770.8	-----	4.8	4.8	0.1	3.7	3.7	0.0	64.23
(595, 596)	3	SOV	---	---	0	535.4	-----	4.6	4.5	0.1	3.5	3.5	0.0	67.45
(595, 596)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	0	582.9	-----	4.9	4.8	0.1	3.8	3.7	0.1	63.38
(596, 597)	1	SOV	---	---	0	744.7	-----	8.2	8.1	0.1	6.3	6.2	0.1	62.12
(596, 597)	2	SOV	---	---	4	849.2	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.81
(596, 597)	3	SOV	---	---	1	477.6	-----	7.6	7.5	0.1	5.9	5.8	0.1	67.37
(596, 597)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(596, 597)	9	SOV	---	---	1	454.1	-----	8.1	7.9	0.2	6.2	6.1	0.1	63.26
(597, 598)	1	SOV	---	---	1	916.8	-----	8.1	7.9	0.2	6.2	6.1	0.1	63.09
(597, 598)	2	SOV	---	---	2	1127.5	-----	8.2	8.0	0.2	6.3	6.2	0.2	62.15
(597, 598)	3	SOV	---	---	2	348.7	-----	7.7	7.5	0.2	6.0	5.8	0.2	66.10
(597, 598)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	9	SOV	---	---	0	129.0	-----	8.1	7.7	0.4	6.3	5.9	0.3	63.18
(598, 599)	1	SOV	---	---	4	996.6	-----	16.4	16.1	0.3	12.6	12.4	0.2	62.31
(598, 599)	2	SOV	---	---	2	476.7	-----	15.3	15.0	0.3	11.8	11.6	0.2	66.83
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	9	SOV	---	---	2	831.3	-----	16.9	16.5	0.4	13.0	12.7	0.3	60.41
(598, 599)	10	SOV	---	---	0	217.4	-----	16.3	16.0	0.3	12.6	12.4	0.2	62.87
(600, 601)	1	SOV	---	---	1	824.5	-----	10.1	9.9	0.2	7.8	7.6	0.2	61.66
(600, 601)	2	SOV	---	---	2	647.7	-----	9.3	9.2	0.1	7.2	7.1	0.1	66.60
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	2	800.4	-----	5.5	5.4	0.1	4.3	4.2	0.1	61.58
(601, 602)	2	SOV	---	---	3	673.4	-----	5.1	5.1	0.1	4.0	3.9	0.1	66.48
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	1	SOV	---	---	3	776.3	-----	11.1	10.9	0.2	8.5	8.4	0.2	61.50
(602, 603)	2	SOV	---	---	3	694.1	-----	10.3	10.1	0.2	7.9	7.8	0.1	66.32
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 600)	1	SOV	---	---	3	891.7	-----	15.2	14.9	0.3	11.7	11.4	0.2	61.86
(599, 600)	2	SOV	---	---	3	581.2	-----	14.0	13.9	0.2	10.8	10.7	0.1	66.83
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	1	428.4	-----	2.0	2.0	0.0	1.6	1.5	0.0	62.83
(77,7053)	2	SOV	---	---	1	271.2	-----	1.9	1.9	0.0	1.5	1.4	0.0	67.06
(77,7053)	3	HOV	3	3	0	3.0	3.0	2.1	2.1	0.0	1.6	1.6	0.0	61.44
(7054, 568)	1	SOV	---	---	0	475.4	-----	3.0	2.3	0.6	2.3	1.8	0.5	53.23
(7054, 568)	2	SOV	---	---	0	391.2	-----	3.0	2.4	0.7	2.4	1.8	0.5	51.78
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(441, 397)	1	SOV	---	---	0	421.0	-----	4.0	3.8	0.2	3.1	2.9	0.2	51.13
(626, 627)	1	SOV	---	---	0	592.0	-----	5.5	5.4	0.1	4.2	4.2	0.1	52.03

(626, 627)	2	SOV	---	---	0	485.0	-----	5.0	4.9	0.0	3.8	3.8	0.0	57.51
(626, 627)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(627, 27)	1	SOV	---	---	0	582.6	-----	4.2	4.1	0.2	3.3	3.1	0.1	51.47
(627, 27)	2	SOV	---	---	0	495.2	-----	3.8	3.7	0.1	2.9	2.9	0.1	57.23
(627, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(629, 28)	1	SOV	---	---	0	673.0	-----	4.9	4.3	0.6	3.8	3.3	0.5	47.21
(628, 629)	1	SOV	---	---	0	673.0	-----	5.9	5.3	0.7	4.6	4.1	0.5	39.81
(631, 30)	1	SOV	---	---	1	668.4	-----	6.6	6.2	0.4	5.1	4.8	0.3	51.29
(630, 631)	1	SOV	---	---	0	666.9	-----	6.0	5.8	0.2	4.6	4.5	0.2	48.46
(34, 632)	1	SOV	---	---	2	860.0	-----	3.1	3.0	0.1	2.4	2.3	0.0	52.86
(34, 632)	2	SOV	---	---	0	273.0	-----	2.8	2.8	0.0	2.2	2.2	0.0	57.14
(632, 633)	1	SOV	---	---	1	831.5	-----	3.7	3.6	0.1	2.8	2.8	0.0	52.88
(632, 633)	2	SOV	---	---	0	302.7	-----	3.4	3.4	0.0	2.6	2.6	0.0	57.14
(635, 54)	1	SOV	---	---	1	178.2	-----	8.4	7.9	0.5	6.5	6.1	0.4	51.07
(634, 635)	1	SOV	---	---	1	179.0	-----	7.7	7.1	0.6	5.9	5.5	0.4	41.66
(637, 56)	1	SOV	---	---	0	226.5	-----	8.1	8.0	0.1	6.3	6.2	0.1	54.31
(636, 637)	1	SOV	---	---	0	226.0	-----	5.6	5.6	0.1	4.3	4.3	0.1	54.33
(61, 638)	1	SOV	---	---	0	197.0	-----	5.6	5.5	0.1	4.3	4.3	0.1	54.33
(638, 639)	1	SOV	---	---	0	38.3	-----	4.3	4.2	0.1	3.3	3.3	0.1	53.21
(638, 639)	2	SOV	---	---	1	158.3	-----	4.3	4.1	0.2	3.3	3.2	0.1	53.14
(62, 640)	1	SOV	---	---	0	409.1	-----	5.1	5.0	0.1	4.0	3.9	0.1	53.72
(640, 641)	1	SOV	---	---	0	114.0	-----	2.8	2.8	0.0	2.2	2.2	0.0	53.30
(640, 641)	2	SOV	---	---	0	296.0	-----	2.9	2.9	0.0	2.3	2.2	0.0	51.40
(643, 64)	1	SOV	---	---	0	256.0	-----	7.5	7.3	0.2	5.8	5.6	0.1	53.21
(642, 643)	1	SOV	---	---	1	173.2	-----	6.4	5.9	0.5	4.9	4.6	0.4	50.75
(642, 643)	2	SOV	---	---	0	82.7	-----	6.6	6.0	0.5	5.1	4.7	0.4	49.60
(69, 644)	1	SOV	---	---	0	271.8	-----	4.3	4.3	0.0	3.3	3.3	0.0	56.06
(69, 644)	2	SOV	---	---	3	461.5	-----	4.5	4.4	0.1	3.5	3.4	0.1	53.33
(644, 645)	1	SOV	---	---	0	68.1	-----	3.0	3.0	0.0	2.3	2.3	0.0	55.53
(644, 645)	2	SOV	---	---	2	327.2	-----	3.2	3.2	0.0	2.5	2.5	0.0	52.83
(644, 645)	3	SOV	---	---	0	334.6	-----	3.4	3.3	0.1	2.6	2.6	0.1	49.94

(647, 71)	1	SOV	---	---	1	122.8	-----	9.5	8.8	0.7	7.3	6.8	0.5	50.52
(646, 647)	1	SOV	---	---	0	123.0	-----	8.3	7.6	0.7	6.4	5.8	0.5	41.24
(574, 660)	1	SOV	---	---	0	57.0	-----	2.8	2.7	0.0	2.1	2.1	0.0	55.08
(660, 661)	1	SOV	---	---	0	57.0	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.27
(663, 576)	1	SOV	---	---	6	1206.3	-----	7.7	6.2	1.5	5.9	4.8	1.2	44.10
(663, 576)	2	SOV	---	---	2	190.7	-----	9.4	7.1	2.3	7.3	5.5	1.8	36.18
(662, 663)	1	SOV	---	---	0	131.2	-----	6.8	4.5	2.3	5.2	3.5	1.8	33.68
(662, 663)	2	SOV	---	---	3	1273.9	-----	5.7	4.5	1.2	4.4	3.4	1.0	40.07
(581, 664)	1	SOV	---	---	1	461.8	-----	7.3	7.1	0.1	5.6	5.5	0.1	54.23
(664, 665)	1	SOV	---	---	1	460.5	-----	2.9	2.8	0.1	2.2	2.1	0.1	53.82
(667, 583)	1	SOV	---	---	0	418.0	-----	12.5	10.9	1.6	9.7	8.4	1.3	46.94
(666, 667)	1	SOV	---	---	0	418.0	-----	4.2	4.0	0.2	3.3	3.1	0.2	34.36
(669, 584)	1	SOV	---	---	0	936.5	-----	7.9	7.3	0.6	6.1	5.6	0.5	50.21
(669, 584)	2	SOV	---	---	0	109.2	-----	8.5	7.7	0.8	6.6	5.9	0.6	46.86
(668, 669)	1	SOV	---	---	1	58.2	-----	6.8	4.0	2.8	5.3	3.1	2.2	31.66
(668, 669)	2	SOV	---	---	2	988.5	-----	4.3	3.9	0.3	3.3	3.0	0.3	50.63
(589, 670)	1	SOV	---	---	2	1246.7	-----	3.0	2.8	0.2	2.3	2.2	0.2	51.54
(670, 671)	1	SOV	---	---	2	1246.1	-----	2.9	2.7	0.2	2.2	2.1	0.1	51.63
(673, 592)	1	SOV	---	---	0	288.8	-----	4.4	4.0	0.4	3.4	3.1	0.3	48.70
(672, 673)	1	SOV	---	---	0	288.0	-----	5.0	4.4	0.5	3.8	3.4	0.4	40.31
(675, 593)	1	SOV	---	---	0	341.0	-----	4.2	4.2	0.1	3.2	3.2	0.0	53.76
(674, 675)	1	SOV	---	---	0	341.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.71
(678, 679)	1	SOV	---	---	1	307.0	-----	5.3	5.2	0.1	4.1	4.1	0.0	52.78
(678, 679)	2	SOV	---	---	2	740.0	-----	5.7	5.6	0.1	4.4	4.3	0.1	49.34
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(688,7008)	1	SOV	---	---	0	734.2	-----	6.2	6.1	0.1	4.8	4.7	0.1	36.03
(688,7008)	2	SOV	---	---	2	735.4	-----	5.7	5.6	0.1	4.4	4.3	0.1	39.77
(688,7008)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(7056, 626)	1	SOV	---	---	1	622.6	-----	5.6	5.4	0.2	4.3	4.2	0.1	51.49
(7056, 626)	2	SOV	---	---	1	499.6	-----	5.0	4.9	0.1	3.9	3.8	0.1	57.58
(7056, 626)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(679,7058)	1	SOV	---	---	0	327.2	-----	3.0	3.0	0.0	2.3	2.3	0.0	51.06
(679,7058)	2	SOV	---	---	0	721.7	-----	3.3	3.2	0.1	2.5	2.4	0.1	47.30
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	0	732.0	-----	4.3	4.0	0.2	3.3	3.1	0.2	34.07
(7061, 630)	1	SOV	---	---	2	704.1	-----	4.8	4.5	0.4	3.7	3.4	0.3	46.58
(7062, 674)	1	SOV	---	---	0	361.5	-----	4.1	3.8	0.3	3.1	2.9	0.2	50.92
(7063, 672)	1	SOV	---	---	0	313.3	-----	4.1	4.0	0.2	3.2	3.1	0.1	35.00
(671,7064)	1	SOV	---	---	0	1246.3	-----	2.4	2.3	0.1	1.9	1.8	0.1	51.63
(633,7065)	1	SOV	---	---	0	820.0	-----	4.3	4.2	0.1	3.3	3.3	0.1	52.78
(633,7065)	2	SOV	---	---	0	315.5	-----	3.9	3.9	0.0	3.0	3.0	0.0	57.41
(7066, 634)	1	SOV	---	---	0	195.3	-----	4.1	3.9	0.2	3.1	3.0	0.1	34.79
(7067, 636)	1	SOV	---	---	0	237.1	-----	5.1	4.7	0.4	3.9	3.6	0.3	51.19
(665,7068)	1	SOV	---	---	0	460.0	-----	2.6	2.5	0.1	2.0	2.0	0.1	52.75
(7069, 666)	1	SOV	---	---	0	462.8	-----	3.3	3.3	0.1	2.6	2.5	0.0	35.88
(7070, 668)	1	SOV	---	---	0	257.6	-----	4.5	3.8	0.6	3.5	3.0	0.5	47.71
(7070, 668)	2	SOV	---	---	1	852.1	-----	4.1	3.9	0.3	3.2	3.0	0.2	51.62
(639,7071)	1	SOV	---	---	0	6.0	-----	2.3	2.0	0.3	1.8	1.6	0.2	48.62
(639,7071)	2	SOV	---	---	0	190.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	51.89
(7072, 642)	1	SOV	---	---	0	45.6	-----	2.3	1.8	0.4	1.8	1.4	0.3	46.52
(7072, 642)	2	SOV	---	---	1	241.7	-----	2.2	1.9	0.3	1.7	1.5	0.2	48.97
(641,7073)	1	SOV	---	---	0	13.0	-----	2.4	2.4	0.0	1.8	1.8	0.0	49.65
(641,7073)	2	SOV	---	---	0	397.0	-----	2.5	2.5	0.0	2.0	1.9	0.0	46.78
(661,7074)	1	SOV	---	---	0	57.0	-----	2.7	2.6	0.1	2.1	2.0	0.1	47.97
(7075, 662)	1	SOV	---	---	0	415.5	-----	4.4	3.8	0.5	3.4	2.9	0.4	44.90
(7075, 662)	2	SOV	---	---	1	1081.0	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.82
(645,7076)	1	SOV	---	---	0	2.0	-----	3.1	3.0	0.0	2.4	2.3	0.0	52.58
(645,7076)	2	SOV	---	---	0	279.0	-----	3.2	3.2	0.0	2.5	2.4	0.0	50.45
(645,7076)	3	SOV	---	---	0	448.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	47.64

(7077, 646)	1	SOV	---	---	0	137.0	-----	3.2	3.0	0.2	2.4	2.3	0.2	34.37
(7084, 857)	1	SOV	---	---	0	214.9	-----	2.6	2.3	0.3	2.0	1.8	0.2	50.05
(857, 858)	1	SOV	---	---	0	196.0	-----	3.9	3.8	0.1	3.0	3.0	0.1	54.12
(859,7085)	1	SOV	---	---	2	202.4	-----	6.1	6.0	0.1	4.7	4.6	0.1	53.94
(7086, 860)	1	SOV	---	---	0	20.8	-----	5.9	5.8	0.1	4.5	4.5	0.1	53.75
(860, 861)	1	SOV	---	---	0	20.0	-----	5.7	5.7	0.0	4.4	4.4	0.0	54.01
(866,7087)	1	SOV	---	---	0	34.0	-----	3.8	3.7	0.1	2.9	2.9	0.0	54.96
(873,7088)	1	SOV	---	---	0	43.0	-----	7.0	7.0	0.0	5.4	5.4	0.0	54.06
(7089, 874)	1	SOV	---	---	0	102.4	-----	3.8	3.6	0.2	2.9	2.8	0.2	51.95
(874, 875)	1	SOV	---	---	0	96.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	53.92
(876,7090)	1	SOV	---	---	0	42.0	-----	5.7	5.7	0.0	4.4	4.4	0.0	56.50
(7091, 877)	1	SOV	---	---	0	86.2	-----	5.1	3.6	1.5	3.9	2.8	1.1	39.78
(877, 878)	1	SOV	---	---	1	80.3	-----	4.6	4.3	0.2	3.5	3.3	0.2	51.81
(879, 880)	1	SOV	---	---	7	993.0	-----	13.9	13.7	0.2	10.8	10.6	0.1	64.07
(879, 880)	2	SOV	---	---	2	1034.6	-----	13.9	13.8	0.2	10.8	10.6	0.1	63.96
(880, 881)	1	SOV	---	---	4	988.3	-----	19.9	19.6	0.4	15.4	15.1	0.3	63.70
(880, 881)	2	SOV	---	---	6	1012.0	-----	20.0	19.6	0.4	15.5	15.2	0.3	63.43
(881, 882)	1	SOV	---	---	5	1004.5	-----	16.4	16.0	0.5	12.7	12.4	0.4	63.13
(881, 882)	2	SOV	---	---	5	996.4	-----	16.5	16.0	0.4	12.7	12.4	0.3	62.95
(882, 883)	1	SOV	---	---	5	1015.2	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.65
(882, 883)	2	SOV	---	---	5	986.9	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.62
(883, 884)	1	SOV	---	---	5	981.4	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.78
(883, 884)	2	SOV	---	---	6	976.2	-----	13.1	12.7	0.4	10.1	9.8	0.3	62.47
(883, 873)	1	SOV	---	---	0	42.3	-----	7.6	7.6	0.0	5.9	5.8	0.0	54.13
(884, 885)	1	SOV	---	---	3	979.9	-----	12.0	11.6	0.4	9.3	9.0	0.3	62.74
(884, 885)	2	SOV	---	---	3	977.7	-----	12.1	11.7	0.4	9.4	9.0	0.3	62.40
(885, 886)	1	SOV	---	---	4	975.5	-----	14.9	14.4	0.5	11.5	11.1	0.4	62.71
(885, 886)	2	SOV	---	---	4	979.4	-----	15.0	14.4	0.5	11.6	11.2	0.4	62.31

(886, 887)	1	SOV	---	---	3	1055.1	-----	16.4	15.7	0.7	12.7	12.2	0.6	62.18
(886, 887)	2	SOV	---	---	4	991.5	-----	16.5	15.8	0.6	12.7	12.2	0.5	62.14
(886, 887)	9	SOV	---	---	0	3.8	-----	19.6	17.8	1.8	15.2	13.8	1.4	52.08
(887, 888)	1	SOV	---	---	4	1045.7	-----	16.9	16.2	0.7	13.0	12.5	0.5	62.42
(887, 888)	2	SOV	---	---	3	1010.0	-----	16.9	16.3	0.7	13.1	12.6	0.5	62.09
(875, 886)	1	SOV	---	---	0	97.0	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.36
(888, 889)	1	SOV	---	---	7	1043.6	-----	18.3	17.6	0.7	14.2	13.6	0.6	62.34
(888, 889)	2	SOV	---	---	5	1010.5	-----	18.4	17.6	0.8	14.2	13.6	0.6	62.01
(889, 890)	1	SOV	---	---	2	1047.3	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.28
(889, 890)	2	SOV	---	---	4	1006.0	-----	12.2	11.6	0.5	9.4	9.0	0.4	61.99
(890, 891)	1	SOV	---	---	8	1042.6	-----	19.1	18.3	0.8	14.8	14.1	0.6	62.23
(890, 891)	2	SOV	---	---	6	1009.4	-----	19.2	18.3	0.8	14.8	14.2	0.7	61.92
(891, 892)	1	SOV	---	---	7	1033.9	-----	14.4	13.7	0.6	11.1	10.6	0.5	62.10
(891, 892)	2	SOV	---	---	3	1018.7	-----	14.4	13.8	0.7	11.2	10.7	0.5	61.80
(892, 893)	1	SOV	---	---	6	1031.2	-----	33.8	32.2	1.6	26.1	24.9	1.3	61.83
(892, 893)	2	SOV	---	---	7	1017.7	-----	33.8	32.2	1.6	26.2	25.0	1.2	61.78
(893, 894)	1	SOV	---	---	13	1030.4	-----	40.0	38.0	2.0	30.9	29.4	1.5	61.69
(893, 894)	2	SOV	---	---	12	1026.1	-----	40.0	38.0	2.0	31.0	29.4	1.6	61.67
(894, 895)	1	SOV	---	---	7	1020.7	-----	24.5	23.3	1.2	19.0	18.0	0.9	61.56
(894, 895)	2	SOV	---	---	7	1036.4	-----	24.4	23.2	1.2	18.9	18.0	1.0	61.76
(895, 896)	1	SOV	---	---	11	1016.2	-----	38.2	36.3	1.9	29.6	28.1	1.5	61.56
(895, 896)	2	SOV	---	---	8	1039.9	-----	38.1	36.2	1.9	29.5	28.0	1.5	61.78
(896, 897)	1	SOV	---	---	13	1023.5	-----	40.9	38.8	2.1	31.6	30.0	1.6	61.67
(896, 897)	2	SOV	---	---	9	1030.9	-----	40.8	38.8	2.0	31.6	30.1	1.5	61.76
(897, 898)	1	SOV	---	---	6	1014.5	-----	22.6	21.4	1.2	17.5	16.6	0.9	61.53
(897, 898)	2	SOV	---	---	7	1034.9	-----	22.6	21.4	1.2	17.5	16.6	0.9	61.58
(898, 899)	1	SOV	---	---	2	1035.8	-----	16.7	15.7	0.9	12.9	12.2	0.7	61.37
(898, 899)	2	SOV	---	---	5	1024.1	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.61
(899, 900)	1	SOV	---	---	3	1010.4	-----	18.2	17.3	1.0	14.1	13.4	0.7	61.55
(899, 900)	2	SOV	---	---	3	1022.9	-----	18.3	17.3	0.9	14.1	13.4	0.7	61.50
(899, 866)	1	SOV	---	---	0	33.4	-----	7.6	7.6	0.0	5.9	5.9	0.0	55.47
(900, 901)	1	SOV	---	---	8	1001.4	-----	21.5	20.3	1.2	16.6	15.7	0.9	61.35
(900, 901)	2	SOV	---	---	9	1024.1	-----	21.5	20.3	1.1	16.6	15.7	0.9	61.46

(901, 902)	1	SOV	---	---	3	1144.8	-----	17.0	15.7	1.2	13.1	12.2	1.0	60.24
(901, 902)	2	SOV	---	---	4	1071.4	-----	16.7	15.7	1.0	12.9	12.2	0.7	61.28
(901, 902)	9	SOV	---	---	0	9.7	-----	20.9	17.8	3.0	16.1	13.7	2.3	49.03
(902, 903)	1	SOV	---	---	6	1113.2	-----	16.7	15.9	0.9	13.0	12.3	0.7	61.53
(902, 903)	2	SOV	---	---	5	1115.7	-----	16.8	15.8	0.9	13.0	12.2	0.7	61.45
(858, 901)	1	SOV	---	---	0	196.0	-----	10.1	9.8	0.3	7.8	7.5	0.2	53.90
(903, 904)	1	SOV	---	---	21	1094.9	-----	19.3	18.2	1.1	14.9	14.1	0.8	61.27
(903, 904)	2	SOV	---	---	19	1117.0	-----	19.2	18.1	1.1	14.9	14.0	0.8	61.43
(904, 905)	1	SOV	---	---	2	1086.2	-----	14.8	14.1	0.8	11.5	10.9	0.6	61.48
(904, 905)	2	SOV	---	---	2	1104.6	-----	14.8	14.1	0.7	11.4	10.9	0.6	61.69
(906, 907)	1	SOV	---	---	6	1266.6	-----	14.5	14.2	0.3	11.2	11.0	0.2	63.73
(906, 907)	2	SOV	---	---	4	1260.2	-----	14.4	14.1	0.3	11.2	11.0	0.2	63.88
(907, 908)	1	SOV	---	---	7	1277.9	-----	22.0	21.4	0.6	17.1	16.6	0.5	63.08
(907, 908)	2	SOV	---	---	7	1216.1	-----	22.0	21.4	0.6	17.0	16.5	0.5	63.31
(908, 909)	1	SOV	---	---	6	1321.5	-----	16.5	15.9	0.7	12.8	12.3	0.5	61.90
(908, 909)	2	SOV	---	---	3	1177.7	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.80
(909, 910)	1	SOV	---	---	4	1125.8	-----	14.5	13.9	0.6	11.2	10.8	0.4	62.36
(909, 910)	2	SOV	---	---	7	1168.6	-----	14.4	13.9	0.5	11.1	10.7	0.4	62.71
(909, 859)	1	SOV	---	---	2	203.0	-----	9.5	9.4	0.1	7.4	7.3	0.1	54.52
(910, 911)	1	SOV	---	---	4	1133.8	-----	17.4	16.7	0.7	13.5	13.0	0.5	62.28
(910, 911)	2	SOV	---	---	2	1160.9	-----	17.4	16.7	0.7	13.5	12.9	0.5	62.49
(911, 912)	1	SOV	---	---	5	1141.5	-----	16.0	15.4	0.7	12.4	11.9	0.5	62.18
(911, 912)	2	SOV	---	---	6	1155.2	-----	16.0	15.3	0.7	12.4	11.9	0.5	62.18
(861, 912)	1	SOV	---	---	0	20.0	-----	6.4	6.3	0.0	4.9	4.9	0.0	54.04
(912, 913)	1	SOV	---	---	6	1152.1	-----	16.5	15.7	0.7	12.8	12.2	0.6	62.00
(912, 913)	2	SOV	---	---	8	1156.8	-----	16.5	15.7	0.8	12.8	12.2	0.6	62.05
(912, 913)	9	SOV	---	---	0	0.6	-----	20.8	18.6	2.3	16.0	14.3	1.7	49.06
(913, 914)	1	SOV	---	---	2	1152.2	-----	17.3	16.5	0.8	13.4	12.8	0.6	62.07
(913, 914)	2	SOV	---	---	3	1160.8	-----	17.2	16.5	0.8	13.3	12.7	0.6	62.15
(914, 915)	1	SOV	---	---	13	1123.4	-----	34.2	32.6	1.6	26.5	25.2	1.2	61.83
(914, 915)	2	SOV	---	---	8	1192.8	-----	34.0	32.4	1.6	26.3	25.1	1.3	62.05
(915, 916)	1	SOV	---	---	5	1138.2	-----	34.4	32.9	1.6	26.7	25.4	1.2	61.85
(915, 916)	2	SOV	---	---	11	1179.0	-----	34.3	32.7	1.7	26.6	25.3	1.3	62.04

(916, 917)	1	SOV	---	---	12	1162.8	-----	31.2	29.8	1.4	24.2	23.1	1.1	61.91
(916, 917)	2	SOV	---	---	14	1155.3	-----	31.3	29.7	1.6	24.3	23.0	1.2	61.77
(917, 918)	1	SOV	---	---	14	1154.7	-----	24.5	23.3	1.2	19.0	18.1	0.9	61.70
(917, 918)	2	SOV	---	---	12	1153.1	-----	24.5	23.2	1.3	19.0	18.0	1.0	61.71
(918, 919)	1	SOV	---	---	5	1170.9	-----	31.7	30.0	1.7	24.6	23.2	1.3	61.48
(918, 919)	2	SOV	---	---	4	1140.9	-----	31.6	30.0	1.7	24.5	23.2	1.3	61.65
(919, 920)	1	SOV	---	---	15	1166.7	-----	33.0	31.2	1.8	25.5	24.1	1.4	61.35
(919, 920)	2	SOV	---	---	14	1148.3	-----	32.8	31.1	1.8	25.4	24.1	1.4	61.59
(920, 921)	1	SOV	---	---	3	1150.2	-----	20.2	19.1	1.1	15.6	14.8	0.9	61.18
(920, 921)	2	SOV	---	---	3	1161.9	-----	20.1	19.0	1.1	15.5	14.7	0.8	61.60
(921, 922)	1	SOV	---	---	3	1141.4	-----	19.2	18.2	1.1	14.9	14.1	0.8	61.21
(921, 922)	2	SOV	---	---	6	1171.7	-----	19.2	18.1	1.1	14.8	14.0	0.8	61.47
(922, 923)	1	SOV	---	---	10	1149.8	-----	19.4	18.3	1.1	15.0	14.2	0.8	61.23
(922, 923)	2	SOV	---	---	10	1166.6	-----	19.3	18.2	1.1	15.0	14.1	0.9	61.39
(923, 924)	1	SOV	---	---	7	1143.5	-----	21.8	20.5	1.2	16.9	15.9	1.0	61.15
(923, 924)	2	SOV	---	---	9	1156.2	-----	21.7	20.5	1.2	16.8	15.9	0.9	61.42
(924, 925)	1	SOV	---	---	4	1160.9	-----	20.6	19.4	1.2	16.0	15.0	1.0	60.94
(924, 925)	2	SOV	---	---	1	1154.5	-----	20.5	19.3	1.1	15.8	15.0	0.9	61.45
(925, 926)	1	SOV	---	---	8	1118.5	-----	23.7	22.5	1.3	18.4	17.4	1.0	61.31
(925, 926)	2	SOV	---	---	9	1160.2	-----	23.7	22.4	1.3	18.3	17.3	1.0	61.55
(925, 876)	1	SOV	---	---	0	42.0	-----	9.7	9.7	0.0	7.6	7.6	0.0	56.33
(926, 927)	1	SOV	---	---	3	1114.1	-----	17.5	16.5	1.0	13.6	12.8	0.8	61.16
(926, 927)	2	SOV	---	---	7	1161.7	-----	17.4	16.4	1.0	13.5	12.7	0.7	61.52
(878, 927)	1	SOV	---	---	0	80.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.43
(927, 928)	1	SOV	---	---	4	1180.4	-----	16.8	15.8	1.1	13.0	12.2	0.8	60.79
(927, 928)	2	SOV	---	---	6	1169.7	-----	16.7	15.7	1.0	12.9	12.2	0.7	61.32
(927, 928)	9	SOV	---	---	0	3.2	-----	19.5	17.4	2.1	15.1	13.5	1.6	52.47
(928, 929)	1	SOV	---	---	10	1190.6	-----	15.6	14.6	0.9	12.0	11.3	0.7	61.15
(928, 929)	2	SOV	---	---	7	1158.8	-----	15.5	14.6	0.9	12.0	11.3	0.7	61.28
(929, 930)	1	SOV	---	---	11	1181.0	-----	19.2	18.1	1.1	14.9	14.0	0.9	61.08
(929, 930)	2	SOV	---	---	11	1160.7	-----	19.1	18.1	1.1	14.8	14.0	0.8	61.49
(930, 931)	1	SOV	---	---	2	1186.0	-----	12.8	12.1	0.7	9.9	9.4	0.5	61.16
(930, 931)	2	SOV	---	---	3	1154.3	-----	12.8	12.1	0.7	9.9	9.4	0.6	61.32

(407, 369)	1	SOV	---	---	7	1525.7	-----	18.3	17.2	1.0	14.1	13.3	0.8	51.59
(407, 369)	2	SOV	---	---	3	1274.4	-----	18.1	17.2	0.9	14.0	13.3	0.7	51.90
(162, 165)	1	SOV	---	---	1	906.7	-----	9.6	9.4	0.2	7.4	7.2	0.1	64.29
(162, 165)	2	SOV	---	---	4	1380.1	-----	9.7	9.5	0.2	7.5	7.3	0.1	63.45
(162, 165)	3	SOV	---	---	6	1383.9	-----	9.7	9.5	0.2	7.5	7.3	0.2	63.47
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	3	944.0	-----	7.9	7.8	0.1	6.1	6.0	0.1	64.62
(165, 166)	2	SOV	---	---	3	1324.3	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.81
(165, 166)	3	SOV	---	---	2	1327.2	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.67
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	2	1156.1	-----	8.5	8.0	0.5	6.5	6.1	0.4	60.32
(386, 167)	2	SOV	---	---	2	1192.8	-----	8.1	7.9	0.3	6.3	6.1	0.2	62.79
(386, 167)	3	SOV	---	---	0	1042.0	-----	8.1	7.8	0.3	6.2	6.0	0.3	63.19
(386, 167)	4	HOV	7	7	0	7.0	7.0	7.9	7.9	0.0	6.1	6.1	0.0	64.68
(386, 167)	9	SOV	---	---	0	19.9	-----	10.0	8.8	1.1	7.7	6.8	0.9	51.33
(167, 168)	1	SOV	---	---	5	1161.5	-----	8.4	8.0	0.4	6.4	6.1	0.3	61.23
(167, 168)	2	SOV	---	---	3	1192.8	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.81
(167, 168)	3	SOV	---	---	5	1058.3	-----	8.1	7.8	0.3	6.3	6.0	0.3	63.15
(167, 168)	4	HOV	7	7	0	7.0	7.0	7.9	7.9	0.0	6.1	6.1	0.0	64.69
(168, 169)	1	SOV	---	---	6	1149.3	-----	8.9	8.6	0.3	6.9	6.6	0.3	61.66
(168, 169)	2	SOV	---	---	3	1205.2	-----	8.7	8.5	0.2	6.7	6.5	0.2	62.87
(168, 169)	3	SOV	---	---	4	1054.9	-----	8.7	8.3	0.3	6.7	6.4	0.3	63.12
(168, 169)	4	HOV	7	7	0	7.0	7.0	8.5	8.5	0.0	6.6	6.6	0.0	64.68
(404, 170)	1	SOV	---	---	0	267.0	-----	3.6	3.5	0.0	2.8	2.7	0.0	54.69
(7018, 171)	1	SOV	---	---	0	238.7	-----	2.8	2.5	0.3	2.2	1.9	0.3	44.34
(171, 172)	1	SOV	---	---	0	217.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	49.05
(172, 387)	1	SOV	---	---	0	217.0	-----	2.7	2.5	0.2	2.0	1.9	0.1	50.79
(7020, 174)	1	SOV	---	---	0	263.6	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.94
(174, 175)	1	SOV	---	---	0	243.3	-----	3.3	3.3	0.1	2.6	2.5	0.1	49.43
(175, 386)	1	SOV	---	---	0	244.0	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.99
(385, 173)	1	SOV	---	---	0	449.0	-----	3.3	3.2	0.1	2.5	2.5	0.1	53.36
(173,7019)	1	SOV	---	---	0	449.7	-----	3.2	3.2	0.1	2.5	2.5	0.1	50.58
(170,7017)	1	SOV	---	---	0	267.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	51.58
(151, 344)	1	SOV	---	---	3	1023.6	-----	7.9	7.6	0.3	6.1	5.9	0.3	52.17

(151, 344)	2	SOV	---	---	0	82.8	-----	8.1	7.2	0.9	6.3	5.6	0.7	50.94
(344,7026)	1	SOV	---	---	0	4.0	-----	3.5	3.0	0.5	2.7	2.3	0.4	40.58
(344,7026)	2	SOV	---	---	2	1101.2	-----	3.1	2.8	0.3	2.4	2.2	0.2	45.67
(7007, 208)	1	SOV	---	---	0	110.3	-----	3.0	2.5	0.5	2.3	1.9	0.4	37.62
(209, 180)	1	SOV	---	---	0	98.0	-----	3.8	3.5	0.2	2.9	2.7	0.2	50.48
(396, 397)	1	SOV	---	---	6	928.2	-----	19.2	18.6	0.7	14.9	14.3	0.5	62.35
(396, 397)	2	SOV	---	---	5	1104.8	-----	19.0	18.5	0.5	14.7	14.3	0.4	63.12
(396, 397)	3	SOV	---	---	2	938.4	-----	19.1	18.5	0.6	14.8	14.3	0.5	62.68
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 402)	1	SOV	---	---	9	544.5	-----	17.7	16.8	1.0	13.7	12.9	0.8	52.31
(399, 402)	2	SOV	---	---	6	711.0	-----	17.6	17.1	0.5	13.6	13.2	0.4	52.75
(559, 407)	1	SOV	---	---	5	1647.5	-----	6.9	6.2	0.6	5.3	4.8	0.5	45.39
(559, 407)	6	SOV	---	---	3	1149.1	-----	6.8	6.4	0.4	5.2	4.9	0.3	46.07
(370, 416)	1	SOV	---	---	0	479.2	-----	4.0	3.9	0.1	3.1	3.0	0.1	52.97
(403, 310)	1	SOV	---	---	4	991.3	-----	11.2	9.3	1.9	8.6	7.2	1.5	45.41
(403, 310)	2	SOV	---	---	2	254.0	-----	12.7	9.7	3.0	9.8	7.5	2.3	39.86
(383, 314)	1	SOV	---	---	3	1261.0	-----	13.7	12.8	1.0	10.6	9.8	0.8	50.62
(381, 315)	1	SOV	---	---	0	345.0	-----	3.5	3.3	0.2	2.7	2.6	0.1	51.21
(380, 381)	1	SOV	---	---	0	345.0	-----	3.6	3.5	0.1	2.8	2.7	0.1	49.07
(7029, 380)	1	SOV	---	---	0	366.1	-----	4.4	4.2	0.3	3.4	3.2	0.2	47.06
(316, 309)	1	SOV	---	---	1	955.9	-----	3.6	3.5	0.1	2.8	2.7	0.1	52.50
(349, 352)	1	SOV	---	---	0	425.0	-----	9.9	9.7	0.3	7.7	7.5	0.2	48.56
(352,7027)	1	SOV	---	---	0	426.0	-----	2.5	2.3	0.2	1.9	1.8	0.1	46.19
(346, 347)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 678)	1	SOV	---	---	0	272.6	-----	4.8	4.8	0.1	3.7	3.7	0.1	55.96
(599, 678)	2	SOV	---	---	1	775.7	-----	5.1	5.0	0.1	4.0	3.9	0.1	52.75
(685, 601)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 688)	1	SOV	---	---	5	755.4	-----	10.7	10.5	0.1	8.2	8.1	0.1	49.69
(603, 688)	2	SOV	---	---	3	715.7	-----	9.7	9.6	0.1	7.5	7.4	0.1	54.90
(603, 688)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(382, 383)	1	SOV	---	---	0	1257.7	-----	3.0	2.1	0.8	2.3	1.7	0.7	44.16
(368, 369)	1	SOV	---	---	3	514.8	-----	26.1	23.9	2.2	20.1	18.5	1.7	59.55
(368, 369)	2	SOV	---	---	1	720.6	-----	26.3	24.1	2.2	20.3	18.6	1.7	59.11
(368, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(407, 411)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(406, 412)	1	SOV	---	---	1	450.7	-----	5.6	5.3	0.3	4.3	4.1	0.2	42.19
(406, 412)	2	SOV	---	---	0	124.9	-----	5.6	5.0	0.6	4.4	3.9	0.5	41.70
(412,7041)	1	SOV	---	---	0	11.0	-----	3.8	3.0	0.8	2.9	2.3	0.6	36.13
(412,7041)	2	SOV	---	---	1	563.0	-----	3.6	3.1	0.5	2.8	2.4	0.4	37.93
(7042, 414)	1	SOV	---	---	2	600.9	-----	3.7	3.5	0.2	2.9	2.7	0.2	42.62
(414, 415)	1	SOV	---	---	1	554.2	-----	2.7	2.5	0.2	2.1	1.9	0.2	45.49
(415, 307)	1	SOV	---	---	2	552.9	-----	3.7	3.5	0.2	2.9	2.7	0.2	50.79
(7013, 8)	1	SOV	---	---	0	566.2	-----	3.7	1.8	1.9	2.8	1.4	1.5	33.66
(8, 132)	1	SOV	---	---	0	514.7	-----	2.7	2.0	0.7	2.1	1.6	0.5	44.09

2018 NO-BUILD

PM Peak

CENTENNIAL 2018 NO-BUILD PM PEAK

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	VEHICLES OUT	LANE CHNG	CURR CONT	AVG CONT	VEH-MILES	VEH-MIN	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE MOVE TIME	SECONDS/VEHICLE DELAY TIME	VEH-MIN/VEH-MILE M/T	VEH-MIN/VEH-MILE TOTAL	VEH-MIN/VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	6658	6651	1151	31	27.0	1639.1	1619.8	14.6	13.8	0.8	0.95	0.99	0.05	1109.6	18.3	60.72	FRWY
(563, 98)	5062	5078	2606	14	24.2	1441.2	1451.6	17.2	15.9	1.3	0.92	1.01	0.08	1014.6	17.0	59.57	FRWY
(154, 101)	3516	3513	642	29	29.7	1889.4	1779.4	30.4	29.8	0.6	0.98	0.94	0.02	702.8	11.0	63.71	FRWY
(103, 104)	6106	6102	2623	11	19.1	925.0	1144.0	11.2	8.6	2.7	0.76	1.24	0.29	1085.3	22.4	48.51	FRWY
(158, 105)	7528	7513	1110	45	37.1	2138.0	2226.9	17.8	15.8	2.0	0.89	1.04	0.11	1505.1	26.1	57.60	FRWY
(128, 97)	4456	4455	563	24	29.4	1850.9	1766.9	23.8	23.1	0.7	0.97	0.95	0.03	890.9	14.2	62.85	FRWY
(156, 102)	5336	5325	768	27	21.6	1313.7	1298.6	14.6	13.7	0.9	0.94	0.99	0.06	1067.2	17.6	60.70	FRWY
(109,7001)	1782	1780	0	2	1.1	57.7	65.0	2.2	2.1	0.1	0.97	1.13	0.04	890.5	16.7	53.22	RAMP
(102, 103)	4652	4650	830	33	32.1	2002.3	1924.8	24.8	23.8	1.0	0.96	0.96	0.04	931.1	14.9	62.42	FRWY
(160,7002)	674	673	0	1	0.5	27.3	30.6	2.7	2.7	0.1	0.97	1.12	0.03	336.7	6.3	53.52	RAMP
(7003, 106)	1444	1450	502	0	3.7	125.7	222.3	8.8	6.7	2.2	0.76	1.77	0.43	754.2	22.2	33.92	RAMP
(106, 103)	1450	1456	309	0	5.1	169.1	306.6	12.6	7.6	5.0	0.60	1.81	0.72	1168.8	35.3	33.10	RAMP
(7004, 107)	1444	1443	137	1	1.7	74.3	104.4	4.0	3.2	0.9	0.78	1.41	0.31	775.1	18.2	42.68	RAMP
(107, 104)	1443	1449	858	3	3.8	135.6	226.9	9.4	6.2	3.2	0.66	1.67	0.58	900.7	25.1	35.86	RAMP
(110, 109)	1785	1782	51	3	1.2	62.9	70.7	2.4	2.3	0.1	0.97	1.12	0.03	892.2	16.7	53.35	RAMP
(96, 110)	1787	1785	42	2	0.9	45.3	51.1	1.7	1.7	0.1	0.97	1.13	0.04	893.0	16.8	53.28	RAMP
(127, 97)	607	600	399	9	2.0	67.6	122.4	12.2	7.4	4.8	0.61	1.81	0.71	515.4	15.5	33.17	RAMP

(96, 128)	4864	4864	1102	21	22.2	1381.9	1329.2	16.4	15.8	0.6	0.97	0.96	0.03	972.8	15.6	62.38	FRWY
(128, 129)	408	408	35	2	1.3	70.0	80.1	11.8	11.3	0.4	0.96	1.14	0.04	244.7	4.7	52.42	RAMP
(132, 130)	6406	6402	1152	17	16.1	952.0	967.1	9.1	8.3	0.8	0.91	1.02	0.09	1149.0	19.5	59.07	FRWY
(131, 130)	257	257	0	0	0.2	11.1	13.2	3.1	2.8	0.2	0.92	1.19	0.09	257.0	5.1	50.43	RAMP
(151, 132)	5736	5734	594	24	26.2	1619.4	1570.5	16.4	15.7	0.8	0.95	0.97	0.04	1146.9	18.5	61.87	FRWY
(105, 137)	6389	6383	1363	28	24.7	1486.9	1481.8	13.9	12.9	1.0	0.93	1.00	0.07	1277.6	21.2	60.21	FRWY
(98, 138)	1310	1310	11	2	2.4	127.5	147.0	6.7	6.4	0.3	0.95	1.15	0.06	1275.2	24.5	52.05	RAMP
(138, 139)	1310	1309	104	1	0.9	49.6	56.2	2.6	2.5	0.1	0.97	1.13	0.04	654.9	12.4	52.96	RAMP
(141, 140)	1829	1831	651	0	4.5	146.6	270.1	8.9	5.2	3.6	0.59	1.84	0.75	915.0	28.1	32.56	RAMP
(140, 101)	1831	1828	0	3	5.9	258.9	356.0	11.7	9.3	2.4	0.79	1.38	0.28	1830.1	41.9	43.64	RAMP
(105, 143)	1124	1122	0	2	1.3	66.0	76.1	4.1	3.8	0.2	0.94	1.15	0.06	1123.7	21.6	52.01	RAMP
(7005, 127)	608	607	22	2	0.5	14.0	29.3	2.4	1.6	0.9	0.64	2.09	0.75	359.6	12.5	28.69	RAMP
(129,7006)	408	408	0	0	0.4	18.2	26.2	3.9	3.4	0.5	0.88	1.44	0.17	204.0	4.9	41.72	RAMP
(147, 148)	877	875	0	2	1.5	68.9	88.5	6.1	5.7	0.4	0.94	1.29	0.08	876.3	18.8	46.67	RAMP
(148, 137)	875	875	0	0	1.0	50.7	61.2	4.2	3.8	0.4	0.91	1.21	0.11	875.0	17.6	49.68	RAMP
(163, 149)	4585	4592	1859	40	43.2	2752.0	2593.0	33.7	33.1	0.6	0.98	0.94	0.02	923.2	14.5	63.68	FRWY
(311, 150)	6536	6522	328	19	16.0	967.3	961.7	8.8	8.2	0.6	0.93	0.99	0.07	1306.3	21.6	60.35	FRWY
(152, 153)	6655	6658	674	2	4.4	252.1	263.5	2.4	2.1	0.3	0.89	1.05	0.12	1210.2	21.1	57.41	FRWY
(130, 152)	6659	6655	4945	34	27.6	1638.7	1654.8	14.9	13.7	1.2	0.92	1.01	0.08	1244.9	21.0	59.42	FRWY
(100, 154)	3512	3516	241	17	17.3	1116.3	1040.6	17.6	17.4	0.2	0.99	0.93	0.01	710.6	11.0	64.37	FRWY
(101, 155)	5341	5335	2759	32	22.9	1313.6	1372.1	15.4	13.7	1.7	0.89	1.04	0.12	998.0	17.4	57.44	FRWY
(155, 156)	5335	5336	894	3	3.3	202.1	197.2	2.2	2.1	0.1	0.95	0.98	0.05	1067.1	17.4	61.50	FRWY
(104, 157)	7551	7533	4834	51	42.0	2142.7	2519.5	20.0	15.9	4.1	0.80	1.18	0.24	1414.2	27.7	51.03	FRWY

CENTENNIAL 2018 NO-BUILD PM PEAK

(157, 158)	7533	7528	296	6	5.0	285.2	300.2	2.4	2.1	0.3	0.88	1.05	0.13	1506.1	26.4	57.01	FRWY
(137, 159)	7258	7259	3986	39	31.3	1282.8	1877.5	15.5	10.0	5.6	0.64	1.46	0.52	1311.3	32.0	41.00	FRWY
(150, 151)	6522	6530	342	6	14.7	887.4	882.8	8.1	7.6	0.5	0.93	0.99	0.07	1305.1	21.6	60.31	FRWY
(325, 95)	4768	4736	1065	60	47.4	2950.8	2843.0	35.9	34.5	1.4	0.96	0.96	0.04	950.9	15.3	62.28	FRWY
(102, 160)	673	674	7	0	1.0	53.5	60.4	5.4	5.2	0.2	0.97	1.13	0.04	577.0	10.9	53.16	RAMP
(98, 99)	3768	3772	521	14	25.6	1601.6	1536.8	24.5	23.6	0.9	0.97	0.96	0.03	753.7	12.1	62.53	FRWY
(99, 164)	3772	3767	344	13	16.8	1058.8	1010.5	16.1	15.6	0.5	0.97	0.95	0.03	754.4	12.0	62.87	FRWY
(295, 200)	1343	1346	154	2	3.1	148.9	188.5	8.4	8.3	0.1	0.99	1.27	0.01	535.0	11.3	47.40	FRWY
(203, 201)	1345	1344	39	1	0.7	46.7	44.2	1.8	1.7	0.0	0.98	0.95	0.02	746.8	11.8	63.31	FRWY
(200, 199)	1280	1282	59	2	2.4	105.7	143.0	6.7	6.6	0.1	0.99	1.35	0.01	639.9	14.4	44.34	FRWY
(179, 178)	835	837	27	0	1.5	79.2	87.4	6.3	6.2	0.1	0.99	1.10	0.01	418.1	7.7	54.34	FRWY
(180, 179)	838	835	173	5	2.9	158.7	175.3	12.5	12.4	0.1	0.99	1.10	0.01	342.1	6.3	54.33	FRWY
(181, 180)	704	704	19	0	1.2	66.3	72.9	6.2	6.2	0.1	0.99	1.10	0.01	352.0	6.5	54.55	FRWY
(199, 198)	1282	1286	88	2	3.0	133.2	180.8	8.5	8.3	0.1	0.99	1.36	0.02	641.7	14.5	44.21	FRWY
(198, 197)	1481	1480	387	6	6.6	339.7	393.1	15.9	15.1	0.8	0.95	1.16	0.06	624.1	12.0	51.85	FRWY
(197, 196)	1819	1821	544	10	9.8	517.0	586.1	19.3	18.7	0.6	0.97	1.13	0.04	791.3	14.9	52.93	FRWY
(196, 195)	1821	1812	299	23	16.8	888.2	1006.0	33.2	32.2	1.0	0.97	1.13	0.04	908.5	17.1	52.97	FRWY
(182, 181)	704	704	42	5	4.2	228.1	250.8	21.4	21.2	0.2	0.99	1.10	0.01	352.3	6.5	54.56	FRWY
(183, 182)	1962	1963	228	10	10.5	557.2	631.9	19.3	18.6	0.7	0.96	1.13	0.04	980.7	18.5	52.91	FRWY
(184, 183)	1961	1962	661	13	13.3	719.6	795.5	24.1	23.8	0.3	0.99	1.11	0.02	989.9	18.2	54.27	FRWY
(205, 204)	340	339	0	1	0.3	11.8	16.2	2.9	2.8	0.1	0.98	1.37	0.03	339.1	7.7	43.85	RAMP
(204, 197)	339	339	0	1	0.4	19.8	26.9	4.8	4.7	0.1	0.98	1.36	0.02	338.6	7.7	44.11	RAMP
(182, 193)	1259	1257	250	3	2.5	140.1	149.4	7.1	6.2	1.0	0.87	1.07	0.14	844.3	15.0	56.26	RAMP
(193, 194)	1257	1256	93	1	1.5	90.7	90.2	4.3	4.0	0.3	0.93	0.99	0.07	603.6	10.0	60.31	RAMP

(208, 209)	135	134	0	1	0.2	11.6	14.7	6.5	6.2	0.3	0.95	1.27	0.06	135.0	2.9	47.33	RAMP
(207, 198)	195	195	0	0	0.3	12.3	17.3	5.3	5.1	0.2	0.96	1.41	0.06	195.0	4.6	42.60	RAMP
(206, 207)	195	195	0	0	0.2	5.5	9.1	2.8	2.6	0.2	0.92	1.64	0.12	195.0	5.3	36.55	RAMP
(200, 210)	66	65	0	1	0.1	3.4	4.6	4.2	4.1	0.1	0.98	1.35	0.03	65.4	1.5	44.39	RAMP
(210, 211)	65	65	0	0	0.1	2.7	3.8	3.5	3.5	0.0	0.99	1.44	0.01	65.0	1.6	41.60	RAMP
(178, 202)	837	838	1	0	0.4	24.4	26.5	1.9	1.6	0.3	0.85	1.09	0.16	418.8	7.6	55.25	FRWY
(139,7009)	1309	1310	0	0	0.8	41.2	46.5	2.1	2.1	0.1	0.97	1.13	0.04	654.6	12.3	53.16	RAMP
(7010, 141)	1829	1829	396	0	3.4	156.9	206.6	6.5	5.4	1.1	0.83	1.32	0.22	954.7	20.9	45.58	RAMP
(211,7011)	65	65	0	0	0.1	2.9	5.0	4.6	4.6	0.1	0.99	1.71	0.02	65.0	1.9	35.11	RAMP
(7012, 206)	195	195	0	0	0.1	4.9	8.8	2.3	2.2	0.1	0.95	1.81	0.09	227.9	6.9	33.10	RAMP
(7014, 205)	339	340	0	0	0.4	17.2	24.4	4.0	3.8	0.3	0.94	1.42	0.09	365.2	8.7	42.13	RAMP
(194,7015)	1256	1256	0	0	0.7	40.4	43.3	2.1	1.8	0.3	0.86	1.07	0.15	418.7	7.5	56.00	RAMP
(201, 295)	1344	1343	17	4	3.3	189.6	198.9	8.9	8.9	0.0	1.00	1.05	0.00	671.7	11.7	57.19	FRWY
(149, 298)	4592	4592	362	22	20.7	1304.2	1244.6	16.3	15.8	0.5	0.97	0.95	0.03	918.2	14.6	62.88	FRWY
(533, 299)	5377	5380	2051	5	10.6	565.4	635.3	7.1	5.9	1.2	0.83	1.12	0.19	925.7	17.3	53.40	FRWY
(299, 300)	5942	5935	1618	19	29.1	1687.4	1746.1	17.6	15.8	1.9	0.90	1.03	0.11	1120.7	19.3	57.98	FRWY
(300, 301)	5935	5914	959	66	47.1	2911.8	2828.9	28.6	27.3	1.4	0.95	0.97	0.05	1184.9	19.2	61.76	FRWY
(301, 302)	5914	5922	1448	16	20.2	1232.9	1213.8	12.3	11.6	0.7	0.94	0.98	0.06	1183.6	19.4	60.95	FRWY
(302, 303)	5922	5928	580	24	27.5	1682.8	1651.8	16.7	15.8	0.9	0.94	0.98	0.05	1184.7	19.4	61.13	FRWY
(303, 304)	5319	5321	995	9	12.9	797.0	773.8	8.7	8.3	0.4	0.95	0.97	0.05	1064.0	17.2	61.80	FRWY
(304, 305)	5321	5297	1980	50	25.8	1509.0	1550.7	17.5	15.8	1.7	0.90	1.03	0.10	1062.3	18.2	58.39	FRWY
(305, 306)	6568	6555	2229	31	28.3	1149.7	1696.6	15.5	10.1	5.5	0.65	1.48	0.52	1183.3	29.1	40.66	FRWY
(306, 307)	4614	4614	978	41	40.7	2522.8	2440.7	31.8	30.4	1.4	0.96	0.97	0.04	921.8	14.9	62.02	FRWY

(307, 310)	5184	5186	983	10	13.5	828.5	809.0	9.4	8.9	0.5	0.95	0.98	0.05	936.7	15.2	61.44	FRWY
(310, 311)	6520	6536	3510	39	32.9	1853.7	1971.0	18.1	15.8	2.3	0.87	1.06	0.14	1223.5	21.7	56.43	FRWY
(159, 312)	7259	7256	654	18	15.1	779.2	906.5	7.5	6.0	1.5	0.80	1.16	0.24	1451.2	28.1	51.58	FRWY
(312, 313)	7256	7258	388	21	22.1	1282.5	1326.3	11.0	9.9	1.1	0.90	1.03	0.10	1451.6	25.0	58.02	FRWY
(313, 314)	5218	5207	2746	60	59.2	3669.1	3552.0	40.9	39.1	1.8	0.96	0.97	0.04	1043.2	16.8	61.98	FRWY
(314, 315)	6630	6633	2498	2	13.0	478.4	780.1	7.1	4.2	2.9	0.59	1.63	0.67	1145.7	31.1	36.80	FRWY
(555, 316)	7049	7034	288	22	17.3	1004.6	1036.0	8.8	8.0	0.9	0.90	1.03	0.10	1408.8	24.2	58.18	FRWY
(316, 317)	5400	5393	602	30	28.7	1784.8	1721.8	19.2	18.4	0.8	0.96	0.96	0.04	1078.8	17.3	62.19	FRWY
(317, 318)	5393	5379	487	38	24.5	1528.4	1472.8	16.4	15.8	0.6	0.96	0.96	0.04	1076.0	17.3	62.26	FRWY
(318, 319)	6062	6061	1340	28	28.3	1722.4	1697.3	16.8	15.8	1.0	0.94	0.99	0.06	1143.9	18.8	60.89	FRWY
(319, 320)	6061	6045	262	25	13.6	842.9	816.1	8.1	7.7	0.4	0.96	0.97	0.04	1211.1	19.5	61.97	FRWY
(320, 321)	6045	6050	4027	25	32.6	1910.6	1956.7	19.4	17.6	1.9	0.90	1.02	0.10	1209.6	20.6	58.59	FRWY
(321, 322)	6050	6048	1376	29	28.8	1718.6	1726.9	17.1	16.0	1.2	0.93	1.00	0.07	1049.1	17.6	59.71	FRWY
(322, 323)	4004	4005	449	17	21.4	1343.0	1283.3	19.2	18.7	0.6	0.97	0.96	0.03	801.2	12.8	62.79	FRWY
(323, 324)	4496	4488	835	15	12.4	760.7	746.1	10.0	9.4	0.5	0.95	0.98	0.05	816.4	13.3	61.17	FRWY
(324, 325)	4763	4768	753	11	21.9	1353.7	1313.6	16.5	15.8	0.7	0.96	0.97	0.04	899.1	14.5	61.83	FRWY
(7023, 147)	875	877	0	0	0.9	33.8	54.7	3.4	2.8	0.6	0.83	1.62	0.28	965.1	26.0	37.08	RAMP
(143,7025)	1122	1123	0	0	0.7	32.3	39.3	2.1	2.0	0.1	0.95	1.22	0.06	1122.9	22.7	49.37	RAMP
(144, 131)	258	257	0	1	0.1	7.2	8.8	2.1	2.0	0.1	0.97	1.23	0.03	257.2	5.3	48.61	RAMP
(7022, 144)	257	258	0	0	0.2	9.1	12.4	2.6	2.3	0.3	0.89	1.35	0.15	285.8	6.5	44.29	RAMP
(347, 348)	2039	2038	575	2	1.7	84.2	100.1	2.9	2.9	0.1	0.98	1.19	0.03	1019.2	20.2	50.47	FRWY
(348, 349)	2038	2038	115	3	2.7	130.9	161.4	4.7	4.6	0.1	0.97	1.23	0.03	1019.2	20.9	48.66	FRWY
(560, 370)	3923	3929	117	3	5.0	303.4	301.8	4.6	4.3	0.3	0.94	0.99	0.06	981.7	16.3	60.33	FRWY
(370, 371)	3510	3516	352	11	19.1	1193.2	1146.9	19.6	18.9	0.7	0.96	0.96	0.03	878.9	14.1	62.42	FRWY

(371, 372)	3516	3498	710	23	15.7	977.7	942.9	16.1	15.5	0.6	0.96	0.96	0.04	876.2	14.1	62.22	FRWY
(372, 373)	4155	4163	1358	9	12.3	724.0	740.0	10.7	9.7	1.0	0.91	1.02	0.09	926.5	15.8	58.70	FRWY
(373, 374)	4163	4166	163	4	7.5	458.3	449.2	6.5	6.1	0.4	0.94	0.98	0.05	1041.1	17.0	61.21	FRWY
(374, 375)	4166	4161	210	16	11.8	724.6	706.5	10.2	9.7	0.5	0.96	0.97	0.04	1040.8	16.9	61.54	FRWY
(375, 376)	3587	3588	349	14	16.7	1041.8	1000.9	16.7	16.1	0.6	0.96	0.96	0.03	897.1	14.4	62.45	FRWY
(376, 377)	3924	3922	567	5	9.0	548.9	540.1	8.3	7.8	0.5	0.94	0.98	0.06	850.9	14.0	60.98	FRWY
(377, 378)	4236	4243	1178	9	17.2	1044.3	1029.4	14.6	13.7	0.9	0.94	0.99	0.06	975.9	16.0	60.87	FRWY
(7028, 368)	1056	1054	61	14	4.8	252.5	287.0	16.1	15.5	0.6	0.96	1.14	0.04	357.0	6.8	52.79	FRWY
(378, 384)	4243	4244	44	2	2.6	160.7	156.1	2.2	2.1	0.1	0.95	0.97	0.05	1060.9	17.2	61.80	FRWY
(384, 385)	4244	4240	318	13	16.9	1043.9	1014.1	14.4	13.7	0.6	0.96	0.97	0.04	1060.0	17.2	61.76	FRWY
(385, 386)	3826	3825	610	28	29.6	1847.8	1779.0	27.9	26.9	1.1	0.96	0.96	0.04	955.4	15.3	62.32	FRWY
(402, 403)	1334	1332	214	5	3.9	183.7	234.8	10.6	9.8	0.8	0.93	1.28	0.09	666.0	14.2	46.93	RAMP
(562,7030)	1062	1063	0	0	0.7	38.2	43.6	2.5	2.4	0.1	0.96	1.14	0.04	354.1	6.7	52.60	FRWY
(400, 401)	2482	2483	70	10	12.1	704.9	728.3	17.6	16.7	0.9	0.95	1.03	0.05	620.3	10.7	58.07	FRWY
(401, 382)	1421	1424	0	1	1.4	55.5	81.7	3.4	3.1	0.3	0.91	1.47	0.14	1422.5	34.9	40.77	RAMP
(399, 400)	2482	2482	145	4	5.1	311.7	306.0	7.4	7.0	0.4	0.94	0.98	0.06	620.5	10.2	61.11	FRWY
(564, 399)	3818	3812	1760	12	10.3	614.1	616.5	9.7	9.1	0.6	0.93	1.00	0.07	953.6	16.0	59.76	FRWY
(397, 398)	3818	3815	1017	11	10.5	614.6	632.3	9.9	8.9	1.0	0.90	1.03	0.10	842.9	14.5	58.32	FRWY
(395, 396)	3396	3385	418	18	18.7	1169.6	1120.0	19.8	19.1	0.7	0.97	0.96	0.03	847.8	13.5	62.65	FRWY
(394, 395)	3964	3967	152	8	6.9	420.2	412.0	6.2	5.9	0.3	0.95	0.98	0.05	990.5	16.2	61.20	FRWY
(393, 394)	3963	3964	279	11	11.5	705.5	692.2	10.5	9.9	0.6	0.94	0.98	0.06	990.6	16.2	61.15	FRWY
(392, 393)	3962	3963	707	4	7.1	420.3	426.9	6.5	5.9	0.6	0.91	1.02	0.09	825.0	14.0	59.07	FRWY
(391, 392)	3497	3493	1163	22	11.6	716.0	696.3	12.0	11.4	0.6	0.95	0.97	0.05	791.2	12.8	61.69	FRWY

(390, 391)	3182	3173	337	17	15.0	937.5	898.6	17.0	16.4	0.6	0.97	0.96	0.03	794.3	12.7	62.60	FRWY
(389, 390)	3689	3687	341	18	16.9	1047.7	1013.2	16.5	15.8	0.6	0.96	0.97	0.04	922.0	14.9	62.05	FRWY
(388, 389)	3689	3689	130	3	5.5	343.1	330.3	5.4	5.2	0.2	0.96	0.96	0.04	922.4	14.8	62.32	FRWY
(387, 388)	3679	3689	1394	11	16.9	1046.8	1014.5	16.5	15.8	0.7	0.96	0.97	0.04	856.9	13.8	61.91	FRWY
(166, 404)	3490	3489	172	8	7.9	495.7	471.5	8.1	7.9	0.2	0.98	0.95	0.02	872.4	13.8	63.07	FRWY
(404, 387)	3284	3287	347	14	16.0	1009.2	960.5	17.5	17.1	0.5	0.97	0.95	0.03	821.3	13.0	63.04	FRWY
(306, 405)	1941	1940	0	4	2.6	119.8	154.9	4.8	4.1	0.7	0.85	1.29	0.20	1940.0	41.8	46.39	RAMP
(558, 406)	1940	1940	0	2	2.6	113.9	157.4	4.9	4.6	0.2	0.95	1.38	0.07	1467.0	33.8	43.41	FRWY
(351, 408)	1515	1515	396	1	2.2	90.9	130.5	5.2	4.8	0.4	0.93	1.44	0.10	757.4	18.1	41.80	RAMP
(408, 409)	1515	1522	221	3	4.5	179.7	271.3	10.7	9.5	1.2	0.88	1.51	0.18	1026.7	25.8	39.73	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1364	1366	0	2	4.9	197.6	291.4	12.8	11.6	1.2	0.91	1.47	0.14	1365.8	33.6	40.68	FRWY
(349, 350)	1516	1519	290	7	6.8	334.2	410.0	16.2	15.9	0.3	0.98	1.23	0.02	759.4	15.5	48.91	RAMP
(350, 351)	1519	1515	147	9	5.6	251.8	338.0	13.4	13.1	0.2	0.98	1.34	0.02	758.9	17.0	44.71	RAMP
(406, 413)	1369	1364	0	10	5.5	233.5	327.2	14.4	13.7	0.6	0.96	1.40	0.06	1365.4	31.9	42.82	FRWY
(416,7031)	419	419	0	0	0.3	14.8	17.6	2.5	2.4	0.1	0.97	1.19	0.04	419.0	8.3	50.24	RAMP
(7032, 435)	658	658	0	0	0.7	31.6	42.1	3.6	3.2	0.4	0.90	1.33	0.13	710.4	15.8	45.06	RAMP
(435, 436)	658	657	0	1	0.6	27.5	33.8	3.1	3.0	0.1	0.97	1.23	0.03	657.2	13.5	48.79	RAMP
(436, 372)	657	657	0	1	0.7	36.1	42.5	3.9	3.6	0.3	0.92	1.18	0.09	656.6	12.9	50.89	RAMP
(395, 437)	571	571	32	0	1.1	58.2	66.1	6.9	6.7	0.2	0.97	1.14	0.04	454.4	8.6	52.80	RAMP
(437,7033)	571	572	0	0	0.9	42.2	53.4	5.6	5.3	0.4	0.94	1.27	0.08	285.9	6.0	47.40	RAMP
(7034, 440)	436	436	0	0	0.4	19.0	25.3	3.2	2.9	0.3	0.90	1.33	0.14	475.7	10.6	45.04	RAMP
(440, 441)	436	437	0	1	0.5	23.7	29.0	4.0	3.9	0.1	0.97	1.22	0.03	436.0	8.9	49.01	RAMP
(7035, 443)	336	336	0	0	0.4	13.4	23.6	3.8	2.9	0.9	0.77	1.75	0.41	367.6	10.7	34.22	RAMP

(443, 444)	336	336	0	0	0.3	13.2	17.6	3.1	2.9	0.3	0.91	1.33	0.12	336.0	7.4	45.18	RAMP
(444, 376)	336	336	0	0	0.9	44.9	51.0	9.1	8.8	0.3	0.97	1.14	0.04	336.0	6.4	52.84	RAMP
(375, 442)	574	577	0	0	0.7	39.5	44.3	4.6	4.5	0.1	0.97	1.12	0.03	574.7	10.7	53.47	RAMP
(442,7036)	577	576	0	1	0.5	27.3	32.3	3.4	3.3	0.1	0.98	1.18	0.02	576.3	11.4	50.75	RAMP
(7037, 454)	310	311	0	0	0.3	14.6	19.4	3.5	3.1	0.3	0.90	1.32	0.13	336.1	7.4	45.34	RAMP
(454, 455)	311	312	0	0	0.3	14.8	18.0	3.5	3.4	0.1	0.98	1.22	0.02	311.0	6.3	49.28	RAMP
(455, 377)	312	314	0	0	0.4	22.7	25.9	5.0	4.7	0.2	0.95	1.14	0.06	313.3	6.0	52.45	RAMP
(390, 458)	505	506	0	2	1.3	65.9	75.2	8.9	8.6	0.4	0.96	1.14	0.05	506.0	9.6	52.58	RAMP
(456, 457)	324	324	0	0	0.2	9.8	12.9	2.4	2.2	0.2	0.92	1.31	0.10	324.0	7.1	45.78	RAMP
(457, 391)	324	324	0	0	0.2	9.0	10.9	2.0	1.8	0.2	0.90	1.22	0.12	324.0	6.6	49.10	RAMP
(7038, 456)	323	324	0	0	0.2	8.4	12.7	2.0	1.6	0.4	0.80	1.51	0.30	374.4	9.4	39.75	RAMP
(458,7039)	506	505	0	1	0.4	20.2	26.4	3.1	2.8	0.3	0.89	1.30	0.14	505.6	11.0	45.99	RAMP
(7040, 466)	467	468	0	0	0.5	21.2	28.7	3.4	3.0	0.4	0.88	1.36	0.16	508.6	11.5	44.25	RAMP
(466, 467)	468	468	0	0	0.4	19.4	23.9	3.1	3.0	0.1	0.97	1.23	0.04	468.0	9.6	48.73	RAMP
(467, 392)	468	469	0	0	0.5	26.3	31.0	4.0	3.7	0.3	0.92	1.18	0.09	468.3	9.2	50.97	RAMP
(309,7043)	1632	1630	0	3	2.3	79.4	137.0	5.0	3.5	1.6	0.69	1.73	0.54	1630.9	46.9	34.76	RAMP
(7044, 483)	684	684	0	3	1.2	53.1	70.3	5.9	5.3	0.5	0.91	1.32	0.12	716.9	15.8	45.31	RAMP
(484, 318)	684	683	0	1	0.9	46.3	54.6	4.8	4.4	0.3	0.93	1.18	0.08	683.5	13.4	50.93	RAMP
(483, 484)	684	684	0	1	0.7	33.6	41.6	3.6	3.5	0.1	0.97	1.24	0.03	684.4	14.1	48.42	RAMP
(303, 487)	609	608	0	1	1.0	51.5	57.7	5.7	5.5	0.1	0.98	1.12	0.03	608.7	11.4	53.62	RAMP
(487, 488)	608	607	0	2	1.1	57.2	68.9	6.8	6.7	0.2	0.98	1.21	0.03	607.5	12.2	49.79	RAMP
(488,7046)	607	607	0	0	0.7	33.6	42.5	4.2	4.0	0.2	0.95	1.27	0.06	607.0	12.8	47.38	RAMP
(490, 305)	1274	1271	0	7	3.3	168.8	197.3	9.3	8.7	0.6	0.94	1.17	0.07	1273.5	24.8	51.35	RAMP

CENTENNIAL 2018 NO-BUILD PM PEAK

(489, 490)	1273	1274	0	1	2.3	111.4	139.4	6.6	6.3	0.2	0.96	1.25	0.05	1273.3	26.5	47.96	RAMP
(7047, 489)	1273	1273	0	0	1.9	80.4	116.4	5.2	4.3	0.9	0.83	1.45	0.24	1348.3	32.5	41.47	RAMP
(7045, 531)	562	562	119	0	0.8	27.0	45.8	4.5	2.5	2.1	0.54	1.70	0.77	303.5	8.6	35.39	RAMP
(531, 532)	562	562	5	0	0.5	22.1	29.1	3.1	2.2	0.9	0.70	1.31	0.39	379.5	8.3	45.69	RAMP
(532, 299)	562	562	0	0	0.4	22.1	25.3	2.7	2.2	0.5	0.81	1.14	0.22	562.0	10.7	52.46	RAMP
(322, 522)	2044	2043	19	3	1.7	91.7	102.0	3.0	2.9	0.1	0.98	1.11	0.02	1021.5	18.9	53.94	RAMP
(7049, 523)	485	486	0	0	0.5	18.3	29.5	3.3	3.1	0.2	0.93	1.61	0.11	534.8	14.3	37.33	RAMP
(523, 524)	486	490	0	0	0.9	38.4	51.5	6.3	5.7	0.7	0.90	1.34	0.14	487.9	10.9	44.72	RAMP
(524, 323)	490	491	0	0	0.7	37.0	43.3	5.3	4.9	0.4	0.93	1.17	0.08	490.9	9.6	51.22	RAMP
(298, 533)	3894	3893	572	23	20.7	1303.2	1243.6	19.2	18.6	0.6	0.97	0.95	0.03	778.4	12.4	62.87	FRWY
(7050, 529)	1473	1476	645	0	1.8	54.6	109.2	4.0	3.0	1.0	0.75	2.00	0.50	814.9	27.2	30.01	RAMP
(529, 530)	1476	1479	103	0	1.5	45.6	90.9	3.7	2.2	1.5	0.60	1.99	0.79	822.1	27.3	30.10	RAMP
(530, 533)	1479	1484	0	0	3.3	140.1	196.9	8.0	6.2	1.8	0.78	1.41	0.31	1482.0	34.7	42.68	RAMP
(7051, 525)	270	271	0	0	0.3	12.2	16.1	3.3	3.0	0.3	0.91	1.32	0.12	293.8	6.5	45.36	RAMP
(525, 526)	271	273	0	0	0.4	20.5	25.1	5.5	5.4	0.1	0.98	1.22	0.02	272.2	5.5	49.07	RAMP
(526, 324)	273	275	0	0	0.5	27.1	30.8	6.8	6.5	0.3	0.96	1.14	0.05	273.8	5.2	52.67	RAMP
(298, 534)	698	698	0	0	1.0	64.4	62.7	5.4	5.1	0.3	0.95	0.97	0.05	698.0	11.3	61.62	RAMP
(534,7052)	698	697	0	1	0.6	35.3	36.4	3.1	2.8	0.3	0.90	1.03	0.11	697.3	12.0	58.18	RAMP
(313, 347)	2040	2039	0	3	3.0	157.6	182.9	5.4	5.1	0.3	0.94	1.16	0.07	2039.8	39.5	51.70	RAMP
(315, 554)	7054	7052	2133	9	17.2	738.9	1034.8	8.8	5.9	2.9	0.67	1.40	0.47	1194.9	27.9	42.84	FRWY
(554, 555)	7052	7049	645	16	16.2	854.6	974.8	8.3	6.7	1.6	0.81	1.14	0.22	1410.0	26.8	52.60	FRWY
(522,7048)	2043	2041	0	3	1.9	95.9	112.8	3.3	3.3	0.1	0.98	1.18	0.02	1020.7	20.0	51.01	RAMP
(405, 558)	1940	1940	0	3	1.9	92.6	115.8	3.6	3.4	0.2	0.94	1.25	0.07	970.1	20.2	47.97	FRWY
(409, 559)	2888	2881	147	10	4.2	179.7	254.8	5.3	5.0	0.3	0.94	1.42	0.08	1442.2	34.1	42.33	FRWY

(369, 560)	3928	3923	895	9	6.1	343.4	363.4	5.6	4.9	0.7	0.88	1.06	0.13	981.1	17.3	56.70	FRWY
(401, 562)	1062	1062	3	0	0.6	36.2	36.7	2.1	2.1	0.0	0.99	1.01	0.01	354.0	6.0	59.25	FRWY
(97, 563)	5055	5062	1155	19	23.5	1436.4	1409.5	16.7	15.8	0.9	0.94	0.98	0.06	954.0	15.6	61.15	FRWY
(398, 564)	3815	3818	135	8	7.7	469.9	463.9	7.3	6.8	0.5	0.94	0.99	0.06	954.3	15.7	60.78	FRWY
(27, 28)	1397	1394	161	9	4.4	264.6	264.1	11.3	10.5	0.8	0.93	1.00	0.07	465.7	7.7	60.13	FRWY
(28, 29)	2441	2444	293	3	6.0	370.1	362.4	8.9	8.4	0.5	0.94	0.98	0.05	610.7	10.0	61.27	FRWY
(29, 30)	2444	2451	60	0	3.7	231.8	219.8	5.4	5.3	0.1	0.98	0.95	0.02	611.8	9.7	63.25	FRWY
(30, 31)	3558	3555	2491	20	16.2	1010.5	973.1	16.4	15.8	0.7	0.96	0.96	0.04	711.4	11.4	62.31	FRWY
(31, 32)	3555	3554	1105	10	9.3	577.6	556.1	9.4	9.0	0.4	0.96	0.96	0.04	710.8	11.4	62.32	FRWY
(32, 33)	3554	3552	350	7	8.0	504.8	480.1	8.1	7.9	0.2	0.97	0.95	0.03	605.8	9.6	63.09	FRWY
(33, 34)	3552	3543	255	13	8.1	503.8	487.9	8.3	8.1	0.2	0.98	0.97	0.02	591.2	9.5	61.96	FRWY
(34, 35)	2344	2339	115	8	4.5	287.4	270.0	6.9	6.8	0.1	0.98	0.94	0.01	468.4	7.3	63.88	FRWY
(35, 36)	2339	2335	118	5	5.5	349.2	327.5	8.4	8.3	0.1	0.99	0.94	0.01	467.3	7.3	63.97	FRWY
(36, 37)	2335	2325	114	12	6.0	386.1	361.8	9.3	9.2	0.1	0.99	0.94	0.01	466.0	7.3	64.03	FRWY
(37, 54)	2325	2314	118	14	6.8	437.3	409.6	10.6	10.5	0.1	0.99	0.94	0.01	463.6	7.2	64.06	FRWY
(54, 55)	2591	2595	390	3	5.0	319.1	302.0	7.0	6.8	0.2	0.98	0.95	0.02	455.4	7.2	63.41	FRWY
(55, 56)	2595	2597	69	4	3.8	245.9	230.8	5.3	5.3	0.1	0.98	0.94	0.01	519.4	8.1	63.93	FRWY
(56, 57)	3110	3109	767	10	9.4	589.3	563.5	10.9	10.5	0.4	0.97	0.96	0.03	570.9	9.1	62.74	FRWY
(57, 58)	3109	3107	85	4	4.6	294.3	277.8	5.4	5.3	0.1	0.98	0.94	0.02	621.5	9.8	63.55	FRWY
(58, 59)	3107	3105	622	9	5.4	340.9	321.3	6.2	6.1	0.1	0.98	0.94	0.02	620.7	9.8	63.66	FRWY
(59, 60)	3105	3098	915	13	7.9	495.1	472.0	9.1	8.9	0.3	0.97	0.95	0.03	731.8	11.6	62.93	FRWY
(60, 61)	3098	3101	1603	5	14.4	880.7	865.5	16.8	15.8	0.9	0.94	0.98	0.05	775.0	12.7	61.06	FRWY
(61, 62)	2647	2651	106	2	8.2	501.6	493.2	11.2	10.7	0.5	0.96	0.98	0.04	662.0	10.8	61.02	FRWY

(62, 63)	1652	1651	99	5	5.5	346.7	327.3	11.9	11.7	0.2	0.98	0.94	0.02	412.7	6.5	63.56	FRWY
(63, 64)	1651	1651	102	7	5.7	360.0	339.0	12.3	12.1	0.2	0.98	0.94	0.01	413.5	6.5	63.70	FRWY
(64, 65)	2219	2222	793	5	6.7	420.5	404.9	10.9	10.5	0.4	0.96	0.96	0.04	499.0	8.0	62.32	FRWY
(65, 66)	2222	2222	50	3	3.3	210.5	199.2	5.4	5.3	0.1	0.98	0.95	0.02	555.8	8.8	63.42	FRWY
(66, 67)	2222	2225	1584	6	6.2	395.2	374.0	10.1	9.9	0.2	0.98	0.95	0.02	556.1	8.8	63.40	FRWY
(67, 68)	2225	2220	282	10	9.0	547.4	541.7	14.6	13.7	0.9	0.94	0.99	0.06	555.9	9.2	60.64	FRWY
(68, 69)	2220	2223	607	6	10.3	631.5	618.4	16.7	16.2	0.5	0.97	0.98	0.03	456.7	7.5	61.26	FRWY
(69, 70)	772	777	39	2	3.9	248.7	232.6	18.0	17.8	0.2	0.99	0.94	0.01	193.6	3.0	64.15	FRWY
(70, 71)	777	778	21	2	1.8	114.6	106.9	8.2	8.2	0.1	0.99	0.93	0.01	194.5	3.0	64.34	FRWY
(71, 72)	861	859	139	2	3.8	244.6	229.4	16.0	15.8	0.2	0.99	0.94	0.01	200.2	3.1	63.96	FRWY
(72, 73)	859	857	351	4	5.6	360.3	336.2	23.5	23.3	0.2	0.99	0.93	0.01	214.7	3.3	64.30	FRWY
(73, 74)	857	851	115	9	3.8	243.0	228.2	16.0	15.8	0.2	0.99	0.94	0.01	233.3	3.7	63.89	FRWY
(74, 75)	851	852	73	4	5.3	339.1	317.2	22.3	22.1	0.2	0.99	0.94	0.01	284.3	4.4	64.14	FRWY
(75, 76)	852	855	18	1	1.3	84.9	79.4	5.6	5.5	0.1	0.99	0.94	0.01	284.2	4.4	64.16	FRWY
(76, 77)	855	857	10	0	0.8	52.1	48.7	3.4	3.4	0.0	0.99	0.94	0.01	285.5	4.4	64.16	FRWY
(568, 569)	823	821	22	2	0.5	31.1	31.7	2.3	2.1	0.2	0.90	1.02	0.10	274.1	4.7	58.87	FRWY
(569, 570)	821	815	33	6	3.0	192.3	183.0	13.4	12.9	0.5	0.97	0.95	0.03	273.1	4.3	63.05	FRWY
(570, 571)	815	811	27	4	2.0	126.8	119.4	8.8	8.6	0.2	0.98	0.94	0.02	270.7	4.3	63.69	FRWY
(571, 572)	811	804	62	9	3.6	228.9	215.0	16.0	15.7	0.3	0.98	0.94	0.02	219.7	3.4	63.88	FRWY
(572, 573)	804	802	210	8	5.2	334.0	311.8	23.3	22.9	0.4	0.98	0.93	0.01	200.9	3.1	64.27	FRWY
(573, 574)	802	802	48	1	3.6	227.9	213.1	15.9	15.7	0.2	0.99	0.94	0.01	200.5	3.1	64.16	FRWY
(574, 575)	726	728	24	1	2.7	174.1	161.7	13.4	13.2	0.1	0.99	0.93	0.01	181.6	2.8	64.61	FRWY
(575, 576)	728	725	36	4	3.7	239.5	222.3	18.4	18.2	0.2	0.99	0.93	0.01	181.7	2.8	64.63	FRWY
(576, 577)	1836	1839	1484	4	8.5	521.5	507.2	16.6	15.7	0.9	0.95	0.97	0.05	426.9	6.9	61.69	FRWY

(577, 578)	1839	1835	138	5	7.0	443.8	417.1	13.6	13.4	0.3	0.98	0.94	0.02	459.1	7.2	63.83	FRWY
(578, 579)	1835	1830	625	6	5.8	368.8	349.8	11.4	11.1	0.3	0.97	0.95	0.03	458.3	7.2	63.25	FRWY
(579, 580)	1830	1829	47	2	2.7	173.2	163.9	5.4	5.2	0.1	0.97	0.95	0.03	457.2	7.2	63.40	FRWY
(580, 581)	1829	1831	91	6	5.5	346.5	331.6	10.9	10.6	0.3	0.97	0.96	0.03	457.4	7.3	62.70	FRWY
(581, 582)	1411	1412	65	9	4.4	279.5	262.0	11.1	10.9	0.2	0.98	0.94	0.02	353.1	5.5	64.00	FRWY
(582, 583)	1412	1408	84	10	5.2	332.0	310.8	13.2	13.0	0.2	0.98	0.94	0.01	352.5	5.5	64.10	FRWY
(583, 584)	1725	1727	473	8	5.2	326.9	312.6	10.9	10.5	0.4	0.96	0.96	0.03	387.8	6.2	62.74	FRWY
(584, 585)	2566	2567	2056	9	11.8	729.6	709.2	16.6	15.7	0.8	0.95	0.97	0.05	566.5	9.2	61.73	FRWY
(585, 586)	2567	2565	155	4	5.7	349.1	340.6	8.0	7.5	0.4	0.95	0.98	0.05	641.8	10.4	61.50	FRWY
(586, 587)	2565	2568	84	2	5.1	318.4	305.0	7.1	6.9	0.3	0.96	0.96	0.03	641.6	10.2	62.63	FRWY
(587, 588)	2568	2565	52	4	3.9	243.0	232.5	5.4	5.2	0.2	0.97	0.96	0.03	641.6	10.2	62.71	FRWY
(588, 589)	2565	2564	127	6	7.9	486.3	475.0	11.1	10.6	0.5	0.96	0.98	0.04	641.9	10.5	61.43	FRWY
(589, 590)	1686	1680	71	8	4.1	259.5	243.2	8.7	8.5	0.1	0.99	0.94	0.01	420.7	6.6	64.02	FRWY
(590, 591)	1680	1679	42	5	3.0	195.3	182.3	6.5	6.4	0.1	0.99	0.93	0.01	419.8	6.5	64.26	FRWY
(591, 592)	1679	1679	47	4	3.4	217.1	202.9	7.3	7.2	0.1	0.99	0.93	0.01	419.5	6.5	64.18	FRWY
(592, 593)	2081	2081	181	5	6.2	394.1	373.6	10.8	10.5	0.3	0.98	0.95	0.02	416.1	6.6	63.29	FRWY
(593, 594)	2525	2526	560	1	3.8	239.2	229.7	5.5	5.3	0.2	0.96	0.96	0.04	428.1	6.9	62.48	FRWY
(594, 595)	2526	2523	138	5	7.5	478.3	450.5	10.7	10.5	0.2	0.98	0.94	0.02	505.1	7.9	63.70	FRWY
(595, 596)	2523	2524	66	2	3.4	217.0	203.7	4.8	4.8	0.1	0.98	0.94	0.01	504.8	7.9	63.93	FRWY
(596, 597)	2524	2521	2674	5	5.6	358.2	336.8	8.0	7.9	0.1	0.98	0.94	0.02	504.4	7.9	63.82	FRWY
(597, 598)	2521	2525	440	5	5.7	358.5	342.9	8.2	7.9	0.3	0.97	0.96	0.03	504.7	8.0	62.73	FRWY
(598, 599)	2525	2514	243	23	11.5	715.4	690.8	16.5	16.1	0.4	0.98	0.97	0.02	503.6	8.1	62.14	FRWY
(600, 601)	1225	1224	55	4	3.3	211.0	198.7	9.7	9.6	0.2	0.98	0.94	0.02	408.1	6.4	63.70	FRWY

(601, 602)	1224	1225	35	1	1.8	115.9	109.2	5.4	5.3	0.1	0.98	0.94	0.02	313.9	4.9	63.70	FRWY
(602, 603)	1225	1225	54	3	3.6	232.1	218.8	10.7	10.5	0.2	0.98	0.94	0.02	408.6	6.4	63.66	FRWY
(599, 600)	1225	1225	88	8	5.0	318.9	300.3	14.7	14.5	0.2	0.98	0.94	0.02	407.8	6.4	63.70	FRWY
(77,7053)	857	857	0	0	0.5	30.2	28.2	2.0	2.0	0.0	0.99	0.94	0.01	285.7	4.5	64.15	FRWY
(7054, 568)	823	823	52	0	0.7	39.0	43.9	3.0	2.4	0.5	0.82	1.13	0.21	297.0	5.6	53.26	FRWY
(441, 397)	437	438	0	0	0.5	24.7	28.8	4.0	3.7	0.3	0.93	1.17	0.08	437.1	8.5	51.41	RAMP
(626, 627)	1393	1393	32	4	2.0	110.5	122.4	5.3	5.2	0.1	0.99	1.11	0.02	464.0	8.6	54.13	FRWY
(627, 27)	1393	1397	34	0	1.6	84.5	94.5	4.1	4.0	0.1	0.98	1.12	0.03	465.0	8.7	53.68	FRWY
(629, 28)	1042	1047	0	0	1.4	66.9	85.7	4.9	4.2	0.7	0.85	1.28	0.19	1044.6	22.3	46.83	RAMP
(628, 629)	1042	1042	0	0	1.7	68.3	103.6	6.0	5.2	0.7	0.88	1.52	0.18	1042.0	26.3	39.56	RAMP
(631, 30)	1108	1107	0	2	2.1	104.3	124.9	6.8	6.2	0.6	0.91	1.20	0.11	1107.6	22.1	50.06	RAMP
(630, 631)	1112	1108	0	4	1.9	89.9	114.0	6.2	5.8	0.3	0.95	1.27	0.07	1109.6	23.4	47.34	RAMP
(34, 632)	1199	1197	34	3	1.0	53.8	59.8	3.0	2.9	0.1	0.98	1.11	0.02	599.5	11.1	53.98	RAMP
(632, 633)	1197	1197	29	0	1.2	64.4	71.4	3.6	3.5	0.1	0.98	1.11	0.02	598.5	11.1	54.08	RAMP
(635, 54)	277	277	0	0	0.6	33.0	38.8	8.4	7.7	0.7	0.92	1.18	0.09	277.0	5.4	50.96	RAMP
(634, 635)	277	277	0	1	0.6	24.6	35.3	7.6	7.0	0.6	0.92	1.44	0.11	277.4	6.6	41.76	RAMP
(637, 56)	513	513	0	0	1.2	62.9	70.9	8.3	8.1	0.2	0.97	1.13	0.03	513.0	9.6	53.21	RAMP
(636, 637)	513	513	0	0	0.8	43.6	49.4	5.8	5.6	0.2	0.97	1.13	0.03	513.0	9.7	52.97	RAMP
(61, 638)	454	454	0	1	0.7	38.5	42.8	5.7	5.6	0.1	0.98	1.11	0.02	453.3	8.4	53.94	RAMP
(638, 639)	454	454	25	0	0.6	29.1	33.1	4.4	4.2	0.2	0.96	1.14	0.05	266.4	5.1	52.73	RAMP
(62, 640)	999	998	0	1	1.4	76.6	86.9	5.2	5.0	0.2	0.96	1.13	0.04	998.8	18.9	52.91	RAMP
(640, 641)	998	998	46	1	0.8	41.6	49.0	2.9	2.9	0.1	0.98	1.18	0.02	645.7	12.7	50.95	RAMP
(643, 64)	568	568	0	0	1.2	62.8	71.4	7.5	7.3	0.3	0.96	1.14	0.04	568.0	10.8	52.82	RAMP
(642, 643)	568	568	24	0	1.0	51.3	61.4	6.5	5.9	0.6	0.91	1.20	0.10	400.2	8.0	50.15	RAMP

(69, 644)	1451	1451	44	1	1.8	96.4	107.9	4.5	4.4	0.1	0.98	1.12	0.02	725.2	13.5	53.64	RAMP
(644, 645)	1451	1449	17	2	1.3	68.1	79.8	3.3	3.3	0.0	0.99	1.17	0.02	558.2	10.9	51.19	RAMP
(647, 71)	83	83	0	0	0.2	11.1	13.1	9.5	8.8	0.7	0.93	1.18	0.09	83.0	1.6	50.67	RAMP
(646, 647)	84	83	0	3	0.2	7.9	11.5	8.2	7.6	0.6	0.92	1.45	0.11	83.6	2.0	41.44	RAMP
(574, 660)	76	76	0	0	0.1	3.2	3.6	2.8	2.8	0.1	0.97	1.12	0.04	76.0	1.4	53.48	RAMP
(660, 661)	76	76	0	0	0.1	3.0	3.7	2.9	2.8	0.1	0.96	1.20	0.05	76.0	1.5	49.84	RAMP
(663, 576)	1111	1111	19	0	2.2	105.0	134.9	7.3	6.2	1.1	0.85	1.29	0.20	925.5	19.8	46.69	RAMP
(662, 663)	1110	1111	133	0	1.6	70.3	97.1	5.2	4.6	0.7	0.87	1.38	0.18	555.3	12.8	43.40	RAMP
(581, 664)	420	420	0	0	0.9	46.1	51.3	7.3	7.2	0.2	0.98	1.11	0.03	420.0	7.8	53.86	RAMP
(664, 665)	420	421	0	1	0.3	17.9	20.2	2.9	2.8	0.1	0.96	1.13	0.04	420.5	7.9	53.14	RAMP
(667, 583)	316	317	0	1	1.1	51.7	66.1	12.5	10.7	1.8	0.85	1.28	0.19	316.1	6.7	46.92	RAMP
(666, 667)	316	316	0	0	0.4	12.7	22.3	4.2	4.2	0.1	0.98	1.75	0.04	316.0	9.2	34.26	RAMP
(669, 584)	839	839	6	0	1.8	92.8	107.0	7.7	7.3	0.4	0.95	1.15	0.06	716.3	13.8	52.03	RAMP
(668, 669)	839	839	60	0	1.0	50.5	59.6	4.3	4.0	0.3	0.93	1.18	0.08	419.5	8.2	50.89	RAMP
(589, 670)	878	877	0	1	0.7	37.9	43.4	3.0	2.8	0.1	0.95	1.14	0.05	877.7	16.7	52.45	RAMP
(670, 671)	877	877	0	0	0.7	36.0	41.1	2.8	2.7	0.1	0.96	1.14	0.05	877.0	16.7	52.67	RAMP
(673, 592)	402	402	0	0	0.5	24.1	30.3	4.5	3.9	0.6	0.87	1.26	0.16	402.0	8.4	47.70	RAMP
(672, 673)	403	402	0	1	0.6	22.4	33.8	5.0	4.4	0.6	0.89	1.51	0.17	402.9	10.1	39.74	RAMP
(675, 593)	444	444	0	0	0.5	27.9	31.2	4.2	4.1	0.1	0.98	1.12	0.02	444.0	8.3	53.64	RAMP
(674, 675)	444	444	0	0	0.5	26.5	29.8	4.0	3.9	0.1	0.97	1.12	0.03	444.0	8.3	53.37	RAMP
(678, 679)	1287	1286	43	1	2.0	99.9	119.0	5.6	5.5	0.1	0.98	1.19	0.02	643.1	12.8	50.37	RAMP
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(688,7008)	1226	1227	0	1	2.0	76.7	121.8	6.0	5.9	0.1	0.98	1.59	0.03	408.9	10.8	37.78	FRWY

CENTENNIAL 2018 NO-BUILD PM PEAK

(7056, 626)	1396	1393	21	7	2.2	116.6	130.1	5.4	5.2	0.1	0.98	1.12	0.03	485.3	9.0	53.79	FRWY
(679,7058)	1286	1286	0	1	1.1	55.3	68.5	3.2	3.1	0.1	0.97	1.24	0.04	642.8	13.3	48.42	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	1042	1042	0	0	1.4	45.9	81.5	4.3	4.2	0.2	0.96	1.78	0.07	1132.9	33.5	33.78	RAMP
(7061, 630)	1113	1112	0	2	1.6	73.1	97.0	4.9	4.5	0.5	0.90	1.33	0.13	1176.2	26.0	45.20	RAMP
(7062, 674)	444	444	0	0	0.5	27.1	32.4	4.1	3.8	0.4	0.91	1.20	0.10	471.2	9.4	50.18	RAMP
(7063, 672)	402	403	0	0	0.5	17.7	30.8	4.2	4.1	0.1	0.98	1.75	0.04	437.6	12.7	34.38	RAMP
(671,7064)	877	877	0	0	0.6	30.2	34.7	2.4	2.3	0.1	0.95	1.15	0.06	877.0	16.8	52.23	RAMP
(633,7065)	1197	1195	0	2	1.4	75.2	83.5	4.2	4.1	0.1	0.98	1.11	0.02	598.3	11.1	54.04	RAMP
(7066, 634)	277	277	0	0	0.3	11.9	20.4	4.1	4.0	0.1	0.98	1.72	0.03	302.1	8.6	34.98	RAMP
(7067, 636)	513	513	0	0	0.8	38.8	46.9	5.2	4.7	0.5	0.91	1.21	0.11	538.9	10.9	49.63	RAMP
(665,7068)	421	421	0	0	0.3	16.3	19.0	2.7	2.5	0.2	0.93	1.16	0.08	421.0	8.2	51.59	RAMP
(7069, 666)	316	316	0	0	0.3	11.7	19.5	3.3	3.3	0.1	0.98	1.67	0.03	349.7	9.7	35.88	RAMP
(7070, 668)	839	839	436	0	1.0	52.7	61.8	4.2	3.9	0.3	0.93	1.17	0.08	444.4	8.7	51.18	RAMP
(639,7071)	454	454	0	0	0.3	14.2	16.8	2.2	2.0	0.2	0.92	1.19	0.10	227.0	4.5	50.53	RAMP
(7072, 642)	568	568	261	0	0.4	18.7	23.4	2.2	1.9	0.3	0.87	1.25	0.16	318.0	6.6	47.93	RAMP
(641,7073)	998	997	0	1	0.7	32.9	43.2	2.6	2.5	0.1	0.98	1.31	0.03	498.9	10.9	45.66	RAMP
(661,7074)	76	76	0	0	0.1	2.7	3.6	2.9	2.6	0.3	0.90	1.34	0.14	76.0	1.7	44.92	RAMP
(7075, 662)	1110	1110	460	0	1.4	64.3	83.4	4.2	3.9	0.3	0.92	1.30	0.10	591.1	12.8	46.21	RAMP
(645,7076)	1449	1446	0	3	1.3	64.7	80.6	3.3	3.2	0.1	0.97	1.25	0.04	482.4	10.0	48.15	RAMP
(7077, 646)	83	84	0	0	0.1	2.8	4.9	3.1	3.1	0.1	0.98	1.73	0.03	92.7	2.7	34.66	RAMP
(7084, 857)	184	184	0	0	0.1	7.2	8.8	2.6	2.3	0.3	0.89	1.22	0.13	201.9	4.1	49.19	RAMP
(857, 858)	184	184	0	0	0.2	10.9	12.2	4.0	3.8	0.1	0.96	1.12	0.04	184.0	3.4	53.42	RAMP
(859,7085)	337	338	0	0	0.6	30.9	35.0	6.2	6.0	0.2	0.97	1.13	0.04	337.2	6.4	52.91	RAMP

(7086, 860)	26	26	0	0	0.0	2.4	2.6	5.8	5.7	0.1	0.98	1.09	0.02	27.0	0.5	54.80	RAMP
(860, 861)	26	26	0	0	0.0	2.2	2.4	5.6	5.5	0.0	1.00	1.08	0.00	26.0	0.5	55.34	RAMP
(866,7087)	63	63	0	0	0.1	3.6	4.1	3.9	3.8	0.1	0.98	1.12	0.02	63.0	1.2	53.70	RAMP
(873,7088)	69	68	0	1	0.1	7.2	7.8	6.8	6.8	0.0	1.00	1.08	0.00	68.3	1.2	55.42	RAMP
(7089, 874)	57	57	0	0	0.1	3.3	3.8	3.7	3.6	0.2	0.95	1.14	0.05	60.8	1.2	52.69	RAMP
(874, 875)	57	57	0	0	0.1	3.2	3.5	3.7	3.6	0.0	0.99	1.10	0.01	57.0	1.0	54.53	RAMP
(876,7090)	143	141	0	2	0.2	12.7	14.0	5.9	5.8	0.1	0.99	1.10	0.01	142.3	2.6	54.76	RAMP
(7091, 877)	88	88	0	0	0.1	5.2	7.9	5.1	3.7	1.4	0.72	1.52	0.43	93.6	2.4	39.59	RAMP
(877, 878)	88	88	0	0	0.1	5.8	6.7	4.6	4.3	0.3	0.94	1.16	0.07	88.0	1.7	51.82	RAMP
(879, 880)	2002	2000	142	9	7.8	502.8	469.1	13.9	13.7	0.2	0.99	0.93	0.01	1014.9	15.8	64.32	FRWY
(880, 881)	2000	1994	185	15	11.0	704.2	660.7	19.9	19.5	0.4	0.98	0.94	0.02	998.5	15.6	63.95	FRWY
(881, 882)	1994	1995	226	10	9.1	575.0	544.7	16.4	15.9	0.4	0.97	0.95	0.03	998.1	15.8	63.34	FRWY
(882, 883)	1995	1994	173	7	9.0	566.5	539.3	16.2	15.7	0.5	0.97	0.95	0.03	997.1	15.8	63.03	FRWY
(883, 884)	1925	1927	145	5	7.0	438.2	417.5	13.0	12.6	0.4	0.97	0.95	0.03	963.3	15.3	62.98	FRWY
(883, 873)	69	69	0	0	0.1	7.9	8.5	7.4	7.4	0.0	1.00	1.08	0.00	69.0	1.2	55.35	RAMP
(884, 885)	1927	1929	117	5	6.4	404.8	386.1	12.0	11.6	0.4	0.97	0.95	0.03	964.4	15.3	62.90	FRWY
(885, 886)	1929	1928	169	7	8.0	500.4	478.6	14.9	14.4	0.5	0.96	0.96	0.03	964.2	15.4	62.73	FRWY
(886, 887)	1985	1986	258	5	9.0	563.8	541.2	16.4	15.7	0.6	0.96	0.96	0.04	862.9	13.8	62.50	FRWY
(887, 888)	1986	1980	195	14	9.2	579.4	555.0	16.8	16.2	0.6	0.96	0.96	0.04	991.3	15.8	62.64	FRWY
(875, 886)	57	57	0	0	0.1	4.6	5.0	5.3	5.3	0.0	0.99	1.09	0.01	57.0	1.0	54.83	RAMP
(888, 889)	1980	1990	189	6	10.0	628.3	602.9	18.3	17.5	0.7	0.96	0.96	0.04	990.3	15.8	62.53	FRWY
(889, 890)	1990	1988	121	9	6.7	417.1	401.3	12.1	11.6	0.5	0.96	0.96	0.04	995.5	16.0	62.36	FRWY
(890, 891)	1988	1984	227	14	10.5	654.5	631.1	19.1	18.2	0.8	0.96	0.96	0.04	992.5	15.9	62.23	FRWY

(891, 892)	1984	1982	173	7	7.9	491.8	473.8	14.3	13.7	0.6	0.96	0.96	0.04	991.9	15.9	62.28	FRWY
(892, 893)	1982	1975	375	21	18.4	1148.1	1104.6	33.5	32.1	1.4	0.96	0.96	0.04	988.9	15.9	62.36	FRWY
(893, 894)	1975	1983	427	20	21.7	1353.1	1303.9	39.6	37.8	1.7	0.96	0.96	0.04	988.2	15.9	62.26	FRWY
(894, 895)	1983	1974	279	16	13.3	829.9	800.4	24.3	23.2	1.1	0.95	0.96	0.04	989.6	15.9	62.21	FRWY
(895, 896)	1974	1978	427	19	20.8	1292.7	1248.1	37.9	36.1	1.8	0.95	0.97	0.04	988.9	15.9	62.15	FRWY
(896, 897)	1978	1979	471	21	22.2	1382.4	1334.6	40.5	38.7	1.9	0.95	0.97	0.04	987.5	15.9	62.15	FRWY
(897, 898)	1979	1982	271	13	12.3	765.2	738.8	22.4	21.3	1.0	0.95	0.97	0.05	990.2	15.9	62.14	FRWY
(898, 899)	1982	1978	209	12	9.1	562.4	544.0	16.5	15.7	0.8	0.95	0.97	0.05	989.7	16.0	62.03	FRWY
(899, 900)	1915	1911	170	11	9.6	597.0	573.9	18.0	17.2	0.8	0.96	0.96	0.04	956.9	15.3	62.41	FRWY
(899, 866)	63	63	0	0	0.1	7.4	8.2	7.8	7.7	0.1	0.99	1.10	0.01	63.0	1.2	54.34	RAMP
(900, 901)	1911	1900	239	17	11.2	699.2	672.8	21.2	20.2	0.9	0.96	0.96	0.04	953.9	15.3	62.35	FRWY
(901, 902)	2084	2088	422	3	9.7	592.7	580.6	16.7	15.7	1.0	0.94	0.98	0.06	907.1	14.8	61.25	FRWY
(902, 903)	2088	2083	190	7	9.6	596.5	576.1	16.6	15.8	0.8	0.95	0.97	0.05	1042.2	16.8	62.12	FRWY
(858, 901)	184	184	0	0	0.5	27.8	31.2	10.2	9.8	0.3	0.97	1.12	0.04	184.0	3.4	53.45	RAMP
(903, 904)	2083	2074	194	13	11.0	680.7	657.4	19.0	18.1	0.9	0.95	0.97	0.05	1038.1	16.7	62.12	FRWY
(904, 905)	2074	2061	170	16	8.4	523.9	506.2	14.7	14.0	0.7	0.95	0.97	0.05	1032.9	16.6	62.10	FRWY
(906, 907)	2496	2496	152	10	10.1	647.4	607.9	14.4	14.2	0.2	0.98	0.94	0.02	1265.1	19.8	63.90	FRWY
(907, 908)	2496	2490	366	18	15.2	963.4	914.0	22.0	21.4	0.6	0.97	0.95	0.02	1247.3	19.7	63.24	FRWY
(908, 909)	2490	2488	240	12	11.4	707.3	683.7	16.5	15.8	0.7	0.96	0.97	0.04	1244.8	20.1	62.07	FRWY
(909, 910)	2151	2159	204	4	8.6	540.2	517.5	14.4	13.9	0.5	0.96	0.96	0.04	1077.1	17.2	62.63	FRWY
(909, 859)	337	337	0	0	0.9	48.6	54.2	9.7	9.5	0.1	0.98	1.11	0.02	337.0	6.3	53.81	RAMP
(910, 911)	2159	2157	211	12	10.4	651.6	624.3	17.3	16.7	0.6	0.96	0.96	0.04	1079.9	17.2	62.62	FRWY
(911, 912)	2157	2159	189	7	9.6	598.5	573.7	15.9	15.3	0.6	0.96	0.96	0.04	1079.9	17.3	62.59	FRWY
(861, 912)	26	26	0	0	0.0	2.5	2.7	6.2	6.2	0.0	1.00	1.08	0.00	26.0	0.5	55.43	RAMP

(912, 913)	2185	2191	215	8	10.0	622.3	598.9	16.4	15.7	0.7	0.96	0.96	0.04	952.4	15.3	62.35	FRWY
(913, 914)	2191	2197	215	8	10.5	652.5	628.9	17.2	16.5	0.7	0.96	0.96	0.04	1095.9	17.6	62.26	FRWY
(914, 915)	2197	2191	383	24	20.7	1287.4	1244.9	34.0	32.5	1.6	0.95	0.97	0.04	1097.4	17.7	62.05	FRWY
(915, 916)	2191	2180	424	21	20.9	1293.8	1253.7	34.4	32.7	1.6	0.95	0.97	0.05	1094.1	17.7	61.92	FRWY
(916, 917)	2180	2180	371	20	19.0	1174.8	1139.8	31.3	29.7	1.5	0.95	0.97	0.05	1093.2	17.7	61.84	FRWY
(917, 918)	2180	2178	301	18	14.8	915.0	888.3	24.5	23.3	1.2	0.95	0.97	0.05	1088.1	17.6	61.81	FRWY
(918, 919)	2178	2194	369	7	19.2	1186.7	1153.2	31.6	30.0	1.6	0.95	0.97	0.05	1095.8	17.7	61.74	FRWY
(919, 920)	2194	2198	383	19	20.0	1233.8	1199.9	32.8	31.1	1.7	0.95	0.97	0.05	1098.2	17.8	61.69	FRWY
(920, 921)	2198	2199	244	11	12.2	754.9	734.6	20.0	19.0	1.0	0.95	0.97	0.05	1099.2	17.8	61.66	FRWY
(921, 922)	2199	2197	210	15	11.7	718.8	700.1	19.1	18.1	1.0	0.95	0.97	0.05	1098.8	17.8	61.60	FRWY
(922, 923)	2197	2196	224	14	11.7	722.7	704.1	19.3	18.2	1.0	0.95	0.97	0.05	1097.1	17.8	61.58	FRWY
(923, 924)	2196	2198	268	9	13.2	812.6	790.6	21.6	20.5	1.1	0.95	0.97	0.05	1097.9	17.8	61.67	FRWY
(924, 925)	2198	2191	246	20	12.5	767.7	751.5	20.5	19.4	1.1	0.94	0.98	0.05	1099.1	17.9	61.29	FRWY
(925, 926)	2047	2049	231	10	13.4	828.3	805.4	23.6	22.4	1.2	0.95	0.97	0.05	1024.2	16.6	61.70	FRWY
(925, 876)	144	143	0	1	0.4	21.8	23.8	10.0	9.9	0.1	0.99	1.09	0.01	143.2	2.6	55.00	RAMP
(926, 927)	2049	2041	172	11	9.9	607.4	591.0	17.4	16.5	0.9	0.95	0.97	0.05	1021.4	16.6	61.67	FRWY
(878, 927)	88	89	0	0	0.1	5.0	5.5	3.7	3.7	0.0	0.99	1.10	0.01	89.0	1.6	54.39	RAMP
(927, 928)	2130	2131	265	7	9.9	605.3	591.6	16.7	15.7	0.9	0.94	0.98	0.05	926.4	15.1	61.40	FRWY
(928, 929)	2131	2120	159	13	9.1	561.2	546.4	15.4	14.6	0.8	0.95	0.97	0.05	1062.1	17.2	61.62	FRWY
(929, 930)	2120	2111	205	12	11.2	690.9	672.0	19.1	18.1	1.0	0.95	0.97	0.05	1058.0	17.2	61.69	FRWY
(930, 931)	2111	2102	143	10	7.5	459.0	447.2	12.7	12.1	0.7	0.95	0.97	0.05	1053.7	17.1	61.58	FRWY
(407, 369)	2884	2876	364	18	14.6	754.6	875.4	18.2	17.2	1.0	0.94	1.16	0.07	1442.5	27.9	51.72	RAMP
(162, 165)	3485	3487	406	8	9.5	607.1	571.7	9.6	9.5	0.2	0.98	0.94	0.02	889.5	14.0	63.72	FRWY

(165, 166)	3487	3490	75	7	7.8	495.7	465.0	8.0	7.9	0.1	0.99	0.94	0.01	872.5	13.6	63.97	FRWY
(386, 167)	4169	4168	577	9	9.7	591.9	579.2	8.3	7.9	0.4	0.95	0.98	0.05	905.8	14.8	61.32	FRWY
(167, 168)	4168	4167	206	8	9.6	592.0	574.9	8.3	7.9	0.4	0.95	0.97	0.05	1042.0	16.9	61.78	FRWY
(168, 169)	4167	4167	218	7	10.2	634.5	613.4	8.8	8.5	0.4	0.96	0.97	0.04	1041.7	16.8	62.06	FRWY
(404, 170)	205	205	0	0	0.2	11.1	12.3	3.6	3.6	0.0	0.99	1.10	0.01	205.0	3.8	54.40	RAMP
(7018, 171)	392	392	0	0	0.3	15.1	20.9	2.9	2.5	0.4	0.87	1.38	0.17	431.9	9.9	43.49	RAMP
(171, 172)	392	392	0	0	0.3	13.7	17.1	2.6	2.5	0.1	0.97	1.24	0.04	392.0	8.1	48.32	RAMP
(172, 387)	392	392	0	0	0.3	14.7	17.7	2.7	2.5	0.2	0.91	1.20	0.11	392.0	7.9	49.89	RAMP
(7020, 174)	344	345	0	0	0.3	15.5	20.3	3.3	3.0	0.3	0.92	1.31	0.11	373.1	8.2	45.68	RAMP
(174, 175)	345	345	0	1	0.3	15.8	19.2	3.3	3.3	0.0	0.99	1.22	0.01	344.4	7.0	49.29	RAMP
(175, 386)	345	344	0	1	0.4	18.7	21.6	3.8	3.6	0.2	0.95	1.16	0.06	344.6	6.7	51.81	RAMP
(385, 173)	414	414	0	0	0.4	20.2	22.7	3.3	3.2	0.1	0.97	1.12	0.03	414.0	7.8	53.36	RAMP
(173,7019)	414	414	0	0	0.4	18.9	22.4	3.2	3.2	0.1	0.98	1.18	0.03	414.0	8.2	50.64	RAMP
(170,7017)	205	205	0	0	0.2	10.9	12.7	3.7	3.7	0.1	0.98	1.17	0.02	205.0	4.0	51.22	RAMP
(151, 344)	794	797	5	0	1.8	91.6	105.5	8.0	7.5	0.4	0.95	1.15	0.06	785.3	15.1	52.09	RAMP
(344,7026)	797	796	0	1	0.7	31.5	42.2	3.2	2.8	0.4	0.88	1.34	0.17	398.2	8.9	44.77	RAMP
(7007, 208)	135	135	0	0	0.1	4.8	7.5	3.0	2.5	0.4	0.85	1.57	0.23	150.7	4.0	38.14	RAMP
(209, 180)	134	134	0	0	0.1	7.1	8.3	3.7	3.5	0.2	0.94	1.17	0.08	134.0	2.6	51.19	RAMP
(396, 397)	3385	3380	1394	27	18.0	1126.0	1080.4	19.2	18.5	0.7	0.96	0.96	0.03	845.5	13.5	62.54	FRWY
(399, 402)	1330	1334	316	5	6.6	343.3	393.1	17.7	16.9	0.8	0.95	1.15	0.05	815.7	15.6	52.40	RAMP
(559, 407)	2881	2884	93	7	5.5	250.0	327.5	6.8	6.3	0.6	0.92	1.31	0.11	1441.3	31.5	45.81	FRWY
(370, 416)	419	419	0	1	0.5	24.5	27.6	4.0	3.8	0.1	0.97	1.13	0.04	419.0	7.9	53.26	RAMP
(403, 310)	1332	1334	201	2	4.3	187.6	255.6	11.5	9.2	2.3	0.80	1.36	0.27	1050.3	23.9	44.03	RAMP
(383, 314)	1426	1423	0	5	5.8	275.5	348.4	14.7	12.7	2.0	0.86	1.26	0.17	1425.9	30.1	47.44	RAMP

(381, 315)	420	421	0	0	0.4	21.0	24.8	3.5	3.3	0.3	0.92	1.18	0.09	420.0	8.3	50.75	RAMP
(380, 381)	420	420	0	1	0.4	20.9	25.6	3.7	3.6	0.1	0.98	1.23	0.03	420.7	8.6	48.91	RAMP
(7029, 380)	421	420	0	2	0.6	26.0	33.4	4.5	4.2	0.3	0.93	1.28	0.09	447.1	9.6	46.71	RAMP
(316, 309)	1634	1632	0	4	1.7	86.3	104.9	3.9	3.5	0.4	0.90	1.22	0.12	1633.7	33.1	49.37	RAMP
(349, 352)	522	524	0	0	1.4	70.1	86.6	9.9	9.7	0.3	0.97	1.23	0.03	523.1	10.8	48.59	FRWY
(352,7027)	524	525	0	0	0.4	16.8	21.8	2.5	2.3	0.2	0.92	1.30	0.10	524.5	11.4	46.15	FRWY
(346, 347)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(599, 678)	1289	1287	77	2	1.8	96.9	108.4	5.0	4.9	0.1	0.97	1.12	0.03	644.1	12.0	53.62	RAMP
(685, 601)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(603, 688)	1225	1226	38	1	3.5	181.0	209.0	10.2	10.1	0.1	0.99	1.15	0.01	408.8	7.9	51.96	FRWY
(382, 383)	1424	1426	0	0	1.2	52.4	72.0	3.0	2.0	1.0	0.67	1.38	0.45	1424.8	32.7	43.60	RAMP
(368, 369)	1054	1052	518	8	7.6	453.9	454.2	25.9	24.0	1.9	0.93	1.00	0.07	395.8	6.6	59.96	FRWY
(407, 411)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(406, 412)	571	571	13	0	0.9	37.3	53.8	5.7	5.3	0.4	0.93	1.44	0.10	505.1	12.1	41.62	RAMP
(412,7041)	571	571	0	0	0.6	21.5	37.3	3.9	3.0	0.9	0.78	1.73	0.39	285.5	8.2	34.65	RAMP
(7042, 414)	569	568	0	1	0.6	27.1	38.4	3.8	3.5	0.2	0.95	1.42	0.08	614.3	14.5	42.36	RAMP
(414, 415)	568	570	0	0	0.4	19.4	25.7	2.7	2.5	0.2	0.91	1.32	0.11	569.6	12.6	45.32	RAMP
(415, 307)	570	570	0	1	0.6	30.1	35.7	3.8	3.5	0.3	0.93	1.19	0.09	570.1	11.3	50.57	RAMP
(7013, 8)	673	674	0	1	0.8	25.6	45.2	3.7	1.9	1.7	0.52	1.77	0.84	741.6	21.9	33.91	RAMP
(8, 132)	674	672	0	2	0.5	22.6	30.6	2.7	1.9	0.9	0.69	1.36	0.43	672.9	15.2	44.27	RAMP

CENTENNIAL 2018 NO-BUILD PM PEAK

NETWORK STATISTICS

VEHICLE-MILES = 185047.4, VEHICLE-MINUTES = 187762.1, MOVING/TOTAL TRIP TIME = 0.933,

AVERAGE CONTENT = 3129.4, CURRENT CONTENT = 3151.0, SPEED(MPH) = 59.13,

TOTAL DELAY (VEH-MIN) = 12567.19, TRAVEL TIME (MIN)/VEH-MILE = 1.01, DELAY TIME (MIN)/ VEH-MILE = 0.07

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

LINK	VEHICLES LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	VOLUME OF CONT	VOLUME OF VEH/HR	TOTAL VIOLATORS	SEC./VEHICLE MOVE TIME	SEC./VEHICLE TOTAL TIME	SEC./PERSON MOVE TIME	SEC./PERSON DELAY TIME	SEC./PERSON TOTAL TIME	SPEED TIME	MILES/HR
(153, 96)	1	SOV	---	---	3	880.3	-----	14.7	13.6	1.2	11.4	10.5	0.9	60.26
(153, 96)	2	SOV	---	---	12	1929.4	-----	15.1	14.1	0.9	11.7	10.9	0.7	58.84
(153, 96)	3	SOV	---	---	8	1421.5	-----	14.1	13.6	0.5	10.9	10.5	0.4	62.95
(153, 96)	4	SOV	---	---	3	960.4	-----	13.7	13.3	0.4	10.5	10.2	0.3	64.85
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	5	1465.8	-----	15.0	14.3	0.7	11.6	11.0	0.6	58.97
(563, 98)	1	SOV	---	---	5	1989.8	-----	17.9	16.0	1.9	13.8	12.3	1.5	57.19
(563, 98)	2	SOV	---	---	4	1200.1	-----	17.8	16.2	1.6	13.8	12.5	1.3	57.43
(563, 98)	3	SOV	---	---	5	1030.7	-----	16.2	15.7	0.5	12.5	12.1	0.4	63.03
(563, 98)	4	SOV	---	---	0	852.4	-----	15.7	15.2	0.5	12.1	11.7	0.4	64.98
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	5	531.4	-----	29.7	29.1	0.6	23.1	22.6	0.4	65.26
(154, 101)	2	SOV	---	---	11	1046.4	-----	30.6	29.9	0.6	23.7	23.2	0.5	63.35
(154, 101)	3	SOV	---	---	7	931.7	-----	30.2	29.6	0.6	23.3	22.9	0.4	64.19
(154, 101)	4	SOV	---	---	6	1004.4	-----	30.8	30.1	0.7	23.7	23.2	0.5	62.84
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	4	1950.8	-----	14.7	8.4	6.3	11.4	6.5	4.9	36.99
(103, 104)	2	SOV	---	---	4	1773.6	-----	9.7	8.4	1.3	7.5	6.5	1.0	56.12
(103, 104)	3	SOV	---	---	2	1257.2	-----	8.6	8.3	0.4	6.7	6.4	0.3	63.14
(103, 104)	4	SOV	---	---	1	870.2	-----	8.7	8.4	0.3	6.7	6.5	0.2	62.55
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	0	241.0	-----	17.4	13.6	3.7	13.4	10.6	2.9	31.42
(158, 105)	1	SOV	---	---	15	2907.6	-----	19.4	16.0	3.5	15.0	12.4	2.7	52.59
(158, 105)	2	SOV	---	---	13	2063.4	-----	17.4	15.9	1.5	13.5	12.3	1.2	58.71
(158, 105)	3	SOV	---	---	10	1546.7	-----	16.2	15.6	0.6	12.5	12.0	0.5	63.30

(158, 105)	4	SOV	---	---	7	1008.0	-----	16.0	15.5	0.5	12.3	12.0	0.4	63.86
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	4	814.1	-----	23.2	22.6	0.6	17.9	17.5	0.5	64.39
(128, 97)	2	SOV	---	---	7	1333.0	-----	25.0	24.1	0.9	19.4	18.7	0.7	59.78
(128, 97)	3	SOV	---	---	7	1305.0	-----	23.5	22.9	0.6	18.1	17.7	0.5	63.57
(128, 97)	4	SOV	---	---	6	1002.3	-----	23.0	22.3	0.7	17.7	17.2	0.5	65.09
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	12	2109.8	-----	15.3	13.8	1.5	11.8	10.7	1.1	57.93
(156, 102)	2	SOV	---	---	9	1363.9	-----	14.4	13.6	0.8	11.1	10.5	0.6	61.66
(156, 102)	3	SOV	---	---	4	1053.7	-----	13.8	13.5	0.3	10.7	10.4	0.3	64.15
(156, 102)	4	SOV	---	---	2	808.4	-----	14.2	13.8	0.4	10.9	10.6	0.3	62.49
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(109,7001)	1	SOV	---	---	2	1254.0	-----	2.2	2.2	0.1	1.7	1.7	0.0	52.17
(109,7001)	2	SOV	---	---	0	527.0	-----	2.1	2.0	0.0	1.6	1.6	0.0	55.87
(102, 103)	1	SOV	---	---	11	1262.0	-----	25.6	24.0	1.6	19.8	18.6	1.2	60.55
(102, 103)	2	SOV	---	---	6	1433.4	-----	24.8	23.8	1.0	19.2	18.4	0.8	62.54
(102, 103)	3	SOV	---	---	8	1143.9	-----	24.1	23.5	0.6	18.6	18.2	0.4	64.30
(102, 103)	4	SOV	---	---	8	816.0	-----	24.7	24.0	0.7	19.0	18.5	0.5	62.64
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	1	666.5	-----	2.7	2.7	0.1	2.1	2.1	0.0	53.54
(160,7002)	2	SOV	---	---	0	7.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	51.29
(7003, 106)	1	SOV	---	---	0	697.3	-----	8.6	6.5	2.1	6.7	5.0	1.7	34.70
(7003, 106)	2	SOV	---	---	0	810.8	-----	9.0	6.4	2.6	7.0	5.0	2.0	33.26
(106, 103)	1	SOV	---	---	0	1185.0	-----	11.5	7.8	3.7	8.8	6.0	2.8	36.53
(106, 103)	2	SOV	---	---	0	260.9	-----	18.4	8.7	9.8	14.2	6.7	7.6	22.69
(7004, 107)	1	SOV	---	---	1	879.3	-----	4.2	3.0	1.2	3.2	2.3	0.9	41.29
(7004, 107)	2	SOV	---	---	0	670.8	-----	3.9	3.1	0.8	3.0	2.4	0.6	44.63
(107, 104)	1	SOV	---	---	1	885.2	-----	9.5	6.4	3.1	7.3	4.9	2.4	35.47
(107, 104)	2	SOV	---	---	2	552.5	-----	9.4	6.2	3.2	7.3	4.8	2.4	35.91
(110, 109)	1	SOV	---	---	2	1279.1	-----	2.4	2.3	0.1	1.9	1.8	0.1	52.44
(110, 109)	2	SOV	---	---	1	505.2	-----	2.3	2.2	0.1	1.8	1.7	0.0	55.81
(96, 110)	1	SOV	---	---	2	1328.1	-----	1.7	1.7	0.1	1.3	1.3	0.0	52.45
(96, 110)	2	SOV	---	---	0	458.0	-----	1.6	1.6	0.0	1.3	1.2	0.0	55.81
(127, 97)	1	SOV	---	---	7	532.9	-----	11.2	7.7	3.5	8.7	6.0	2.7	36.05
(127, 97)	2	SOV	---	---	2	63.7	-----	21.4	8.0	13.4	16.5	6.2	10.4	18.88

(96, 128)	1	SOV	---	---	5	1024.8	-----	16.5	15.9	0.6	12.7	12.2	0.5	61.98
(96, 128)	2	SOV	---	---	8	1557.2	-----	17.0	16.3	0.7	13.2	12.7	0.5	59.99
(96, 128)	3	SOV	---	---	4	1334.3	-----	16.0	15.6	0.4	12.4	12.0	0.3	63.77
(96, 128)	4	SOV	---	---	4	947.9	-----	15.7	15.3	0.4	12.1	11.7	0.3	65.08
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	0	129.4	-----	11.6	11.3	0.4	9.0	8.7	0.3	53.05
(128, 129)	2	SOV	---	---	2	278.9	-----	11.8	11.3	0.5	9.1	8.7	0.4	52.13
(132, 130)	1	SOV	---	---	9	1912.1	-----	9.9	8.3	1.6	7.7	6.4	1.2	53.99
(132, 130)	2	SOV	---	---	4	1817.4	-----	8.9	8.3	0.5	6.9	6.5	0.4	60.18
(132, 130)	3	SOV	---	---	3	1481.9	-----	8.5	8.2	0.3	6.5	6.3	0.2	63.23
(132, 130)	4	SOV	---	---	1	1117.1	-----	8.4	8.1	0.3	6.5	6.2	0.2	63.83
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	0	74.6	-----	13.3	10.0	3.3	10.3	7.7	2.6	40.13
(131, 130)	1	SOV	---	---	0	257.0	-----	3.1	2.9	0.2	2.4	2.2	0.1	50.43
(151, 132)	1	SOV	---	---	2	1466.4	-----	16.9	15.9	1.1	13.1	12.3	0.8	60.03
(151, 132)	2	SOV	---	---	8	1767.7	-----	16.6	15.8	0.8	12.9	12.3	0.6	61.21
(151, 132)	3	SOV	---	---	7	1436.6	-----	16.1	15.5	0.5	12.4	12.0	0.4	63.27
(151, 132)	4	SOV	---	---	7	1064.1	-----	15.9	15.4	0.6	12.3	11.8	0.5	63.79
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	7	1521.0	-----	14.9	13.0	1.9	11.6	10.1	1.5	56.09
(105, 137)	2	SOV	---	---	10	2120.4	-----	14.1	13.1	1.0	10.9	10.1	0.8	59.36
(105, 137)	3	SOV	---	---	8	1630.1	-----	13.3	12.8	0.5	10.2	9.8	0.4	63.24
(105, 137)	4	SOV	---	---	3	1115.4	-----	13.1	12.7	0.4	10.1	9.8	0.3	63.81
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	2	1309.8	-----	6.7	6.4	0.3	5.2	4.9	0.3	52.05
(98, 138)	2	SOV	---	---	0	0.2	-----	8.0	-2.9	10.9	6.2	-2.2	8.4	43.89
(138, 139)	1	SOV	---	---	1	1242.3	-----	2.6	2.5	0.1	2.0	1.9	0.1	53.04
(138, 139)	2	SOV	---	---	0	67.5	-----	2.6	2.3	0.3	2.1	1.8	0.3	51.50
(141, 140)	1	SOV	---	---	0	337.5	-----	11.3	6.0	5.4	8.7	4.6	4.1	25.47
(141, 140)	2	SOV	---	---	0	1469.2	-----	8.4	5.2	3.3	6.5	4.0	2.5	34.21
(140, 101)	1	SOV	---	---	3	1761.4	-----	11.6	9.3	2.3	9.0	7.2	1.8	43.85
(140, 101)	2	SOV	---	---	0	68.7	-----	13.1	13.1	0.0	10.1	10.1	0.0	38.79
(105, 143)	1	SOV	---	---	2	1123.7	-----	4.1	3.8	0.2	3.1	3.0	0.2	52.01
(7005, 127)	1	SOV	---	---	1	474.4	-----	2.6	1.3	1.3	2.0	1.0	1.0	26.85
(7005, 127)	2	SOV	---	---	1	244.7	-----	2.1	1.4	0.7	1.6	1.1	0.6	33.09

(129,7006)	1	SOV	---	---	0	35.0	-----	3.9	3.3	0.6	3.0	2.6	0.5	40.95
(129,7006)	2	SOV	---	---	0	373.0	-----	3.9	3.4	0.4	3.0	2.6	0.3	41.79
(147, 148)	1	SOV	---	---	2	876.3	-----	6.1	5.7	0.4	4.7	4.4	0.3	46.67
(148, 137)	1	SOV	---	---	0	875.0	-----	4.2	3.9	0.3	3.2	3.0	0.3	49.68
(163, 149)	1	SOV	---	---	9	954.7	-----	33.5	32.7	0.7	26.0	25.4	0.6	64.13
(163, 149)	2	SOV	---	---	11	1282.7	-----	33.9	33.2	0.7	26.3	25.7	0.5	63.32
(163, 149)	3	SOV	---	---	9	1136.9	-----	33.4	32.9	0.6	25.9	25.4	0.4	64.25
(163, 149)	4	SOV	---	---	11	1241.8	-----	34.0	33.4	0.6	26.1	25.7	0.5	63.21
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	8	2415.1	-----	9.3	8.3	1.0	7.2	6.4	0.8	57.21
(311, 150)	2	SOV	---	---	6	1764.2	-----	8.7	8.3	0.4	6.8	6.4	0.3	60.97
(311, 150)	3	SOV	---	---	3	1370.6	-----	8.4	8.2	0.3	6.5	6.3	0.2	63.18
(311, 150)	4	SOV	---	---	2	981.4	-----	8.4	8.1	0.3	6.4	6.2	0.2	63.79
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	1	917.2	-----	2.7	2.3	0.3	2.1	1.8	0.3	51.41
(152, 153)	2	SOV	---	---	1	2150.0	-----	2.5	2.1	0.4	1.9	1.6	0.3	54.89
(152, 153)	3	SOV	---	---	0	1238.3	-----	2.2	2.0	0.2	1.7	1.6	0.1	61.44
(152, 153)	4	HOV	0	902	0	659.2	659.2	2.1	2.0	0.1	1.6	1.6	0.1	64.44
(152, 153)	9	SOV	---	---	0	1691.3	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.26
(130, 152)	1	SOV	---	---	12	1840.8	-----	15.5	13.7	1.8	12.0	10.6	1.4	57.13
(130, 152)	2	SOV	---	---	12	2259.8	-----	15.4	13.8	1.6	11.9	10.7	1.2	57.48
(130, 152)	3	SOV	---	---	5	1484.7	-----	14.1	13.5	0.6	10.9	10.4	0.4	62.79
(130, 152)	4	SOV	---	---	5	1052.8	-----	13.8	13.4	0.5	10.7	10.3	0.4	64.02
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	17.2	-----	20.2	11.9	8.3	15.6	9.2	6.4	43.92
(100, 154)	1	SOV	---	---	2	495.5	-----	17.2	17.1	0.1	13.4	13.3	0.1	65.66
(100, 154)	2	SOV	---	---	4	1123.5	-----	17.7	17.4	0.2	13.7	13.5	0.2	64.08
(100, 154)	3	SOV	---	---	4	851.0	-----	17.5	17.3	0.2	13.5	13.4	0.1	64.69
(100, 154)	4	SOV	---	---	7	1082.9	-----	17.7	17.5	0.2	13.6	13.5	0.1	63.84
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	13	1861.3	-----	16.9	13.6	3.3	13.1	10.5	2.6	52.30
(101, 155)	2	SOV	---	---	8	1335.7	-----	14.7	13.6	1.1	11.4	10.6	0.9	60.14
(101, 155)	3	SOV	---	---	5	1079.4	-----	13.9	13.5	0.4	10.8	10.4	0.3	63.67
(101, 155)	4	SOV	---	---	2	957.2	-----	14.2	13.8	0.4	11.0	10.6	0.3	62.23
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	4	96.5	-----	25.2	18.8	6.4	19.5	14.6	5.0	35.11
(155, 156)	1	SOV	---	---	1	1929.9	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.59

(155, 156)	2	SOV	---	---	1	1445.7	-----	2.2	2.1	0.1	1.7	1.6	0.1	61.98
(155, 156)	3	SOV	---	---	1	1112.8	-----	2.1	2.1	0.1	1.7	1.6	0.0	63.78
(155, 156)	4	SOV	---	---	0	847.2	-----	2.2	2.1	0.1	1.7	1.6	0.0	62.30
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	24	2581.0	-----	24.2	15.9	8.3	18.7	12.3	6.4	42.25
(104, 157)	2	SOV	---	---	12	2228.6	-----	18.8	15.9	2.9	14.5	12.3	2.2	54.43
(104, 157)	3	SOV	---	---	7	1569.8	-----	16.6	15.5	1.0	12.8	12.0	0.8	61.72
(104, 157)	4	SOV	---	---	3	1009.6	-----	16.3	15.7	0.7	12.6	12.1	0.5	62.59
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	5	151.2	-----	28.5	25.5	3.0	22.0	19.7	2.4	35.84
(157, 158)	1	SOV	---	---	2	3035.7	-----	2.6	2.1	0.5	2.0	1.6	0.4	51.92
(157, 158)	2	SOV	---	---	2	2066.9	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.69
(157, 158)	3	SOV	---	---	1	1483.8	-----	2.2	2.1	0.1	1.7	1.6	0.1	63.03
(157, 158)	4	SOV	---	---	1	943.9	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.54
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	1	SOV	---	---	18	2680.7	-----	21.3	9.8	11.5	16.5	7.6	8.9	29.84
(137, 159)	2	SOV	---	---	12	2096.8	-----	13.4	9.9	3.5	10.4	7.7	2.7	47.32
(137, 159)	3	SOV	---	---	5	1393.6	-----	10.5	9.7	0.8	8.1	7.5	0.6	60.63
(137, 159)	4	SOV	---	---	2	874.3	-----	9.9	9.6	0.3	7.6	7.4	0.3	64.18
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	2	196.1	-----	20.5	16.1	4.3	15.8	12.5	3.3	31.08
(150, 151)	1	SOV	---	---	2	2335.6	-----	8.6	7.7	0.9	6.7	6.0	0.7	56.83
(150, 151)	2	SOV	---	---	2	1780.5	-----	8.0	7.6	0.4	6.2	5.9	0.3	61.20
(150, 151)	3	SOV	---	---	2	1405.2	-----	7.7	7.5	0.3	6.0	5.8	0.2	63.18
(150, 151)	4	SOV	---	---	0	1004.4	-----	7.7	7.4	0.3	5.9	5.7	0.2	63.73
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	16	1289.6	-----	36.8	34.9	1.9	28.5	27.0	1.5	60.74
(325, 95)	2	SOV	---	---	16	1302.3	-----	36.3	35.0	1.4	28.1	27.1	1.0	61.54
(325, 95)	3	SOV	---	---	14	1145.6	-----	35.4	34.5	0.9	27.3	26.6	0.7	63.11
(325, 95)	4	SOV	---	---	14	1017.2	-----	34.7	33.6	1.1	26.7	25.9	0.8	64.38
(325, 95)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(102, 160)	1	SOV	---	---	0	672.5	-----	5.4	5.2	0.2	4.2	4.0	0.1	53.17
(102, 160)	2	SOV	---	---	0	0.6	-----	6.2	3.8	2.3	4.8	3.0	1.8	46.31
(98, 99)	1	SOV	---	---	5	857.2	-----	24.7	23.7	1.0	19.1	18.3	0.8	61.91
(98, 99)	2	SOV	---	---	2	1056.0	-----	25.4	24.3	1.0	19.7	18.8	0.8	60.35
(98, 99)	3	SOV	---	---	6	1021.5	-----	24.1	23.5	0.6	18.6	18.1	0.4	63.53
(98, 99)	4	SOV	---	---	1	833.7	-----	23.6	22.9	0.7	18.1	17.6	0.5	64.92
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	2	886.2	-----	16.1	15.6	0.5	12.5	12.1	0.4	62.68

(99, 164)	2	SOV	---	---	5	1005.3	-----	16.6	16.1	0.5	12.9	12.5	0.4	60.85
(99, 164)	3	SOV	---	---	3	1037.9	-----	15.9	15.5	0.4	12.3	12.0	0.3	63.55
(99, 164)	4	SOV	---	---	3	842.7	-----	15.6	15.1	0.5	12.0	11.6	0.4	64.78
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	2	606.6	-----	8.4	8.3	0.1	6.5	6.4	0.0	47.66
(295, 200)	2	SOV	---	---	0	700.6	-----	8.4	8.4	0.1	6.5	6.5	0.1	47.31
(295, 200)	9	SOV	---	---	0	37.0	-----	8.9	8.6	0.3	6.9	6.6	0.2	45.02
(203, 201)	1	SOV	---	---	1	709.3	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.34
(203, 201)	2	SOV	---	---	0	784.3	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.28
(200, 199)	1	SOV	---	---	1	556.5	-----	6.7	6.6	0.1	5.2	5.1	0.0	44.63
(200, 199)	2	SOV	---	---	1	723.4	-----	6.7	6.7	0.1	5.2	5.1	0.1	44.12
(179, 178)	1	SOV	---	---	0	406.2	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.92
(179, 178)	2	SOV	---	---	0	430.0	-----	6.2	6.1	0.1	4.8	4.7	0.1	54.73
(180, 179)	1	SOV	---	---	3	409.8	-----	12.6	12.5	0.2	9.8	9.6	0.1	53.91
(180, 179)	2	SOV	---	---	2	422.0	-----	12.4	12.3	0.1	9.6	9.5	0.1	54.78
(180, 179)	9	SOV	---	---	0	6.3	-----	13.0	12.4	0.6	10.1	9.6	0.5	52.33
(181, 180)	1	SOV	---	---	0	285.9	-----	6.3	6.2	0.1	4.8	4.8	0.0	54.08
(181, 180)	2	SOV	---	---	0	418.1	-----	6.2	6.1	0.0	4.8	4.7	0.0	54.88
(199, 198)	1	SOV	---	---	1	554.4	-----	8.4	8.2	0.2	6.5	6.3	0.1	44.60
(199, 198)	2	SOV	---	---	1	729.0	-----	8.5	8.3	0.2	6.6	6.4	0.2	43.91
(198, 197)	1	SOV	---	---	3	740.8	-----	15.8	15.1	0.8	12.2	11.7	0.6	52.20
(198, 197)	2	SOV	---	---	3	732.4	-----	16.0	15.3	0.7	12.4	11.8	0.6	51.59
(198, 197)	9	SOV	---	---	0	6.7	-----	18.6	18.0	0.6	14.3	13.8	0.5	44.54
(197, 196)	1	SOV	---	---	8	1001.2	-----	19.4	18.7	0.7	15.0	14.4	0.5	52.79
(197, 196)	2	SOV	---	---	2	808.4	-----	19.2	18.8	0.4	14.8	14.5	0.3	53.27
(197, 196)	9	SOV	---	---	0	10.5	-----	23.5	21.3	2.3	18.2	16.5	1.8	43.45
(196, 195)	1	SOV	---	---	13	944.2	-----	33.3	32.2	1.1	25.7	24.9	0.8	52.84
(196, 195)	2	SOV	---	---	10	872.8	-----	33.1	32.2	1.0	25.6	24.8	0.8	53.13
(182, 181)	1	SOV	---	---	3	269.0	-----	21.6	21.4	0.2	16.7	16.5	0.1	53.87
(182, 181)	2	SOV	---	---	2	435.6	-----	21.2	21.0	0.2	16.4	16.3	0.1	55.00
(183, 182)	1	SOV	---	---	9	1519.1	-----	19.5	18.6	0.9	15.1	14.4	0.7	52.39
(183, 182)	2	SOV	---	---	1	442.4	-----	18.7	18.4	0.3	14.4	14.2	0.2	54.79
(184, 183)	1	SOV	---	---	6	1157.0	-----	24.3	23.8	0.4	18.8	18.4	0.3	53.92
(184, 183)	2	SOV	---	---	7	822.9	-----	23.9	23.6	0.2	18.4	18.3	0.2	54.78

(205, 204)	1	SOV	---	---	1	339.1	-----	2.9	2.8	0.1	2.2	2.2	0.0	43.85
(204, 197)	1	SOV	---	---	1	338.6	-----	4.8	4.7	0.1	3.7	3.6	0.1	44.11
(182, 193)	1	SOV	---	---	3	631.2	-----	7.4	6.3	1.1	5.7	4.9	0.9	54.00
(182, 193)	2	SOV	---	---	0	626.6	-----	6.8	6.2	0.7	5.3	4.8	0.5	58.75
(193, 194)	1	SOV	---	---	0	295.3	-----	4.4	3.7	0.6	3.4	2.9	0.5	59.20
(193, 194)	2	SOV	---	---	1	960.6	-----	4.3	4.1	0.2	3.3	3.1	0.2	60.66
(193, 194)	3	SOV	---	---	0	0.4	-----	4.7	0.0	4.8	3.6	0.0	3.7	55.13
(208, 209)	1	SOV	---	---	1	135.0	-----	6.5	6.2	0.3	5.1	4.8	0.2	47.33
(207, 198)	1	SOV	---	---	0	195.0	-----	5.3	5.1	0.2	4.1	4.0	0.1	42.60
(206, 207)	1	SOV	---	---	0	195.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	36.55
(200, 210)	1	SOV	---	---	1	65.4	-----	4.2	4.1	0.1	3.2	3.2	0.1	44.39
(210, 211)	1	SOV	---	---	0	65.0	-----	3.5	3.5	0.0	2.7	2.7	0.0	41.60
(178, 202)	1	SOV	---	---	0	406.1	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.94
(178, 202)	2	SOV	---	---	0	431.5	-----	1.9	1.7	0.2	1.5	1.3	0.2	55.55
(139,7009)	1	SOV	---	---	0	1194.2	-----	2.1	2.1	0.0	1.6	1.6	0.0	53.01
(139,7009)	2	SOV	---	---	0	115.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	54.75
(7010, 141)	1	SOV	---	---	0	972.7	-----	6.6	5.3	1.2	5.1	4.1	0.9	45.01
(7010, 141)	2	SOV	---	---	0	936.7	-----	6.4	5.3	1.1	4.9	4.1	0.9	46.19
(211,7011)	1	SOV	---	---	0	65.0	-----	4.6	4.6	0.1	3.6	3.5	0.0	35.11
(7012, 206)	1	SOV	---	---	0	227.9	-----	2.3	2.2	0.2	1.8	1.7	0.1	33.10
(7014, 205)	1	SOV	---	---	0	365.2	-----	4.0	3.7	0.3	3.1	2.9	0.2	42.13
(194,7015)	1	SOV	---	---	0	324.0	-----	2.1	1.8	0.3	1.6	1.4	0.2	56.01
(194,7015)	2	SOV	---	---	0	924.0	-----	2.1	1.9	0.2	1.6	1.4	0.2	56.05
(194,7015)	3	SOV	---	---	0	8.0	-----	2.3	1.9	0.5	1.8	1.4	0.3	49.92
(201, 295)	1	SOV	---	---	2	640.1	-----	8.9	8.9	0.0	6.9	6.8	0.0	57.20
(201, 295)	2	SOV	---	---	2	703.4	-----	8.9	8.8	0.0	6.9	6.8	0.0	57.18
(149, 298)	1	SOV	---	---	7	1392.4	-----	16.3	15.7	0.7	12.7	12.2	0.5	62.60
(149, 298)	2	SOV	---	---	5	1070.0	-----	16.3	15.9	0.5	12.7	12.3	0.4	62.64
(149, 298)	3	SOV	---	---	5	1102.1	-----	16.0	15.6	0.4	12.4	12.1	0.3	63.95

(149, 298)	4	SOV	---	---	5	1026.3	-----	16.4	16.0	0.4	12.6	12.3	0.3	62.36
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	1	1712.7	-----	8.5	5.8	2.7	6.5	4.5	2.1	44.74
(533, 299)	2	SOV	---	---	1	1256.4	-----	6.4	5.8	0.6	5.0	4.5	0.5	58.93
(533, 299)	3	SOV	---	---	1	1192.9	-----	6.0	5.8	0.2	4.6	4.5	0.2	63.26
(533, 299)	4	SOV	---	---	2	994.8	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.09
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	0	214.9	-----	11.0	8.6	2.4	8.5	6.6	1.9	34.41
(299, 300)	1	SOV	---	---	4	1923.7	-----	19.3	15.8	3.5	14.9	12.2	2.7	53.00
(299, 300)	2	SOV	---	---	5	1597.5	-----	17.4	15.8	1.6	13.5	12.3	1.2	58.87
(299, 300)	3	SOV	---	---	7	1330.3	-----	16.3	15.6	0.7	12.6	12.1	0.5	62.67
(299, 300)	4	SOV	---	---	3	1040.6	-----	16.5	15.9	0.6	12.7	12.2	0.5	62.04
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	0	47.4	-----	21.7	19.3	2.5	16.8	14.9	1.9	47.04
(300, 301)	1	SOV	---	---	21	1772.2	-----	29.2	27.3	1.9	22.6	21.1	1.5	60.53
(300, 301)	2	SOV	---	---	18	1620.0	-----	28.7	27.4	1.3	22.2	21.2	1.0	61.64
(300, 301)	3	SOV	---	---	15	1441.9	-----	28.0	27.0	1.0	21.6	20.9	0.7	63.24
(300, 301)	4	SOV	---	---	12	1090.7	-----	28.5	27.4	1.1	21.9	21.1	0.8	62.08
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	7	2017.1	-----	12.8	11.6	1.2	9.9	9.0	0.9	58.55
(301, 302)	2	SOV	---	---	4	1541.8	-----	12.2	11.6	0.6	9.5	9.0	0.5	61.43
(301, 302)	3	SOV	---	---	3	1353.5	-----	11.9	11.4	0.4	9.2	8.8	0.3	63.26
(301, 302)	4	SOV	---	---	2	1005.6	-----	12.0	11.6	0.4	9.3	8.9	0.3	62.25
(301, 302)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	1	SOV	---	---	11	1996.5	-----	17.4	16.0	1.4	13.5	12.4	1.1	58.65
(302, 303)	2	SOV	---	---	5	1558.2	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.78
(302, 303)	3	SOV	---	---	5	1353.1	-----	16.1	15.6	0.5	12.5	12.0	0.4	63.40
(302, 303)	4	SOV	---	---	3	1015.7	-----	16.4	15.8	0.6	12.6	12.1	0.5	62.31
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	1	SOV	---	---	2	1364.5	-----	9.0	8.4	0.6	7.0	6.5	0.5	59.84
(303, 304)	2	SOV	---	---	1	1540.2	-----	8.7	8.3	0.4	6.7	6.5	0.3	61.84
(303, 304)	3	SOV	---	---	3	1380.6	-----	8.5	8.2	0.3	6.6	6.4	0.2	63.31
(303, 304)	4	SOV	---	---	3	1034.6	-----	8.6	8.3	0.3	6.6	6.4	0.3	62.43
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(304, 305)	1	SOV	---	---	25	1990.3	-----	19.4	15.7	3.6	15.0	12.2	2.8	52.80
(304, 305)	2	SOV	---	---	10	1413.5	-----	16.8	15.9	1.0	13.0	12.3	0.7	60.81
(304, 305)	3	SOV	---	---	10	1098.9	-----	16.1	15.6	0.5	12.4	12.0	0.4	63.69
(304, 305)	4	SOV	---	---	5	808.1	-----	16.2	15.7	0.5	12.4	12.0	0.4	63.25
(304, 305)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(305, 306)	1	SOV	---	---	20	2480.2	-----	22.0	9.9	12.1	17.0	7.7	9.4	28.64
(305, 306)	2	SOV	---	---	4	1647.7	-----	11.7	9.8	1.9	9.1	7.6	1.5	53.75
(305, 306)	3	SOV	---	---	1	1225.3	-----	10.1	9.6	0.5	7.8	7.4	0.4	62.55
(305, 306)	4	SOV	---	---	5	843.2	-----	10.0	9.6	0.4	7.7	7.4	0.3	63.13
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	1	337.6	-----	20.7	16.7	3.9	15.9	12.9	3.0	30.56
(306, 307)	1	SOV	---	---	4	836.1	-----	32.2	30.5	1.7	24.9	23.6	1.3	61.18
(306, 307)	2	SOV	---	---	15	1485.5	-----	32.5	30.8	1.7	25.2	23.9	1.3	60.54
(306, 307)	3	SOV	---	---	13	1359.9	-----	31.1	30.1	1.0	24.0	23.2	0.8	63.37
(306, 307)	4	SOV	---	---	9	927.8	-----	31.1	30.0	1.2	23.9	23.0	0.9	63.30
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	1	SOV	---	---	2	1314.0	-----	9.7	8.9	0.8	7.5	6.8	0.6	59.40
(307, 310)	2	SOV	---	---	4	1467.2	-----	9.4	9.0	0.4	7.3	7.0	0.3	61.06
(307, 310)	3	SOV	---	---	2	1372.4	-----	9.1	8.8	0.3	7.0	6.8	0.2	63.15
(307, 310)	4	SOV	---	---	2	986.5	-----	9.1	8.7	0.3	7.0	6.7	0.3	63.38
(307, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	9	SOV	---	---	0	42.7	-----	12.2	10.1	2.1	9.4	7.8	1.6	47.22
(310, 311)	1	SOV	---	---	16	2416.6	-----	20.3	15.8	4.4	15.7	12.2	3.4	50.46
(310, 311)	2	SOV	---	---	6	1705.1	-----	17.3	15.9	1.4	13.4	12.3	1.1	59.01
(310, 311)	3	SOV	---	---	10	1343.6	-----	16.3	15.6	0.6	12.6	12.1	0.5	62.80
(310, 311)	4	SOV	---	---	5	966.8	-----	16.1	15.5	0.6	12.4	11.9	0.5	63.56
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	2	90.7	-----	25.3	20.1	5.2	19.6	15.6	4.0	40.43
(159, 312)	1	SOV	---	---	11	2983.6	-----	8.8	6.1	2.7	6.8	4.7	2.1	44.14
(159, 312)	2	SOV	---	---	3	1756.2	-----	7.2	6.1	1.1	5.6	4.7	0.9	53.55
(159, 312)	3	SOV	---	---	2	1515.7	-----	6.3	5.9	0.4	4.9	4.6	0.3	61.38
(159, 312)	4	SOV	---	---	2	1000.5	-----	6.0	5.8	0.2	4.6	4.5	0.2	64.14
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	8	2838.4	-----	12.0	10.1	2.0	9.3	7.8	1.5	52.88
(312, 313)	2	SOV	---	---	5	1780.4	-----	10.7	10.0	0.7	8.3	7.7	0.6	59.30
(312, 313)	3	SOV	---	---	3	1563.9	-----	10.1	9.8	0.3	7.8	7.5	0.3	63.07
(312, 313)	4	SOV	---	---	5	1075.2	-----	9.8	9.5	0.3	7.6	7.3	0.2	64.75
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(313, 314)	1	SOV	---	---	12	908.5	-----	42.4	39.1	3.2	32.9	30.4	2.5	59.73
(313, 314)	2	SOV	---	---	15	1599.8	-----	41.8	39.9	1.9	32.4	30.9	1.5	60.55
(313, 314)	3	SOV	---	---	22	1507.3	-----	40.2	38.9	1.3	31.0	30.0	1.0	62.96
(313, 314)	4	SOV	---	---	11	1199.3	-----	39.2	38.0	1.3	30.2	29.2	1.0	64.52
(313, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	0	2049.6	-----	10.5	3.9	6.6	8.2	3.0	5.1	24.67
(314, 315)	2	SOV	---	---	1	1941.7	-----	5.2	4.0	1.2	4.0	3.1	0.9	49.85

(314, 315)	3	SOV	---	---	0	1245.5	-----	4.2	4.0	0.3	3.3	3.1	0.2	61.39
(314, 315)	4	SOV	---	---	1	965.9	-----	4.0	3.9	0.1	3.1	3.0	0.1	64.55
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	9	SOV	---	---	0	355.5	-----	16.7	9.7	7.0	13.0	7.5	5.5	15.53
(555, 316)	1	SOV	---	---	11	2552.6	-----	9.6	8.1	1.5	7.5	6.3	1.2	53.29
(555, 316)	2	SOV	---	---	5	1739.6	-----	8.8	8.1	0.7	6.8	6.3	0.5	58.40
(555, 316)	3	SOV	---	---	3	1579.7	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.68
(555, 316)	4	SOV	---	---	3	1172.1	-----	8.0	7.7	0.3	6.1	5.9	0.2	64.48
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(316, 317)	1	SOV	---	---	5	1008.6	-----	19.3	18.3	1.0	15.0	14.2	0.8	61.69
(316, 317)	2	SOV	---	---	8	1588.4	-----	19.8	18.8	0.9	15.3	14.6	0.7	60.30
(316, 317)	3	SOV	---	---	10	1557.1	-----	19.0	18.4	0.5	14.6	14.2	0.4	62.72
(316, 317)	4	SOV	---	---	7	1240.2	-----	18.5	17.8	0.6	14.2	13.7	0.5	64.55
(316, 317)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(317, 318)	1	SOV	---	---	10	1067.6	-----	16.3	15.6	0.7	12.6	12.1	0.5	62.64
(317, 318)	2	SOV	---	---	6	1498.2	-----	17.0	16.2	0.8	13.2	12.6	0.6	60.26
(317, 318)	3	SOV	---	---	10	1485.0	-----	16.4	15.9	0.5	12.6	12.2	0.4	62.34
(317, 318)	4	SOV	---	---	12	1329.1	-----	15.9	15.3	0.6	12.2	11.8	0.5	64.28
(317, 318)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	1	SOV	---	---	12	1622.2	-----	17.5	15.7	1.8	13.5	12.2	1.4	58.52
(318, 319)	2	SOV	---	---	6	1553.1	-----	17.0	16.2	0.9	13.2	12.5	0.7	60.04
(318, 319)	3	SOV	---	---	5	1473.2	-----	16.5	15.9	0.6	12.7	12.2	0.4	62.17
(318, 319)	4	SOV	---	---	5	1379.3	-----	16.0	15.3	0.6	12.3	11.8	0.5	64.05
(318, 319)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	9	SOV	---	---	0	35.0	-----	22.0	18.1	3.9	17.0	14.0	3.0	46.55
(319, 320)	1	SOV	---	---	7	1611.8	-----	8.1	7.7	0.4	6.3	6.0	0.3	61.51
(319, 320)	2	SOV	---	---	8	1571.0	-----	8.3	7.9	0.4	6.4	6.1	0.3	60.67
(319, 320)	3	SOV	---	---	5	1461.4	-----	8.1	7.8	0.3	6.2	6.0	0.2	62.19
(319, 320)	4	SOV	---	---	5	1411.1	-----	7.9	7.5	0.3	6.0	5.8	0.3	63.82
(319, 320)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(320, 321)	1	SOV	---	---	10	2264.7	-----	21.1	17.5	3.6	16.3	13.5	2.8	53.82
(320, 321)	2	SOV	---	---	5	1431.0	-----	19.0	17.8	1.2	14.7	13.8	0.9	59.80
(320, 321)	3	SOV	---	---	6	1235.8	-----	18.2	17.6	0.6	14.0	13.6	0.5	62.40
(320, 321)	4	SOV	---	---	4	1116.5	-----	17.7	17.1	0.7	13.6	13.1	0.5	64.09
(320, 321)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(321, 322)	1	SOV	---	---	12	2109.8	-----	18.2	16.2	2.0	14.1	12.5	1.6	56.23
(321, 322)	2	SOV	---	---	4	1285.7	-----	16.9	16.0	0.9	13.1	12.4	0.7	60.68
(321, 322)	3	SOV	---	---	6	1068.0	-----	16.2	15.8	0.4	12.4	12.2	0.3	63.28
(321, 322)	4	SOV	---	---	4	900.2	-----	15.8	15.4	0.4	12.2	11.8	0.3	64.72
(321, 322)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(321, 322)	9	SOV	---	---	3	685.9	-----	17.6	16.6	1.0	13.6	12.8	0.8	58.05
(322, 323)	1	SOV	---	---	6	751.5	-----	19.6	18.9	0.7	15.2	14.7	0.6	61.47
(322, 323)	2	SOV	---	---	4	1222.7	-----	19.5	18.9	0.6	15.1	14.7	0.5	61.75
(322, 323)	3	SOV	---	---	3	1100.3	-----	19.0	18.6	0.4	14.7	14.3	0.3	63.41
(322, 323)	4	SOV	---	---	4	931.6	-----	18.7	18.2	0.5	14.4	14.0	0.4	64.60
(322, 323)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	1	SOV	---	---	6	1147.4	-----	10.6	9.5	1.1	8.2	7.3	0.9	57.53
(323, 324)	2	SOV	---	---	3	1240.6	-----	10.0	9.6	0.4	7.7	7.4	0.3	61.00
(323, 324)	3	SOV	---	---	4	1110.3	-----	9.6	9.4	0.2	7.4	7.2	0.2	63.32
(323, 324)	4	SOV	---	---	2	960.1	-----	9.4	9.2	0.3	7.3	7.1	0.2	64.54
(323, 324)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	9	SOV	---	---	0	34.5	-----	13.3	10.9	2.4	10.3	8.4	1.8	45.90
(324, 325)	1	SOV	---	---	0	1341.4	-----	17.1	15.9	1.2	13.2	12.3	0.9	59.79
(324, 325)	2	SOV	---	---	3	1294.1	-----	16.7	16.0	0.7	13.0	12.4	0.5	61.12
(324, 325)	3	SOV	---	---	4	1137.7	-----	16.2	15.8	0.4	12.5	12.2	0.3	63.18
(324, 325)	4	SOV	---	---	4	978.5	-----	15.9	15.4	0.5	12.2	11.8	0.4	64.46
(324, 325)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(324, 325)	9	SOV	---	---	0	13.3	-----	20.6	17.5	3.1	15.9	13.5	2.4	49.67
(7023, 147)	1	SOV	---	---	0	965.1	-----	3.4	2.8	0.6	2.6	2.1	0.5	37.08
(143,7025)	1	SOV	---	---	0	1122.9	-----	2.1	2.0	0.1	1.6	1.6	0.1	49.37
(144, 131)	1	SOV	---	---	1	257.2	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.61
(7022, 144)	1	SOV	---	---	0	285.8	-----	2.6	2.3	0.3	2.0	1.8	0.2	44.29
(347, 348)	1	SOV	---	---	0	313.6	-----	3.0	2.9	0.1	2.3	2.2	0.1	50.33
(347, 348)	6	SOV	---	---	2	1724.9	-----	2.9	2.9	0.1	2.3	2.2	0.1	50.49
(348, 349)	1	SOV	---	---	1	645.1	-----	4.6	4.6	0.1	3.6	3.5	0.1	49.72
(348, 349)	6	SOV	---	---	2	1393.3	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.19
(560, 370)	1	SOV	---	---	1	1628.7	-----	4.8	4.4	0.4	3.7	3.4	0.3	58.48
(560, 370)	2	SOV	---	---	0	1208.2	-----	4.5	4.3	0.2	3.5	3.3	0.2	61.29
(560, 370)	3	SOV	---	---	2	1084.9	-----	4.5	4.3	0.2	3.5	3.3	0.1	62.17
(560, 370)	4	HOV	5	5	0	5.0	5.0	4.0	4.0	0.0	3.2	3.2	0.0	68.87
(370, 371)	1	SOV	---	---	3	1189.3	-----	19.8	18.9	0.9	15.3	14.6	0.7	61.75
(370, 371)	2	SOV	---	---	6	1240.1	-----	19.5	18.9	0.6	15.0	14.6	0.4	62.68
(370, 371)	3	SOV	---	---	2	1081.2	-----	19.4	18.8	0.6	15.0	14.5	0.5	62.85
(370, 371)	4	HOV	5	5	0	5.0	5.0	17.8	17.7	0.0	13.9	13.9	0.0	68.78
(371, 372)	1	SOV	---	---	10	1136.1	-----	16.4	15.5	0.8	12.6	12.0	0.6	61.41

(371, 372)	2	SOV	---	---	5	1276.5	-----	16.1	15.6	0.5	12.4	12.0	0.4	62.43
(371, 372)	3	SOV	---	---	8	1087.0	-----	16.0	15.4	0.6	12.3	11.9	0.4	62.80
(371, 372)	4	HOV	5	5	0	5.0	5.0	14.6	14.6	0.0	11.4	11.4	0.0	68.75
(372, 373)	1	SOV	---	---	5	1899.3	-----	11.3	9.7	1.6	8.7	7.5	1.2	55.64
(372, 373)	2	SOV	---	---	2	1245.2	-----	10.2	9.7	0.5	7.9	7.5	0.4	61.52
(372, 373)	3	SOV	---	---	1	953.9	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.90
(372, 373)	4	HOV	5	5	0	5.0	5.0	9.1	9.1	0.0	7.1	7.1	0.0	69.01
(372, 373)	9	SOV	---	---	1	56.4	-----	13.9	11.2	2.7	10.8	8.7	2.1	44.98
(373, 374)	1	SOV	---	---	2	1819.4	-----	6.7	6.2	0.5	5.1	4.8	0.4	59.50
(373, 374)	2	SOV	---	---	0	1325.4	-----	6.4	6.1	0.3	4.9	4.7	0.2	62.24
(373, 374)	3	SOV	---	---	1	1014.9	-----	6.3	6.1	0.2	4.8	4.7	0.2	63.06
(373, 374)	4	HOV	5	4	1	4.8	4.8	5.7	5.7	0.0	4.5	4.5	0.0	68.91
(374, 375)	1	SOV	---	---	6	1757.6	-----	10.5	9.9	0.6	8.1	7.6	0.5	59.56
(374, 375)	2	SOV	---	---	6	1354.3	-----	10.0	9.7	0.3	7.7	7.4	0.2	62.85
(374, 375)	3	SOV	---	---	4	1047.2	-----	9.9	9.6	0.3	7.6	7.4	0.3	63.34
(374, 375)	4	HOV	4	4	0	4.0	4.0	9.0	9.0	0.0	7.1	7.1	0.0	69.36
(375, 376)	1	SOV	---	---	5	1104.6	-----	17.1	16.4	0.7	13.2	12.7	0.5	61.13
(375, 376)	2	SOV	---	---	7	1381.6	-----	16.6	16.1	0.5	12.8	12.4	0.4	62.89
(375, 376)	3	SOV	---	---	2	1098.0	-----	16.5	15.9	0.6	12.8	12.3	0.5	63.26
(375, 376)	4	HOV	4	4	0	4.0	4.0	15.1	15.1	0.0	11.8	11.8	0.0	69.29
(376, 377)	1	SOV	---	---	1	1334.4	-----	8.7	7.9	0.8	6.7	6.1	0.6	58.23
(376, 377)	2	SOV	---	---	3	1402.7	-----	8.1	7.8	0.3	6.2	6.0	0.2	62.37
(376, 377)	3	SOV	---	---	1	1147.2	-----	8.0	7.7	0.3	6.2	5.9	0.2	63.14
(376, 377)	4	HOV	4	4	0	4.0	4.0	7.3	7.3	0.0	5.7	5.7	0.0	69.33
(376, 377)	9	SOV	---	---	0	33.5	-----	10.2	8.7	1.6	7.9	6.7	1.2	49.17
(377, 378)	1	SOV	---	---	4	1692.2	-----	15.1	13.9	1.3	11.7	10.7	1.0	58.56
(377, 378)	2	SOV	---	---	3	1414.4	-----	14.3	13.7	0.6	11.0	10.5	0.5	62.12
(377, 378)	3	SOV	---	---	2	1112.8	-----	14.0	13.5	0.6	10.8	10.4	0.4	63.26
(377, 378)	4	HOV	4	4	0	4.0	4.0	12.8	12.8	0.0	10.0	10.0	0.0	69.32
(377, 378)	9	SOV	---	---	0	17.9	-----	18.1	15.0	3.2	14.0	11.6	2.4	48.93
(7028, 368)	1	SOV	---	---	5	506.8	-----	15.9	15.3	0.6	12.3	11.8	0.4	53.38
(7028, 368)	2	SOV	---	---	9	564.1	-----	16.2	15.5	0.7	12.5	12.0	0.6	52.27
(7028, 368)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(378, 384)	1	SOV	---	---	0	1731.3	-----	2.3	2.1	0.1	1.8	1.6	0.1	59.98
(378, 384)	2	SOV	---	---	1	1373.8	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.78
(378, 384)	3	SOV	---	---	1	1134.5	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.51
(378, 384)	4	HOV	4	4	0	4.0	4.0	2.0	2.0	0.0	1.5	1.5	0.0	69.35
(384, 385)	1	SOV	---	---	5	1692.6	-----	14.8	14.0	0.8	11.4	10.8	0.6	59.82

(384, 385)	2	SOV	---	---	4	1400.1	-----	14.1	13.6	0.5	10.9	10.5	0.4	62.84
(384, 385)	3	SOV	---	---	4	1143.1	-----	14.0	13.4	0.5	10.8	10.4	0.4	63.46
(384, 385)	4	HOV	4	4	0	4.0	4.0	12.8	12.8	0.0	10.0	10.0	0.0	69.34
(385, 386)	1	SOV	---	---	11	1233.8	-----	28.6	27.4	1.2	22.1	21.1	0.9	60.80
(385, 386)	2	SOV	---	---	8	1390.7	-----	27.7	26.8	0.9	21.4	20.7	0.7	62.85
(385, 386)	3	SOV	---	---	9	1193.1	-----	27.5	26.4	1.1	21.2	20.4	0.9	63.32
(385, 386)	4	HOV	4	4	0	4.0	4.0	25.1	25.1	0.0	19.7	19.7	0.0	69.31
(402, 403)	1	SOV	---	---	1	329.2	-----	10.8	9.1	1.7	8.4	7.0	1.3	45.92
(402, 403)	2	SOV	---	---	4	1002.9	-----	10.5	9.9	0.6	8.1	7.6	0.5	47.27
(562,7030)	1	SOV	---	---	0	622.3	-----	2.4	2.4	0.0	1.9	1.8	0.0	53.54
(562,7030)	2	SOV	---	---	0	440.0	-----	2.5	2.4	0.1	1.9	1.8	0.1	51.33
(562,7030)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	1	SOV	---	---	1	636.7	-----	16.2	15.8	0.4	12.5	12.2	0.3	63.24
(400, 401)	2	SOV	---	---	0	424.3	-----	15.8	15.5	0.3	12.2	12.0	0.2	64.69
(400, 401)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	9	SOV	---	---	9	1420.4	-----	18.8	17.4	1.4	14.5	13.5	1.1	54.42
(401, 382)	1	SOV	---	---	1	1422.5	-----	3.4	3.0	0.4	2.7	2.3	0.3	40.77
(399, 400)	1	SOV	---	---	1	680.2	-----	7.2	7.0	0.2	5.6	5.4	0.1	62.75
(399, 400)	2	SOV	---	---	0	393.5	-----	7.0	6.9	0.2	5.4	5.3	0.1	64.46
(399, 400)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 400)	9	SOV	---	---	3	1408.5	-----	7.6	7.0	0.6	5.9	5.4	0.5	59.50
(564, 399)	1	SOV	---	---	6	2144.8	-----	10.1	9.2	0.9	7.8	7.1	0.7	57.42
(564, 399)	2	SOV	---	---	4	1030.8	-----	9.2	8.9	0.3	7.1	6.9	0.2	62.83
(564, 399)	3	SOV	---	---	2	638.8	-----	9.1	8.9	0.3	7.1	6.8	0.2	63.45
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	7	2079.7	-----	10.4	8.9	1.5	8.0	6.9	1.1	55.75
(397, 398)	2	SOV	---	---	2	971.3	-----	9.3	8.9	0.4	7.2	6.9	0.3	62.15
(397, 398)	3	SOV	---	---	2	715.7	-----	9.2	8.9	0.3	7.1	6.9	0.2	63.04
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	0	50.2	-----	13.6	10.3	3.3	10.5	8.0	2.5	42.71
(395, 396)	1	SOV	---	---	5	1101.2	-----	20.0	19.2	0.8	15.5	14.9	0.6	61.94
(395, 396)	2	SOV	---	---	6	1289.9	-----	19.6	19.1	0.5	15.2	14.7	0.4	63.27
(395, 396)	3	SOV	---	---	7	999.9	-----	19.8	19.1	0.7	15.3	14.8	0.5	62.66
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	3	1668.1	-----	6.5	6.1	0.4	5.0	4.7	0.3	58.97
(394, 395)	2	SOV	---	---	2	1300.7	-----	6.0	5.9	0.2	4.7	4.5	0.1	63.18
(394, 395)	3	SOV	---	---	3	993.3	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.61

(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	1	SOV	---	---	6	1723.0	-----	10.8	10.0	0.9	8.4	7.7	0.7	59.23
(393, 394)	2	SOV	---	---	2	1271.5	-----	10.2	9.8	0.4	7.9	7.6	0.3	62.83
(393, 394)	3	SOV	---	---	3	968.1	-----	10.2	9.9	0.4	7.9	7.6	0.3	62.55
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	1	SOV	---	---	2	1779.8	-----	6.8	5.9	0.9	5.3	4.5	0.7	56.08
(392, 393)	2	SOV	---	---	1	1171.9	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.53
(392, 393)	3	SOV	---	---	1	938.1	-----	6.1	5.9	0.2	4.7	4.6	0.1	62.72
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	0	71.5	-----	8.8	6.9	1.9	6.8	5.3	1.5	43.53
(391, 392)	1	SOV	---	---	8	1242.2	-----	12.2	11.4	0.8	9.4	8.8	0.7	60.48
(391, 392)	2	SOV	---	---	7	1205.7	-----	11.7	11.4	0.4	9.1	8.8	0.3	62.81
(391, 392)	3	SOV	---	---	7	1025.6	-----	11.8	11.4	0.4	9.1	8.8	0.3	62.30
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	20.5	-----	15.7	12.8	2.9	12.1	9.9	2.2	47.05
(390, 391)	1	SOV	---	---	6	880.5	-----	16.9	16.3	0.6	13.1	12.6	0.5	62.81
(390, 391)	2	SOV	---	---	6	1232.1	-----	16.9	16.4	0.4	13.0	12.7	0.3	63.04
(390, 391)	3	SOV	---	---	5	1064.6	-----	17.2	16.5	0.7	13.2	12.7	0.5	61.93
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	7	1416.8	-----	16.7	15.9	0.8	12.9	12.3	0.7	61.17
(389, 390)	2	SOV	---	---	6	1207.1	-----	16.2	15.8	0.4	12.5	12.2	0.3	63.05
(389, 390)	3	SOV	---	---	5	1064.1	-----	16.5	15.9	0.6	12.7	12.2	0.5	62.11
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	1	1458.2	-----	5.4	5.1	0.3	4.2	4.0	0.2	61.90
(388, 389)	2	SOV	---	---	1	1158.9	-----	5.3	5.2	0.1	4.1	4.0	0.1	62.85
(388, 389)	3	SOV	---	---	1	1072.6	-----	5.4	5.2	0.2	4.1	4.0	0.1	62.33
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	2	1203.3	-----	16.6	15.6	1.0	12.9	12.1	0.8	61.43
(387, 388)	2	SOV	---	---	3	1252.3	-----	16.4	15.9	0.5	12.6	12.2	0.4	62.53
(387, 388)	3	SOV	---	---	6	1211.2	-----	16.5	15.9	0.6	12.7	12.2	0.5	62.11
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	17.9	-----	22.9	18.0	5.0	17.8	13.9	3.8	44.64
(166, 404)	1	SOV	---	---	2	883.3	-----	8.1	8.0	0.2	6.3	6.1	0.1	62.81
(166, 404)	2	SOV	---	---	3	1288.0	-----	8.1	7.9	0.2	6.2	6.1	0.1	63.33
(166, 404)	3	SOV	---	---	3	1318.3	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.99
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	5	735.0	-----	17.2	16.8	0.4	13.3	13.0	0.3	64.28
(404, 387)	2	SOV	---	---	5	1254.8	-----	17.6	17.2	0.4	13.6	13.2	0.3	62.95

(404, 387)	3	SOV	---	---	4	1295.4	-----	17.7	17.1	0.6	13.7	13.2	0.5	62.44
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	4	1940.0	-----	4.8	4.2	0.6	3.7	3.2	0.5	46.39
(558, 406)	1	SOV	---	---	2	1525.7	-----	4.9	4.6	0.3	3.8	3.6	0.2	42.81
(558, 406)	2	SOV	---	---	0	414.4	-----	4.6	4.5	0.1	3.6	3.5	0.1	45.79
(351, 408)	1	SOV	---	---	1	439.1	-----	5.3	4.5	0.7	4.1	3.5	0.6	41.14
(351, 408)	2	SOV	---	---	0	1075.7	-----	5.1	4.9	0.3	4.0	3.8	0.2	42.08
(408, 409)	1	SOV	---	---	3	903.7	-----	10.7	9.5	1.2	8.3	7.3	0.9	39.71
(408, 409)	2	SOV	---	---	0	616.0	-----	10.7	9.6	1.1	8.3	7.4	0.9	39.72
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	2	1365.8	-----	12.8	11.6	1.2	9.9	9.0	0.9	40.68
(349, 350)	1	SOV	---	---	1	332.7	-----	15.2	15.0	0.2	11.7	11.5	0.2	52.12
(349, 350)	2	SOV	---	---	6	1186.1	-----	16.5	16.1	0.3	12.7	12.5	0.3	48.08
(350, 351)	1	SOV	---	---	4	530.9	-----	12.5	12.4	0.1	9.7	9.6	0.1	47.62
(350, 351)	2	SOV	---	---	5	987.0	-----	13.8	13.5	0.3	10.7	10.4	0.2	43.28
(406, 413)	1	SOV	---	---	10	1365.4	-----	14.4	13.7	0.6	11.1	10.6	0.5	42.82
(416,7031)	1	SOV	---	---	0	419.0	-----	2.5	2.4	0.1	1.9	1.9	0.1	50.24
(7032, 435)	1	SOV	---	---	0	710.4	-----	3.6	3.2	0.4	2.7	2.5	0.3	45.06
(435, 436)	1	SOV	---	---	1	657.2	-----	3.1	3.0	0.1	2.4	2.3	0.1	48.79
(436, 372)	1	SOV	---	---	1	656.6	-----	3.9	3.6	0.2	3.0	2.8	0.2	50.89
(395, 437)	1	SOV	---	---	0	386.4	-----	6.9	6.7	0.2	5.4	5.2	0.2	52.84
(395, 437)	2	SOV	---	---	0	184.6	-----	7.0	6.7	0.3	5.4	5.2	0.2	52.70
(437,7033)	1	SOV	---	---	0	32.0	-----	5.6	5.0	0.6	4.4	3.9	0.5	47.16
(437,7033)	2	SOV	---	---	0	539.7	-----	5.6	5.3	0.3	4.3	4.1	0.3	47.42
(7034, 440)	1	SOV	---	---	0	475.7	-----	3.2	2.9	0.3	2.5	2.2	0.3	45.04
(440, 441)	1	SOV	---	---	1	436.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	49.01
(7035, 443)	1	SOV	---	---	0	367.6	-----	3.8	2.9	0.9	3.0	2.2	0.7	34.22
(443, 444)	1	SOV	---	---	0	336.0	-----	3.1	2.9	0.3	2.4	2.2	0.2	45.18

(444, 376)	1	SOV	---	---	0	336.0	-----	9.1	8.9	0.3	7.0	6.8	0.2	52.84
(375, 442)	1	SOV	---	---	0	574.7	-----	4.6	4.5	0.1	3.6	3.5	0.1	53.47
(442,7036)	1	SOV	---	---	1	576.3	-----	3.4	3.3	0.1	2.6	2.5	0.0	50.75
(7037, 454)	1	SOV	---	---	0	336.1	-----	3.5	3.1	0.3	2.7	2.4	0.3	45.34
(454, 455)	1	SOV	---	---	0	311.0	-----	3.5	3.4	0.1	2.7	2.6	0.1	49.28
(455, 377)	1	SOV	---	---	0	313.3	-----	5.0	4.8	0.2	3.8	3.7	0.2	52.45
(390, 458)	1	SOV	---	---	2	506.0	-----	8.9	8.5	0.4	6.9	6.6	0.3	52.58
(456, 457)	1	SOV	---	---	0	324.0	-----	2.4	2.2	0.2	1.8	1.7	0.2	45.78
(457, 391)	1	SOV	---	---	0	324.0	-----	2.0	1.9	0.1	1.6	1.5	0.1	49.10
(7038, 456)	1	SOV	---	---	0	374.4	-----	2.0	1.6	0.4	1.6	1.2	0.3	39.75
(458,7039)	1	SOV	---	---	1	505.6	-----	3.1	2.8	0.3	2.4	2.2	0.2	45.99
(7040, 466)	1	SOV	---	---	0	508.6	-----	3.4	3.0	0.4	2.6	2.3	0.3	44.25
(466, 467)	1	SOV	---	---	0	468.0	-----	3.1	2.9	0.1	2.4	2.3	0.1	48.73
(467, 392)	1	SOV	---	---	0	468.3	-----	4.0	3.7	0.3	3.1	2.9	0.2	50.97
(309,7043)	1	SOV	---	---	3	1630.9	-----	5.0	3.5	1.5	3.9	2.7	1.2	34.76
(7044, 483)	1	SOV	---	---	3	716.9	-----	5.9	5.3	0.6	4.6	4.1	0.4	45.31
(484, 318)	1	SOV	---	---	1	683.5	-----	4.8	4.5	0.3	3.7	3.5	0.2	50.93
(483, 484)	1	SOV	---	---	1	684.4	-----	3.6	3.5	0.1	2.8	2.7	0.1	48.42
(303, 487)	1	SOV	---	---	1	608.7	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.62
(487, 488)	1	SOV	---	---	2	607.5	-----	6.8	6.6	0.2	5.3	5.1	0.1	49.79
(488,7046)	1	SOV	---	---	0	607.0	-----	4.2	4.0	0.2	3.2	3.1	0.1	47.38
(490, 305)	1	SOV	---	---	7	1273.5	-----	9.3	8.8	0.5	7.2	6.8	0.4	51.35
(489, 490)	1	SOV	---	---	1	1273.3	-----	6.6	6.3	0.3	5.1	4.9	0.2	47.96

(7047, 489)	1	SOV	---	---	0	1348.3	-----	5.2	4.3	0.9	4.0	3.3	0.7	41.47
(7045, 531)	1	SOV	---	---	0	556.3	-----	4.5	2.3	2.1	3.4	1.8	1.6	35.95
(7045, 531)	2	SOV	---	---	0	50.6	-----	5.3	2.3	3.0	4.1	1.8	2.3	30.24
(531, 532)	1	SOV	---	---	0	561.4	-----	3.1	2.2	0.9	2.4	1.7	0.7	45.79
(531, 532)	2	SOV	---	---	0	0.6	-----	9.5	3.7	5.8	7.3	2.8	4.5	14.93
(532, 299)	1	SOV	---	---	0	562.0	-----	2.7	2.3	0.4	2.1	1.8	0.3	52.46
(322, 522)	1	SOV	---	---	1	879.6	-----	3.0	3.0	0.0	2.3	2.3	0.0	54.34
(322, 522)	2	SOV	---	---	2	1163.4	-----	3.0	2.9	0.1	2.3	2.3	0.1	53.64
(7049, 523)	1	SOV	---	---	0	534.8	-----	3.3	3.0	0.3	2.5	2.3	0.2	37.33
(523, 524)	1	SOV	---	---	0	487.9	-----	6.3	5.7	0.6	4.9	4.4	0.5	44.72
(524, 323)	1	SOV	---	---	0	490.9	-----	5.3	5.0	0.3	4.1	3.9	0.2	51.22
(298, 533)	1	SOV	---	---	6	673.4	-----	19.1	18.3	0.8	14.8	14.2	0.6	63.15
(298, 533)	2	SOV	---	---	4	1075.1	-----	19.2	18.7	0.5	14.9	14.5	0.4	62.65
(298, 533)	3	SOV	---	---	7	1144.7	-----	19.0	18.4	0.6	14.7	14.2	0.4	63.60
(298, 533)	4	SOV	---	---	6	998.5	-----	19.4	18.8	0.6	14.9	14.5	0.5	62.11
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	434.0	-----	4.2	3.0	1.2	3.2	2.3	0.9	28.79
(7050, 529)	2	SOV	---	---	0	1168.6	-----	4.1	2.9	1.1	3.1	2.2	0.9	29.78
(529, 530)	1	SOV	---	---	0	593.5	-----	3.5	1.9	1.6	2.7	1.5	1.2	31.55
(529, 530)	2	SOV	---	---	0	879.5	-----	3.8	2.5	1.3	3.0	1.9	1.0	29.05
(530, 533)	1	SOV	---	---	0	1482.0	-----	8.0	6.3	1.6	6.1	4.9	1.3	42.68
(7051, 525)	1	SOV	---	---	0	293.8	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.36
(525, 526)	1	SOV	---	---	0	272.2	-----	5.5	5.4	0.1	4.3	4.2	0.1	49.07
(526, 324)	1	SOV	---	---	0	273.8	-----	6.8	6.5	0.2	5.2	5.0	0.2	52.67
(298, 534)	1	SOV	---	---	0	698.0	-----	5.4	5.1	0.3	4.2	4.0	0.2	61.62
(534,7052)	1	SOV	---	---	1	697.3	-----	3.1	2.8	0.3	2.4	2.2	0.2	58.18
(313, 347)	1	SOV	---	---	3	2039.8	-----	5.4	5.1	0.3	4.2	3.9	0.2	51.70
(315, 554)	1	SOV	---	---	3	2662.9	-----	11.4	5.9	5.6	8.8	4.5	4.3	32.95
(315, 554)	2	SOV	---	---	1	1828.9	-----	8.4	6.0	2.5	6.5	4.6	1.9	44.73

(315, 554)	3	SOV	---	---	1	1351.8	-----	6.4	5.8	0.6	4.9	4.5	0.4	59.32
(315, 554)	4	SOV	---	---	4	1023.9	-----	5.9	5.6	0.2	4.5	4.3	0.2	64.20
(315, 554)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(315, 554)	9	SOV	---	---	0	187.4	-----	8.5	8.1	0.5	6.6	6.2	0.4	44.21
(554, 555)	1	SOV	---	---	8	2663.5	-----	9.6	6.8	2.8	7.4	5.3	2.2	45.47
(554, 555)	2	SOV	---	---	3	1750.4	-----	8.2	6.9	1.3	6.4	5.4	1.0	52.96
(554, 555)	3	SOV	---	---	4	1521.2	-----	7.2	6.7	0.4	5.5	5.2	0.3	60.84
(554, 555)	4	SOV	---	---	1	1115.0	-----	6.8	6.5	0.3	5.2	5.0	0.2	64.05
(554, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(522,7048)	1	SOV	---	---	1	887.1	-----	3.3	3.3	0.0	2.5	2.5	0.0	51.25
(522,7048)	2	SOV	---	---	2	1154.3	-----	3.3	3.3	0.1	2.6	2.5	0.1	50.82
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	3	1940.1	-----	3.6	3.4	0.2	2.8	2.6	0.1	47.97
(409, 559)	1	SOV	---	---	5	1441.8	-----	5.3	4.9	0.4	4.1	3.8	0.3	42.15
(409, 559)	6	SOV	---	---	5	1442.5	-----	5.3	5.0	0.3	4.1	3.8	0.2	42.50
(369, 560)	1	SOV	---	---	2	1049.6	-----	5.2	4.8	0.4	4.0	3.7	0.3	60.71
(369, 560)	2	HOV	5	5	0	5.0	5.0	4.6	4.6	0.0	3.6	3.6	0.0	68.83
(369, 560)	9	SOV	---	---	2	1252.3	-----	5.6	5.0	0.7	4.4	3.9	0.5	55.76
(369, 560)	10	SOV	---	---	5	1617.5	-----	5.7	5.0	0.8	4.4	3.8	0.6	55.03
(401, 562)	1	SOV	---	---	0	621.5	-----	2.1	2.0	0.0	1.6	1.6	0.0	59.85
(401, 562)	2	SOV	---	---	0	440.5	-----	2.1	2.1	0.0	1.6	1.6	0.0	58.43
(401, 562)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	1	SOV	---	---	5	1308.0	-----	17.3	15.6	1.7	13.4	12.1	1.3	59.07
(97, 563)	2	SOV	---	---	5	1353.7	-----	17.2	16.4	0.8	13.4	12.7	0.6	59.36
(97, 563)	3	SOV	---	---	4	1295.2	-----	16.2	15.7	0.5	12.5	12.1	0.4	63.13
(97, 563)	4	SOV	---	---	4	1071.6	-----	15.8	15.3	0.5	12.1	11.7	0.4	64.80
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	1	27.1	-----	25.8	19.0	6.8	20.0	14.7	5.3	39.67
(398, 564)	1	SOV	---	---	5	2026.9	-----	7.5	6.9	0.7	5.8	5.3	0.5	58.85
(398, 564)	2	SOV	---	---	2	1028.6	-----	7.0	6.8	0.2	5.4	5.3	0.2	63.03
(398, 564)	3	SOV	---	---	1	761.5	-----	7.0	6.8	0.2	5.4	5.2	0.2	63.24
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	7	726.0	-----	11.7	11.0	0.8	9.0	8.4	0.6	58.21
(27, 28)	2	SOV	---	---	2	671.2	-----	10.9	10.2	0.8	8.5	7.9	0.6	62.35
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	1	862.3	-----	8.9	8.6	0.4	6.9	6.6	0.3	61.14
(28, 29)	2	SOV	---	---	2	701.3	-----	8.3	8.1	0.2	6.4	6.3	0.1	66.08

(28,	29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28,	29)	9	SOV	---	---	0	879.2	-----	9.4	8.6	0.8	7.3	6.6	0.6	58.03
(29,	30)	1	SOV	---	---	0	828.4	-----	5.5	5.3	0.2	4.2	4.1	0.1	62.10
(29,	30)	2	SOV	---	---	0	881.7	-----	5.5	5.4	0.1	4.2	4.1	0.1	62.15
(29,	30)	3	SOV	---	---	0	737.3	-----	5.2	5.1	0.1	4.0	3.9	0.1	66.03
(29,	30)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30,	31)	1	SOV	---	---	5	972.9	-----	16.5	15.9	0.6	12.7	12.3	0.5	61.94
(30,	31)	2	SOV	---	---	4	901.1	-----	16.3	16.0	0.4	12.6	12.3	0.3	62.58
(30,	31)	3	SOV	---	---	4	745.8	-----	15.5	15.2	0.3	12.0	11.8	0.2	65.95
(30,	31)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30,	31)	9	SOV	---	---	7	937.1	-----	17.1	15.9	1.2	13.2	12.3	0.9	59.80
(31,	32)	1	SOV	---	---	3	1135.8	-----	9.4	9.0	0.4	7.3	6.9	0.3	62.06
(31,	32)	2	SOV	---	---	3	1298.9	-----	9.6	9.1	0.5	7.4	7.0	0.4	60.95
(31,	32)	3	SOV	---	---	2	665.6	-----	9.3	9.0	0.3	7.2	7.0	0.2	62.92
(31,	32)	4	SOV	---	---	2	454.0	-----	8.8	8.7	0.1	6.8	6.7	0.1	66.32
(31,	32)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32,	33)	1	SOV	---	---	1	255.4	-----	8.3	7.7	0.6	6.4	6.0	0.4	61.79
(32,	33)	2	SOV	---	---	3	1047.6	-----	8.3	8.0	0.2	6.4	6.2	0.2	61.81
(32,	33)	3	SOV	---	---	2	706.0	-----	8.0	7.9	0.1	6.1	6.1	0.1	64.16
(32,	33)	4	HOV	0	471	0	435.7	435.7	7.7	7.6	0.1	5.9	5.9	0.1	66.58
(32,	33)	9	SOV	---	---	1	1109.1	-----	8.2	7.9	0.2	6.3	6.1	0.2	62.65
(33,	34)	1	SOV	---	---	1	389.7	-----	8.1	7.8	0.3	6.2	6.0	0.2	63.34
(33,	34)	2	SOV	---	---	3	971.8	-----	8.3	8.1	0.2	6.4	6.2	0.1	61.95
(33,	34)	3	SOV	---	---	3	719.6	-----	8.0	7.9	0.1	6.1	6.1	0.1	64.18
(33,	34)	4	SOV	---	---	1	479.9	-----	7.7	7.6	0.1	5.9	5.9	0.1	66.56
(33,	34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(33,	34)	9	SOV	---	---	5	986.0	-----	8.8	8.6	0.2	6.8	6.6	0.2	58.05
(34,	35)	1	SOV	---	---	1	248.3	-----	6.7	6.5	0.2	5.2	5.0	0.1	65.97
(34,	35)	2	SOV	---	---	4	884.4	-----	7.2	7.0	0.1	5.5	5.4	0.1	61.77
(34,	35)	3	SOV	---	---	2	712.1	-----	6.9	6.8	0.1	5.3	5.3	0.1	64.06
(34,	35)	4	SOV	---	---	1	497.3	-----	6.6	6.6	0.1	5.1	5.1	0.1	66.58
(34,	35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35,	36)	1	SOV	---	---	0	298.6	-----	8.1	7.9	0.1	6.2	6.1	0.1	66.74
(35,	36)	2	SOV	---	---	1	818.3	-----	8.7	8.6	0.1	6.7	6.6	0.1	61.56
(35,	36)	3	SOV	---	---	2	704.2	-----	8.4	8.3	0.1	6.5	6.4	0.1	63.94
(35,	36)	4	SOV	---	---	2	515.6	-----	8.1	8.0	0.1	6.2	6.2	0.1	66.56
(35,	36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(36,	37)	1	SOV	---	---	1	340.0	-----	8.9	8.8	0.1	6.9	6.8	0.1	66.92
(36,	37)	2	SOV	---	---	4	758.6	-----	9.7	9.6	0.1	7.5	7.4	0.1	61.42

(36,	37)	3	SOV	---	---	4	694.9	-----	9.3	9.2	0.1	7.2	7.1	0.1	63.88
(36,	37)	4	SOV	---	---	3	536.5	-----	9.0	8.9	0.1	6.9	6.9	0.1	66.40
(36,	37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37,	54)	1	SOV	---	---	2	346.3	-----	10.1	10.0	0.1	7.8	7.8	0.1	67.09
(37,	54)	2	SOV	---	---	4	721.8	-----	11.1	10.9	0.1	8.5	8.4	0.1	61.28
(37,	54)	3	SOV	---	---	5	697.1	-----	10.6	10.5	0.1	8.2	8.1	0.1	63.85
(37,	54)	4	SOV	---	---	3	552.9	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.39
(37,	54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	1	SOV	---	---	1	587.7	-----	7.0	6.7	0.4	5.4	5.1	0.3	63.28
(54,	55)	2	SOV	---	---	0	705.4	-----	7.2	7.1	0.1	5.6	5.5	0.1	61.25
(54,	55)	3	SOV	---	---	1	701.2	-----	6.9	6.9	0.1	5.4	5.3	0.1	63.85
(54,	55)	4	SOV	---	---	1	576.6	-----	6.7	6.6	0.1	5.2	5.1	0.1	66.28
(54,	55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	9	SOV	---	---	0	21.4	-----	8.2	8.0	0.3	6.3	6.1	0.2	53.91
(55,	56)	1	SOV	---	---	1	593.8	-----	5.2	5.1	0.1	4.0	4.0	0.1	64.95
(55,	56)	2	SOV	---	---	1	709.3	-----	5.6	5.5	0.1	4.3	4.2	0.1	61.38
(55,	56)	3	SOV	---	---	2	703.8	-----	5.3	5.3	0.1	4.1	4.1	0.0	63.79
(55,	56)	4	SOV	---	---	0	590.0	-----	5.1	5.1	0.1	4.0	3.9	0.0	66.36
(55,	56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	1	SOV	---	---	2	767.5	-----	11.1	10.8	0.3	8.5	8.4	0.2	61.49
(56,	57)	2	SOV	---	---	0	709.1	-----	10.7	10.6	0.1	8.3	8.1	0.1	63.68
(56,	57)	3	SOV	---	---	1	600.0	-----	10.3	10.2	0.1	7.9	7.8	0.1	66.25
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	7	1006.9	-----	11.1	10.4	0.6	8.5	8.1	0.5	61.56
(56,	57)	10	SOV	---	---	0	27.7	-----	13.8	12.1	1.7	10.6	9.3	1.3	49.56
(57,	58)	1	SOV	---	---	0	796.5	-----	5.5	5.4	0.1	4.2	4.2	0.1	62.05
(57,	58)	2	SOV	---	---	2	709.2	-----	5.4	5.3	0.1	4.1	4.1	0.0	63.70
(57,	58)	3	SOV	---	---	1	608.9	-----	5.1	5.1	0.1	4.0	3.9	0.1	66.21
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	1	993.0	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.12
(58,	59)	1	SOV	---	---	2	802.2	-----	6.3	6.2	0.1	4.9	4.8	0.1	62.29
(58,	59)	2	SOV	---	---	3	708.7	-----	6.2	6.1	0.1	4.8	4.7	0.1	63.91
(58,	59)	3	SOV	---	---	1	593.8	-----	6.0	5.9	0.1	4.6	4.6	0.1	66.15
(58,	59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58,	59)	9	SOV	---	---	3	998.9	-----	6.3	6.1	0.2	4.8	4.7	0.1	63.18
(59,	60)	1	SOV	---	---	3	746.0	-----	9.2	9.0	0.2	7.1	6.9	0.2	62.64
(59,	60)	2	SOV	---	---	6	1030.4	-----	9.0	8.8	0.2	6.9	6.8	0.2	64.07
(59,	60)	3	SOV	---	---	0	39.7	-----	8.7	8.3	0.4	6.7	6.4	0.3	66.23
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	4	1284.7	-----	9.3	8.9	0.4	7.1	6.9	0.3	62.12

(60,	61)	1	SOV	---	---	1	1931.9	-----	17.2	15.9	1.3	13.3	12.3	1.0	59.47
(60,	61)	2	SOV	---	---	1	629.7	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.54
(60,	61)	3	SOV	---	---	3	534.5	-----	15.8	15.6	0.2	12.2	12.1	0.2	64.54
(60,	61)	4	HOV	4	4	0	4.0	4.0	24.7	14.9	9.8	20.6	12.4	8.2	41.44
(61,	62)	1	SOV	---	---	2	1458.7	-----	11.6	10.9	0.7	8.9	8.4	0.5	58.85
(61,	62)	2	SOV	---	---	0	659.5	-----	10.6	10.5	0.2	8.2	8.1	0.1	64.08
(61,	62)	3	SOV	---	---	0	526.0	-----	10.5	10.4	0.2	8.1	8.0	0.1	64.63
(61,	62)	4	HOV	4	4	0	4.0	4.0	30.7	10.0	20.7	25.6	8.3	17.3	22.20
(62,	63)	1	SOV	---	---	2	453.8	-----	12.3	12.0	0.3	9.5	9.2	0.2	61.55
(62,	63)	2	SOV	---	---	2	653.8	-----	11.8	11.6	0.1	9.1	9.0	0.1	64.24
(62,	63)	3	SOV	---	---	1	539.2	-----	11.7	11.5	0.2	9.0	8.9	0.1	64.67
(62,	63)	4	HOV	4	4	0	4.0	4.0	15.7	11.2	4.5	13.1	9.3	3.8	48.24
(63,	64)	1	SOV	---	---	3	455.6	-----	12.6	12.3	0.2	9.7	9.5	0.2	62.26
(63,	64)	2	SOV	---	---	2	639.9	-----	12.2	12.1	0.1	9.4	9.3	0.1	64.01
(63,	64)	3	SOV	---	---	1	555.0	-----	12.1	11.9	0.2	9.4	9.2	0.2	64.59
(63,	64)	4	HOV	4	3	1	3.6	3.6	12.8	11.5	1.3	10.6	9.6	1.0	61.40
(64,	65)	1	SOV	---	---	0	913.5	-----	11.3	10.7	0.6	8.7	8.2	0.5	60.35
(64,	65)	2	SOV	---	---	3	697.4	-----	10.7	10.5	0.2	8.3	8.1	0.2	63.65
(64,	65)	3	SOV	---	---	2	577.9	-----	10.5	10.4	0.2	8.1	8.0	0.1	64.63
(64,	65)	4	HOV	3	3	0	3.0	3.0	10.5	10.1	0.4	8.7	8.4	0.3	65.04
(64,	65)	9	SOV	---	---	0	28.7	-----	13.1	12.2	0.9	10.1	9.4	0.7	52.07
(65,	66)	1	SOV	---	---	1	895.0	-----	5.5	5.3	0.1	4.2	4.1	0.1	62.06
(65,	66)	2	SOV	---	---	0	735.9	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.03
(65,	66)	3	SOV	---	---	2	589.4	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.78
(65,	66)	4	HOV	3	3	0	3.0	3.0	5.1	5.0	0.1	4.3	4.2	0.1	66.42
(66,	67)	1	SOV	---	---	2	982.4	-----	10.3	10.0	0.3	8.0	7.7	0.2	62.02
(66,	67)	2	SOV	---	---	3	724.8	-----	10.0	9.8	0.2	7.7	7.6	0.1	64.27
(66,	67)	3	SOV	---	---	1	514.2	-----	9.9	9.7	0.1	7.6	7.5	0.1	64.88
(66,	67)	4	HOV	3	3	0	3.0	3.0	9.5	9.4	0.1	8.0	7.8	0.1	67.00
(67,	68)	1	SOV	---	---	8	1805.1	-----	14.8	13.8	1.1	11.4	10.6	0.8	59.78
(67,	68)	2	SOV	---	---	1	306.5	-----	13.8	13.4	0.4	10.6	10.3	0.3	64.34
(67,	68)	3	SOV	---	---	1	109.0	-----	13.5	13.4	0.2	10.5	10.3	0.1	65.46
(67,	68)	4	HOV	3	3	0	3.0	3.0	13.1	13.1	0.0	10.9	10.9	0.0	67.61
(68,	69)	1	SOV	---	---	3	1264.2	-----	17.1	16.5	0.6	13.1	12.7	0.5	59.97
(68,	69)	2	SOV	---	---	1	354.3	-----	15.6	15.4	0.2	12.0	11.9	0.1	65.73
(68,	69)	3	SOV	---	---	0	121.5	-----	15.5	15.4	0.1	11.9	11.9	0.1	66.16
(68,	69)	4	HOV	3	3	0	3.0	3.0	41.5	14.8	26.7	34.6	12.3	22.2	24.67
(68,	69)	9	SOV	---	---	2	479.7	-----	16.7	16.4	0.4	12.9	12.6	0.3	61.09

(69, 70)	1	SOV	---	---	1	275.0	-----	18.8	18.6	0.2	14.5	14.3	0.2	61.37
(69, 70)	2	SOV	---	---	1	366.9	-----	17.6	17.5	0.1	13.5	13.5	0.1	65.84
(69, 70)	3	SOV	---	---	0	129.7	-----	17.4	17.3	0.0	13.4	13.4	0.0	66.45
(69, 70)	4	HOV	3	3	0	3.0	3.0	27.0	17.2	9.8	22.5	14.3	8.2	42.83
(70, 71)	1	SOV	---	---	0	267.4	-----	8.6	8.5	0.1	6.6	6.6	0.1	61.59
(70, 71)	2	SOV	---	---	1	365.8	-----	8.1	8.0	0.0	6.2	6.2	0.0	65.68
(70, 71)	3	SOV	---	---	1	141.8	-----	8.0	7.9	0.0	6.2	6.1	0.0	66.55
(70, 71)	4	HOV	3	3	0	3.0	3.0	8.7	7.9	0.8	7.2	6.6	0.6	61.15
(71, 72)	1	SOV	---	---	1	329.0	-----	16.7	16.4	0.3	12.9	12.6	0.3	61.25
(71, 72)	2	SOV	---	---	1	370.6	-----	15.6	15.5	0.1	12.1	12.0	0.1	65.44
(71, 72)	3	SOV	---	---	0	155.6	-----	15.3	15.2	0.1	11.8	11.8	0.0	66.83
(71, 72)	4	HOV	3	3	0	3.0	3.0	15.5	15.1	0.5	12.9	12.6	0.4	65.87
(71, 72)	9	SOV	---	---	0	2.7	-----	19.7	18.1	1.6	15.1	13.9	1.2	52.01
(72, 73)	1	SOV	---	---	0	261.9	-----	24.4	24.2	0.3	18.8	18.6	0.2	61.85
(72, 73)	2	SOV	---	---	3	426.5	-----	23.3	23.1	0.2	18.0	17.8	0.1	64.87
(72, 73)	3	SOV	---	---	1	167.4	-----	22.6	22.5	0.1	17.4	17.3	0.1	66.88
(72, 73)	4	HOV	3	3	0	3.0	3.0	22.4	22.2	0.1	18.6	18.5	0.1	67.54
(73, 74)	1	SOV	---	---	2	228.7	-----	16.2	16.0	0.2	12.5	12.3	0.2	63.11
(73, 74)	2	SOV	---	---	4	494.4	-----	16.1	15.8	0.2	12.4	12.2	0.2	63.61
(73, 74)	3	SOV	---	---	3	130.2	-----	15.4	15.2	0.2	11.9	11.8	0.1	66.36
(73, 74)	4	HOV	3	0	0	2.0	2.0	15.1	15.1	0.0	12.6	12.6	0.0	67.66
(74, 75)	1	SOV	---	---	2	566.8	-----	22.8	22.6	0.2	17.5	17.4	0.2	62.86
(74, 75)	2	SOV	---	---	1	283.9	-----	21.4	21.2	0.2	16.6	16.4	0.1	66.87
(74, 75)	3	HOV	3	2	1	2.4	2.4	22.7	22.7	0.0	17.4	17.4	0.0	63.10
(75, 76)	1	SOV	---	---	1	529.0	-----	5.7	5.7	0.1	4.4	4.4	0.0	62.59
(75, 76)	2	SOV	---	---	0	321.6	-----	5.4	5.3	0.0	4.1	4.1	0.0	66.93
(75, 76)	3	HOV	2	2	0	2.0	2.0	5.6	5.6	0.0	4.3	4.3	0.0	64.46
(76, 77)	1	SOV	---	---	0	521.3	-----	3.5	3.5	0.0	2.7	2.7	0.0	62.57
(76, 77)	2	SOV	---	---	0	333.2	-----	3.3	3.2	0.0	2.5	2.5	0.0	66.82
(76, 77)	3	HOV	2	2	0	2.0	2.0	3.4	3.4	0.0	2.6	2.6	0.0	64.33
(568, 569)	1	SOV	---	---	1	427.6	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.60
(568, 569)	2	SOV	---	---	1	394.6	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.18
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	3	427.3	-----	13.4	13.0	0.5	10.4	10.0	0.4	62.85
(569, 570)	2	SOV	---	---	3	392.1	-----	13.4	12.9	0.4	10.3	10.0	0.3	63.27
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(570, 571)	1	SOV	---	---	2	426.3	-----	8.8	8.6	0.2	6.8	6.7	0.2	63.55
(570, 571)	2	SOV	---	---	2	385.9	-----	8.8	8.6	0.2	6.8	6.6	0.2	63.85
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	1	SOV	---	---	2	144.1	-----	16.0	15.6	0.4	12.4	12.1	0.3	63.88
(571, 572)	2	SOV	---	---	3	394.1	-----	16.0	15.7	0.3	12.3	12.1	0.2	63.96
(571, 572)	3	HOV	0	383	4	267.5	267.5	16.0	15.6	0.4	12.4	12.1	0.3	63.77
(572, 573)	1	SOV	---	---	1	95.0	-----	22.5	22.2	0.3	17.3	17.1	0.2	66.50
(572, 573)	2	SOV	---	---	3	367.1	-----	23.3	23.1	0.3	18.0	17.8	0.2	64.19
(572, 573)	3	SOV	---	---	4	341.3	-----	23.5	23.0	0.5	18.1	17.7	0.4	63.77
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	0	150.5	-----	15.8	15.7	0.2	12.2	12.1	0.1	64.67
(573, 574)	2	SOV	---	---	0	349.9	-----	15.9	15.7	0.2	12.3	12.1	0.1	64.40
(573, 574)	3	SOV	---	---	1	301.6	-----	16.1	15.8	0.3	12.4	12.2	0.2	63.63
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	0	86.8	-----	12.7	12.6	0.1	9.8	9.7	0.1	67.80
(574, 575)	2	SOV	---	---	1	344.2	-----	13.4	13.3	0.1	10.3	10.3	0.1	64.54
(574, 575)	3	SOV	---	---	0	295.3	-----	13.5	13.3	0.2	10.4	10.3	0.2	63.80
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	0	92.6	-----	17.4	17.4	0.1	13.5	13.4	0.1	68.02
(575, 576)	2	SOV	---	---	2	336.9	-----	18.4	18.3	0.1	14.2	14.1	0.1	64.44
(575, 576)	3	SOV	---	---	2	297.3	-----	18.6	18.3	0.3	14.3	14.1	0.2	63.86
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	2	967.9	-----	17.0	15.8	1.2	13.1	12.2	0.9	60.14
(576, 577)	2	SOV	---	---	2	511.5	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.18
(576, 577)	3	SOV	---	---	0	324.3	-----	15.9	15.7	0.3	12.3	12.1	0.2	64.17
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	0	31.8	-----	20.5	19.4	1.0	15.8	15.0	0.8	49.98
(577, 578)	1	SOV	---	---	2	867.5	-----	14.0	13.5	0.4	10.8	10.4	0.3	62.32
(577, 578)	2	SOV	---	---	1	618.1	-----	13.3	13.1	0.1	10.2	10.1	0.1	65.54
(577, 578)	3	SOV	---	---	2	350.8	-----	13.4	13.3	0.2	10.4	10.2	0.1	64.76
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	4	1064.6	-----	11.7	11.3	0.5	9.1	8.7	0.4	61.67
(578, 579)	2	SOV	---	---	0	535.9	-----	11.1	10.9	0.2	8.5	8.4	0.1	65.42
(578, 579)	3	SOV	---	---	2	232.9	-----	11.0	10.8	0.1	8.5	8.4	0.1	65.99
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(579, 580)	1	SOV	---	---	0	1060.6	-----	5.5	5.3	0.2	4.3	4.1	0.2	61.77
(579, 580)	2	SOV	---	---	1	534.6	-----	5.2	5.1	0.1	4.0	4.0	0.0	65.59
(579, 580)	3	SOV	---	---	1	233.8	-----	5.1	5.1	0.1	4.0	3.9	0.0	66.30

(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	3	1018.6	-----	11.3	10.9	0.4	8.7	8.4	0.3	60.37
(580, 581)	2	SOV	---	---	2	559.2	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.67
(580, 581)	3	SOV	---	---	1	251.9	-----	10.3	10.1	0.1	7.9	7.8	0.1	66.43
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(581, 582)	1	SOV	---	---	4	563.4	-----	11.6	11.3	0.3	9.0	8.7	0.2	61.33
(581, 582)	2	SOV	---	---	2	570.3	-----	10.9	10.8	0.1	8.4	8.3	0.1	65.60
(581, 582)	3	SOV	---	---	3	278.7	-----	10.7	10.6	0.1	8.3	8.2	0.1	66.56
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	4	536.0	-----	13.8	13.5	0.3	10.6	10.4	0.2	61.44
(582, 583)	2	SOV	---	---	5	569.4	-----	13.0	12.8	0.1	10.0	9.9	0.1	65.43
(582, 583)	3	SOV	---	---	1	304.8	-----	12.7	12.5	0.2	9.8	9.7	0.1	66.62
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	4	756.7	-----	11.4	10.8	0.6	8.8	8.3	0.5	59.95
(583, 584)	2	SOV	---	---	3	618.2	-----	10.5	10.3	0.2	8.1	8.0	0.2	64.87
(583, 584)	3	SOV	---	---	1	333.8	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.66
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	0	17.2	-----	13.8	12.0	1.8	10.6	9.3	1.4	49.53
(584, 585)	1	SOV	---	---	4	1539.6	-----	17.1	16.0	1.1	13.2	12.3	0.8	59.76
(584, 585)	2	SOV	---	---	2	694.7	-----	15.8	15.4	0.4	12.2	11.9	0.3	64.72
(584, 585)	3	SOV	---	---	3	298.8	-----	15.3	15.1	0.3	11.8	11.6	0.2	66.79
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	0	35.0	-----	18.5	18.0	0.6	14.3	13.9	0.4	55.22
(585, 586)	1	SOV	---	---	2	1726.6	-----	8.2	7.7	0.5	6.3	5.9	0.4	59.67
(585, 586)	2	SOV	---	---	2	627.2	-----	7.5	7.3	0.2	5.8	5.7	0.1	65.09
(585, 586)	3	SOV	---	---	0	213.3	-----	7.3	7.2	0.1	5.6	5.5	0.1	67.33
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	2	1649.2	-----	7.4	7.0	0.4	5.7	5.4	0.3	60.76
(586, 587)	2	SOV	---	---	0	679.8	-----	6.8	6.7	0.1	5.2	5.2	0.1	65.80
(586, 587)	3	SOV	---	---	0	237.3	-----	6.6	6.5	0.1	5.1	5.0	0.0	67.84
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	2	1603.4	-----	5.6	5.3	0.3	4.3	4.1	0.2	60.68
(587, 588)	2	SOV	---	---	1	711.1	-----	5.2	5.1	0.0	4.0	4.0	0.0	65.83
(587, 588)	3	SOV	---	---	1	252.0	-----	5.0	5.0	0.0	3.9	3.8	0.0	68.10
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(588, 589)	1	SOV	---	---	4	1554.2	-----	11.6	10.9	0.7	9.0	8.4	0.6	58.56
(588, 589)	2	SOV	---	---	1	736.7	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.80
(588, 589)	3	SOV	---	---	1	276.9	-----	10.0	9.9	0.1	7.7	7.7	0.1	68.11

(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	4	625.4	-----	9.2	9.0	0.2	7.1	6.9	0.2	60.38
(589, 590)	2	SOV	---	---	3	753.3	-----	8.4	8.4	0.1	6.5	6.5	0.1	65.74
(589, 590)	3	SOV	---	---	1	304.2	-----	8.2	8.1	0.1	6.3	6.2	0.1	68.04
(589, 590)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(590, 591)	1	SOV	---	---	2	611.4	-----	6.9	6.8	0.1	5.3	5.2	0.1	60.87
(590, 591)	2	SOV	---	---	1	745.5	-----	6.4	6.3	0.1	4.9	4.9	0.0	65.67
(590, 591)	3	SOV	---	---	2	322.4	-----	6.2	6.1	0.0	4.7	4.7	0.0	68.07
(590, 591)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	1	598.9	-----	7.7	7.5	0.1	5.9	5.8	0.1	60.73
(591, 592)	2	SOV	---	---	1	740.7	-----	7.1	7.0	0.1	5.5	5.4	0.1	65.52
(591, 592)	3	SOV	---	---	2	338.4	-----	6.8	6.8	0.1	5.3	5.2	0.1	67.99
(591, 592)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	2	606.2	-----	11.2	11.0	0.2	8.7	8.5	0.2	60.72
(592, 593)	2	SOV	---	---	1	734.9	-----	10.4	10.3	0.1	8.1	8.0	0.1	65.27
(592, 593)	3	SOV	---	---	0	369.2	-----	10.0	9.9	0.1	7.7	7.7	0.1	67.95
(592, 593)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	9	SOV	---	---	2	370.4	-----	11.4	10.7	0.7	8.8	8.2	0.6	59.76
(593, 594)	1	SOV	---	---	0	614.8	-----	5.6	5.5	0.1	4.3	4.2	0.1	61.02
(593, 594)	2	SOV	---	---	0	735.6	-----	5.2	5.2	0.1	4.0	4.0	0.0	65.07
(593, 594)	3	SOV	---	---	0	401.3	-----	5.0	5.0	0.1	3.9	3.8	0.0	67.96
(593, 594)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	9	SOV	---	---	1	729.8	-----	5.7	5.3	0.5	4.4	4.1	0.4	59.48
(593, 594)	10	SOV	---	---	0	44.1	-----	6.7	6.1	0.7	5.2	4.7	0.5	50.76
(594, 595)	1	SOV	---	---	2	661.2	-----	11.1	10.9	0.2	8.5	8.4	0.1	61.55
(594, 595)	2	SOV	---	---	1	717.6	-----	10.5	10.4	0.1	8.1	8.0	0.1	65.17
(594, 595)	3	SOV	---	---	1	420.1	-----	10.0	9.9	0.1	7.7	7.7	0.1	68.03
(594, 595)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	9	SOV	---	---	1	726.4	-----	11.0	10.6	0.4	8.5	8.2	0.3	62.01
(595, 596)	1	SOV	---	---	1	679.5	-----	5.0	4.9	0.1	3.9	3.8	0.1	61.86
(595, 596)	2	SOV	---	---	1	702.9	-----	4.7	4.7	0.0	3.7	3.6	0.0	65.18
(595, 596)	3	SOV	---	---	0	433.0	-----	4.6	4.5	0.0	3.5	3.5	0.0	68.00
(595, 596)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	0	708.5	-----	5.0	4.8	0.1	3.8	3.7	0.1	62.45
(596, 597)	1	SOV	---	---	2	850.1	-----	8.2	8.1	0.2	6.3	6.2	0.1	62.32
(596, 597)	2	SOV	---	---	1	774.2	-----	7.9	7.8	0.1	6.1	6.0	0.1	64.65
(596, 597)	3	SOV	---	---	0	362.3	-----	7.5	7.5	0.1	5.8	5.8	0.1	67.91
(596, 597)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(596, 597)	9	SOV	---	---	2	535.2	-----	8.2	8.0	0.2	6.3	6.2	0.1	62.49

(597, 598)	1	SOV	---	---	2	1123.1	-----	8.1	7.9	0.2	6.3	6.1	0.2	63.07
(597, 598)	2	SOV	---	---	2	1017.0	-----	8.3	8.0	0.3	6.4	6.1	0.2	61.86
(597, 598)	3	SOV	---	---	0	215.3	-----	7.9	7.5	0.4	6.1	5.8	0.3	64.82
(597, 598)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	9	SOV	---	---	1	168.2	-----	8.1	7.6	0.5	6.2	5.9	0.4	63.14
(598, 599)	1	SOV	---	---	9	870.6	-----	16.4	16.1	0.3	12.7	12.4	0.3	62.24
(598, 599)	2	SOV	---	---	4	354.6	-----	15.3	15.0	0.4	11.8	11.6	0.3	66.69
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	9	SOV	---	---	7	995.3	-----	16.9	16.5	0.5	13.1	12.7	0.4	60.38
(598, 599)	10	SOV	---	---	3	297.7	-----	16.3	16.0	0.3	12.6	12.4	0.2	62.82
(600, 601)	1	SOV	---	---	3	715.9	-----	10.1	9.9	0.2	7.8	7.6	0.1	61.63
(600, 601)	2	SOV	---	---	1	508.4	-----	9.3	9.2	0.1	7.2	7.1	0.1	66.87
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	0	687.0	-----	5.5	5.4	0.1	4.3	4.2	0.1	61.54
(601, 602)	2	SOV	---	---	1	537.3	-----	5.1	5.0	0.1	3.9	3.9	0.1	66.68
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	1	SOV	---	---	2	669.5	-----	11.1	10.9	0.2	8.5	8.4	0.2	61.44
(602, 603)	2	SOV	---	---	1	556.2	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.55
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 600)	1	SOV	---	---	5	770.5	-----	15.2	14.9	0.3	11.7	11.5	0.2	61.81
(599, 600)	2	SOV	---	---	3	453.0	-----	14.0	13.8	0.2	10.8	10.7	0.1	67.19
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	0	519.0	-----	2.0	2.0	0.0	1.6	1.5	0.0	62.51
(77,7053)	2	SOV	---	---	0	336.0	-----	1.9	1.9	0.0	1.5	1.5	0.0	66.85
(77,7053)	3	HOV	2	2	0	2.0	2.0	2.0	2.0	0.0	1.5	1.5	0.0	64.77
(7054, 568)	1	SOV	---	---	0	471.4	-----	3.0	2.4	0.6	2.3	1.8	0.5	52.78
(7054, 568)	2	SOV	---	---	0	419.5	-----	2.9	2.4	0.6	2.3	1.8	0.4	53.81
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(441, 397)	1	SOV	---	---	0	437.1	-----	4.0	3.7	0.2	3.1	2.9	0.2	51.41
(626, 627)	1	SOV	---	---	2	779.4	-----	5.5	5.4	0.1	4.2	4.2	0.1	52.08
(626, 627)	2	SOV	---	---	2	612.5	-----	5.0	5.0	0.1	3.9	3.8	0.0	56.98
(626, 627)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(627, 27)	1	SOV	---	---	0	767.7	-----	4.2	4.0	0.2	3.3	3.1	0.1	51.47
(627, 27)	2	SOV	---	---	0	627.4	-----	3.9	3.7	0.1	3.0	2.9	0.1	56.65
(627, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(629, 28)	1	SOV	---	---	0	1044.6	-----	4.9	4.3	0.6	3.8	3.3	0.5	46.83
(628, 629)	1	SOV	---	---	0	1042.0	-----	6.0	5.3	0.7	4.6	4.1	0.5	39.56
(631, 30)	1	SOV	---	---	2	1107.6	-----	6.8	6.2	0.5	5.2	4.8	0.4	50.06
(630, 631)	1	SOV	---	---	4	1109.6	-----	6.2	5.8	0.4	4.8	4.5	0.3	47.34
(34, 632)	1	SOV	---	---	3	921.0	-----	3.0	3.0	0.1	2.3	2.3	0.0	53.08
(34, 632)	2	SOV	---	---	0	278.0	-----	2.8	2.8	0.0	2.2	2.2	0.0	57.20
(632, 633)	1	SOV	---	---	0	883.1	-----	3.6	3.6	0.1	2.8	2.8	0.0	53.08
(632, 633)	2	SOV	---	---	0	313.9	-----	3.4	3.4	0.0	2.6	2.6	0.0	57.08
(635, 54)	1	SOV	---	---	0	277.0	-----	8.4	7.8	0.6	6.5	6.1	0.4	50.96
(634, 635)	1	SOV	---	---	1	277.4	-----	7.6	7.0	0.6	5.9	5.4	0.5	41.76
(637, 56)	1	SOV	---	---	0	513.0	-----	8.3	8.1	0.2	6.4	6.3	0.2	53.21
(636, 637)	1	SOV	---	---	0	513.0	-----	5.8	5.6	0.2	4.5	4.3	0.1	52.97
(61, 638)	1	SOV	---	---	1	453.3	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.94
(638, 639)	1	SOV	---	---	0	90.5	-----	4.4	4.2	0.1	3.4	3.3	0.1	52.63
(638, 639)	2	SOV	---	---	0	363.5	-----	4.4	4.2	0.2	3.4	3.2	0.2	52.75
(62, 640)	1	SOV	---	---	1	998.8	-----	5.2	5.0	0.2	4.0	3.9	0.1	52.91
(640, 641)	1	SOV	---	---	1	284.2	-----	2.9	2.8	0.0	2.2	2.2	0.0	52.32
(640, 641)	2	SOV	---	---	0	713.7	-----	3.0	2.9	0.1	2.3	2.2	0.1	50.43
(643, 64)	1	SOV	---	---	0	568.0	-----	7.5	7.3	0.3	5.8	5.6	0.2	52.82
(642, 643)	1	SOV	---	---	0	379.2	-----	6.4	5.9	0.5	5.0	4.6	0.4	50.47
(642, 643)	2	SOV	---	---	0	188.8	-----	6.6	6.0	0.5	5.1	4.7	0.4	49.53
(69, 644)	1	SOV	---	---	0	564.6	-----	4.3	4.3	0.0	3.3	3.3	0.0	55.34
(69, 644)	2	SOV	---	---	1	885.9	-----	4.5	4.4	0.1	3.5	3.4	0.1	52.61
(644, 645)	1	SOV	---	---	0	148.6	-----	3.1	3.1	0.0	2.4	2.4	0.0	54.85
(644, 645)	2	SOV	---	---	1	659.7	-----	3.2	3.2	0.0	2.5	2.5	0.0	52.29
(644, 645)	3	SOV	---	---	1	641.3	-----	3.4	3.3	0.1	2.6	2.6	0.1	49.37
(647, 71)	1	SOV	---	---	0	83.0	-----	9.5	8.9	0.6	7.3	6.8	0.5	50.67
(646, 647)	1	SOV	---	---	3	83.6	-----	8.2	7.6	0.6	6.4	5.9	0.5	41.44

(574, 660)	1	SOV	---	---	0	76.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	53.48
(660, 661)	1	SOV	---	---	0	76.0	-----	2.9	2.7	0.2	2.2	2.1	0.1	49.84
(663, 576)	1	SOV	---	---	0	966.6	-----	7.2	6.2	1.0	5.5	4.8	0.8	47.51
(663, 576)	2	SOV	---	---	0	143.8	-----	8.2	6.9	1.2	6.3	5.4	0.9	41.72
(662, 663)	1	SOV	---	---	0	74.5	-----	7.2	4.6	2.6	5.5	3.6	2.0	31.77
(662, 663)	2	SOV	---	---	0	1036.1	-----	5.1	4.5	0.6	3.9	3.5	0.5	44.57
(581, 664)	1	SOV	---	---	0	420.0	-----	7.3	7.2	0.2	5.7	5.5	0.1	53.86
(664, 665)	1	SOV	---	---	1	420.5	-----	2.9	2.8	0.1	2.2	2.1	0.1	53.14
(667, 583)	1	SOV	---	---	1	316.1	-----	12.5	10.9	1.6	9.7	8.4	1.3	46.92
(666, 667)	1	SOV	---	---	0	316.0	-----	4.2	4.0	0.3	3.3	3.1	0.2	34.26
(669, 584)	1	SOV	---	---	0	750.8	-----	7.6	7.3	0.4	5.9	5.6	0.3	52.22
(669, 584)	2	SOV	---	---	0	88.2	-----	7.9	7.5	0.3	6.1	5.8	0.3	50.52
(668, 669)	1	SOV	---	---	0	28.6	-----	6.6	4.1	2.5	5.1	3.2	1.9	32.69
(668, 669)	2	SOV	---	---	0	810.4	-----	4.2	3.9	0.2	3.2	3.0	0.2	51.91
(589, 670)	1	SOV	---	---	1	877.7	-----	3.0	2.8	0.1	2.3	2.2	0.1	52.45
(670, 671)	1	SOV	---	---	0	877.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	52.67
(673, 592)	1	SOV	---	---	0	402.0	-----	4.5	4.0	0.5	3.5	3.1	0.4	47.70
(672, 673)	1	SOV	---	---	1	402.9	-----	5.0	4.5	0.6	3.9	3.4	0.4	39.74
(675, 593)	1	SOV	---	---	0	444.0	-----	4.2	4.1	0.1	3.3	3.2	0.1	53.64
(674, 675)	1	SOV	---	---	0	444.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.37
(678, 679)	1	SOV	---	---	0	403.5	-----	5.3	5.2	0.1	4.1	4.0	0.0	52.92
(678, 679)	2	SOV	---	---	1	882.7	-----	5.7	5.5	0.1	4.4	4.3	0.1	49.28
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(688,7008)	1	SOV	---	---	1	638.5	-----	6.2	6.1	0.1	4.8	4.7	0.1	36.05
(688,7008)	2	SOV	---	---	0	588.2	-----	5.6	5.6	0.1	4.4	4.3	0.1	39.84
(688,7008)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7056, 626)	1	SOV	---	---	4	823.3	-----	5.6	5.4	0.2	4.3	4.2	0.1	51.57

(7056, 626)	2	SOV	---	---	3	632.7	-----	5.1	5.0	0.1	3.9	3.8	0.1	57.00
(7056, 626)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(679,7058)	1	SOV	---	---	0	429.0	-----	3.0	3.0	0.0	2.3	2.3	0.0	51.31
(679,7058)	2	SOV	---	---	1	856.6	-----	3.3	3.2	0.1	2.5	2.4	0.1	47.09
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	0	1132.9	-----	4.3	4.0	0.3	3.3	3.1	0.2	33.78
(7061, 630)	1	SOV	---	---	2	1176.2	-----	4.9	4.4	0.5	3.8	3.4	0.4	45.20
(7062, 674)	1	SOV	---	---	0	471.2	-----	4.1	3.8	0.4	3.2	2.9	0.3	50.18
(7063, 672)	1	SOV	---	---	0	437.6	-----	4.2	4.0	0.2	3.3	3.1	0.1	34.38
(671,7064)	1	SOV	---	---	0	877.0	-----	2.4	2.3	0.1	1.8	1.8	0.1	52.23
(633,7065)	1	SOV	---	---	1	872.8	-----	4.3	4.2	0.1	3.3	3.2	0.1	52.92
(633,7065)	2	SOV	---	---	1	323.8	-----	3.9	3.9	0.0	3.0	3.0	0.0	57.32
(7066, 634)	1	SOV	---	---	0	302.1	-----	4.1	3.9	0.2	3.1	3.0	0.1	34.98
(7067, 636)	1	SOV	---	---	0	538.9	-----	5.2	4.7	0.5	4.0	3.6	0.4	49.63
(665,7068)	1	SOV	---	---	0	421.0	-----	2.7	2.6	0.2	2.1	2.0	0.1	51.59
(7069, 666)	1	SOV	---	---	0	349.7	-----	3.3	3.3	0.1	2.6	2.5	0.0	35.88
(7070, 668)	1	SOV	---	---	0	188.4	-----	4.5	3.9	0.6	3.4	3.0	0.5	47.87
(7070, 668)	2	SOV	---	---	0	700.5	-----	4.1	3.9	0.2	3.2	3.0	0.2	52.15
(639,7071)	1	SOV	---	---	0	25.0	-----	2.3	2.0	0.3	1.7	1.5	0.2	49.70
(639,7071)	2	SOV	---	---	0	429.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	50.58
(7072, 642)	1	SOV	---	---	0	122.0	-----	2.3	1.9	0.4	1.8	1.4	0.3	46.07
(7072, 642)	2	SOV	---	---	0	514.0	-----	2.2	1.9	0.3	1.7	1.5	0.2	48.40
(641,7073)	1	SOV	---	---	0	46.0	-----	2.4	2.4	0.0	1.9	1.8	0.0	49.34
(641,7073)	2	SOV	---	---	1	951.7	-----	2.6	2.5	0.1	2.0	2.0	0.0	45.50
(661,7074)	1	SOV	---	---	0	76.0	-----	2.9	2.6	0.3	2.2	2.0	0.2	44.92
(7075, 662)	1	SOV	---	---	0	300.3	-----	4.4	3.8	0.6	3.4	2.9	0.5	44.04
(7075, 662)	2	SOV	---	---	0	881.9	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.99
(645,7076)	1	SOV	---	---	0	4.0	-----	3.0	3.0	0.0	2.3	2.3	0.0	53.34

(645,7076)	2	SOV	---	---	1	590.3	-----	3.2	3.2	0.0	2.5	2.5	0.0	50.07
(645,7076)	3	SOV	---	---	2	853.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	46.89
(7077, 646)	1	SOV	---	---	0	92.7	-----	3.1	3.0	0.2	2.4	2.3	0.1	34.66
(7084, 857)	1	SOV	---	---	0	201.9	-----	2.6	2.3	0.3	2.0	1.8	0.2	49.19
(857, 858)	1	SOV	---	---	0	184.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.42
(859,7085)	1	SOV	---	---	0	337.2	-----	6.2	6.0	0.2	4.8	4.7	0.1	52.92
(7086, 860)	1	SOV	---	---	0	27.0	-----	5.8	5.7	0.1	4.5	4.4	0.1	54.80
(860, 861)	1	SOV	---	---	0	26.0	-----	5.6	5.6	0.0	4.3	4.3	0.0	55.34
(866,7087)	1	SOV	---	---	0	63.0	-----	3.9	3.8	0.1	3.0	3.0	0.1	53.70
(873,7088)	1	SOV	---	---	1	68.3	-----	6.8	6.8	0.0	5.3	5.3	0.0	55.42
(7089, 874)	1	SOV	---	---	0	60.8	-----	3.7	3.6	0.2	2.9	2.8	0.1	52.69
(874, 875)	1	SOV	---	---	0	57.0	-----	3.7	3.6	0.0	2.8	2.8	0.0	54.53
(876,7090)	1	SOV	---	---	2	142.3	-----	5.9	5.8	0.1	4.6	4.5	0.0	54.76
(7091, 877)	1	SOV	---	---	0	93.6	-----	5.1	3.6	1.5	3.9	2.8	1.2	39.59
(877, 878)	1	SOV	---	---	0	88.0	-----	4.6	4.3	0.2	3.5	3.3	0.2	51.82
(879, 880)	1	SOV	---	---	4	999.5	-----	13.8	13.7	0.2	10.7	10.6	0.1	64.49
(879, 880)	2	SOV	---	---	5	1030.3	-----	13.9	13.7	0.2	10.8	10.6	0.1	64.16
(880, 881)	1	SOV	---	---	8	997.5	-----	19.8	19.4	0.3	15.3	15.0	0.3	64.20
(880, 881)	2	SOV	---	---	7	999.4	-----	19.9	19.5	0.4	15.4	15.1	0.3	63.70
(881, 882)	1	SOV	---	---	5	1020.9	-----	16.3	15.9	0.4	12.6	12.3	0.3	63.57
(881, 882)	2	SOV	---	---	5	975.3	-----	16.4	16.0	0.5	12.7	12.4	0.4	63.10
(882, 883)	1	SOV	---	---	4	1031.0	-----	16.2	15.7	0.5	12.6	12.2	0.4	63.07
(882, 883)	2	SOV	---	---	3	963.1	-----	16.2	15.7	0.5	12.6	12.2	0.4	62.98
(883, 884)	1	SOV	---	---	2	974.7	-----	13.0	12.6	0.4	10.0	9.7	0.3	63.12
(883, 884)	2	SOV	---	---	3	951.9	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.84
(883, 873)	1	SOV	---	---	0	69.0	-----	7.4	7.4	0.0	5.7	5.7	0.0	55.35
(884, 885)	1	SOV	---	---	3	975.2	-----	12.0	11.6	0.4	9.3	9.0	0.3	63.05

(884, 885)	2	SOV	---	---	2	953.6	-----	12.0	11.6	0.4	9.3	9.0	0.3	62.74
(885, 886)	1	SOV	---	---	3	969.1	-----	14.9	14.3	0.5	11.5	11.1	0.4	62.86
(885, 886)	2	SOV	---	---	4	959.3	-----	14.9	14.4	0.5	11.6	11.1	0.4	62.60
(886, 887)	1	SOV	---	---	2	1012.9	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.55
(886, 887)	2	SOV	---	---	3	969.0	-----	16.4	15.7	0.6	12.7	12.2	0.5	62.51
(886, 887)	9	SOV	---	---	0	2.8	-----	21.1	16.7	4.4	16.2	12.9	3.4	48.51
(887, 888)	1	SOV	---	---	5	1005.0	-----	16.8	16.1	0.6	13.0	12.5	0.5	62.76
(887, 888)	2	SOV	---	---	9	977.5	-----	16.8	16.2	0.6	13.0	12.5	0.5	62.52
(875, 886)	1	SOV	---	---	0	57.0	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.83
(888, 889)	1	SOV	---	---	4	1010.7	-----	18.2	17.5	0.7	14.1	13.6	0.6	62.62
(888, 889)	2	SOV	---	---	2	969.8	-----	18.3	17.6	0.7	14.2	13.6	0.6	62.45
(889, 890)	1	SOV	---	---	4	1021.8	-----	12.1	11.6	0.5	9.3	9.0	0.4	62.53
(889, 890)	2	SOV	---	---	5	969.3	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.18
(890, 891)	1	SOV	---	---	10	1010.9	-----	19.0	18.2	0.8	14.7	14.1	0.6	62.38
(890, 891)	2	SOV	---	---	4	974.1	-----	19.1	18.3	0.9	14.8	14.1	0.7	62.07
(891, 892)	1	SOV	---	---	4	1004.5	-----	14.3	13.7	0.6	11.1	10.6	0.5	62.49
(891, 892)	2	SOV	---	---	3	979.3	-----	14.4	13.7	0.7	11.1	10.6	0.5	62.05
(892, 893)	1	SOV	---	---	9	1000.8	-----	33.4	32.0	1.4	25.8	24.8	1.0	62.59
(892, 893)	2	SOV	---	---	12	977.0	-----	33.6	32.1	1.5	26.1	24.9	1.2	62.14
(893, 894)	1	SOV	---	---	8	1001.0	-----	39.5	37.8	1.7	30.6	29.2	1.3	62.40
(893, 894)	2	SOV	---	---	12	975.4	-----	39.7	37.9	1.8	30.7	29.4	1.4	62.14
(894, 895)	1	SOV	---	---	9	996.1	-----	24.2	23.1	1.0	18.7	17.9	0.8	62.39
(894, 895)	2	SOV	---	---	7	983.1	-----	24.3	23.2	1.1	18.9	18.0	0.9	62.03
(895, 896)	1	SOV	---	---	11	998.3	-----	37.8	36.1	1.7	29.3	27.9	1.3	62.26
(895, 896)	2	SOV	---	---	8	979.6	-----	37.9	36.1	1.8	29.4	28.0	1.4	62.04
(896, 897)	1	SOV	---	---	9	994.3	-----	40.5	38.6	1.9	31.4	29.9	1.5	62.19
(896, 897)	2	SOV	---	---	12	980.7	-----	40.6	38.7	1.9	31.4	30.0	1.4	62.12
(897, 898)	1	SOV	---	---	9	992.6	-----	22.4	21.3	1.1	17.3	16.5	0.8	62.13
(897, 898)	2	SOV	---	---	4	987.8	-----	22.4	21.4	1.0	17.3	16.5	0.8	62.15
(898, 899)	1	SOV	---	---	5	1006.2	-----	16.5	15.7	0.8	12.8	12.2	0.6	61.96
(898, 899)	2	SOV	---	---	7	973.3	-----	16.5	15.7	0.8	12.7	12.2	0.6	62.10

(899, 900)	1	SOV	---	---	5	962.7	-----	17.9	17.2	0.7	13.9	13.3	0.6	62.67
(899, 900)	2	SOV	---	---	6	951.0	-----	18.1	17.3	0.8	14.0	13.4	0.6	62.16
(899, 866)	1	SOV	---	---	0	63.0	-----	7.8	7.7	0.1	6.1	6.0	0.1	54.34
(900, 901)	1	SOV	---	---	10	973.7	-----	21.1	20.1	0.9	16.3	15.6	0.7	62.63
(900, 901)	2	SOV	---	---	7	934.1	-----	21.3	20.3	0.9	16.4	15.7	0.7	62.07
(901, 902)	1	SOV	---	---	2	1109.6	-----	16.8	15.6	1.1	13.0	12.1	0.9	61.03
(901, 902)	2	SOV	---	---	1	967.4	-----	16.6	15.7	0.8	12.8	12.2	0.7	61.73
(901, 902)	9	SOV	---	---	0	9.4	-----	22.8	18.2	4.6	17.6	14.1	3.6	44.79
(902, 903)	1	SOV	---	---	4	1082.5	-----	16.6	15.8	0.8	12.8	12.2	0.6	62.11
(902, 903)	2	SOV	---	---	3	1001.8	-----	16.6	15.8	0.8	12.8	12.2	0.6	62.14
(858, 901)	1	SOV	---	---	0	184.0	-----	10.2	9.8	0.3	7.8	7.6	0.2	53.45
(903, 904)	1	SOV	---	---	9	1064.3	-----	19.0	18.1	0.9	14.7	14.0	0.7	62.08
(903, 904)	2	SOV	---	---	4	1012.0	-----	19.0	18.1	0.9	14.7	14.0	0.7	62.16
(904, 905)	1	SOV	---	---	6	1051.0	-----	14.7	14.0	0.7	11.4	10.9	0.5	62.05
(904, 905)	2	SOV	---	---	10	1014.9	-----	14.7	14.0	0.7	11.4	10.8	0.5	62.16
(906, 907)	1	SOV	---	---	5	1224.1	-----	14.4	14.2	0.2	11.2	11.0	0.2	63.88
(906, 907)	2	SOV	---	---	5	1306.0	-----	14.4	14.2	0.2	11.2	11.0	0.2	63.92
(907, 908)	1	SOV	---	---	11	1258.5	-----	22.0	21.4	0.6	17.1	16.6	0.5	63.10
(907, 908)	2	SOV	---	---	7	1236.1	-----	21.9	21.4	0.6	17.0	16.5	0.4	63.38
(908, 909)	1	SOV	---	---	7	1350.7	-----	16.6	15.9	0.7	12.9	12.3	0.6	61.50
(908, 909)	2	SOV	---	---	5	1138.9	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.75
(909, 910)	1	SOV	---	---	3	1020.1	-----	14.4	13.9	0.5	11.2	10.8	0.4	62.51
(909, 910)	2	SOV	---	---	1	1134.2	-----	14.4	13.9	0.5	11.1	10.7	0.4	62.73
(909, 859)	1	SOV	---	---	0	337.0	-----	9.7	9.5	0.2	7.5	7.4	0.1	53.81
(910, 911)	1	SOV	---	---	5	1061.4	-----	17.3	16.7	0.6	13.4	12.9	0.5	62.71
(910, 911)	2	SOV	---	---	7	1098.3	-----	17.4	16.7	0.7	13.4	12.9	0.5	62.54
(911, 912)	1	SOV	---	---	5	1077.4	-----	15.9	15.3	0.6	12.3	11.8	0.5	62.73
(911, 912)	2	SOV	---	---	2	1082.4	-----	16.0	15.4	0.6	12.4	11.9	0.5	62.45
(861, 912)	1	SOV	---	---	0	26.0	-----	6.2	6.2	0.0	4.8	4.8	0.0	55.43
(912, 913)	1	SOV	---	---	4	1093.2	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.43
(912, 913)	2	SOV	---	---	4	1095.7	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.29

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(912, 913)	9	SOV	---	---	0	1.6	-----	21.5	16.2	5.2	16.6	12.5	4.0	47.66
(913, 914)	1	SOV	---	---	1	1096.6	-----	17.2	16.5	0.7	13.3	12.7	0.6	62.36
(913, 914)	2	SOV	---	---	7	1095.2	-----	17.2	16.5	0.7	13.3	12.8	0.6	62.16
(914, 915)	1	SOV	---	---	11	1106.4	-----	34.0	32.4	1.5	26.3	25.1	1.2	62.15
(914, 915)	2	SOV	---	---	13	1088.5	-----	34.1	32.5	1.6	26.4	25.1	1.2	61.95
(915, 916)	1	SOV	---	---	9	1085.1	-----	34.3	32.7	1.6	26.6	25.3	1.2	62.01
(915, 916)	2	SOV	---	---	12	1103.0	-----	34.4	32.7	1.7	26.6	25.3	1.3	61.83
(916, 917)	1	SOV	---	---	8	1084.7	-----	31.3	29.7	1.5	24.2	23.0	1.2	61.86
(916, 917)	2	SOV	---	---	12	1101.7	-----	31.3	29.7	1.5	24.2	23.0	1.2	61.82
(917, 918)	1	SOV	---	---	9	1072.9	-----	24.5	23.3	1.2	19.0	18.0	0.9	61.84
(917, 918)	2	SOV	---	---	9	1103.5	-----	24.5	23.3	1.2	18.9	18.0	1.0	61.78
(918, 919)	1	SOV	---	---	2	1053.8	-----	31.6	30.0	1.6	24.4	23.2	1.2	61.75
(918, 919)	2	SOV	---	---	5	1137.9	-----	31.6	29.9	1.6	24.4	23.2	1.3	61.74
(919, 920)	1	SOV	---	---	9	1077.0	-----	32.7	31.1	1.7	25.4	24.1	1.3	61.77
(919, 920)	2	SOV	---	---	10	1119.4	-----	32.8	31.1	1.7	25.4	24.0	1.3	61.63
(920, 921)	1	SOV	---	---	8	1101.4	-----	20.0	19.0	1.1	15.5	14.7	0.8	61.75
(920, 921)	2	SOV	---	---	3	1097.1	-----	20.1	19.0	1.0	15.5	14.7	0.8	61.56
(921, 922)	1	SOV	---	---	9	1082.5	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.64
(921, 922)	2	SOV	---	---	6	1115.1	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.56
(922, 923)	1	SOV	---	---	6	1095.2	-----	19.2	18.2	1.0	14.9	14.1	0.8	61.64
(922, 923)	2	SOV	---	---	8	1099.0	-----	19.3	18.3	1.0	14.9	14.1	0.8	61.52
(923, 924)	1	SOV	---	---	3	1093.4	-----	21.6	20.5	1.1	16.7	15.9	0.9	61.67
(923, 924)	2	SOV	---	---	6	1102.4	-----	21.6	20.5	1.1	16.7	15.9	0.9	61.67
(924, 925)	1	SOV	---	---	10	1123.4	-----	20.6	19.4	1.2	16.0	15.0	1.0	60.90
(924, 925)	2	SOV	---	---	10	1074.7	-----	20.4	19.3	1.0	15.8	15.0	0.8	61.71
(925, 926)	1	SOV	---	---	7	993.6	-----	23.6	22.4	1.2	18.2	17.3	0.9	61.77
(925, 926)	2	SOV	---	---	3	1054.8	-----	23.6	22.4	1.2	18.3	17.4	0.9	61.64
(925, 876)	1	SOV	---	---	1	143.2	-----	10.0	9.9	0.1	7.7	7.7	0.0	55.00
(926, 927)	1	SOV	---	---	7	1013.6	-----	17.3	16.4	0.9	13.4	12.7	0.7	61.82
(926, 927)	2	SOV	---	---	4	1029.2	-----	17.4	16.5	0.9	13.5	12.8	0.7	61.52
(878, 927)	1	SOV	---	---	0	89.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.39

(927, 928)	1	SOV	---	---	4	1097.4	-----	16.7	15.7	1.0	12.9	12.1	0.7	61.42
(927, 928)	2	SOV	---	---	3	1030.0	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.41
(927, 928)	9	SOV	---	---	0	3.4	-----	19.1	17.9	1.2	14.8	13.8	0.9	53.41
(928, 929)	1	SOV	---	---	7	1086.7	-----	15.4	14.6	0.8	11.9	11.3	0.6	61.74
(928, 929)	2	SOV	---	---	6	1037.4	-----	15.5	14.7	0.8	12.0	11.3	0.6	61.50
(929, 930)	1	SOV	---	---	8	1061.7	-----	19.1	18.1	1.0	14.7	14.0	0.8	61.68
(929, 930)	2	SOV	---	---	4	1054.4	-----	19.1	18.1	1.0	14.7	14.0	0.7	61.70
(930, 931)	1	SOV	---	---	7	1061.2	-----	12.8	12.1	0.7	9.9	9.4	0.5	61.47
(930, 931)	2	SOV	---	---	3	1046.1	-----	12.7	12.1	0.6	9.8	9.4	0.5	61.70
(407, 369)	1	SOV	---	---	10	1490.2	-----	18.2	17.2	1.0	14.0	13.3	0.7	51.81
(407, 369)	2	SOV	---	---	8	1394.7	-----	18.2	17.2	1.0	14.1	13.3	0.8	51.63
(162, 165)	1	SOV	---	---	1	816.4	-----	9.6	9.4	0.1	7.4	7.3	0.1	64.25
(162, 165)	2	SOV	---	---	4	1344.9	-----	9.7	9.5	0.2	7.5	7.3	0.1	63.58
(162, 165)	3	SOV	---	---	3	1396.6	-----	9.7	9.5	0.2	7.5	7.3	0.2	63.56
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	1	851.3	-----	7.9	7.8	0.1	6.1	6.1	0.1	64.46
(165, 166)	2	SOV	---	---	2	1290.2	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.84
(165, 166)	3	SOV	---	---	4	1348.6	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.78
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	3	1448.5	-----	8.7	8.0	0.6	6.7	6.2	0.5	59.07
(386, 167)	2	SOV	---	---	3	1434.3	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.49
(386, 167)	3	SOV	---	---	3	1247.8	-----	8.1	7.7	0.4	6.3	6.0	0.3	63.10
(386, 167)	4	HOV	4	4	0	4.0	4.0	7.4	7.4	0.0	5.8	5.8	0.0	69.41
(386, 167)	9	SOV	---	---	0	32.1	-----	10.3	8.7	1.6	7.9	6.7	1.2	49.75
(167, 168)	1	SOV	---	---	5	1419.1	-----	8.5	8.1	0.5	6.6	6.2	0.4	60.05
(167, 168)	2	SOV	---	---	1	1473.6	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.52
(167, 168)	3	SOV	---	---	2	1271.2	-----	8.1	7.7	0.4	6.3	6.0	0.3	62.93
(167, 168)	4	HOV	4	4	0	4.0	4.0	7.4	7.4	0.0	5.8	5.8	0.0	69.26
(168, 169)	1	SOV	---	---	2	1398.6	-----	9.0	8.7	0.4	7.0	6.7	0.3	60.58
(168, 169)	2	SOV	---	---	3	1475.5	-----	8.7	8.4	0.3	6.7	6.5	0.2	62.73
(168, 169)	3	SOV	---	---	2	1288.7	-----	8.7	8.3	0.4	6.7	6.4	0.3	62.95
(168, 169)	4	HOV	4	4	0	4.0	4.0	7.9	7.9	0.0	6.2	6.2	0.0	69.31
(404, 170)	1	SOV	---	---	0	205.0	-----	3.6	3.6	0.0	2.8	2.7	0.0	54.40
(7018, 171)	1	SOV	---	---	0	431.9	-----	2.9	2.5	0.4	2.2	1.9	0.3	43.49

(171, 172)	1	SOV	---	---	0	392.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.32
(172, 387)	1	SOV	---	---	0	392.0	-----	2.7	2.5	0.2	2.1	1.9	0.1	49.89
(7020, 174)	1	SOV	---	---	0	373.1	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.68
(174, 175)	1	SOV	---	---	1	344.4	-----	3.3	3.3	0.1	2.6	2.5	0.1	49.29
(175, 386)	1	SOV	---	---	1	344.6	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.81
(385, 173)	1	SOV	---	---	0	414.0	-----	3.3	3.2	0.1	2.5	2.5	0.1	53.36
(173,7019)	1	SOV	---	---	0	414.0	-----	3.2	3.2	0.1	2.5	2.5	0.1	50.64
(170,7017)	1	SOV	---	---	0	205.0	-----	3.7	3.7	0.1	2.9	2.8	0.0	51.22
(151, 344)	1	SOV	---	---	0	736.2	-----	7.9	7.6	0.4	6.1	5.8	0.3	52.25
(151, 344)	2	SOV	---	---	0	59.5	-----	8.2	7.1	1.1	6.4	5.5	0.9	50.27
(344,7026)	1	SOV	---	---	0	5.0	-----	3.7	2.9	0.8	2.9	2.2	0.6	38.05
(344,7026)	2	SOV	---	---	1	791.5	-----	3.2	2.8	0.4	2.5	2.2	0.3	44.82
(7007, 208)	1	SOV	---	---	0	150.7	-----	3.0	2.5	0.5	2.3	1.9	0.4	38.14
(209, 180)	1	SOV	---	---	0	134.0	-----	3.7	3.5	0.2	2.9	2.7	0.1	51.19
(396, 397)	1	SOV	---	---	11	1106.3	-----	19.3	18.5	0.8	14.9	14.3	0.6	62.02
(396, 397)	2	SOV	---	---	9	1268.0	-----	19.0	18.5	0.6	14.7	14.3	0.4	63.02
(396, 397)	3	SOV	---	---	7	1007.7	-----	19.2	18.4	0.7	14.8	14.2	0.6	62.51
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 402)	1	SOV	---	---	3	582.7	-----	17.9	16.8	1.1	13.8	12.9	0.9	51.96
(399, 402)	2	SOV	---	---	2	749.1	-----	17.6	17.1	0.5	13.6	13.2	0.4	52.74
(559, 407)	1	SOV	---	---	4	1565.7	-----	6.8	6.2	0.6	5.3	4.8	0.5	45.66
(559, 407)	6	SOV	---	---	3	1316.9	-----	6.8	6.4	0.4	5.2	4.9	0.3	45.98
(370, 416)	1	SOV	---	---	1	419.0	-----	4.0	3.8	0.1	3.1	3.0	0.1	53.26
(403, 310)	1	SOV	---	---	1	1056.3	-----	11.2	9.3	1.9	8.6	7.2	1.5	45.25
(403, 310)	2	SOV	---	---	1	274.4	-----	12.8	9.7	3.1	9.9	7.5	2.4	39.56
(383, 314)	1	SOV	---	---	5	1425.9	-----	14.7	12.7	1.9	11.3	9.9	1.5	47.44
(381, 315)	1	SOV	---	---	0	420.0	-----	3.5	3.3	0.2	2.7	2.6	0.2	50.75
(380, 381)	1	SOV	---	---	1	420.7	-----	3.7	3.5	0.1	2.8	2.7	0.1	48.91

(7029, 380)	1	SOV	---	---	2	447.1	-----	4.5	4.2	0.3	3.5	3.2	0.3	46.71
(316, 309)	1	SOV	---	---	4	1633.7	-----	3.9	3.5	0.4	3.0	2.7	0.3	49.37
(349, 352)	1	SOV	---	---	0	523.1	-----	9.9	9.7	0.3	7.7	7.5	0.2	48.59
(352,7027)	1	SOV	---	---	0	524.5	-----	2.5	2.3	0.2	1.9	1.8	0.1	46.15
(346, 347)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 678)	1	SOV	---	---	1	357.6	-----	4.8	4.7	0.1	3.7	3.7	0.1	56.07
(599, 678)	2	SOV	---	---	1	930.6	-----	5.1	5.0	0.1	4.0	3.9	0.1	52.73
(685, 601)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 688)	1	SOV	---	---	1	657.5	-----	10.7	10.6	0.1	8.3	8.1	0.1	49.55
(603, 688)	2	SOV	---	---	0	569.0	-----	9.6	9.6	0.1	7.5	7.4	0.1	55.05
(603, 688)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(382, 383)	1	SOV	---	---	0	1424.8	-----	3.0	2.1	0.9	2.3	1.7	0.7	43.60
(368, 369)	1	SOV	---	---	0	431.7	-----	25.7	24.0	1.8	19.9	18.5	1.4	60.34
(368, 369)	2	SOV	---	---	8	620.4	-----	26.0	24.2	1.9	20.1	18.6	1.4	59.69
(368, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(407, 411)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(406, 412)	1	SOV	---	---	0	449.3	-----	5.6	5.3	0.3	4.3	4.1	0.2	41.89
(406, 412)	2	SOV	---	---	0	121.7	-----	5.8	5.0	0.8	4.5	3.9	0.6	40.65
(412,7041)	1	SOV	---	---	0	13.0	-----	4.2	3.0	1.3	3.3	2.3	1.0	31.97
(412,7041)	2	SOV	---	---	0	558.0	-----	3.9	3.1	0.8	3.0	2.4	0.6	34.72
(7042, 414)	1	SOV	---	---	1	614.3	-----	3.8	3.5	0.3	2.9	2.7	0.2	42.36
(414, 415)	1	SOV	---	---	0	569.6	-----	2.7	2.5	0.2	2.1	1.9	0.2	45.32
(415, 307)	1	SOV	---	---	1	570.1	-----	3.8	3.5	0.2	2.9	2.7	0.2	50.57
(7013, 8)	1	SOV	---	---	1	741.6	-----	3.7	1.8	1.9	2.8	1.4	1.5	33.91
(8, 132)	1	SOV	---	---	2	672.9	-----	2.7	2.1	0.7	2.1	1.6	0.5	44.27

2038 NO-BUILD

AM Peak

CENTENNIAL_2038_NO-BUILD_AM PEAK

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	LANE OUT	CURR CHNG	AVG CONT	VEH-CONT	VEH-MILES	TOTAL MIN	MOVE TIME	DELAY TIME	SECONDS/VEHICLE TIME	SECONDS/VEHICLE M/T	SECONDS/VEHICLE TOTAL	VEH-MIN/VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	7141	7133	1170	30	29.0	1756.9	1742.6	14.7	13.8	0.8	0.94	0.99	0.06	1189.3	19.7	60.49	FRWY
(563, 98)	4852	4846	2718	24	23.0	1377.8	1378.0	17.0	15.9	1.2	0.93	1.00	0.07	969.9	16.2	59.99	FRWY
(154, 101)	3899	3893	650	39	33.0	2095.4	1977.6	30.4	29.8	0.7	0.98	0.94	0.02	779.4	12.3	63.57	FRWY
(103, 104)	5129	5134	1469	7	13.2	777.5	794.0	9.3	8.4	0.9	0.91	1.02	0.10	912.2	15.5	58.75	FRWY
(158, 105)	6867	6858	1020	33	33.6	1950.3	2014.4	17.6	15.8	1.8	0.90	1.03	0.11	1373.0	23.6	58.09	FRWY
(128, 97)	4320	4310	615	35	28.6	1793.2	1717.2	23.9	23.1	0.8	0.97	0.96	0.03	863.1	13.8	62.66	FRWY
(156, 102)	5346	5331	909	29	22.1	1313.7	1326.7	14.9	13.7	1.2	0.92	1.01	0.08	1067.1	18.0	59.41	FRWY
(109,7001)	2144	2144	0	1	1.3	69.4	79.3	2.2	2.1	0.1	0.96	1.14	0.05	1072.1	20.4	52.56	RAMP
(102, 103)	4318	4324	700	33	29.8	1859.4	1788.0	24.8	23.8	1.0	0.96	0.96	0.04	864.6	13.9	62.40	FRWY
(160,7002)	1014	1014	0	1	0.8	41.1	47.9	2.8	2.7	0.2	0.94	1.17	0.07	507.1	9.8	51.49	RAMP
(7003, 106)	811	806	383	5	2.0	70.3	117.6	8.4	6.7	1.7	0.80	1.67	0.33	421.6	11.8	35.86	RAMP
(106, 103)	806	805	96	3	2.3	93.6	136.6	10.2	7.6	2.5	0.75	1.46	0.36	647.2	15.7	41.13	RAMP
(7004, 107)	1715	1717	91	0	2.1	88.3	127.0	4.1	3.1	1.0	0.76	1.44	0.34	921.3	22.1	41.71	RAMP
(107, 104)	1717	1720	955	1	5.2	161.1	309.4	10.8	6.2	4.6	0.57	1.92	0.83	1069.9	34.2	31.24	RAMP
(110, 109)	2142	2144	67	0	1.4	75.5	85.6	2.4	2.3	0.1	0.96	1.13	0.04	1071.5	20.2	52.92	RAMP
(96, 110)	2142	2142	65	1	1.0	54.4	61.6	1.7	1.7	0.1	0.96	1.13	0.04	1070.8	20.2	52.98	RAMP

(127, 97)	553	548	357	7	1.9	61.7	113.5	12.4	7.4	5.0	0.60	1.84	0.74	469.9	14.4	32.61	RAMP
(96, 128)	4991	5000	1607	23	23.0	1419.4	1378.5	16.6	15.9	0.7	0.96	0.97	0.04	999.3	16.2	61.78	FRWY
(128, 129)	680	679	100	3	2.2	116.5	132.5	11.7	11.2	0.5	0.96	1.14	0.05	407.5	7.7	52.78	RAMP
(132, 130)	6976	6966	871	31	17.3	1036.3	1036.2	8.9	8.3	0.7	0.93	1.00	0.07	1250.7	20.8	60.01	FRWY
(131, 130)	152	151	0	1	0.1	6.6	7.8	3.1	2.9	0.2	0.94	1.19	0.08	151.9	3.0	50.62	RAMP
(151, 132)	6522	6517	621	36	30.0	1841.2	1798.2	16.5	15.7	0.9	0.95	0.98	0.05	1304.0	21.2	61.43	FRWY
(105, 137)	5669	5662	1275	21	21.3	1319.1	1278.4	13.5	12.9	0.6	0.95	0.97	0.04	1133.4	18.3	61.91	FRWY
(98, 138)	1428	1428	9	0	2.7	139.0	161.4	6.8	6.4	0.4	0.94	1.16	0.07	1390.1	26.9	51.68	RAMP
(138, 139)	1428	1429	138	0	1.0	54.1	61.7	2.6	2.5	0.1	0.96	1.14	0.05	714.1	13.6	52.57	RAMP
(141, 140)	1443	1443	470	0	3.1	115.6	188.1	7.8	5.2	2.6	0.67	1.63	0.54	721.5	19.6	36.87	RAMP
(140, 101)	1443	1443	0	0	4.4	204.2	263.2	10.9	9.3	1.7	0.85	1.29	0.20	1443.0	31.0	46.53	RAMP
(105, 143)	1189	1191	0	1	1.3	69.9	80.6	4.1	3.8	0.2	0.94	1.15	0.06	1191.1	22.9	52.07	RAMP
(7005, 127)	555	553	23	2	0.5	12.8	28.5	2.6	1.6	1.0	0.60	2.23	0.89	327.2	12.2	26.88	RAMP
(129,7006)	679	680	0	0	0.7	30.4	43.6	3.8	3.3	0.5	0.87	1.44	0.19	340.0	8.1	41.80	RAMP
(147, 148)	711	710	0	1	1.2	55.9	71.3	6.0	5.7	0.4	0.94	1.28	0.08	710.8	15.1	47.03	RAMP
(148, 137)	710	709	0	1	0.8	41.1	49.1	4.1	3.8	0.4	0.92	1.19	0.10	709.6	14.1	50.29	RAMP
(163, 149)	7023	7001	2611	92	67.9	4212.2	4074.8	34.6	33.0	1.6	0.95	0.97	0.04	1413.0	22.8	62.02	FRWY
(311, 150)	7532	7532	399	21	18.9	1115.5	1133.1	9.0	8.2	0.8	0.91	1.02	0.09	1506.3	25.5	59.06	FRWY
(152, 153)	7138	7141	600	4	4.7	270.4	279.4	2.3	2.1	0.2	0.90	1.03	0.11	1298.0	22.3	58.08	FRWY
(130, 152)	7117	7138	5215	28	29.2	1755.1	1753.4	14.8	13.7	1.1	0.93	1.00	0.07	1333.4	22.2	60.06	FRWY
(100, 154)	3899	3899	269	22	19.3	1238.5	1155.9	17.6	17.4	0.2	0.99	0.93	0.01	788.3	12.3	64.28	FRWY
(101, 155)	5336	5347	2231	14	22.2	1314.7	1329.3	14.9	13.7	1.3	0.91	1.01	0.09	998.8	16.8	59.34	FRWY
(155, 156)	5347	5346	1339	6	3.3	202.5	196.9	2.2	2.1	0.1	0.95	0.97	0.05	1069.2	17.3	61.71	FRWY
(104, 157)	6854	6864	5122	23	37.7	1948.4	2263.3	19.8	16.0	3.8	0.81	1.16	0.23	1286.0	24.9	51.65	FRWY

(157, 158)	6864	6867	276	1	4.5	260.0	268.0	2.3	2.1	0.2	0.90	1.03	0.11	1373.0	23.6	58.23	FRWY
(137, 159)	6371	6364	3018	27	21.7	1125.2	1300.0	12.2	9.9	2.4	0.80	1.16	0.23	1150.3	22.1	51.93	FRWY
(150, 151)	7532	7519	326	24	17.1	1023.3	1024.9	8.2	7.6	0.6	0.93	1.00	0.07	1505.0	25.1	59.91	FRWY
(325, 95)	5013	4997	1051	59	49.9	3106.3	2993.7	35.9	34.5	1.4	0.96	0.96	0.04	1001.0	16.1	62.26	FRWY
(102, 160)	1013	1014	26	2	1.5	80.6	92.3	5.5	5.2	0.3	0.95	1.15	0.05	868.6	16.6	52.38	RAMP
(98, 99)	3418	3435	457	15	23.2	1455.5	1390.1	24.4	23.7	0.7	0.97	0.96	0.03	684.9	10.9	62.82	FRWY
(99, 164)	3435	3433	327	17	15.3	964.2	919.9	16.1	15.6	0.4	0.97	0.95	0.03	687.0	10.9	62.89	FRWY
(295, 200)	1569	1570	494	3	3.6	173.8	218.5	8.4	8.3	0.1	0.99	1.26	0.01	624.2	13.1	47.71	FRWY
(203, 201)	1569	1570	44	0	0.9	54.4	51.6	1.8	1.7	0.0	0.97	0.95	0.02	870.9	13.8	63.33	FRWY
(200, 199)	1275	1276	59	3	2.4	105.2	141.7	6.7	6.6	0.1	0.99	1.35	0.01	636.7	14.3	44.51	FRWY
(179, 178)	2824	2828	124	2	5.1	267.5	307.5	6.5	6.2	0.3	0.95	1.15	0.06	1412.4	27.1	52.19	FRWY
(180, 179)	2838	2824	290	17	10.3	536.5	617.5	13.1	12.4	0.7	0.95	1.15	0.06	1156.3	22.2	52.13	FRWY
(181, 180)	2734	2739	112	1	4.9	257.7	295.1	6.5	6.2	0.3	0.95	1.14	0.05	1369.0	26.1	52.41	FRWY
(199, 198)	1276	1271	86	6	3.0	132.1	178.6	8.4	8.3	0.1	0.99	1.35	0.02	636.5	14.3	44.38	FRWY
(198, 197)	1622	1625	557	5	7.2	372.9	431.4	15.9	15.0	0.9	0.94	1.16	0.06	685.0	13.2	51.86	FRWY
(197, 196)	2162	2164	804	9	11.7	614.8	704.5	19.5	18.6	0.9	0.95	1.15	0.05	941.0	18.0	52.36	FRWY
(196, 195)	2164	2173	409	15	20.1	1060.9	1204.0	33.3	32.1	1.2	0.96	1.13	0.04	1085.1	20.5	52.87	FRWY
(182, 181)	2733	2734	310	16	16.8	884.4	1007.9	22.1	21.2	0.9	0.96	1.14	0.05	1366.1	25.9	52.65	FRWY
(183, 182)	3697	3695	438	22	20.3	1050.0	1217.4	19.8	18.6	1.1	0.94	1.16	0.07	1848.0	35.7	51.75	FRWY
(184, 183)	3701	3697	591	29	25.5	1356.9	1529.8	24.6	23.8	0.8	0.97	1.13	0.03	1866.7	35.1	53.22	FRWY
(205, 204)	541	541	0	1	0.4	18.9	26.1	2.9	2.8	0.1	0.97	1.38	0.05	541.1	12.5	43.33	RAMP
(204, 197)	541	537	0	4	0.7	31.5	43.4	4.8	4.7	0.1	0.97	1.38	0.04	539.2	12.4	43.51	RAMP
(182, 193)	962	963	156	1	1.9	107.2	115.1	7.2	6.2	1.0	0.86	1.07	0.15	646.2	11.6	55.90	RAMP

(193, 194)	963	962	65	4	1.2	69.4	69.3	4.3	4.0	0.3	0.93	1.00	0.07	462.1	7.7	60.05	RAMP
(208, 209)	99	99	0	0	0.2	8.5	10.7	6.5	6.2	0.3	0.95	1.26	0.06	99.0	2.1	47.76	RAMP
(207, 198)	351	351	0	0	0.5	22.1	31.1	5.3	5.0	0.3	0.95	1.40	0.07	351.0	8.2	42.72	RAMP
(206, 207)	351	351	0	0	0.3	10.0	16.3	2.8	2.6	0.2	0.92	1.64	0.13	351.0	9.6	36.68	RAMP
(200, 210)	295	294	0	1	0.3	15.2	20.6	4.2	4.1	0.1	0.99	1.35	0.02	294.9	6.6	44.51	RAMP
(210, 211)	294	294	0	0	0.3	12.0	17.7	3.6	3.6	0.0	1.00	1.47	0.01	294.0	7.2	40.86	RAMP
(178, 202)	2828	2830	29	1	1.6	82.5	93.4	2.0	1.6	0.4	0.82	1.13	0.21	1414.8	26.7	53.03	FRWY
(139,7009)	1429	1428	0	2	0.9	44.9	51.1	2.1	2.1	0.1	0.96	1.14	0.05	714.6	13.6	52.72	RAMP
(7010, 141)	1443	1443	383	0	2.7	123.8	160.9	6.4	5.4	1.0	0.84	1.30	0.21	753.1	16.3	46.18	RAMP
(211,7011)	294	293	0	1	0.4	13.2	23.5	4.8	4.6	0.2	0.96	1.77	0.08	293.9	8.7	33.84	RAMP
(7012, 206)	352	351	0	1	0.3	8.8	16.0	2.3	2.2	0.1	0.94	1.82	0.11	411.2	12.5	33.02	RAMP
(7014, 205)	541	541	0	0	0.7	27.4	39.8	4.1	3.8	0.3	0.92	1.45	0.12	583.1	14.1	41.30	RAMP
(194,7015)	962	962	0	0	0.6	31.0	33.2	2.1	1.8	0.3	0.86	1.07	0.15	320.7	5.7	55.95	RAMP
(201, 295)	1570	1569	20	5	3.9	221.3	231.5	8.9	8.8	0.0	1.00	1.05	0.00	784.3	13.7	57.36	FRWY
(149, 298)	7001	6932	846	103	39.8	1979.2	2388.0	20.6	15.7	4.8	0.77	1.21	0.28	1393.3	28.0	49.73	FRWY
(533, 299)	6688	6668	1595	47	31.3	701.6	1875.1	16.9	6.0	10.9	0.35	2.67	1.72	1148.7	51.2	22.45	FRWY
(299, 300)	7236	7085	2105	194	98.0	2036.7	5877.3	49.2	15.9	33.3	0.32	2.89	1.95	1352.7	65.1	20.79	FRWY
(300, 301)	7085	6853	1481	292	208.5	3418.5	12508.8	107.9	27.2	80.7	0.25	3.66	2.74	1391.1	84.8	16.40	FRWY
(301, 302)	6853	6790	2516	83	79.0	1419.9	4738.4	41.7	11.6	30.2	0.28	3.34	2.41	1363.1	75.8	17.98	FRWY
(302, 303)	6790	6630	828	198	122.9	1907.5	7373.0	65.9	15.8	50.1	0.24	3.87	2.94	1342.9	86.5	15.52	FRWY
(303, 304)	5958	5890	862	92	78.5	887.6	4708.2	47.7	8.3	39.4	0.17	5.30	4.38	1185.0	104.8	11.31	FRWY
(304, 305)	5890	5854	4466	87	84.9	1666.0	5093.7	52.1	15.8	36.4	0.30	3.06	2.13	1172.8	59.8	19.62	FRWY
(305, 306)	7489	7482	2521	42	40.7	1312.9	2444.2	19.6	10.5	9.1	0.53	1.86	0.87	1351.3	41.9	32.23	FRWY
(306, 307)	5188	5218	1136	30	46.7	2850.7	2801.7	32.3	30.4	1.9	0.94	0.98	0.06	1041.6	17.1	61.05	FRWY

(307, 310)	5756	5768	965	18	15.2	921.2	912.8	9.5	8.9	0.6	0.93	0.99	0.07	1041.5	17.2	60.55	FRWY
(310, 311)	7545	7532	4753	38	39.5	2141.3	2371.0	18.9	15.9	3.0	0.84	1.11	0.18	1413.3	26.1	54.19	FRWY
(159, 312)	6364	6364	390	14	12.2	683.5	729.3	6.9	6.0	0.9	0.87	1.07	0.14	1273.0	22.6	56.23	FRWY
(312, 313)	6364	6359	330	19	19.0	1123.8	1137.2	10.7	9.9	0.8	0.92	1.01	0.08	1272.0	21.5	59.29	FRWY
(313, 314)	4553	4544	2327	64	51.2	3197.3	3071.1	40.5	39.0	1.5	0.96	0.96	0.04	909.1	14.6	62.47	FRWY
(314, 315)	6144	6134	2486	17	11.5	442.9	689.9	6.7	4.2	2.6	0.62	1.56	0.59	1060.6	27.5	38.52	FRWY
(555, 316)	6601	6604	350	14	16.1	941.6	963.3	8.8	8.0	0.8	0.91	1.02	0.09	1320.5	22.5	58.65	FRWY
(316, 317)	5371	5379	575	27	28.6	1777.2	1714.4	19.2	18.4	0.8	0.96	0.96	0.04	1074.3	17.3	62.20	FRWY
(317, 318)	5379	5372	508	21	24.5	1526.6	1469.3	16.4	15.8	0.6	0.96	0.96	0.04	1074.7	17.2	62.34	FRWY
(318, 319)	6085	6088	1418	24	28.6	1729.1	1716.2	16.9	15.8	1.2	0.93	0.99	0.07	1148.4	19.0	60.45	FRWY
(319, 320)	6088	6084	291	18	13.7	847.4	821.1	8.1	7.7	0.4	0.95	0.97	0.04	1217.5	19.7	61.92	FRWY
(320, 321)	6084	6074	2938	38	31.7	1920.5	1902.6	18.8	17.5	1.3	0.93	0.99	0.07	1215.9	20.1	60.56	FRWY
(321, 322)	6074	6069	1163	29	28.3	1725.4	1696.5	16.8	15.9	0.9	0.95	0.98	0.05	1053.2	17.3	61.02	FRWY
(322, 323)	4620	4604	499	30	24.7	1545.8	1483.3	19.3	18.6	0.7	0.96	0.96	0.03	922.2	14.7	62.53	FRWY
(323, 324)	4815	4808	539	16	13.1	814.1	785.1	9.8	9.4	0.4	0.96	0.96	0.04	873.7	14.0	62.22	FRWY
(324, 325)	5019	5013	751	24	22.9	1425.1	1376.7	16.5	15.8	0.7	0.96	0.97	0.04	946.5	15.2	62.11	FRWY
(7023, 147)	711	711	0	0	0.7	27.4	43.7	3.4	2.8	0.5	0.84	1.60	0.26	782.3	20.8	37.61	RAMP
(143,7025)	1191	1191	0	1	0.7	34.3	43.7	2.2	2.0	0.2	0.91	1.27	0.12	1191.0	25.3	47.11	RAMP
(144, 131)	152	152	0	0	0.1	4.2	5.2	2.1	2.0	0.0	0.99	1.23	0.02	152.0	3.1	48.87	RAMP
(7022, 144)	152	152	0	0	0.1	5.4	7.2	2.6	2.3	0.2	0.91	1.34	0.12	168.3	3.8	44.74	RAMP
(347, 348)	1808	1807	483	1	1.5	74.6	88.4	2.9	2.9	0.1	0.98	1.19	0.02	903.6	17.9	50.62	FRWY
(348, 349)	1807	1807	109	2	2.4	116.0	142.8	4.7	4.6	0.1	0.97	1.23	0.03	903.1	18.5	48.72	FRWY
(560, 370)	4383	4383	130	7	5.6	338.8	337.7	4.6	4.3	0.3	0.93	1.00	0.07	1096.0	18.2	60.19	FRWY

(370, 371)	3922	3920	389	20	21.4	1329.2	1281.0	19.6	18.8	0.8	0.96	0.96	0.04	979.1	15.7	62.26	FRWY
(371, 372)	3920	3919	880	16	17.6	1093.2	1057.8	16.2	15.5	0.7	0.96	0.97	0.04	979.6	15.8	62.01	FRWY
(372, 373)	4621	4632	1651	12	14.6	805.8	878.3	11.4	9.7	1.7	0.85	1.09	0.16	1031.2	18.7	55.04	FRWY
(373, 374)	4632	4629	208	5	8.5	509.6	512.0	6.6	6.1	0.5	0.92	1.00	0.08	1157.7	19.4	59.71	FRWY
(374, 375)	4629	4626	232	10	13.2	805.0	792.2	10.3	9.7	0.6	0.95	0.98	0.05	1156.3	19.0	60.97	FRWY
(375, 376)	3775	3778	375	9	17.6	1096.7	1053.3	16.7	16.1	0.6	0.96	0.96	0.04	944.3	15.1	62.47	FRWY
(376, 377)	4055	4059	499	4	9.2	567.8	554.4	8.2	7.8	0.4	0.95	0.98	0.05	880.2	14.3	61.45	FRWY
(377, 378)	4325	4311	1225	21	17.4	1063.8	1042.7	14.5	13.7	0.8	0.94	0.98	0.06	994.1	16.2	61.21	FRWY
(7028, 368)	1339	1340	91	5	6.1	320.6	363.0	16.0	15.5	0.5	0.97	1.13	0.04	453.3	8.6	52.99	FRWY
(378, 384)	4311	4307	45	6	2.6	163.2	158.1	2.2	2.1	0.1	0.95	0.97	0.05	1077.0	17.4	61.92	FRWY
(384, 385)	4307	4308	333	20	17.2	1060.2	1031.1	14.4	13.7	0.7	0.95	0.97	0.04	1076.6	17.5	61.69	FRWY
(385, 386)	3783	3785	595	34	29.4	1829.8	1766.0	28.0	26.8	1.2	0.96	0.97	0.04	946.1	15.2	62.17	FRWY
(402, 403)	1783	1781	287	6	5.3	245.5	318.6	10.7	9.8	0.9	0.92	1.30	0.11	890.4	19.3	46.25	RAMP
(562,7030)	938	937	0	1	0.7	33.7	40.3	2.6	2.4	0.2	0.94	1.20	0.07	312.4	6.2	50.17	FRWY
(400, 401)	2557	2547	54	16	12.7	724.9	760.7	17.9	16.8	1.1	0.94	1.05	0.06	637.9	11.2	57.17	FRWY
(401, 382)	1609	1608	0	1	1.6	62.8	93.3	3.5	3.1	0.4	0.90	1.49	0.15	1608.8	39.8	40.38	RAMP
(399, 400)	2557	2557	186	2	5.3	321.1	319.4	7.5	7.0	0.5	0.93	0.99	0.07	639.2	10.6	60.30	FRWY
(564, 399)	4343	4342	2000	10	12.0	699.4	718.0	9.9	9.1	0.9	0.91	1.03	0.09	1086.1	18.6	58.45	FRWY
(397, 398)	4337	4344	1394	10	13.1	699.0	786.0	10.9	9.0	1.9	0.82	1.12	0.20	958.6	18.0	53.36	FRWY
(395, 396)	3800	3801	437	27	21.1	1310.1	1264.0	20.0	19.1	0.8	0.96	0.96	0.04	949.7	15.3	62.19	FRWY
(394, 395)	4592	4598	173	4	8.1	487.4	483.4	6.3	5.9	0.4	0.94	0.99	0.06	1148.8	19.0	60.49	FRWY
(393, 394)	4607	4592	289	20	13.4	818.8	806.0	10.5	9.9	0.6	0.94	0.98	0.06	1149.7	18.9	60.95	FRWY
(392, 393)	4599	4607	597	3	8.2	488.1	491.4	6.4	5.9	0.5	0.92	1.01	0.08	958.1	16.1	59.60	FRWY
(391, 392)	4231	4219	1335	23	14.1	865.8	848.0	12.0	11.4	0.7	0.94	0.98	0.05	956.8	15.6	61.26	FRWY

(390, 391)	4020	4028	391	5	19.2	1187.4	1149.4	17.1	16.4	0.8	0.96	0.97	0.04	1006.0	16.2	61.99	FRWY
(389, 390)	4876	4872	445	29	22.6	1384.2	1357.5	16.7	15.8	0.9	0.95	0.98	0.05	1218.1	19.9	61.18	FRWY
(388, 389)	4876	4876	178	6	7.4	453.5	443.0	5.5	5.2	0.3	0.95	0.98	0.05	1219.1	19.8	61.42	FRWY
(387, 388)	4885	4876	1663	24	22.6	1386.7	1355.6	16.7	15.8	0.9	0.95	0.98	0.05	1135.2	18.5	61.38	FRWY
(166, 404)	4863	4861	211	11	11.1	690.8	664.6	8.2	7.9	0.3	0.96	0.96	0.03	1215.8	19.5	62.36	FRWY
(404, 387)	4636	4640	450	20	22.9	1424.3	1373.1	17.8	17.0	0.7	0.96	0.96	0.04	1159.1	18.6	62.24	FRWY
(306, 405)	2294	2292	0	5	3.2	141.6	193.6	5.1	4.0	1.0	0.80	1.37	0.27	2293.4	52.3	43.88	RAMP
(558, 406)	2290	2288	0	5	3.1	134.5	188.8	4.9	4.6	0.3	0.94	1.40	0.09	1731.5	40.5	42.72	FRWY
(351, 408)	1387	1384	333	3	2.0	83.2	119.5	5.2	4.8	0.4	0.93	1.44	0.10	693.1	16.6	41.77	RAMP
(408, 409)	1384	1389	194	1	4.1	163.7	245.5	10.6	9.5	1.2	0.89	1.50	0.16	935.6	23.4	40.01	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1659	1652	0	8	5.9	239.6	351.1	12.7	11.6	1.1	0.91	1.47	0.13	1656.1	40.4	40.95	FRWY
(349, 350)	1384	1388	247	3	6.2	305.0	373.9	16.2	15.9	0.3	0.98	1.23	0.02	692.9	14.2	48.94	RAMP
(350, 351)	1388	1387	107	5	5.2	230.2	309.3	13.4	13.1	0.2	0.98	1.34	0.02	693.7	15.5	44.65	RAMP
(406, 413)	1655	1659	0	1	6.7	283.2	399.5	14.5	13.7	0.8	0.95	1.41	0.08	1655.9	38.9	42.53	FRWY
(416,7031)	461	462	0	0	0.3	16.3	19.2	2.5	2.4	0.1	0.97	1.18	0.03	461.3	9.1	50.67	RAMP
(7032, 435)	701	700	0	1	0.8	33.7	45.5	3.6	3.2	0.4	0.88	1.35	0.16	756.7	17.0	44.40	RAMP
(435, 436)	700	700	0	0	0.6	29.3	36.4	3.1	3.0	0.1	0.96	1.24	0.05	700.0	14.5	48.26	RAMP
(436, 372)	700	702	0	1	0.8	38.5	46.0	3.9	3.6	0.4	0.91	1.20	0.11	701.2	14.0	50.20	RAMP
(395, 437)	798	800	55	2	1.5	81.3	92.2	6.9	6.7	0.2	0.96	1.13	0.04	635.2	12.0	52.95	RAMP
(437,7033)	800	803	0	1	1.2	59.2	73.8	5.5	5.2	0.3	0.94	1.25	0.07	400.6	8.3	48.09	RAMP
(7034, 440)	527	529	0	0	0.5	23.0	32.0	3.3	2.9	0.5	0.86	1.39	0.19	575.0	13.4	43.06	RAMP
(440, 441)	529	529	0	2	0.6	28.8	36.7	4.2	3.9	0.3	0.94	1.28	0.08	529.0	11.3	46.98	RAMP

(7035, 443)	277	277	0	0	0.3	11.1	19.5	3.9	2.9	0.9	0.76	1.76	0.42	303.1	8.9	34.04	RAMP
(443, 444)	277	277	0	0	0.2	10.9	14.5	3.1	2.9	0.3	0.91	1.33	0.12	277.0	6.1	45.07	RAMP
(444, 376)	277	277	0	0	0.7	37.0	42.0	9.1	8.8	0.3	0.97	1.13	0.04	277.0	5.2	52.87	RAMP
(375, 442)	851	851	0	0	1.1	58.5	66.2	4.7	4.5	0.1	0.97	1.13	0.04	851.0	16.0	53.06	RAMP
(442,7036)	851	852	0	1	0.8	40.3	48.2	3.4	3.3	0.1	0.97	1.20	0.03	851.9	17.0	50.17	RAMP
(7037, 454)	263	264	0	0	0.3	12.4	16.3	3.4	3.1	0.3	0.91	1.32	0.12	284.7	6.2	45.56	RAMP
(454, 455)	264	265	0	0	0.3	12.6	15.2	3.5	3.4	0.0	0.99	1.21	0.02	264.6	5.3	49.60	RAMP
(455, 377)	265	266	0	0	0.4	19.2	21.9	5.0	4.7	0.2	0.95	1.14	0.05	265.0	5.0	52.61	RAMP
(390, 458)	852	857	0	2	2.2	111.3	129.4	9.1	8.5	0.5	0.94	1.16	0.07	853.8	16.5	51.60	RAMP
(456, 457)	205	204	0	1	0.1	6.2	8.2	2.4	2.2	0.2	0.91	1.32	0.11	204.9	4.5	45.49	RAMP
(457, 391)	204	203	0	1	0.1	5.6	6.9	2.0	1.8	0.2	0.89	1.23	0.13	203.8	4.2	48.77	RAMP
(7038, 456)	205	205	0	0	0.1	5.3	8.1	2.1	1.6	0.4	0.79	1.52	0.31	237.0	6.0	39.40	RAMP
(458,7039)	857	859	0	0	0.9	34.3	55.5	3.9	2.8	1.1	0.72	1.62	0.45	858.4	23.1	37.09	RAMP
(7040, 466)	379	380	0	0	0.4	17.2	23.3	3.4	3.0	0.4	0.88	1.36	0.16	412.5	9.3	44.23	RAMP
(466, 467)	380	380	0	0	0.3	15.8	19.5	3.1	3.0	0.1	0.97	1.24	0.04	380.0	7.8	48.50	RAMP
(467, 392)	380	380	0	0	0.4	21.4	25.2	4.0	3.7	0.3	0.92	1.18	0.09	380.0	7.5	50.93	RAMP
(309,7043)	1232	1233	0	1	1.2	60.0	73.7	3.6	3.4	0.2	0.95	1.23	0.06	1232.6	25.2	48.84	RAMP
(7044, 483)	713	713	0	0	1.2	55.4	72.9	5.8	5.3	0.5	0.91	1.32	0.12	748.2	16.4	45.59	RAMP
(484, 318)	712	713	0	0	0.9	48.3	57.0	4.8	4.4	0.4	0.92	1.18	0.09	712.5	14.0	50.86	RAMP
(483, 484)	713	712	0	2	0.7	35.0	43.5	3.7	3.5	0.1	0.97	1.24	0.04	712.8	14.8	48.26	RAMP
(303, 487)	672	674	0	0	1.9	56.9	115.7	10.3	5.6	4.7	0.54	2.03	0.93	672.6	22.8	29.54	RAMP
(487, 488)	674	674	0	1	2.1	63.5	129.0	11.5	6.8	4.7	0.59	2.03	0.83	674.4	22.8	29.53	RAMP
(488,7046)	674	675	0	0	1.5	37.3	87.3	7.8	4.0	3.8	0.52	2.34	1.13	674.3	26.3	25.64	RAMP
(490, 305)	1638	1635	0	4	4.6	216.9	278.1	10.2	8.7	1.5	0.85	1.28	0.19	1635.7	35.0	46.78	RAMP

(489, 490)	1642	1638	0	4	3.0	143.5	180.3	6.6	6.3	0.3	0.96	1.26	0.05	1639.6	34.4	47.73	RAMP
(7047, 489)	1643	1642	0	1	2.5	103.7	151.0	5.2	4.3	0.9	0.83	1.46	0.25	1738.9	42.2	41.22	RAMP
(7045, 531)	607	587	169	22	7.8	28.6	465.1	43.4	2.5	40.9	0.06	16.26	15.33	321.3	87.1	3.69	RAMP
(531, 532)	587	578	41	9	4.1	22.9	247.7	25.5	2.2	23.3	0.09	10.80	9.87	393.4	70.8	5.56	RAMP
(532, 299)	578	568	0	10	4.1	22.6	244.8	25.6	2.2	23.4	0.09	10.85	9.92	572.9	103.6	5.53	RAMP
(322, 522)	1449	1449	8	0	1.2	65.0	72.2	3.0	2.9	0.1	0.98	1.11	0.02	724.5	13.4	54.04	RAMP
(7049, 523)	215	215	0	0	0.2	8.1	13.0	3.3	3.1	0.2	0.94	1.60	0.10	237.0	6.3	37.60	RAMP
(523, 524)	215	213	0	2	0.4	16.8	22.4	6.3	5.7	0.6	0.90	1.33	0.13	214.0	4.7	45.06	RAMP
(524, 323)	213	211	0	2	0.3	16.0	18.4	5.2	4.9	0.3	0.95	1.15	0.06	212.2	4.1	52.10	RAMP
(298, 533)	5895	5879	1260	39	50.4	1973.6	3021.3	30.8	18.6	12.2	0.60	1.53	0.61	1178.8	30.1	39.19	FRWY
(7050, 529)	851	837	379	18	7.3	31.2	439.0	28.3	3.0	25.2	0.11	14.05	12.55	465.8	109.1	4.27	RAMP
(529, 530)	837	831	75	10	4.0	25.7	240.5	17.3	2.2	15.1	0.13	9.35	8.15	463.3	72.2	6.42	RAMP
(530, 533)	831	809	0	27	10.7	77.5	642.3	47.0	6.2	40.8	0.13	8.29	7.19	819.8	113.3	7.24	RAMP
(7051, 525)	212	212	0	0	0.2	9.6	12.5	3.3	3.0	0.3	0.91	1.31	0.11	230.3	5.0	45.92	RAMP
(525, 526)	212	212	0	0	0.3	16.0	19.4	5.5	5.4	0.1	0.98	1.21	0.02	212.0	4.3	49.46	RAMP
(526, 324)	212	211	0	1	0.4	20.9	23.6	6.7	6.4	0.3	0.96	1.13	0.04	211.6	4.0	53.13	RAMP
(298, 534)	1037	1019	0	20	7.2	94.8	431.7	25.2	5.1	20.1	0.20	4.55	3.63	1028.0	78.0	13.18	RAMP
(534,7052)	1019	1012	0	9	5.4	51.4	322.8	19.1	2.8	16.3	0.15	6.28	5.36	1015.9	106.4	9.55	RAMP
(313, 347)	1806	1808	0	3	2.7	139.7	161.5	5.4	5.1	0.3	0.95	1.16	0.06	1807.9	34.8	51.92	RAMP
(315, 554)	6622	6610	1920	24	15.3	693.0	916.1	8.3	5.9	2.4	0.71	1.32	0.39	1120.7	24.7	45.39	FRWY
(554, 555)	6610	6601	590	20	14.8	800.4	889.0	8.1	6.7	1.4	0.83	1.11	0.19	1320.7	24.4	54.02	FRWY
(522,7048)	1449	1448	0	2	1.4	68.0	81.8	3.4	3.3	0.1	0.96	1.20	0.05	724.0	14.5	49.86	RAMP
(405, 558)	2292	2290	0	4	2.4	109.4	141.9	3.7	3.4	0.3	0.91	1.30	0.11	1146.0	24.8	46.25	FRWY

(409, 559)	3041	3040	134	6	4.5	189.5	269.4	5.3	5.0	0.3	0.94	1.42	0.09	1520.6	36.0	42.21	FRWY
(369, 560)	4380	4383	914	7	6.7	383.3	404.7	5.5	4.9	0.7	0.88	1.06	0.13	1095.2	19.3	56.83	FRWY
(401, 562)	938	938	2	0	0.6	32.0	33.2	2.1	2.1	0.0	0.99	1.04	0.01	312.7	5.4	57.74	FRWY
(97, 563)	4858	4852	1106	24	22.4	1379.0	1344.9	16.6	15.8	0.8	0.95	0.98	0.05	915.9	14.9	61.52	FRWY
(398, 564)	4344	4343	185	7	9.3	534.7	557.7	7.7	6.8	0.9	0.89	1.04	0.12	1085.8	18.9	57.52	FRWY
(27, 28)	1118	1120	141	0	3.5	212.0	210.4	11.3	10.5	0.8	0.93	0.99	0.07	373.1	6.2	60.44	FRWY
(28, 29)	1976	1977	259	0	4.9	299.4	292.0	8.9	8.4	0.5	0.95	0.98	0.05	494.1	8.0	61.53	FRWY
(29, 30)	1977	1973	43	5	2.9	187.0	176.5	5.4	5.2	0.1	0.98	0.94	0.02	493.7	7.8	63.59	FRWY
(30, 31)	3002	2992	2353	18	13.6	851.1	816.5	16.4	15.7	0.6	0.96	0.96	0.04	599.2	9.6	62.54	FRWY
(31, 32)	2992	2991	1090	8	7.8	486.6	467.5	9.4	9.0	0.4	0.96	0.96	0.04	598.9	9.6	62.46	FRWY
(32, 33)	2991	2990	340	14	6.7	424.7	403.2	8.1	7.9	0.2	0.97	0.95	0.03	509.7	8.1	63.21	FRWY
(33, 34)	2990	2985	180	10	6.9	424.4	411.4	8.3	8.1	0.2	0.98	0.97	0.02	498.0	8.0	61.90	FRWY
(34, 35)	1822	1821	79	7	3.5	223.5	209.0	6.9	6.8	0.1	0.99	0.93	0.01	364.3	5.7	64.18	FRWY
(35, 36)	1821	1818	91	5	4.2	271.9	253.9	8.4	8.3	0.1	0.99	0.93	0.01	363.9	5.7	64.26	FRWY
(36, 37)	1818	1819	81	4	4.7	301.3	281.0	9.3	9.2	0.1	0.99	0.93	0.01	363.6	5.7	64.33	FRWY
(37, 54)	1819	1826	104	4	5.3	343.4	320.5	10.6	10.4	0.1	0.99	0.93	0.01	364.1	5.7	64.30	FRWY
(54, 55)	2311	2306	610	5	4.5	284.2	271.4	7.1	6.8	0.2	0.97	0.95	0.03	405.6	6.5	62.83	FRWY
(55, 56)	2306	2305	79	7	3.4	218.5	205.5	5.3	5.2	0.1	0.98	0.94	0.02	461.4	7.2	63.79	FRWY
(56, 57)	2905	2908	875	5	8.9	550.4	533.9	11.0	10.5	0.5	0.95	0.97	0.05	533.3	8.6	61.86	FRWY
(57, 58)	2908	2907	100	4	4.3	275.4	260.3	5.4	5.2	0.1	0.98	0.95	0.02	581.6	9.2	63.47	FRWY
(58, 59)	2907	2908	400	1	5.0	319.3	300.4	6.2	6.1	0.1	0.98	0.94	0.02	581.4	9.1	63.78	FRWY
(59, 60)	2908	2909	646	2	7.4	464.5	441.0	9.1	8.8	0.3	0.97	0.95	0.03	686.6	10.9	63.20	FRWY
(60, 61)	2909	2908	1031	10	13.3	825.8	797.9	16.5	15.8	0.7	0.96	0.97	0.04	726.7	11.7	62.09	FRWY
(61, 62)	2603	2605	143	5	7.9	493.4	475.9	11.0	10.6	0.4	0.97	0.96	0.03	651.2	10.5	62.20	FRWY

(62, 63)	1993	1989	105	6	6.6	418.3	393.6	11.9	11.6	0.2	0.98	0.94	0.02	497.9	7.8	63.77	FRWY
(63, 64)	1989	1990	127	9	6.8	432.7	406.9	12.3	12.1	0.2	0.98	0.94	0.02	497.1	7.8	63.80	FRWY
(64, 65)	2450	2458	691	6	7.5	465.4	451.0	11.0	10.5	0.5	0.95	0.97	0.05	552.2	8.9	61.92	FRWY
(65, 66)	2458	2457	80	5	3.7	232.8	220.9	5.4	5.2	0.1	0.97	0.95	0.03	614.5	9.7	63.22	FRWY
(66, 67)	2457	2458	940	8	6.9	436.7	412.9	10.1	9.8	0.2	0.98	0.95	0.02	614.6	9.7	63.45	FRWY
(67, 68)	2458	2460	221	10	9.7	605.2	580.0	14.2	13.6	0.5	0.96	0.96	0.03	614.5	9.8	62.60	FRWY
(68, 69)	2460	2455	152	9	11.3	698.1	675.2	16.5	15.9	0.6	0.96	0.97	0.04	614.3	9.9	62.03	FRWY
(69, 70)	1629	1626	146	5	8.2	522.1	489.3	18.1	17.8	0.3	0.98	0.94	0.01	406.6	6.4	64.02	FRWY
(70, 71)	1626	1624	56	4	3.7	239.6	224.2	8.3	8.2	0.1	0.99	0.94	0.01	406.5	6.3	64.12	FRWY
(71, 72)	1856	1851	410	8	8.3	526.1	497.9	16.1	15.7	0.4	0.97	0.95	0.02	430.7	6.8	63.40	FRWY
(72, 73)	1851	1850	1010	8	12.2	775.3	732.0	23.8	23.2	0.5	0.98	0.94	0.02	462.0	7.3	63.55	FRWY
(73, 74)	1850	1846	133	9	8.5	525.9	508.9	16.5	16.1	0.4	0.97	0.97	0.03	462.8	7.5	62.01	FRWY
(74, 75)	816	810	90	6	5.0	322.8	301.4	22.3	21.9	0.3	0.99	0.93	0.01	270.7	4.2	64.27	FRWY
(75, 76)	1179	1180	469	2	1.9	117.6	114.8	5.8	5.5	0.3	0.94	0.98	0.06	306.1	5.0	61.43	FRWY
(76, 77)	1466	1466	362	1	1.5	89.1	91.2	3.7	3.4	0.4	0.90	1.02	0.10	372.6	6.4	58.64	FRWY
(568, 569)	2142	2142	96	0	1.9	81.1	111.0	3.1	2.1	1.0	0.68	1.37	0.44	714.0	16.3	43.86	FRWY
(569, 570)	1338	1338	113	1	5.2	314.0	312.9	14.0	13.0	1.1	0.92	1.00	0.08	446.1	7.4	60.21	FRWY
(570, 571)	2515	2511	390	9	6.4	392.2	384.8	9.2	8.6	0.5	0.94	0.98	0.06	628.3	10.3	61.16	FRWY
(571, 572)	3036	3031	908	16	13.8	862.3	829.2	16.4	15.7	0.6	0.96	0.96	0.04	705.9	11.3	62.40	FRWY
(572, 573)	3031	3035	637	26	20.0	1261.7	1201.3	23.7	23.0	0.7	0.97	0.95	0.03	758.8	12.0	63.02	FRWY
(573, 574)	3035	3033	287	9	13.7	862.0	824.5	16.3	15.8	0.5	0.97	0.96	0.03	758.6	12.1	62.73	FRWY
(574, 575)	2811	2810	251	4	10.7	673.9	640.5	13.7	13.3	0.4	0.97	0.95	0.03	702.6	11.1	63.13	FRWY
(575, 576)	2810	2808	426	11	14.7	924.9	880.5	18.8	18.3	0.5	0.97	0.95	0.03	701.6	11.1	63.02	FRWY

(576, 577)	4640	4642	2932	26	23.9	1318.2	1434.6	18.6	15.8	2.7	0.85	1.09	0.16	1079.1	19.6	55.13	FRWY
(577, 578)	4642	4639	315	21	18.0	1120.6	1078.4	14.0	13.4	0.6	0.96	0.96	0.04	1159.2	18.6	62.34	FRWY
(578, 579)	4639	4643	1580	13	15.4	933.4	922.1	11.9	11.1	0.8	0.93	0.99	0.07	1160.1	19.1	60.73	FRWY
(579, 580)	4643	4646	152	9	7.2	439.9	432.0	5.6	5.2	0.3	0.94	0.98	0.06	1161.2	19.0	61.09	FRWY
(580, 581)	4646	4654	241	9	14.4	881.3	864.4	11.1	10.6	0.6	0.95	0.98	0.05	1163.4	19.0	61.17	FRWY
(581, 582)	3606	3611	225	8	11.4	714.0	683.8	11.4	11.0	0.4	0.96	0.96	0.04	901.9	14.4	62.65	FRWY
(582, 583)	3611	3614	309	13	13.5	849.8	811.0	13.5	13.0	0.5	0.97	0.95	0.03	902.4	14.4	62.87	FRWY
(583, 584)	4099	4111	832	4	12.8	777.5	767.5	11.2	10.5	0.7	0.93	0.99	0.06	922.5	15.2	60.78	FRWY
(584, 585)	5031	5031	3898	24	25.1	1428.9	1503.1	17.9	15.8	2.2	0.88	1.05	0.13	1109.5	19.5	57.04	FRWY
(585, 586)	5031	5029	794	15	13.1	683.9	784.3	9.4	7.5	1.8	0.81	1.15	0.22	1257.3	24.0	52.32	FRWY
(586, 587)	5029	5028	171	12	10.5	623.8	630.7	7.5	6.9	0.7	0.91	1.01	0.09	1257.2	21.2	59.35	FRWY
(587, 588)	5028	5023	67	12	7.7	476.0	464.1	5.5	5.2	0.3	0.95	0.98	0.05	1256.5	20.4	61.54	FRWY
(588, 589)	5023	5027	194	14	15.8	952.1	947.6	11.3	10.6	0.7	0.94	1.00	0.06	1256.7	20.8	60.28	FRWY
(589, 590)	2865	2867	145	4	7.0	441.9	418.5	8.8	8.5	0.2	0.98	0.95	0.02	716.5	11.3	63.35	FRWY
(590, 591)	2867	2868	78	3	5.2	333.5	314.5	6.6	6.4	0.1	0.98	0.94	0.02	716.9	11.3	63.61	FRWY
(591, 592)	2868	2867	110	3	5.8	370.9	350.3	7.3	7.2	0.2	0.98	0.94	0.02	716.8	11.3	63.52	FRWY
(592, 593)	3256	3262	217	3	9.8	617.1	587.0	10.8	10.5	0.3	0.97	0.95	0.03	651.7	10.3	63.08	FRWY
(593, 594)	3786	3790	661	5	5.7	358.8	344.4	5.5	5.3	0.2	0.96	0.96	0.04	642.2	10.3	62.52	FRWY
(594, 595)	3790	3789	240	11	11.3	717.8	680.8	10.8	10.5	0.3	0.97	0.95	0.02	758.0	12.0	63.26	FRWY
(595, 596)	3789	3785	118	8	5.1	325.6	308.4	4.9	4.8	0.1	0.98	0.95	0.02	757.4	12.0	63.36	FRWY
(596, 597)	3785	3791	3825	6	8.5	537.9	510.5	8.1	7.9	0.2	0.97	0.95	0.02	757.4	12.0	63.22	FRWY
(597, 598)	3791	3779	725	19	8.7	537.9	520.4	8.2	7.9	0.4	0.96	0.97	0.04	757.3	12.2	62.01	FRWY
(598, 599)	3779	3775	303	17	17.3	1072.1	1040.3	16.5	16.0	0.5	0.97	0.97	0.03	754.8	12.2	61.84	FRWY
(600, 601)	1887	1882	88	7	5.1	324.8	308.7	9.8	9.6	0.3	0.97	0.95	0.02	628.2	10.0	63.13	FRWY

(601, 602)	1882	1882	52	2	2.8	178.3	169.6	5.4	5.3	0.1	0.97	0.95	0.03	482.7	7.7	63.08	FRWY
(602, 603)	1882	1878	99	5	5.6	356.0	338.5	10.8	10.5	0.3	0.97	0.95	0.02	626.6	9.9	63.10	FRWY
(599, 600)	1892	1887	154	11	7.8	492.2	467.3	14.8	14.5	0.4	0.97	0.95	0.02	629.6	10.0	63.19	FRWY
(77,7053)	1466	1469	0	0	0.9	51.7	51.2	2.1	1.9	0.1	0.93	0.99	0.07	489.1	8.1	60.56	FRWY
(7054, 568)	2142	2142	427	0	2.2	101.4	133.3	3.4	2.4	1.0	0.70	1.31	0.39	772.7	16.9	45.65	FRWY
(441, 397)	529	529	0	1	0.6	29.9	36.5	4.1	3.7	0.4	0.89	1.22	0.13	528.9	10.8	49.12	RAMP
(626, 627)	1115	1115	22	0	1.6	88.5	97.9	5.3	5.2	0.1	0.99	1.11	0.02	371.7	6.9	54.24	FRWY
(627, 27)	1115	1118	32	0	1.3	67.6	75.3	4.1	4.0	0.1	0.98	1.11	0.02	372.0	6.9	53.87	FRWY
(629, 28)	855	856	0	0	1.2	54.7	69.9	4.9	4.2	0.7	0.86	1.28	0.18	855.2	18.2	47.01	RAMP
(628, 629)	856	855	0	5	1.4	56.1	84.8	5.9	5.2	0.7	0.88	1.51	0.18	856.8	21.6	39.71	RAMP
(631, 30)	1028	1029	0	0	1.9	96.8	115.3	6.7	6.1	0.6	0.91	1.19	0.10	1028.4	20.4	50.38	RAMP
(630, 631)	1026	1028	0	1	1.7	83.3	104.8	6.1	5.8	0.3	0.95	1.26	0.06	1027.4	21.6	47.66	RAMP
(34, 632)	1163	1164	32	0	1.0	52.2	58.2	3.0	2.9	0.1	0.98	1.11	0.02	582.0	10.8	53.84	RAMP
(632, 633)	1164	1167	32	1	1.2	62.7	69.8	3.6	3.5	0.1	0.98	1.11	0.02	583.1	10.8	53.94	RAMP
(635, 54)	484	485	0	1	1.1	57.7	68.6	8.5	7.8	0.7	0.92	1.19	0.10	484.6	9.6	50.50	RAMP
(634, 635)	485	484	0	1	1.0	43.0	62.3	7.7	7.1	0.6	0.92	1.45	0.12	484.9	11.7	41.42	RAMP
(637, 56)	601	600	0	3	1.4	73.7	82.6	8.2	8.0	0.2	0.97	1.12	0.03	601.1	11.2	53.53	RAMP
(636, 637)	601	601	0	3	1.0	51.1	57.6	5.7	5.6	0.2	0.97	1.13	0.04	601.3	11.3	53.31	RAMP
(61, 638)	305	305	0	0	0.5	25.9	28.7	5.6	5.6	0.1	0.98	1.11	0.02	305.0	5.6	54.16	RAMP
(638, 639)	305	305	12	0	0.4	19.5	22.2	4.4	4.2	0.2	0.96	1.13	0.04	179.0	3.4	52.87	RAMP
(62, 640)	612	609	0	3	0.9	46.8	52.2	5.1	5.0	0.1	0.98	1.12	0.03	609.8	11.3	53.78	RAMP
(640, 641)	609	609	19	0	0.5	25.4	29.4	2.9	2.9	0.0	0.99	1.16	0.02	394.1	7.6	51.74	RAMP
(643, 64)	460	460	0	0	1.0	50.9	57.3	7.5	7.3	0.2	0.97	1.13	0.03	460.0	8.6	53.29	RAMP

(642, 643)	460	460	14	0	0.8	41.6	48.8	6.4	5.9	0.5	0.93	1.18	0.08	324.1	6.3	51.05	RAMP
(69, 644)	826	826	29	0	1.0	54.9	62.9	4.6	4.4	0.2	0.95	1.15	0.05	721.2	13.8	52.38	RAMP
(644, 645)	826	825	54	1	0.8	38.8	46.1	3.3	3.3	0.1	0.98	1.19	0.02	317.8	6.3	50.49	RAMP
(647, 71)	232	232	0	0	0.6	30.9	36.9	9.6	8.7	0.8	0.91	1.19	0.10	232.0	4.6	50.25	RAMP
(646, 647)	230	232	0	1	0.5	22.0	32.0	8.3	7.6	0.7	0.91	1.46	0.13	231.5	5.6	41.21	RAMP
(74, 648)	1030	1032	42	3	1.7	90.9	101.3	5.9	5.8	0.1	0.98	1.12	0.02	515.9	9.6	53.81	RAMP
(648, 649)	1032	1029	29	4	1.4	76.9	86.1	5.0	4.9	0.1	0.98	1.12	0.03	515.3	9.6	53.63	RAMP
(651, 75)	369	369	0	0	0.6	27.3	33.7	5.5	4.8	0.6	0.88	1.23	0.15	369.0	7.6	48.64	RAMP
(650, 651)	371	369	0	2	0.5	21.7	32.6	5.3	4.7	0.6	0.88	1.50	0.18	369.6	9.3	39.92	RAMP
(653, 76)	286	286	0	0	0.2	13.3	15.0	3.1	3.1	0.1	0.97	1.12	0.03	286.0	5.4	53.45	RAMP
(652, 653)	286	286	0	0	0.3	15.1	17.0	3.6	3.5	0.1	0.97	1.13	0.04	286.0	5.4	53.18	RAMP
(569, 654)	804	804	39	0	0.8	39.9	48.2	3.6	3.2	0.4	0.90	1.21	0.12	650.1	13.1	49.68	RAMP
(656, 570)	1177	1177	0	2	2.1	102.7	128.0	6.5	5.7	0.8	0.88	1.25	0.15	1176.8	24.4	48.17	RAMP
(655, 656)	1176	1177	0	5	2.5	100.4	148.5	7.6	6.8	0.7	0.90	1.48	0.14	1178.0	29.0	40.58	RAMP
(658, 571)	526	525	0	1	1.0	52.6	59.1	6.8	6.6	0.2	0.98	1.12	0.03	525.1	9.8	53.37	RAMP
(657, 658)	528	526	0	2	0.8	44.5	49.9	5.7	5.6	0.1	0.98	1.12	0.02	527.4	9.8	53.57	RAMP
(574, 660)	222	222	0	0	0.2	9.4	10.5	2.8	2.8	0.1	0.98	1.12	0.03	222.0	4.1	53.76	RAMP
(660, 661)	222	222	0	0	0.2	8.9	10.5	2.8	2.8	0.1	0.97	1.19	0.03	222.0	4.4	50.60	RAMP
(663, 576)	1837	1832	37	5	3.9	173.4	236.9	7.7	6.2	1.6	0.80	1.37	0.28	1528.2	34.8	43.91	RAMP
(662, 663)	1834	1837	263	1	2.9	116.2	172.3	5.6	4.5	1.1	0.81	1.48	0.29	918.3	22.7	40.46	RAMP
(581, 664)	1048	1045	0	4	2.2	114.7	130.1	7.5	7.2	0.3	0.96	1.13	0.04	1046.1	19.8	52.92	RAMP
(664, 665)	1045	1045	0	0	0.8	44.5	50.5	2.9	2.8	0.1	0.96	1.13	0.04	1045.0	19.8	52.86	RAMP
(667, 583)	488	485	0	6	1.7	79.7	101.3	12.5	10.7	1.8	0.86	1.27	0.18	487.5	10.3	47.18	RAMP
(666, 667)	489	488	0	3	0.6	19.7	34.2	4.2	4.1	0.1	0.99	1.74	0.02	487.8	14.1	34.50	RAMP

(669, 584)	924	920	14	6	2.0	101.9	119.1	7.8	7.3	0.5	0.94	1.17	0.07	786.9	15.3	51.34	RAMP
(668, 669)	924	924	66	0	1.1	55.7	66.8	4.3	4.0	0.4	0.91	1.20	0.11	462.0	9.2	49.95	RAMP
(589, 670)	2162	2162	0	2	1.9	93.3	112.5	3.1	2.8	0.3	0.90	1.21	0.12	2161.3	43.4	49.76	RAMP
(670, 671)	2162	2162	0	2	1.8	88.9	109.8	3.0	2.7	0.4	0.88	1.24	0.15	2162.5	44.5	48.56	RAMP
(673, 592)	389	389	0	0	0.5	23.3	28.9	4.5	3.9	0.5	0.88	1.24	0.15	389.0	8.0	48.33	RAMP
(672, 673)	390	389	0	1	0.5	21.6	32.3	5.0	4.4	0.5	0.89	1.49	0.16	389.3	9.7	40.17	RAMP
(675, 593)	524	524	0	1	0.6	33.0	36.9	4.2	4.1	0.1	0.98	1.12	0.02	524.7	9.8	53.62	RAMP
(674, 675)	526	524	0	2	0.6	31.4	35.1	4.0	3.9	0.1	0.98	1.12	0.02	525.7	9.8	53.55	RAMP
(678, 679)	1884	1885	65	1	2.9	146.4	176.0	5.6	5.5	0.1	0.98	1.20	0.03	942.4	18.9	49.89	RAMP
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(688,7008)	1875	1876	0	2	3.2	117.2	189.1	6.0	5.9	0.1	0.98	1.61	0.04	625.2	16.8	37.19	FRWY
(7056, 626)	1115	1115	27	0	1.7	93.3	103.8	5.4	5.2	0.1	0.98	1.11	0.03	388.0	7.2	53.90	FRWY
(679,7058)	1885	1882	0	3	1.7	80.9	101.2	3.2	3.1	0.1	0.96	1.25	0.05	941.4	19.6	47.99	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	856	856	0	2	1.1	37.7	66.7	4.3	4.1	0.2	0.96	1.77	0.06	930.9	27.4	33.92	RAMP
(7061, 630)	1024	1026	0	0	1.5	67.3	88.7	4.9	4.5	0.5	0.91	1.32	0.12	1084.0	23.8	45.53	RAMP
(7062, 674)	524	526	0	1	0.6	32.0	38.0	4.1	3.8	0.3	0.92	1.19	0.09	556.3	11.0	50.59	RAMP
(7063, 672)	390	390	0	0	0.5	17.1	29.5	4.2	4.1	0.1	0.98	1.72	0.03	424.0	12.2	34.82	RAMP
(671,7064)	2162	2162	0	3	1.7	74.5	99.0	2.7	2.3	0.5	0.82	1.33	0.24	2162.5	47.9	45.17	RAMP
(633,7065)	1167	1166	0	2	1.4	73.3	81.5	4.2	4.1	0.1	0.98	1.11	0.02	583.2	10.8	53.97	RAMP
(7066, 634)	484	485	0	0	0.6	20.8	36.0	4.1	4.0	0.1	0.98	1.73	0.03	528.4	15.2	34.70	RAMP
(7067, 636)	600	601	0	1	0.9	45.3	54.6	5.2	4.7	0.5	0.90	1.20	0.12	630.1	12.6	49.84	RAMP
(665,7068)	1045	1042	0	3	0.8	40.5	46.8	2.7	2.5	0.1	0.94	1.16	0.06	1043.2	20.1	51.94	RAMP

(7069, 666)	491	489	0	2	0.5	18.1	30.1	3.3	3.3	0.0	0.99	1.67	0.02	542.3	15.1	36.02	RAMP
(7070, 668)	922	924	447	0	1.1	57.9	68.4	4.2	3.9	0.3	0.93	1.18	0.09	488.8	9.6	50.85	RAMP
(639,7071)	305	305	0	0	0.2	9.5	11.2	2.2	2.0	0.2	0.92	1.18	0.09	152.5	3.0	50.92	RAMP
(7072, 642)	460	460	258	0	0.3	15.1	19.1	2.2	1.9	0.3	0.87	1.26	0.17	257.7	5.4	47.58	RAMP
(641,7073)	609	608	0	1	0.4	20.0	25.9	2.6	2.5	0.0	0.99	1.29	0.02	304.1	6.5	46.48	RAMP
(661,7074)	222	222	0	0	0.2	7.9	10.4	2.8	2.6	0.2	0.91	1.31	0.11	222.0	4.9	45.74	RAMP
(7075, 662)	1828	1834	590	0	2.3	106.0	138.2	4.3	3.9	0.4	0.92	1.30	0.11	975.1	21.2	46.01	RAMP
(645,7076)	825	825	0	0	0.8	36.9	46.4	3.4	3.2	0.1	0.96	1.26	0.05	275.0	5.8	47.73	RAMP
(7077, 646)	230	230	0	0	0.2	7.8	13.6	3.2	3.1	0.1	0.97	1.75	0.06	256.4	7.5	34.28	RAMP
(7078, 657)	529	528	0	1	0.7	36.4	42.0	4.5	4.3	0.2	0.95	1.15	0.06	557.1	10.7	51.99	RAMP
(7080, 650)	368	371	0	1	0.7	22.7	39.4	6.0	5.9	0.1	0.98	1.74	0.04	392.3	11.4	34.53	RAMP
(7081, 655)	1178	1176	0	3	1.5	51.2	90.1	4.2	4.1	0.1	0.97	1.76	0.05	1281.1	37.6	34.08	RAMP
(649,7082)	1029	1025	0	4	1.1	57.6	67.0	3.9	3.7	0.2	0.94	1.16	0.07	513.6	10.0	51.58	RAMP
(7083, 652)	286	286	0	0	0.3	13.8	16.7	3.2	2.9	0.3	0.90	1.21	0.12	309.2	6.2	49.68	RAMP
(7084, 857)	336	336	0	0	0.3	13.1	16.0	2.6	2.3	0.3	0.89	1.22	0.13	369.0	7.5	49.36	RAMP
(857, 858)	336	336	0	0	0.4	19.9	22.4	4.0	3.9	0.1	0.96	1.13	0.04	336.0	6.3	53.28	RAMP
(859,7085)	307	306	0	1	0.5	28.1	31.9	6.2	6.0	0.2	0.96	1.13	0.04	306.3	5.8	52.89	RAMP
(7086, 860)	21	21	0	0	0.0	1.9	2.2	6.0	5.7	0.3	0.95	1.13	0.05	21.9	0.4	53.25	RAMP
(860, 861)	21	21	0	0	0.0	1.8	2.0	5.7	5.5	0.1	0.98	1.10	0.03	21.0	0.4	54.38	RAMP
(866,7087)	63	63	0	0	0.1	3.6	4.1	3.9	3.8	0.1	0.98	1.12	0.02	63.0	1.2	53.47	RAMP
(873,7088)	74	76	0	0	0.1	7.9	8.7	6.9	6.9	0.0	0.99	1.10	0.01	75.4	1.4	54.65	RAMP
(7089, 874)	216	216	0	0	0.2	12.6	14.6	3.8	3.6	0.2	0.94	1.16	0.07	230.3	4.4	51.77	RAMP
(874, 875)	216	216	0	0	0.2	12.0	13.3	3.7	3.6	0.1	0.98	1.11	0.02	216.0	4.0	54.02	RAMP
(876,7090)	51	51	0	0	0.1	4.6	5.0	5.9	5.9	0.0	0.99	1.10	0.01	51.0	0.9	54.43	RAMP

(7091, 877)	64	64	0	0	0.1	3.8	5.7	5.0	3.6	1.4	0.72	1.50	0.42	68.2	1.7	39.88	RAMP
(877, 878)	64	64	0	0	0.1	4.2	4.9	4.6	4.2	0.3	0.93	1.16	0.08	64.0	1.2	51.81	RAMP
(879, 880)	1995	1992	114	8	7.8	501.0	468.9	13.9	13.8	0.2	0.99	0.94	0.01	1011.2	15.8	64.11	FRWY
(880, 881)	1992	1995	180	9	11.0	703.3	662.6	19.9	19.6	0.3	0.98	0.94	0.02	997.1	15.7	63.68	FRWY
(881, 882)	1995	1993	202	9	9.1	574.3	546.1	16.4	16.0	0.4	0.97	0.95	0.03	996.8	15.8	63.10	FRWY
(882, 883)	1993	1997	182	8	9.0	566.6	542.2	16.3	15.8	0.5	0.97	0.96	0.03	997.2	15.9	62.70	FRWY
(883, 884)	1923	1922	122	5	7.0	437.4	418.9	13.1	12.6	0.4	0.97	0.96	0.03	961.5	15.3	62.65	FRWY
(883, 873)	74	74	0	0	0.2	8.4	9.3	7.5	7.5	0.1	0.99	1.10	0.01	74.0	1.4	54.68	RAMP
(884, 885)	1922	1923	122	8	6.5	403.4	387.6	12.1	11.7	0.4	0.96	0.96	0.03	961.1	15.4	62.44	FRWY
(885, 886)	1923	1920	186	10	8.0	498.2	479.4	15.0	14.4	0.6	0.96	0.96	0.04	960.0	15.4	62.36	FRWY
(886, 887)	2137	2133	415	13	9.8	607.0	588.5	16.5	15.8	0.7	0.95	0.97	0.04	929.0	15.0	61.89	FRWY
(887, 888)	2133	2138	197	9	10.0	624.4	602.1	16.9	16.2	0.7	0.96	0.96	0.04	1068.3	17.2	62.22	FRWY
(875, 886)	216	217	0	0	0.3	17.5	19.3	5.3	5.3	0.1	0.99	1.10	0.01	216.5	4.0	54.43	RAMP
(888, 889)	2138	2134	244	8	10.9	677.6	654.8	18.4	17.6	0.8	0.96	0.97	0.04	1068.0	17.2	62.09	FRWY
(889, 890)	2134	2134	142	4	7.2	447.0	432.0	12.1	11.6	0.5	0.96	0.97	0.04	1067.0	17.2	62.09	FRWY
(890, 891)	2134	2137	233	8	11.4	704.8	682.4	19.2	18.3	0.8	0.96	0.97	0.04	1068.8	17.2	61.97	FRWY
(891, 892)	2137	2127	162	19	8.5	528.9	511.9	14.4	13.8	0.6	0.96	0.97	0.04	1066.7	17.2	61.99	FRWY
(892, 893)	2127	2133	367	13	20.0	1238.2	1199.8	33.8	32.3	1.5	0.96	0.97	0.04	1066.5	17.2	61.92	FRWY
(893, 894)	2133	2133	433	26	23.7	1462.2	1421.1	39.9	38.0	1.9	0.95	0.97	0.05	1067.8	17.3	61.74	FRWY
(894, 895)	2133	2135	290	11	14.5	894.1	871.4	24.5	23.3	1.2	0.95	0.97	0.05	1066.1	17.3	61.56	FRWY
(895, 896)	2135	2131	378	27	22.7	1396.2	1364.0	38.3	36.3	2.0	0.95	0.98	0.05	1068.1	17.4	61.42	FRWY
(896, 897)	2131	2121	417	28	24.3	1490.5	1460.5	41.2	38.9	2.2	0.95	0.98	0.05	1064.7	17.4	61.23	FRWY
(897, 898)	2121	2118	243	17	13.3	818.1	800.2	22.7	21.5	1.2	0.95	0.98	0.05	1058.8	17.3	61.35	FRWY

(898, 899)	2118	2126	186	3	9.9	603.2	593.2	16.8	15.8	1.0	0.94	0.98	0.06	1061.6	17.4	61.01	FRWY
(899, 900)	2063	2067	192	2	10.5	644.3	629.2	18.3	17.3	0.9	0.95	0.98	0.05	1032.7	16.8	61.43	FRWY
(899, 866)	63	63	0	0	0.1	7.4	8.3	7.9	7.8	0.1	0.98	1.12	0.02	63.0	1.2	53.57	RAMP
(900, 901)	2067	2065	241	12	12.3	757.0	738.5	21.5	20.4	1.1	0.95	0.98	0.05	1032.8	16.8	61.50	FRWY
(901, 902)	2401	2388	610	17	11.4	680.3	684.2	17.1	15.8	1.4	0.92	1.01	0.08	1041.1	17.5	59.65	FRWY
(902, 903)	2388	2387	189	5	11.1	683.0	667.1	16.8	15.9	0.9	0.95	0.98	0.05	1193.4	19.4	61.43	FRWY
(858, 901)	336	336	0	0	0.9	50.7	56.8	10.1	9.9	0.3	0.97	1.12	0.03	336.0	6.3	53.59	RAMP
(903, 904)	2387	2376	203	13	12.7	781.2	762.9	19.2	18.2	1.0	0.95	0.98	0.05	1191.4	19.4	61.44	FRWY
(904, 905)	2376	2373	187	9	9.8	602.8	589.1	14.9	14.1	0.8	0.95	0.98	0.05	1188.6	19.4	61.40	FRWY
(906, 907)	2497	2499	150	9	10.1	647.8	607.5	14.4	14.2	0.2	0.98	0.94	0.02	1265.8	19.8	63.98	FRWY
(907, 908)	2499	2498	344	15	15.2	964.2	912.5	21.9	21.4	0.6	0.97	0.95	0.02	1248.3	19.7	63.40	FRWY
(908, 909)	2498	2495	246	12	11.4	708.6	682.8	16.4	15.8	0.6	0.96	0.96	0.04	1247.2	20.0	62.27	FRWY
(909, 910)	2191	2185	209	10	8.8	549.0	527.0	14.4	13.9	0.6	0.96	0.96	0.04	1094.7	17.5	62.51	FRWY
(909, 859)	304	307	0	0	0.8	44.1	48.9	9.6	9.5	0.1	0.99	1.11	0.02	305.3	5.6	54.10	RAMP
(910, 911)	2185	2183	190	13	10.5	658.6	632.3	17.4	16.7	0.7	0.96	0.96	0.04	1091.5	17.5	62.49	FRWY
(911, 912)	2183	2184	182	10	9.7	605.4	583.2	16.0	15.3	0.7	0.96	0.96	0.04	1092.4	17.5	62.28	FRWY
(861, 912)	21	21	0	0	0.0	2.0	2.2	6.3	6.2	0.1	0.98	1.10	0.02	21.0	0.4	54.73	RAMP
(912, 913)	2205	2202	206	15	10.1	626.5	605.4	16.5	15.7	0.7	0.95	0.97	0.04	958.9	15.4	62.10	FRWY
(913, 914)	2202	2203	197	9	10.6	655.0	633.2	17.3	16.5	0.8	0.95	0.97	0.04	1100.0	17.7	62.07	FRWY
(914, 915)	2203	2209	359	19	20.9	1293.9	1254.8	34.1	32.5	1.7	0.95	0.97	0.05	1103.0	17.8	61.87	FRWY
(915, 916)	2209	2207	387	20	21.2	1305.8	1269.7	34.5	32.7	1.8	0.95	0.97	0.05	1104.2	17.9	61.71	FRWY
(916, 917)	2207	2205	359	26	19.2	1185.2	1152.9	31.4	29.7	1.6	0.95	0.97	0.05	1102.9	17.9	61.68	FRWY
(917, 918)	2205	2204	248	9	15.1	926.5	903.4	24.6	23.3	1.3	0.95	0.98	0.05	1101.8	17.9	61.53	FRWY
(918, 919)	2204	2217	346	14	19.5	1196.4	1168.2	31.7	29.9	1.8	0.94	0.98	0.05	1104.8	18.0	61.45	FRWY

(919, 920)	2217	2217	344	23	20.3	1245.2	1218.2	33.0	31.1	1.9	0.94	0.98	0.06	1108.3	18.1	61.33	FRWY
(920, 921)	2217	2217	180	9	12.4	761.9	746.9	20.2	19.0	1.2	0.94	0.98	0.06	1109.4	18.1	61.20	FRWY
(921, 922)	2217	2210	202	16	11.8	723.8	710.8	19.3	18.1	1.2	0.94	0.98	0.06	1106.5	18.1	61.10	FRWY
(922, 923)	2210	2212	183	10	11.9	727.4	714.9	19.4	18.2	1.2	0.94	0.98	0.06	1104.3	18.1	61.05	FRWY
(923, 924)	2212	2233	244	9	13.5	822.4	808.7	21.8	20.5	1.4	0.94	0.98	0.06	1111.1	18.2	61.01	FRWY
(924, 925)	2233	2223	176	10	12.8	777.6	769.5	20.7	19.3	1.4	0.93	0.99	0.07	1113.3	18.4	60.64	FRWY
(925, 926)	2172	2163	211	10	14.4	875.9	864.7	24.0	22.4	1.6	0.93	0.99	0.07	1083.1	17.8	60.78	FRWY
(925, 876)	51	51	0	0	0.1	7.8	8.6	10.1	10.0	0.1	0.99	1.10	0.01	51.0	0.9	54.34	RAMP
(926, 927)	2163	2154	172	18	10.5	642.2	632.5	17.6	16.4	1.1	0.94	0.98	0.06	1079.9	17.7	60.92	FRWY
(878, 927)	64	65	0	0	0.1	3.6	4.0	3.7	3.7	0.1	0.98	1.10	0.02	64.8	1.2	54.56	RAMP
(927, 928)	2219	2214	223	19	10.4	631.3	622.8	16.8	15.7	1.1	0.93	0.99	0.06	966.1	15.9	60.81	FRWY
(928, 929)	2214	2210	155	5	9.6	584.6	574.8	15.6	14.6	1.0	0.94	0.98	0.06	1106.3	18.1	61.02	FRWY
(929, 930)	2210	2205	159	10	11.8	721.6	709.2	19.3	18.1	1.2	0.94	0.98	0.06	1105.1	18.1	61.06	FRWY
(930, 931)	2205	2188	130	17	7.8	477.8	470.1	12.9	12.0	0.8	0.94	0.98	0.06	1096.9	18.0	60.98	FRWY
(654,7079)	804	804	0	0	0.8	39.6	49.4	3.7	3.2	0.5	0.87	1.25	0.16	402.0	8.4	48.06	RAMP
(407, 369)	3038	3043	438	7	15.4	795.4	923.7	18.2	17.1	1.1	0.94	1.16	0.07	1520.5	29.4	51.67	RAMP
(162, 165)	4865	4865	383	15	13.4	847.4	805.2	9.7	9.5	0.3	0.97	0.95	0.03	1241.5	19.7	63.15	FRWY
(165, 166)	4865	4863	144	12	10.9	690.8	654.5	8.1	7.9	0.2	0.98	0.95	0.02	1215.8	19.2	63.33	FRWY
(386, 167)	4105	4112	547	5	9.5	583.6	572.0	8.4	7.9	0.5	0.94	0.98	0.06	893.1	14.6	61.21	FRWY
(167, 168)	4112	4121	202	1	9.5	584.8	568.1	8.3	7.9	0.4	0.95	0.97	0.05	1029.2	16.7	61.76	FRWY
(168, 169)	4121	4115	217	10	10.1	626.8	606.5	8.8	8.4	0.4	0.95	0.97	0.04	1029.1	16.6	62.01	FRWY
(404, 170)	225	225	0	0	0.2	12.2	13.5	3.6	3.6	0.0	0.99	1.11	0.01	225.0	4.2	54.20	RAMP
(7018, 171)	245	245	0	0	0.2	9.5	12.9	2.9	2.5	0.3	0.88	1.37	0.16	269.8	6.2	43.82	RAMP

(171, 172)	245	245	0	0	0.2	8.6	10.6	2.6	2.5	0.1	0.97	1.24	0.03	245.0	5.0	48.58	RAMP
(172, 387)	245	245	0	0	0.2	9.2	11.0	2.7	2.5	0.2	0.92	1.20	0.10	245.0	4.9	50.16	RAMP
(7020, 174)	319	319	0	0	0.3	14.4	18.9	3.3	3.0	0.3	0.91	1.32	0.12	346.0	7.6	45.46	RAMP
(174, 175)	319	319	0	1	0.3	14.6	17.8	3.4	3.3	0.1	0.98	1.22	0.02	319.2	6.5	49.19	RAMP
(175, 386)	319	320	0	0	0.3	17.3	20.1	3.8	3.5	0.2	0.94	1.16	0.07	319.7	6.2	51.69	RAMP
(385, 173)	525	525	0	0	0.5	25.6	28.5	3.3	3.2	0.1	0.98	1.12	0.02	525.0	9.8	53.72	RAMP
(173,7019)	525	525	0	0	0.5	24.0	28.1	3.2	3.2	0.1	0.98	1.17	0.02	525.0	10.3	51.12	RAMP
(170,7017)	225	224	0	2	0.2	11.9	14.0	3.7	3.7	0.0	0.99	1.17	0.02	224.4	4.4	51.17	RAMP
(151, 344)	997	997	0	3	2.2	114.8	130.7	7.9	7.5	0.3	0.96	1.14	0.05	984.1	18.7	52.71	RAMP
(344,7026)	997	998	0	1	0.9	39.4	51.2	3.1	2.8	0.3	0.90	1.30	0.13	498.3	10.8	46.20	RAMP
(7007, 208)	99	99	0	0	0.1	3.5	5.4	2.9	2.5	0.4	0.86	1.55	0.22	110.5	2.9	38.62	RAMP
(209, 180)	99	99	0	0	0.1	5.2	6.1	3.7	3.4	0.3	0.93	1.17	0.08	99.0	1.9	51.48	RAMP
(396, 397)	3801	3808	1796	14	20.4	1266.1	1224.0	19.3	18.5	0.8	0.96	0.97	0.04	950.7	15.3	62.06	FRWY
(399, 402)	1785	1783	456	12	8.8	459.9	530.2	17.8	16.9	0.9	0.95	1.15	0.06	1092.8	21.0	52.04	RAMP
(559, 407)	3040	3038	57	9	5.8	263.7	346.2	6.8	6.2	0.6	0.91	1.31	0.11	1520.0	33.3	45.70	FRWY
(370, 416)	461	461	0	0	0.5	27.0	30.4	4.0	3.8	0.1	0.97	1.13	0.03	461.0	8.7	53.27	RAMP
(403, 310)	1781	1777	319	9	6.2	250.4	373.2	12.6	9.2	3.4	0.73	1.49	0.40	1402.0	34.8	40.26	RAMP
(383, 314)	1608	1600	0	11	6.4	309.9	385.3	14.4	12.7	1.8	0.88	1.24	0.15	1604.4	33.2	48.26	RAMP
(381, 315)	489	488	0	1	0.5	24.4	28.7	3.5	3.3	0.3	0.93	1.18	0.09	488.0	9.6	50.95	RAMP
(380, 381)	489	489	0	0	0.5	24.3	29.6	3.6	3.6	0.1	0.98	1.22	0.02	489.0	9.9	49.16	RAMP
(7029, 380)	489	489	0	0	0.6	30.2	38.4	4.4	4.2	0.3	0.94	1.27	0.08	518.8	11.0	47.07	RAMP
(316, 309)	1233	1232	0	1	1.3	65.1	75.4	3.7	3.5	0.2	0.94	1.16	0.07	1232.4	23.8	51.82	RAMP
(349, 352)	423	422	0	1	1.2	56.6	69.7	9.9	9.7	0.2	0.98	1.23	0.02	422.4	8.7	48.74	FRWY
(352,7027)	422	422	0	0	0.3	13.5	17.3	2.5	2.3	0.1	0.94	1.28	0.08	422.0	9.0	46.77	FRWY

(346, 347)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(599, 678)	1883	1884	122	2	2.7	141.6	160.6	5.1	4.9	0.2	0.96	1.13	0.04	941.9	17.8	52.91	RAMP
(685, 601)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(603, 688)	1878	1875	56	6	5.4	276.7	323.6	10.4	10.2	0.2	0.98	1.17	0.02	625.2	12.2	51.32	FRWY
(382, 383)	1608	1608	0	0	1.4	59.1	81.9	3.1	2.0	1.0	0.67	1.39	0.46	1608.0	37.2	43.27	RAMP
(368, 369)	1340	1337	642	10	9.7	577.5	579.1	26.0	24.0	2.0	0.92	1.00	0.08	503.5	8.4	59.84	FRWY
(407, 411)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(406, 412)	633	631	18	3	1.0	41.2	59.0	5.6	5.2	0.4	0.93	1.43	0.09	558.4	13.3	41.92	RAMP
(412,7041)	631	631	0	0	0.6	23.8	37.5	3.6	3.0	0.5	0.85	1.58	0.24	315.5	8.3	38.06	RAMP
(7042, 414)	536	536	0	0	0.6	25.6	36.4	3.8	3.5	0.2	0.94	1.42	0.08	579.3	13.7	42.20	RAMP
(414, 415)	536	537	0	0	0.4	18.3	24.3	2.7	2.5	0.2	0.91	1.33	0.12	536.6	11.9	45.23	RAMP
(415, 307)	537	538	0	0	0.6	28.4	33.8	3.8	3.5	0.3	0.92	1.19	0.10	537.1	10.7	50.33	RAMP
(7013, 8)	459	459	0	0	0.5	17.4	31.0	3.7	1.9	1.8	0.52	1.78	0.85	505.4	15.0	33.75	RAMP
(8, 132)	459	459	0	0	0.3	15.4	20.8	2.7	1.9	0.9	0.69	1.35	0.42	459.0	10.4	44.33	RAMP

NETWORK STATISTICS

VEHICLE-MILES = 213027.7, VEHICLE-MINUTES = 251187.9, MOVING/TOTAL TRIP TIME = 0.804,

AVERAGE CONTENT = 4186.5, CURRENT CONTENT = 4613.0, SPEED(MPH) = 50.88,

TOTAL DELAY (VEH-MIN) = 49153.62, TRAVEL TIME (MIN)/VEH-MILE = 1.18, DELAY TIME (MIN)/ VEH-MILE = 0.23

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

								SEC./VEHICLE			SEC./PERSON				
LINK	LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	CONT	VOLUME OF VEH/HR	TOTAL VIOLATORS	MOVE TIME	DELAY TIME	TOTAL TIME	MOVE TIME	DELAY TIME	SPEED TIME	TIME	MILES/HR
(153, 96)	1	SOV	---	---	3	885.2	-----	14.6	13.5	1.1	11.3	10.4	0.9		60.59
(153, 96)	2	SOV	---	---	7	1846.7	-----	14.9	14.0	0.9	11.5	10.8	0.7		59.48
(153, 96)	3	SOV	---	---	5	1536.0	-----	14.1	13.5	0.6	10.9	10.4	0.4		62.90
(153, 96)	4	SOV	---	---	3	1142.5	-----	14.3	13.7	0.6	11.0	10.5	0.4		62.17
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.00
(153, 96)	9	SOV	---	---	12	1725.1	-----	15.2	14.3	0.9	11.7	11.0	0.7		58.47
(563, 98)	1	SOV	---	---	11	1949.5	-----	17.9	16.0	1.9	13.8	12.3	1.4		57.25
(563, 98)	2	SOV	---	---	3	1076.5	-----	17.1	16.0	1.1	13.2	12.4	0.8		59.92
(563, 98)	3	SOV	---	---	3	1017.8	-----	16.2	15.7	0.5	12.5	12.1	0.4		63.17
(563, 98)	4	SOV	---	---	7	805.9	-----	16.1	15.7	0.5	12.4	12.1	0.4		63.40
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.00
(154, 101)	1	SOV	---	---	7	652.9	-----	29.9	29.3	0.5	23.2	22.8	0.4		64.84
(154, 101)	2	SOV	---	---	10	1114.8	-----	30.7	30.0	0.7	23.8	23.3	0.6		63.00
(154, 101)	3	SOV	---	---	12	1029.9	-----	30.1	29.5	0.6	23.3	22.9	0.5		64.31
(154, 101)	4	SOV	---	---	10	1099.5	-----	30.8	30.0	0.8	23.7	23.1	0.6		62.76
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.00
(103, 104)	1	SOV	---	---	2	1534.8	-----	10.3	8.4	1.9	8.0	6.5	1.5		52.81
(103, 104)	2	SOV	---	---	0	1533.3	-----	9.0	8.4	0.6	6.9	6.5	0.5		60.75
(103, 104)	3	SOV	---	---	1	1161.7	-----	8.5	8.2	0.3	6.6	6.4	0.2		64.18
(103, 104)	4	SOV	---	---	3	816.2	-----	8.7	8.5	0.2	6.7	6.5	0.2		62.79
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.00
(103, 104)	9	SOV	---	---	1	85.0	-----	12.5	10.0	2.5	9.6	7.7	1.9		43.80
(158, 105)	1	SOV	---	---	15	2830.9	-----	19.1	16.0	3.1	14.8	12.4	2.4		53.47
(158, 105)	2	SOV	---	---	8	1892.6	-----	17.2	15.9	1.3	13.3	12.3	1.0		59.56
(158, 105)	3	SOV	---	---	6	1331.8	-----	16.0	15.5	0.5	12.4	12.0	0.4		63.93

(158, 105)	4	SOV	---	---	4	809.9	-----	15.9	15.6	0.4	12.3	12.0	0.3	64.13
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	3	678.1	-----	23.0	22.4	0.6	17.7	17.3	0.4	65.15
(128, 97)	2	SOV	---	---	10	1256.0	-----	24.7	23.8	0.8	19.1	18.5	0.6	60.69
(128, 97)	3	SOV	---	---	10	1340.6	-----	23.6	22.9	0.7	18.2	17.7	0.5	63.49
(128, 97)	4	SOV	---	---	12	1040.9	-----	23.9	23.0	0.9	18.4	17.7	0.7	62.48
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	8	2242.0	-----	15.8	13.9	1.9	12.2	10.7	1.5	56.15
(156, 102)	2	SOV	---	---	10	1317.9	-----	14.7	13.6	1.2	11.4	10.5	0.9	60.24
(156, 102)	3	SOV	---	---	6	1002.5	-----	13.9	13.4	0.4	10.7	10.4	0.3	63.95
(156, 102)	4	SOV	---	---	5	773.3	-----	14.1	13.8	0.3	10.9	10.6	0.3	62.71
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(109,7001)	1	SOV	---	---	1	1477.3	-----	2.3	2.2	0.1	1.8	1.7	0.1	51.34
(109,7001)	2	SOV	---	---	0	667.0	-----	2.1	2.1	0.0	1.6	1.6	0.0	55.48
(102, 103)	1	SOV	---	---	9	1129.5	-----	25.5	24.1	1.4	19.8	18.7	1.1	60.74
(102, 103)	2	SOV	---	---	13	1306.1	-----	24.9	23.8	1.1	19.3	18.4	0.9	62.22
(102, 103)	3	SOV	---	---	7	1097.6	-----	24.1	23.4	0.7	18.7	18.1	0.5	64.18
(102, 103)	4	SOV	---	---	4	789.8	-----	24.7	24.1	0.6	19.0	18.5	0.5	62.70
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	1	988.2	-----	2.8	2.7	0.2	2.2	2.1	0.1	51.49
(160,7002)	2	SOV	---	---	0	26.0	-----	2.8	2.6	0.3	2.2	2.0	0.2	51.52
(7003, 106)	1	SOV	---	---	2	381.8	-----	9.1	6.6	2.5	7.0	5.1	1.9	32.88
(7003, 106)	2	SOV	---	---	3	461.4	-----	7.7	6.4	1.3	6.0	5.0	1.0	38.77
(106, 103)	1	SOV	---	---	2	656.1	-----	9.6	7.7	1.9	7.4	5.9	1.5	43.43
(106, 103)	2	SOV	---	---	1	148.5	-----	12.6	8.5	4.1	9.7	6.5	3.2	33.21
(7004, 107)	1	SOV	---	---	0	953.1	-----	4.2	3.0	1.2	3.2	2.3	0.9	41.21
(7004, 107)	2	SOV	---	---	0	889.5	-----	4.1	3.1	1.0	3.1	2.4	0.8	42.27
(107, 104)	1	SOV	---	---	1	1043.6	-----	10.6	6.5	4.2	8.2	5.0	3.2	31.79
(107, 104)	2	SOV	---	---	0	657.7	-----	11.4	6.3	5.1	8.8	4.9	3.9	29.66
(110, 109)	1	SOV	---	---	0	1507.9	-----	2.4	2.4	0.1	1.9	1.8	0.1	51.84
(110, 109)	2	SOV	---	---	0	635.0	-----	2.3	2.2	0.1	1.8	1.7	0.0	55.67
(96, 110)	1	SOV	---	---	1	1566.9	-----	1.8	1.7	0.1	1.4	1.3	0.1	52.02
(96, 110)	2	SOV	---	---	0	574.7	-----	1.6	1.6	0.0	1.3	1.2	0.0	55.77
(127, 97)	1	SOV	---	---	5	484.3	-----	11.4	7.8	3.6	8.8	6.0	2.8	35.53
(127, 97)	2	SOV	---	---	2	57.6	-----	22.5	8.0	14.5	17.4	6.2	11.2	17.95

(96, 128)	1	SOV	---	---	6	1099.2	-----	16.7	15.9	0.8	12.9	12.2	0.6	61.30
(96, 128)	2	SOV	---	---	7	1460.8	-----	17.0	16.2	0.8	13.1	12.5	0.6	60.27
(96, 128)	3	SOV	---	---	6	1387.5	-----	16.1	15.6	0.5	12.4	12.0	0.4	63.41
(96, 128)	4	SOV	---	---	4	1048.7	-----	16.4	15.8	0.6	12.6	12.1	0.5	62.34
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	1	229.7	-----	11.7	11.1	0.6	9.0	8.6	0.4	52.92
(128, 129)	2	SOV	---	---	2	450.1	-----	11.7	11.2	0.5	9.0	8.7	0.4	52.71
(132, 130)	1	SOV	---	---	6	1721.9	-----	9.5	8.3	1.2	7.3	6.4	0.9	56.31
(132, 130)	2	SOV	---	---	10	1911.4	-----	8.7	8.2	0.5	6.7	6.3	0.4	61.45
(132, 130)	3	SOV	---	---	6	1761.1	-----	8.6	8.2	0.4	6.6	6.3	0.3	62.40
(132, 130)	4	SOV	---	---	7	1531.0	-----	8.8	8.3	0.5	6.8	6.4	0.4	60.82
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	2	45.1	-----	12.8	9.8	2.9	9.9	7.6	2.3	41.90
(131, 130)	1	SOV	---	---	1	151.9	-----	3.1	2.9	0.2	2.4	2.2	0.1	50.62
(151, 132)	1	SOV	---	---	5	1372.7	-----	16.9	15.9	1.0	13.1	12.3	0.7	60.24
(151, 132)	2	SOV	---	---	10	1900.5	-----	16.4	15.6	0.8	12.7	12.0	0.6	62.04
(151, 132)	3	SOV	---	---	9	1719.8	-----	16.3	15.6	0.7	12.6	12.0	0.5	62.47
(151, 132)	4	SOV	---	---	12	1527.2	-----	16.8	15.8	1.0	12.9	12.2	0.7	60.65
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	7	1444.6	-----	14.0	13.1	1.0	10.9	10.1	0.7	59.74
(105, 137)	2	SOV	---	---	9	1902.1	-----	13.7	13.1	0.7	10.6	10.1	0.5	60.98
(105, 137)	3	SOV	---	---	4	1422.2	-----	13.1	12.7	0.4	10.1	9.8	0.3	64.07
(105, 137)	4	SOV	---	---	1	898.2	-----	13.0	12.7	0.3	10.0	9.8	0.3	64.32
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	0	1427.9	-----	6.8	6.4	0.4	5.2	4.9	0.3	51.68
(98, 138)	2	SOV	---	---	0	0.1	-----	7.4	-1.6	9.0	5.7	-1.3	7.0	47.28
(138, 139)	1	SOV	---	---	0	1343.7	-----	2.6	2.5	0.1	2.0	1.9	0.1	52.61
(138, 139)	2	SOV	---	---	0	84.5	-----	2.6	2.3	0.3	2.0	1.8	0.3	51.93
(141, 140)	1	SOV	---	---	0	233.1	-----	10.9	5.9	5.0	8.4	4.6	3.9	26.41
(141, 140)	2	SOV	---	---	0	1198.1	-----	7.3	5.2	2.1	5.6	4.0	1.6	39.53
(140, 101)	1	SOV	---	---	0	1382.2	-----	10.9	9.3	1.6	8.4	7.2	1.3	46.71
(140, 101)	2	SOV	---	---	0	60.8	-----	11.9	11.9	0.0	9.2	9.2	0.0	42.83
(105, 143)	1	SOV	---	---	1	1191.1	-----	4.1	3.8	0.2	3.1	3.0	0.2	52.07
(7005, 127)	1	SOV	---	---	1	428.9	-----	2.9	1.3	1.5	2.2	1.0	1.2	24.58
(7005, 127)	2	SOV	---	---	1	223.4	-----	2.2	1.4	0.8	1.7	1.1	0.6	32.38

(129,7006)	1	SOV	---	---	0	100.0	-----	4.1	3.3	0.8	3.2	2.6	0.6	38.79
(129,7006)	2	SOV	---	---	0	579.9	-----	3.8	3.4	0.4	2.9	2.6	0.3	42.37
(147, 148)	1	SOV	---	---	1	710.8	-----	6.0	5.7	0.4	4.6	4.4	0.3	47.03
(148, 137)	1	SOV	---	---	1	709.6	-----	4.1	3.9	0.3	3.2	3.0	0.2	50.29
(163, 149)	1	SOV	---	---	36	1734.7	-----	35.5	32.8	2.7	27.6	25.5	2.1	60.41
(163, 149)	2	SOV	---	---	21	1846.7	-----	34.5	33.0	1.5	26.7	25.6	1.1	62.22
(163, 149)	3	SOV	---	---	17	1707.8	-----	34.1	33.0	1.1	26.4	25.5	0.9	62.94
(163, 149)	4	SOV	---	---	18	1776.5	-----	34.3	33.2	1.1	26.4	25.5	0.8	62.59
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	11	2516.7	-----	9.7	8.3	1.4	7.5	6.4	1.1	54.80
(311, 150)	2	SOV	---	---	5	1829.7	-----	8.8	8.2	0.6	6.8	6.3	0.5	60.82
(311, 150)	3	SOV	---	---	3	1638.4	-----	8.5	8.2	0.3	6.6	6.3	0.3	62.62
(311, 150)	4	SOV	---	---	2	1546.6	-----	8.7	8.3	0.5	6.7	6.4	0.3	61.04
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	2	836.3	-----	2.6	2.3	0.3	2.0	1.7	0.2	53.00
(152, 153)	2	SOV	---	---	0	2073.2	-----	2.4	2.1	0.3	1.9	1.6	0.3	56.54
(152, 153)	3	SOV	---	---	1	1381.9	-----	2.2	2.1	0.2	1.7	1.6	0.1	61.37
(152, 153)	4	HOV	0	1107	0	803.5	803.5	2.2	2.1	0.1	1.7	1.6	0.1	62.18
(152, 153)	9	SOV	---	---	1	2044.3	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.36
(130, 152)	1	SOV	---	---	7	1794.7	-----	15.1	13.7	1.3	11.7	10.6	1.0	58.74
(130, 152)	2	SOV	---	---	12	2240.0	-----	15.0	13.7	1.3	11.6	10.6	1.0	59.05
(130, 152)	3	SOV	---	---	5	1695.0	-----	14.3	13.6	0.7	11.0	10.5	0.6	62.14
(130, 152)	4	SOV	---	---	4	1390.7	-----	14.5	13.8	0.7	11.2	10.6	0.6	61.10
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	8.0	-----	18.4	3.6	14.9	14.2	2.7	11.4	48.13
(100, 154)	1	SOV	---	---	4	600.2	-----	17.3	17.2	0.1	13.5	13.4	0.1	65.28
(100, 154)	2	SOV	---	---	6	1204.2	-----	17.7	17.5	0.2	13.7	13.5	0.2	63.87
(100, 154)	3	SOV	---	---	7	956.3	-----	17.5	17.3	0.2	13.6	13.4	0.2	64.62
(100, 154)	4	SOV	---	---	5	1180.9	-----	17.7	17.5	0.2	13.6	13.4	0.2	63.94
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	4	1744.0	-----	16.1	13.6	2.5	12.4	10.5	1.9	55.11
(101, 155)	2	SOV	---	---	3	1328.7	-----	14.5	13.7	0.8	11.2	10.6	0.6	61.14
(101, 155)	3	SOV	---	---	4	1141.4	-----	13.9	13.5	0.4	10.8	10.4	0.3	63.85
(101, 155)	4	SOV	---	---	3	1045.9	-----	14.3	13.8	0.5	11.0	10.6	0.4	62.14
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	0	78.1	-----	21.5	16.6	4.9	16.7	12.8	3.8	41.20
(155, 156)	1	SOV	---	---	2	1908.5	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.89

(155, 156)	2	SOV	---	---	3	1461.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.30
(155, 156)	3	SOV	---	---	0	1132.8	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.70
(155, 156)	4	SOV	---	---	1	843.7	-----	2.2	2.1	0.1	1.7	1.6	0.0	62.35
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	6	2459.9	-----	23.7	15.8	7.8	18.3	12.2	6.1	43.19
(104, 157)	2	SOV	---	---	6	1984.6	-----	18.2	15.8	2.4	14.1	12.3	1.8	56.13
(104, 157)	3	SOV	---	---	6	1387.1	-----	16.3	15.5	0.8	12.6	11.9	0.6	62.78
(104, 157)	4	SOV	---	---	5	865.1	-----	16.3	15.8	0.5	12.5	12.1	0.4	62.73
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	0	160.7	-----	29.2	25.7	3.5	22.6	19.9	2.7	35.05
(157, 158)	1	SOV	---	---	0	2963.1	-----	2.5	2.1	0.4	1.9	1.6	0.3	54.28
(157, 158)	2	SOV	---	---	0	1877.0	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.68
(157, 158)	3	SOV	---	---	1	1263.1	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.63
(157, 158)	4	SOV	---	---	0	762.0	-----	2.1	2.1	0.1	1.7	1.6	0.0	63.43
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	1	SOV	---	---	17	2744.0	-----	14.3	9.8	4.5	11.1	7.6	3.5	44.39
(137, 159)	2	SOV	---	---	6	1688.4	-----	11.1	9.8	1.2	8.6	7.6	1.0	57.36
(137, 159)	3	SOV	---	---	2	1142.6	-----	10.0	9.6	0.4	7.7	7.4	0.3	63.64
(137, 159)	4	SOV	---	---	2	681.6	-----	9.8	9.6	0.2	7.6	7.4	0.2	64.64
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	0	106.9	-----	17.1	13.6	3.5	13.2	10.5	2.7	37.29
(150, 151)	1	SOV	---	---	7	2416.8	-----	8.7	7.7	0.9	6.7	6.0	0.7	56.53
(150, 151)	2	SOV	---	---	7	1894.5	-----	8.0	7.5	0.5	6.2	5.8	0.4	61.56
(150, 151)	3	SOV	---	---	5	1669.8	-----	7.8	7.5	0.3	6.0	5.8	0.2	62.58
(150, 151)	4	SOV	---	---	5	1543.9	-----	8.1	7.6	0.4	6.2	5.9	0.3	60.77
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	15	1312.1	-----	36.8	34.9	1.9	28.5	27.0	1.5	60.75
(325, 95)	2	SOV	---	---	13	1343.9	-----	36.6	35.0	1.6	28.3	27.1	1.2	61.07
(325, 95)	3	SOV	---	---	16	1251.4	-----	35.3	34.3	1.0	27.2	26.5	0.7	63.29
(325, 95)	4	SOV	---	---	15	1097.9	-----	34.6	33.4	1.2	26.6	25.7	0.9	64.52
(325, 95)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(102, 160)	1	SOV	---	---	2	1011.4	-----	5.5	5.2	0.2	4.2	4.0	0.2	52.38
(102, 160)	2	SOV	---	---	0	2.0	-----	5.8	3.7	2.2	4.5	2.9	1.7	48.96
(98, 99)	1	SOV	---	---	1	714.3	-----	24.5	23.6	0.9	18.9	18.2	0.7	62.48
(98, 99)	2	SOV	---	---	3	966.3	-----	24.7	24.0	0.7	19.2	18.6	0.6	61.86
(98, 99)	3	SOV	---	---	6	970.8	-----	24.0	23.5	0.5	18.5	18.2	0.4	63.65
(98, 99)	4	SOV	---	---	5	773.3	-----	24.2	23.4	0.7	18.6	18.0	0.5	63.35
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	3	752.8	-----	16.0	15.6	0.4	12.3	12.0	0.3	63.21

(99, 164)	2	SOV	---	---	5	932.0	-----	16.4	15.9	0.5	12.7	12.3	0.4	61.65
(99, 164)	3	SOV	---	---	4	978.7	-----	15.9	15.6	0.3	12.3	12.0	0.3	63.58
(99, 164)	4	SOV	---	---	5	771.6	-----	16.0	15.5	0.5	12.3	11.9	0.4	63.23
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	2	715.9	-----	8.3	8.2	0.1	6.4	6.4	0.0	48.12
(295, 200)	2	SOV	---	---	1	694.3	-----	8.4	8.3	0.1	6.5	6.4	0.0	47.73
(295, 200)	9	SOV	---	---	0	158.2	-----	8.7	8.6	0.1	6.7	6.6	0.1	45.89
(203, 201)	1	SOV	---	---	0	864.8	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.54
(203, 201)	2	SOV	---	---	0	876.9	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.12
(200, 199)	1	SOV	---	---	2	587.0	-----	6.7	6.6	0.1	5.1	5.1	0.0	44.64
(200, 199)	2	SOV	---	---	1	686.5	-----	6.7	6.6	0.1	5.2	5.1	0.0	44.41
(179, 178)	1	SOV	---	---	1	1416.7	-----	6.5	6.1	0.4	5.0	4.7	0.3	52.25
(179, 178)	2	SOV	---	---	1	1408.1	-----	6.5	6.1	0.4	5.1	4.7	0.3	52.13
(180, 179)	1	SOV	---	---	7	1415.0	-----	13.1	12.4	0.7	10.1	9.6	0.5	52.13
(180, 179)	2	SOV	---	---	10	1410.9	-----	13.1	12.4	0.7	10.1	9.6	0.5	52.15
(180, 179)	9	SOV	---	---	0	7.2	-----	13.6	12.2	1.4	10.5	9.4	1.1	50.30
(181, 180)	1	SOV	---	---	0	1312.6	-----	6.4	6.2	0.3	5.0	4.8	0.2	52.58
(181, 180)	2	SOV	---	---	1	1425.5	-----	6.5	6.2	0.3	5.0	4.8	0.2	52.26
(199, 198)	1	SOV	---	---	3	569.4	-----	8.4	8.2	0.2	6.5	6.3	0.1	44.63
(199, 198)	2	SOV	---	---	3	703.6	-----	8.5	8.3	0.2	6.5	6.4	0.1	44.19
(198, 197)	1	SOV	---	---	1	840.7	-----	15.9	15.0	0.9	12.3	11.6	0.7	51.86
(198, 197)	2	SOV	---	---	4	770.6	-----	15.9	15.2	0.7	12.3	11.7	0.5	52.04
(198, 197)	9	SOV	---	---	0	13.1	-----	19.1	17.8	1.3	14.8	13.8	1.0	43.31
(197, 196)	1	SOV	---	---	4	1225.5	-----	19.8	18.7	1.1	15.3	14.4	0.8	51.72
(197, 196)	2	SOV	---	---	5	917.6	-----	19.1	18.6	0.5	14.8	14.3	0.4	53.57
(197, 196)	9	SOV	---	---	0	21.2	-----	24.4	21.2	3.2	19.0	16.5	2.5	41.92
(196, 195)	1	SOV	---	---	7	1122.5	-----	33.6	32.3	1.3	26.0	25.0	1.0	52.38
(196, 195)	2	SOV	---	---	8	1047.9	-----	32.9	31.8	1.1	25.5	24.6	0.9	53.41
(182, 181)	1	SOV	---	---	5	1260.4	-----	22.1	21.3	0.8	17.1	16.4	0.6	52.75
(182, 181)	2	SOV	---	---	11	1471.9	-----	22.2	21.1	1.0	17.1	16.3	0.8	52.56
(183, 182)	1	SOV	---	---	13	2158.0	-----	20.1	18.7	1.4	15.5	14.5	1.1	50.91
(183, 182)	2	SOV	---	---	9	1538.1	-----	19.3	18.5	0.8	14.9	14.3	0.6	52.97
(184, 183)	1	SOV	---	---	16	1978.5	-----	24.8	23.9	0.9	19.1	18.4	0.7	52.84
(184, 183)	2	SOV	---	---	13	1755.0	-----	24.4	23.7	0.7	18.8	18.3	0.5	53.65

(205, 204)	1	SOV	---	---	1	541.1	-----	2.9	2.8	0.1	2.2	2.2	0.1	43.33
(204, 197)	1	SOV	---	---	4	539.2	-----	4.8	4.7	0.1	3.7	3.6	0.1	43.51
(182, 193)	1	SOV	---	---	1	472.8	-----	7.5	6.4	1.2	5.8	4.9	0.9	53.35
(182, 193)	2	SOV	---	---	0	489.9	-----	6.8	6.2	0.7	5.3	4.8	0.5	58.61
(193, 194)	1	SOV	---	---	0	189.4	-----	4.4	3.8	0.6	3.4	2.9	0.5	59.66
(193, 194)	2	SOV	---	---	4	772.4	-----	4.3	4.1	0.3	3.3	3.1	0.2	60.15
(193, 194)	3	SOV	---	---	0	0.1	-----	4.9	-2.9	7.8	3.7	-2.3	6.0	53.39
(208, 209)	1	SOV	---	---	0	99.0	-----	6.5	6.2	0.3	5.0	4.8	0.2	47.76
(207, 198)	1	SOV	---	---	0	351.0	-----	5.3	5.1	0.2	4.1	3.9	0.2	42.72
(206, 207)	1	SOV	---	---	0	351.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	36.68
(200, 210)	1	SOV	---	---	1	294.9	-----	4.2	4.1	0.1	3.2	3.2	0.0	44.51
(210, 211)	1	SOV	---	---	0	294.0	-----	3.6	3.6	0.0	2.8	2.8	0.0	40.86
(178, 202)	1	SOV	---	---	1	1427.9	-----	2.0	1.7	0.3	1.5	1.3	0.2	53.02
(178, 202)	2	SOV	---	---	0	1401.6	-----	2.0	1.7	0.3	1.5	1.3	0.2	53.04
(139,7009)	1	SOV	---	---	1	1282.4	-----	2.2	2.1	0.1	1.7	1.6	0.1	52.49
(139,7009)	2	SOV	---	---	1	146.8	-----	2.1	2.0	0.1	1.6	1.5	0.1	54.81
(7010, 141)	1	SOV	---	---	0	765.4	-----	6.5	5.3	1.2	5.0	4.1	0.9	45.68
(7010, 141)	2	SOV	---	---	0	740.9	-----	6.3	5.3	1.0	4.9	4.1	0.8	46.71
(211,7011)	1	SOV	---	---	1	293.9	-----	4.8	4.6	0.2	3.7	3.6	0.2	33.84
(7012, 206)	1	SOV	---	---	1	411.2	-----	2.3	2.1	0.2	1.8	1.7	0.2	33.02
(7014, 205)	1	SOV	---	---	0	583.1	-----	4.1	3.7	0.4	3.2	2.9	0.3	41.30
(194,7015)	1	SOV	---	---	0	211.0	-----	2.0	1.8	0.3	1.6	1.4	0.2	57.18
(194,7015)	2	SOV	---	---	0	749.0	-----	2.1	1.9	0.2	1.6	1.4	0.2	55.62
(194,7015)	3	SOV	---	---	0	2.0	-----	2.3	2.0	0.3	1.8	1.5	0.2	50.59
(201, 295)	1	SOV	---	---	2	781.8	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.52
(201, 295)	2	SOV	---	---	3	786.8	-----	8.9	8.8	0.0	6.9	6.8	0.0	57.21
(149, 298)	1	SOV	---	---	61	2095.3	-----	28.5	16.6	11.9	22.1	12.9	9.3	35.87
(149, 298)	2	SOV	---	---	21	1648.5	-----	19.0	15.8	3.1	14.7	12.3	2.4	53.89
(149, 298)	3	SOV	---	---	11	1610.7	-----	16.6	15.7	0.9	12.9	12.1	0.7	61.58

(149, 298)	4	SOV	---	---	10	1533.2	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.48
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	17	816.0	-----	52.8	20.0	32.8	41.1	15.6	25.6	7.16
(533, 299)	2	SOV	---	---	12	1672.0	-----	16.7	5.8	10.9	13.0	4.5	8.5	22.68
(533, 299)	3	SOV	---	---	8	1926.7	-----	8.6	5.8	2.9	6.7	4.5	2.2	43.78
(533, 299)	4	SOV	---	---	7	1753.9	-----	7.0	5.8	1.2	5.4	4.5	0.9	54.31
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	3	130.3	-----	96.8	46.2	50.6	74.9	35.8	39.1	3.91
(299, 300)	1	SOV	---	---	63	1177.7	-----	117.3	30.5	86.8	90.8	23.6	67.2	8.72
(299, 300)	2	SOV	---	---	43	1690.4	-----	53.9	16.1	37.8	42.1	12.6	29.5	18.98
(299, 300)	3	SOV	---	---	50	2016.3	-----	33.0	15.7	17.3	25.5	12.1	13.4	30.99
(299, 300)	4	SOV	---	---	36	2048.8	-----	23.4	15.6	7.8	18.0	12.0	6.0	43.64
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	2	41.0	-----	215.8	100.1	115.7	166.3	77.2	89.2	4.74
(300, 301)	1	SOV	---	---	98	932.1	-----	290.5	79.8	210.7	225.3	61.9	163.4	6.09
(300, 301)	2	SOV	---	---	68	1301.4	-----	150.8	36.1	114.8	118.0	28.2	89.7	11.73
(300, 301)	3	SOV	---	---	71	1993.7	-----	81.6	27.6	54.0	63.1	21.3	41.8	21.69
(300, 301)	4	SOV	---	---	55	2436.5	-----	49.6	27.1	22.5	38.2	20.9	17.3	35.66
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	31	1071.5	-----	107.3	27.7	79.6	83.3	21.5	61.8	6.99
(301, 302)	2	SOV	---	---	20	946.7	-----	69.8	22.4	47.4	54.5	17.5	37.0	10.74
(301, 302)	3	SOV	---	---	16	1883.6	-----	29.4	12.3	17.1	22.8	9.5	13.3	25.47
(301, 302)	4	SOV	---	---	16	2487.6	-----	19.2	11.7	7.5	14.8	9.0	5.8	39.01
(301, 302)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	1	SOV	---	---	69	1232.5	-----	128.2	24.9	103.3	99.5	19.3	80.2	7.98
(302, 303)	2	SOV	---	---	41	947.2	-----	120.0	18.8	101.2	94.1	14.8	79.4	8.52
(302, 303)	3	SOV	---	---	53	1784.5	-----	56.6	15.9	40.7	43.8	12.3	31.5	18.06
(302, 303)	4	SOV	---	---	35	2627.8	-----	26.5	15.6	10.9	20.4	12.0	8.3	38.61
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	1	SOV	---	---	34	533.9	-----	168.2	35.4	132.8	130.8	27.5	103.3	3.21
(303, 304)	2	SOV	---	---	18	707.4	-----	111.0	20.6	90.4	87.0	16.2	70.9	4.86
(303, 304)	3	SOV	---	---	21	1632.2	-----	42.9	10.1	32.8	33.2	7.8	25.4	12.57
(303, 304)	4	SOV	---	---	19	2792.0	-----	15.8	8.3	7.5	12.2	6.4	5.8	34.12
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(304, 305)	1	SOV	---	---	55	1261.6	-----	137.8	21.2	116.6	106.7	16.5	90.3	7.42
(304, 305)	2	SOV	---	---	9	785.9	-----	59.6	20.7	38.9	46.6	16.2	30.4	17.17
(304, 305)	3	SOV	---	---	8	1470.9	-----	27.7	16.3	11.4	21.4	12.6	8.8	36.97
(304, 305)	4	SOV	---	---	15	2210.2	-----	20.0	15.9	4.1	15.4	12.2	3.2	51.14
(304, 305)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(305, 306)	1	SOV	---	---	23	2296.9	-----	34.6	10.3	24.3	26.7	7.9	18.8	18.27
(305, 306)	2	SOV	---	---	3	975.6	-----	14.1	9.7	4.4	11.0	7.6	3.4	44.81
(305, 306)	3	SOV	---	---	4	1489.6	-----	10.7	9.8	0.9	8.3	7.6	0.7	58.99
(305, 306)	4	SOV	---	---	6	2133.1	-----	10.2	9.7	0.5	7.9	7.5	0.4	61.60
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	6	538.2	-----	29.2	21.4	7.8	22.5	16.5	6.0	21.63
(306, 307)	1	SOV	---	---	5	545.3	-----	32.1	30.4	1.7	24.8	23.5	1.3	61.42
(306, 307)	2	SOV	---	---	9	1095.9	-----	32.8	30.3	2.5	25.6	23.6	1.9	60.12
(306, 307)	3	SOV	---	---	9	1582.6	-----	31.9	30.5	1.5	24.7	23.5	1.1	61.73
(306, 307)	4	SOV	---	---	7	1984.8	-----	32.3	30.5	1.9	24.9	23.4	1.4	60.94
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	1	SOV	---	---	1	994.5	-----	9.9	8.8	1.1	7.7	6.8	0.9	58.00
(307, 310)	2	SOV	---	---	4	1277.6	-----	9.3	8.8	0.5	7.2	6.8	0.4	61.80
(307, 310)	3	SOV	---	---	4	1615.2	-----	9.3	8.9	0.4	7.2	6.9	0.3	61.93
(307, 310)	4	SOV	---	---	9	1835.5	-----	9.5	8.9	0.6	7.3	6.9	0.5	60.38
(307, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	9	SOV	---	---	0	39.9	-----	12.6	10.0	2.6	9.8	7.8	2.0	45.66
(310, 311)	1	SOV	---	---	20	2492.1	-----	22.1	15.8	6.3	17.0	12.2	4.8	46.36
(310, 311)	2	SOV	---	---	10	1674.8	-----	17.6	15.6	2.0	13.7	12.1	1.6	57.98
(310, 311)	3	SOV	---	---	3	1610.9	-----	16.6	15.7	0.9	12.8	12.2	0.7	61.57
(310, 311)	4	SOV	---	---	3	1635.0	-----	16.8	15.9	0.9	13.0	12.2	0.7	60.72
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	2	119.5	-----	28.8	23.3	5.5	22.3	18.1	4.2	35.52
(159, 312)	1	SOV	---	---	8	2832.0	-----	7.6	6.0	1.6	5.9	4.7	1.2	50.90
(159, 312)	2	SOV	---	---	4	1594.6	-----	6.6	6.1	0.6	5.1	4.7	0.4	58.49
(159, 312)	3	SOV	---	---	1	1213.4	-----	6.1	5.9	0.2	4.7	4.5	0.2	63.59
(159, 312)	4	SOV	---	---	1	724.8	-----	6.0	5.8	0.1	4.6	4.5	0.1	64.72
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	10	2723.5	-----	11.5	10.1	1.4	8.9	7.8	1.1	55.26
(312, 313)	2	SOV	---	---	4	1614.1	-----	10.5	9.9	0.5	8.1	7.7	0.4	60.72
(312, 313)	3	SOV	---	---	4	1257.5	-----	9.9	9.7	0.3	7.6	7.4	0.2	64.19
(312, 313)	4	SOV	---	---	1	764.7	-----	9.8	9.6	0.2	7.6	7.4	0.2	64.80
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(313, 314)	1	SOV	---	---	15	939.2	-----	41.9	39.4	2.6	32.5	30.5	2.0	60.42
(313, 314)	2	SOV	---	---	18	1485.6	-----	41.4	39.8	1.6	32.0	30.8	1.3	61.10
(313, 314)	3	SOV	---	---	19	1266.1	-----	39.4	38.5	1.0	30.4	29.7	0.8	64.20
(313, 314)	4	SOV	---	---	12	854.9	-----	39.1	38.0	1.0	30.1	29.2	0.8	64.83
(313, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	8	2092.7	-----	9.5	3.9	5.6	7.3	3.0	4.3	27.47
(314, 315)	2	SOV	---	---	4	1741.8	-----	5.0	4.0	1.0	3.9	3.1	0.8	52.09

(314, 315)	3	SOV	---	---	1	1128.4	-----	4.1	3.9	0.2	3.2	3.0	0.1	63.05
(314, 315)	4	SOV	---	---	0	735.9	-----	4.0	3.9	0.1	3.1	3.0	0.1	65.10
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	9	SOV	---	---	4	388.0	-----	13.7	8.3	5.4	10.7	6.5	4.2	18.91
(555, 316)	1	SOV	---	---	6	2403.2	-----	9.5	8.1	1.4	7.3	6.2	1.1	54.15
(555, 316)	2	SOV	---	---	3	1728.2	-----	8.8	8.1	0.7	6.8	6.3	0.5	58.64
(555, 316)	3	SOV	---	---	4	1490.6	-----	8.1	7.9	0.3	6.3	6.1	0.2	63.03
(555, 316)	4	SOV	---	---	1	980.6	-----	7.9	7.7	0.2	6.1	5.9	0.2	65.06
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(316, 317)	1	SOV	---	---	6	1217.9	-----	19.5	18.4	1.2	15.1	14.2	0.9	61.00
(316, 317)	2	SOV	---	---	5	1610.1	-----	19.8	18.8	1.0	15.3	14.6	0.7	60.23
(316, 317)	3	SOV	---	---	9	1478.3	-----	18.8	18.3	0.5	14.5	14.1	0.4	63.34
(316, 317)	4	SOV	---	---	7	1065.2	-----	18.2	17.7	0.5	14.0	13.6	0.4	65.27
(316, 317)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(317, 318)	1	SOV	---	---	5	1242.0	-----	16.6	15.7	0.9	12.8	12.2	0.7	61.66
(317, 318)	2	SOV	---	---	6	1522.4	-----	17.0	16.2	0.8	13.1	12.5	0.6	60.32
(317, 318)	3	SOV	---	---	5	1469.8	-----	16.2	15.7	0.5	12.5	12.1	0.3	63.12
(317, 318)	4	SOV	---	---	5	1139.4	-----	15.7	15.2	0.5	12.1	11.7	0.4	64.99
(317, 318)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	1	SOV	---	---	6	1758.0	-----	17.9	15.8	2.2	13.9	12.2	1.7	57.02
(318, 319)	2	SOV	---	---	5	1593.8	-----	17.1	16.1	1.0	13.2	12.5	0.7	59.82
(318, 319)	3	SOV	---	---	6	1482.9	-----	16.3	15.8	0.5	12.5	12.1	0.4	62.86
(318, 319)	4	SOV	---	---	6	1213.2	-----	15.8	15.2	0.6	12.2	11.7	0.5	64.63
(318, 319)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	9	SOV	---	---	1	38.6	-----	22.6	18.3	4.2	17.5	14.2	3.3	45.32
(319, 320)	1	SOV	---	---	5	1729.3	-----	8.3	7.8	0.5	6.4	6.0	0.4	60.56
(319, 320)	2	SOV	---	---	4	1612.9	-----	8.3	7.9	0.4	6.4	6.1	0.3	60.67
(319, 320)	3	SOV	---	---	3	1488.8	-----	8.0	7.7	0.2	6.1	5.9	0.2	62.90
(319, 320)	4	SOV	---	---	6	1256.4	-----	7.8	7.5	0.3	6.0	5.7	0.2	64.45
(319, 320)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(320, 321)	1	SOV	---	---	14	2177.7	-----	19.8	17.5	2.3	15.4	13.6	1.8	57.31
(320, 321)	2	SOV	---	---	10	1492.3	-----	18.8	17.9	0.9	14.5	13.8	0.7	60.61
(320, 321)	3	SOV	---	---	8	1322.3	-----	18.0	17.5	0.5	13.9	13.5	0.4	63.13
(320, 321)	4	SOV	---	---	6	1087.1	-----	17.6	17.0	0.6	13.5	13.1	0.5	64.66
(320, 321)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(321, 322)	1	SOV	---	---	12	1971.4	-----	17.6	16.1	1.5	13.6	12.5	1.1	58.22
(321, 322)	2	SOV	---	---	4	1398.4	-----	16.7	16.0	0.7	12.9	12.4	0.5	61.36
(321, 322)	3	SOV	---	---	5	1196.7	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.49
(321, 322)	4	SOV	---	---	5	961.0	-----	15.8	15.3	0.5	12.1	11.7	0.4	64.86
(321, 322)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(321, 322)	9	SOV	---	---	3	546.0	-----	17.2	16.6	0.7	13.3	12.8	0.5	59.29
(322, 323)	1	SOV	---	---	7	1035.4	-----	19.8	18.9	0.9	15.3	14.6	0.7	61.06
(322, 323)	2	SOV	---	---	10	1350.3	-----	19.7	18.9	0.8	15.2	14.6	0.6	61.36
(322, 323)	3	SOV	---	---	5	1244.5	-----	19.0	18.5	0.5	14.7	14.3	0.4	63.44
(322, 323)	4	SOV	---	---	8	981.0	-----	18.7	18.0	0.6	14.4	13.9	0.5	64.68
(322, 323)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	1	SOV	---	---	8	1197.3	-----	10.1	9.5	0.6	7.8	7.4	0.4	60.58
(323, 324)	2	SOV	---	---	3	1318.5	-----	10.0	9.6	0.4	7.7	7.4	0.3	61.10
(323, 324)	3	SOV	---	---	3	1258.4	-----	9.6	9.4	0.3	7.4	7.2	0.2	63.40
(323, 324)	4	SOV	---	---	2	1020.8	-----	9.4	9.1	0.3	7.3	7.0	0.3	64.51
(323, 324)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	9	SOV	---	---	0	13.0	-----	12.1	10.7	1.5	9.4	8.2	1.1	50.21
(324, 325)	1	SOV	---	---	10	1342.9	-----	16.9	15.9	1.0	13.1	12.4	0.8	60.38
(324, 325)	2	SOV	---	---	6	1347.6	-----	16.7	16.0	0.7	13.0	12.4	0.6	61.11
(324, 325)	3	SOV	---	---	5	1263.2	-----	16.2	15.7	0.4	12.4	12.1	0.3	63.28
(324, 325)	4	SOV	---	---	3	1052.5	-----	15.8	15.3	0.5	12.2	11.8	0.4	64.53
(324, 325)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(324, 325)	9	SOV	---	---	0	10.0	-----	20.9	17.0	4.0	16.2	13.1	3.1	48.84
(7023, 147)	1	SOV	---	---	0	782.3	-----	3.4	2.8	0.6	2.6	2.1	0.5	37.61
(143,7025)	1	SOV	---	---	1	1191.0	-----	2.2	2.0	0.2	1.7	1.6	0.1	47.11
(144, 131)	1	SOV	---	---	0	152.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.87
(7022, 144)	1	SOV	---	---	0	168.3	-----	2.6	2.3	0.2	2.0	1.8	0.2	44.74
(347, 348)	1	SOV	---	---	0	262.3	-----	3.0	2.9	0.1	2.3	2.2	0.1	50.28
(347, 348)	6	SOV	---	---	1	1544.9	-----	2.9	2.9	0.1	2.3	2.2	0.0	50.68
(348, 349)	1	SOV	---	---	2	545.4	-----	4.6	4.6	0.1	3.6	3.5	0.1	49.77
(348, 349)	6	SOV	---	---	0	1260.9	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.27
(560, 370)	1	SOV	---	---	2	1772.6	-----	4.8	4.4	0.4	3.7	3.4	0.3	58.49
(560, 370)	2	SOV	---	---	3	1312.0	-----	4.5	4.3	0.3	3.5	3.3	0.2	61.15
(560, 370)	3	SOV	---	---	2	1295.6	-----	4.5	4.3	0.2	3.5	3.3	0.2	61.63
(560, 370)	4	HOV	4	4	0	4.0	4.0	4.3	4.3	0.0	3.3	3.3	0.0	64.61
(370, 371)	1	SOV	---	---	3	1284.3	-----	19.8	18.9	0.9	15.3	14.6	0.7	61.62
(370, 371)	2	SOV	---	---	3	1352.2	-----	19.4	18.7	0.7	15.0	14.5	0.5	62.98
(370, 371)	3	SOV	---	---	14	1276.1	-----	19.7	18.8	0.8	15.2	14.5	0.6	62.14
(370, 371)	4	HOV	4	4	0	4.0	4.0	18.9	18.9	0.0	14.5	14.5	0.0	64.69
(371, 372)	1	SOV	---	---	7	1232.1	-----	16.4	15.5	0.9	12.7	12.0	0.7	61.06

(371, 372)	2	SOV	---	---	6	1455.6	-----	16.0	15.4	0.6	12.3	11.9	0.5	62.83
(371, 372)	3	SOV	---	---	3	1226.8	-----	16.2	15.5	0.7	12.5	12.0	0.5	62.00
(371, 372)	4	HOV	4	4	0	4.0	4.0	15.5	15.5	0.0	11.9	11.9	0.0	64.68
(372, 373)	1	SOV	---	---	7	2117.8	-----	12.4	9.7	2.8	9.6	7.5	2.1	50.37
(372, 373)	2	SOV	---	---	3	1405.1	-----	10.5	9.6	0.9	8.1	7.4	0.7	59.94
(372, 373)	3	SOV	---	---	2	1020.1	-----	10.1	9.6	0.4	7.8	7.4	0.3	62.16
(372, 373)	4	HOV	4	4	0	4.0	4.0	9.7	9.7	0.0	7.5	7.4	0.0	64.68
(372, 373)	9	SOV	---	---	0	78.5	-----	17.1	12.8	4.4	13.3	9.9	3.4	36.56
(373, 374)	1	SOV	---	---	3	2044.1	-----	6.9	6.2	0.8	5.4	4.8	0.6	57.01
(373, 374)	2	SOV	---	---	0	1463.6	-----	6.4	6.1	0.3	5.0	4.7	0.3	61.75
(373, 374)	3	SOV	---	---	2	1119.0	-----	6.4	6.1	0.3	4.9	4.7	0.2	62.38
(373, 374)	4	HOV	4	4	0	4.0	4.0	6.1	6.1	0.0	4.7	4.7	0.0	64.68
(374, 375)	1	SOV	---	---	6	1971.7	-----	10.7	9.9	0.8	8.3	7.7	0.6	58.57
(374, 375)	2	SOV	---	---	4	1488.2	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.92
(374, 375)	3	SOV	---	---	0	1161.3	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.84
(374, 375)	4	HOV	4	4	0	4.0	4.0	9.7	9.7	0.0	7.5	7.4	0.0	64.69
(375, 376)	1	SOV	---	---	1	1091.8	-----	17.0	16.3	0.7	13.1	12.6	0.5	61.42
(375, 376)	2	SOV	---	---	5	1468.2	-----	16.6	16.1	0.5	12.8	12.4	0.4	62.96
(375, 376)	3	SOV	---	---	3	1213.3	-----	16.6	15.9	0.7	12.8	12.3	0.5	62.84
(375, 376)	4	HOV	4	4	0	4.0	4.0	16.2	16.1	0.0	12.4	12.4	0.0	64.71
(376, 377)	1	SOV	---	---	2	1298.7	-----	8.5	7.8	0.6	6.5	6.1	0.5	59.51
(376, 377)	2	SOV	---	---	1	1465.7	-----	8.1	7.8	0.3	6.2	6.0	0.2	62.51
(376, 377)	3	SOV	---	---	1	1261.3	-----	8.0	7.7	0.4	6.2	5.9	0.3	62.71
(376, 377)	4	HOV	4	4	0	4.0	4.0	7.8	7.8	0.0	6.0	6.0	0.0	64.64
(376, 377)	9	SOV	---	---	0	27.0	-----	10.6	8.4	2.2	8.2	6.5	1.7	47.42
(377, 378)	1	SOV	---	---	9	1692.1	-----	15.0	13.8	1.2	11.6	10.6	0.9	59.18
(377, 378)	2	SOV	---	---	6	1420.4	-----	14.2	13.6	0.5	10.9	10.5	0.4	62.51
(377, 378)	3	SOV	---	---	6	1188.4	-----	14.1	13.5	0.6	10.9	10.4	0.5	62.94
(377, 378)	4	HOV	4	4	0	4.0	4.0	13.7	13.7	0.0	10.5	10.5	0.0	64.65
(377, 378)	9	SOV	---	---	0	15.7	-----	18.4	15.3	3.1	14.2	11.8	2.4	48.30
(7028, 368)	1	SOV	---	---	3	625.8	-----	15.9	15.4	0.6	12.3	11.9	0.4	53.30
(7028, 368)	2	SOV	---	---	2	734.1	-----	16.1	15.4	0.7	12.4	11.9	0.5	52.74
(7028, 368)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(378, 384)	1	SOV	---	---	2	1735.9	-----	2.3	2.1	0.1	1.7	1.6	0.1	60.28
(378, 384)	2	SOV	---	---	3	1402.6	-----	2.2	2.1	0.1	1.7	1.6	0.1	63.02
(378, 384)	3	SOV	---	---	1	1165.5	-----	2.2	2.1	0.1	1.7	1.6	0.1	63.14
(378, 384)	4	HOV	4	4	0	4.0	4.0	2.1	2.1	0.0	1.6	1.6	0.0	64.73
(384, 385)	1	SOV	---	---	9	1699.3	-----	14.8	13.9	0.9	11.4	10.8	0.7	59.88

(384, 385)	2	SOV	---	---	6	1422.6	-----	14.1	13.6	0.5	10.9	10.5	0.4	62.98
(384, 385)	3	SOV	---	---	5	1179.4	-----	14.1	13.5	0.6	10.9	10.4	0.5	62.88
(384, 385)	4	HOV	4	5	0	4.9	4.9	13.7	13.7	0.0	10.5	10.5	0.0	64.63
(385, 386)	1	SOV	---	---	12	1159.6	-----	28.5	27.2	1.3	22.0	21.0	1.0	61.04
(385, 386)	2	SOV	---	---	13	1393.4	-----	27.7	26.8	0.9	21.4	20.7	0.7	62.77
(385, 386)	3	SOV	---	---	9	1226.3	-----	27.8	26.5	1.4	21.5	20.4	1.1	62.59
(385, 386)	4	HOV	5	5	0	5.0	5.0	26.9	26.9	0.0	20.7	20.7	0.0	64.61
(402, 403)	1	SOV	---	---	2	475.3	-----	10.7	9.1	1.5	8.3	7.1	1.2	46.52
(402, 403)	2	SOV	---	---	4	1305.5	-----	10.8	9.9	0.9	8.3	7.6	0.7	46.15
(562,7030)	1	SOV	---	---	0	538.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	49.80
(562,7030)	2	SOV	---	---	1	399.2	-----	2.6	2.4	0.2	2.0	1.9	0.1	50.69
(562,7030)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	1	SOV	---	---	4	550.5	-----	16.4	15.9	0.5	12.7	12.3	0.4	62.37
(400, 401)	2	SOV	---	---	3	391.8	-----	15.8	15.5	0.3	12.2	12.0	0.2	64.71
(400, 401)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	9	SOV	---	---	9	1609.3	-----	18.9	17.4	1.5	14.6	13.5	1.2	54.09
(401, 382)	1	SOV	---	---	1	1608.8	-----	3.5	3.0	0.5	2.7	2.3	0.4	40.38
(399, 400)	1	SOV	---	---	1	592.0	-----	7.3	7.1	0.2	5.6	5.5	0.2	62.06
(399, 400)	2	SOV	---	---	0	379.7	-----	7.0	6.9	0.1	5.4	5.3	0.1	64.66
(399, 400)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 400)	9	SOV	---	---	1	1585.2	-----	7.7	7.0	0.7	5.9	5.4	0.5	58.73
(564, 399)	1	SOV	---	---	8	2522.2	-----	10.4	9.2	1.2	8.0	7.1	1.0	55.65
(564, 399)	2	SOV	---	---	2	1097.2	-----	9.3	8.9	0.4	7.2	6.9	0.3	62.33
(564, 399)	3	SOV	---	---	0	725.0	-----	9.1	8.8	0.3	7.1	6.8	0.2	63.57
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	7	2400.1	-----	11.8	8.9	2.9	9.1	6.9	2.2	49.23
(397, 398)	2	SOV	---	---	2	1076.3	-----	9.8	8.9	0.8	7.6	6.9	0.7	59.28
(397, 398)	3	SOV	---	---	0	797.6	-----	9.3	8.8	0.4	7.2	6.9	0.3	62.56
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	1	67.3	-----	14.8	11.1	3.7	11.4	8.6	2.8	39.27
(395, 396)	1	SOV	---	---	9	1136.8	-----	20.1	19.2	0.9	15.5	14.9	0.7	61.72
(395, 396)	2	SOV	---	---	8	1431.8	-----	19.8	19.1	0.7	15.3	14.8	0.5	62.68
(395, 396)	3	SOV	---	---	10	1230.2	-----	20.0	19.1	0.9	15.5	14.8	0.7	62.07
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	0	1904.2	-----	6.6	6.1	0.5	5.1	4.7	0.4	58.13
(394, 395)	2	SOV	---	---	4	1466.0	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.46
(394, 395)	3	SOV	---	---	0	1225.2	-----	6.2	5.9	0.3	4.8	4.5	0.2	62.07

(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	1	SOV	---	---	9	1962.8	-----	10.8	9.9	0.9	8.3	7.7	0.7	59.31
(393, 394)	2	SOV	---	---	5	1429.7	-----	10.3	9.9	0.4	8.0	7.6	0.3	62.19
(393, 394)	3	SOV	---	---	6	1206.5	-----	10.3	9.9	0.4	8.0	7.6	0.3	62.28
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	1	SOV	---	---	2	1999.1	-----	6.7	5.9	0.8	5.2	4.5	0.6	57.14
(392, 393)	2	SOV	---	---	1	1363.7	-----	6.2	5.9	0.3	4.8	4.5	0.2	62.04
(392, 393)	3	SOV	---	---	0	1178.6	-----	6.1	5.9	0.2	4.7	4.6	0.2	62.27
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	0	60.7	-----	8.3	6.7	1.6	6.4	5.2	1.2	46.02
(391, 392)	1	SOV	---	---	8	1385.4	-----	12.3	11.4	0.9	9.5	8.8	0.7	60.17
(391, 392)	2	SOV	---	---	9	1496.6	-----	11.9	11.4	0.5	9.2	8.8	0.4	62.10
(391, 392)	3	SOV	---	---	6	1329.2	-----	12.0	11.4	0.6	9.2	8.8	0.4	61.70
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	13.9	-----	16.0	12.8	3.2	12.4	9.9	2.5	46.05
(390, 391)	1	SOV	---	---	2	1068.2	-----	17.2	16.4	0.8	13.3	12.7	0.6	61.70
(390, 391)	2	SOV	---	---	1	1545.8	-----	17.0	16.3	0.7	13.2	12.6	0.5	62.43
(390, 391)	3	SOV	---	---	2	1410.0	-----	17.2	16.4	0.8	13.3	12.7	0.6	61.73
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	14	1974.6	-----	17.1	15.9	1.2	13.2	12.3	0.9	59.73
(389, 390)	2	SOV	---	---	9	1516.7	-----	16.3	15.7	0.6	12.6	12.2	0.5	62.56
(389, 390)	3	SOV	---	---	6	1381.3	-----	16.5	15.8	0.7	12.8	12.2	0.6	61.84
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	3	2038.3	-----	5.5	5.1	0.4	4.3	4.0	0.3	60.44
(388, 389)	2	SOV	---	---	1	1464.2	-----	5.4	5.2	0.2	4.2	4.0	0.2	62.38
(388, 389)	3	SOV	---	---	2	1374.1	-----	5.4	5.2	0.2	4.2	4.0	0.2	61.90
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	7	1649.4	-----	16.7	15.6	1.1	12.9	12.1	0.8	61.11
(387, 388)	2	SOV	---	---	9	1611.6	-----	16.5	15.8	0.7	12.8	12.2	0.5	61.93
(387, 388)	3	SOV	---	---	8	1607.0	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.28
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	13.4	-----	21.8	17.3	4.5	16.9	13.4	3.5	46.93
(166, 404)	1	SOV	---	---	4	1439.8	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.38
(166, 404)	2	SOV	---	---	5	1683.4	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.61
(166, 404)	3	SOV	---	---	2	1739.9	-----	8.2	7.9	0.3	6.4	6.1	0.3	62.11
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	4	1258.5	-----	17.5	16.9	0.6	13.5	13.1	0.5	63.16
(404, 387)	2	SOV	---	---	7	1662.0	-----	17.8	17.1	0.6	13.7	13.2	0.5	62.28

(404, 387)	3	SOV	---	---	9	1716.0	-----	18.0	17.1	0.9	13.9	13.2	0.7	61.54
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	5	2293.4	-----	5.1	4.2	0.9	3.9	3.2	0.7	43.88
(558, 406)	1	SOV	---	---	4	1796.1	-----	5.0	4.6	0.4	3.9	3.6	0.3	42.23
(558, 406)	2	SOV	---	---	1	493.9	-----	4.7	4.6	0.1	3.7	3.6	0.1	44.63
(351, 408)	1	SOV	---	---	1	375.9	-----	5.3	4.5	0.8	4.1	3.5	0.6	40.80
(351, 408)	2	SOV	---	---	2	1010.3	-----	5.1	4.9	0.3	4.0	3.8	0.2	42.15
(408, 409)	1	SOV	---	---	1	822.9	-----	10.7	9.5	1.2	8.2	7.3	0.9	39.89
(408, 409)	2	SOV	---	---	0	562.6	-----	10.6	9.6	1.0	8.2	7.4	0.8	40.19
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	8	1656.1	-----	12.7	11.6	1.1	9.8	8.9	0.9	40.95
(349, 350)	1	SOV	---	---	0	310.6	-----	15.2	14.9	0.3	11.8	11.6	0.2	52.14
(349, 350)	2	SOV	---	---	3	1075.2	-----	16.5	16.2	0.3	12.7	12.5	0.2	48.09
(350, 351)	1	SOV	---	---	3	467.4	-----	12.5	12.4	0.2	9.7	9.6	0.1	47.60
(350, 351)	2	SOV	---	---	2	919.9	-----	13.8	13.5	0.3	10.7	10.4	0.2	43.29
(406, 413)	1	SOV	---	---	1	1655.9	-----	14.5	13.7	0.8	11.2	10.6	0.6	42.53
(416,7031)	1	SOV	---	---	0	461.3	-----	2.5	2.4	0.1	1.9	1.9	0.0	50.67
(7032, 435)	1	SOV	---	---	1	756.7	-----	3.6	3.2	0.4	2.8	2.4	0.3	44.40
(435, 436)	1	SOV	---	---	0	700.0	-----	3.1	3.0	0.2	2.4	2.3	0.1	48.26
(436, 372)	1	SOV	---	---	1	701.2	-----	3.9	3.6	0.3	3.0	2.8	0.2	50.20
(395, 437)	1	SOV	---	---	2	545.6	-----	6.9	6.7	0.2	5.4	5.2	0.2	52.90
(395, 437)	2	SOV	---	---	0	252.6	-----	6.9	6.7	0.2	5.3	5.2	0.2	53.05
(437,7033)	1	SOV	---	---	0	55.0	-----	5.6	5.0	0.6	4.3	3.9	0.5	47.85
(437,7033)	2	SOV	---	---	1	746.1	-----	5.5	5.2	0.3	4.3	4.1	0.2	48.10
(7034, 440)	1	SOV	---	---	0	575.0	-----	3.3	2.9	0.5	2.6	2.2	0.4	43.06
(440, 441)	1	SOV	---	---	2	529.0	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.98
(7035, 443)	1	SOV	---	---	0	303.1	-----	3.9	2.9	1.0	3.0	2.2	0.8	34.04
(443, 444)	1	SOV	---	---	0	277.0	-----	3.1	2.9	0.3	2.4	2.2	0.2	45.07

(444, 376)	1	SOV	---	---	0	277.0	-----	9.1	8.9	0.3	7.0	6.8	0.2	52.87
(375, 442)	1	SOV	---	---	0	851.0	-----	4.7	4.5	0.1	3.6	3.5	0.1	53.06
(442,7036)	1	SOV	---	---	1	851.9	-----	3.4	3.3	0.1	2.6	2.6	0.1	50.17
(7037, 454)	1	SOV	---	---	0	284.7	-----	3.4	3.1	0.3	2.7	2.4	0.2	45.56
(454, 455)	1	SOV	---	---	0	264.6	-----	3.5	3.4	0.1	2.7	2.6	0.1	49.60
(455, 377)	1	SOV	---	---	0	265.0	-----	5.0	4.8	0.2	3.8	3.7	0.1	52.61
(390, 458)	1	SOV	---	---	2	853.8	-----	9.1	8.5	0.6	7.0	6.6	0.4	51.60
(456, 457)	1	SOV	---	---	1	204.9	-----	2.4	2.2	0.2	1.9	1.7	0.2	45.49
(457, 391)	1	SOV	---	---	1	203.8	-----	2.0	1.9	0.2	1.6	1.5	0.1	48.77
(7038, 456)	1	SOV	---	---	0	237.0	-----	2.1	1.6	0.5	1.6	1.2	0.4	39.40
(458,7039)	1	SOV	---	---	0	842.5	-----	4.0	2.9	1.0	3.1	2.2	0.8	36.40
(7040, 466)	1	SOV	---	---	0	412.5	-----	3.4	3.0	0.4	2.6	2.3	0.3	44.23
(466, 467)	1	SOV	---	---	0	380.0	-----	3.1	2.9	0.1	2.4	2.3	0.1	48.50
(467, 392)	1	SOV	---	---	0	380.0	-----	4.0	3.7	0.2	3.1	2.9	0.2	50.93
(309,7043)	1	SOV	---	---	1	1232.6	-----	3.6	3.4	0.2	2.8	2.6	0.1	48.84
(7044, 483)	1	SOV	---	---	0	748.2	-----	5.8	5.3	0.5	4.5	4.1	0.4	45.59
(484, 318)	1	SOV	---	---	0	712.5	-----	4.8	4.5	0.3	3.7	3.5	0.2	50.86
(483, 484)	1	SOV	---	---	2	712.8	-----	3.7	3.5	0.2	2.8	2.7	0.1	48.26
(303, 487)	1	SOV	---	---	0	672.6	-----	10.3	5.8	4.6	8.0	4.5	3.5	29.54
(487, 488)	1	SOV	---	---	1	674.4	-----	11.5	6.8	4.7	8.9	5.2	3.7	29.53
(488,7046)	1	SOV	---	---	0	674.3	-----	7.8	4.1	3.6	6.0	3.2	2.8	25.64
(490, 305)	1	SOV	---	---	4	1623.7	-----	10.3	8.8	1.4	7.9	6.8	1.1	46.44
(489, 490)	1	SOV	---	---	4	1639.6	-----	6.6	6.3	0.3	5.1	4.8	0.2	47.73

(7047, 489)	1	SOV	---	---	1	1738.9	-----	5.2	4.3	0.9	4.0	3.3	0.7	41.22
(7045, 531)	1	SOV	---	---	13	340.3	-----	51.7	19.1	32.6	39.9	14.7	25.1	3.10
(7045, 531)	2	SOV	---	---	9	92.8	-----	111.2	38.5	72.7	85.9	29.7	56.2	1.44
(531, 532)	1	SOV	---	---	9	412.9	-----	33.9	11.6	22.3	26.1	9.0	17.2	4.19
(531, 532)	2	SOV	---	---	0	8.3	-----	105.3	34.1	71.2	81.3	26.3	55.0	1.35
(532, 299)	1	SOV	---	---	10	404.2	-----	36.3	13.1	23.2	28.0	10.1	17.9	3.90
(322, 522)	1	SOV	---	---	0	692.7	-----	3.0	2.9	0.0	2.3	2.3	0.0	54.43
(322, 522)	2	SOV	---	---	0	756.3	-----	3.0	2.9	0.1	2.3	2.3	0.1	53.68
(7049, 523)	1	SOV	---	---	0	237.0	-----	3.3	3.0	0.3	2.5	2.3	0.2	37.60
(523, 524)	1	SOV	---	---	2	214.0	-----	6.3	5.7	0.6	4.8	4.4	0.4	45.06
(524, 323)	1	SOV	---	---	2	212.2	-----	5.2	5.0	0.2	4.0	3.8	0.2	52.10
(298, 533)	1	SOV	---	---	11	632.8	-----	89.3	41.8	47.5	70.1	32.8	37.3	13.50
(298, 533)	2	SOV	---	---	10	1673.6	-----	32.9	18.5	14.4	25.6	14.4	11.2	36.59
(298, 533)	3	SOV	---	---	10	1763.8	-----	21.3	18.4	2.9	16.5	14.3	2.3	56.46
(298, 533)	4	SOV	---	---	8	1600.4	-----	20.0	18.6	1.4	15.4	14.3	1.0	60.36
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	8	162.5	-----	73.6	33.2	40.4	56.6	25.6	31.1	1.64
(7050, 529)	2	SOV	---	---	10	419.6	-----	34.2	15.1	19.1	26.5	11.7	14.8	3.52
(529, 530)	1	SOV	---	---	5	254.4	-----	15.8	5.5	10.3	12.2	4.3	7.9	7.05
(529, 530)	2	SOV	---	---	5	336.2	-----	31.0	12.7	18.3	23.9	9.8	14.1	3.59
(530, 533)	1	SOV	---	---	27	584.4	-----	65.9	25.3	40.6	50.9	19.6	31.3	5.16
(7051, 525)	1	SOV	---	---	0	230.3	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.92
(525, 526)	1	SOV	---	---	0	212.0	-----	5.5	5.4	0.1	4.2	4.1	0.1	49.46
(526, 324)	1	SOV	---	---	1	211.6	-----	6.7	6.5	0.2	5.2	5.0	0.2	53.13
(298, 534)	1	SOV	---	---	20	851.9	-----	30.4	10.2	20.2	23.5	7.9	15.6	10.92
(534,7052)	1	SOV	---	---	9	805.3	-----	24.1	8.0	16.1	18.6	6.2	12.4	7.57
(313, 347)	1	SOV	---	---	3	1807.9	-----	5.4	5.1	0.3	4.1	3.9	0.2	51.92
(315, 554)	1	SOV	---	---	11	2600.8	-----	10.3	5.9	4.4	8.0	4.5	3.4	36.54
(315, 554)	2	SOV	---	---	7	1771.0	-----	7.9	5.9	2.0	6.2	4.6	1.5	47.46

(315, 554)	3	SOV	---	---	3	1277.1	-----	6.2	5.7	0.5	4.8	4.4	0.4	60.42
(315, 554)	4	SOV	---	---	1	795.5	-----	5.8	5.6	0.2	4.5	4.3	0.2	64.52
(315, 554)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(315, 554)	9	SOV	---	---	2	170.4	-----	8.5	7.8	0.6	6.6	6.1	0.5	44.49
(554, 555)	1	SOV	---	---	8	2504.2	-----	9.1	6.8	2.3	7.1	5.3	1.8	47.81
(554, 555)	2	SOV	---	---	5	1760.3	-----	8.1	6.9	1.1	6.3	5.4	0.9	54.11
(554, 555)	3	SOV	---	---	4	1444.6	-----	7.1	6.7	0.4	5.5	5.2	0.3	61.55
(554, 555)	4	SOV	---	---	3	894.4	-----	6.8	6.5	0.3	5.2	5.0	0.2	64.51
(554, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(522,7048)	1	SOV	---	---	1	693.4	-----	3.4	3.3	0.1	2.6	2.5	0.1	50.26
(522,7048)	2	SOV	---	---	1	754.6	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.51
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	4	2292.0	-----	3.7	3.4	0.3	2.9	2.7	0.2	46.25
(409, 559)	1	SOV	---	---	2	1710.4	-----	5.3	4.9	0.4	4.1	3.8	0.3	41.95
(409, 559)	6	SOV	---	---	4	1330.9	-----	5.3	5.0	0.3	4.1	3.8	0.2	42.54
(369, 560)	1	SOV	---	---	3	1286.8	-----	5.2	4.8	0.4	4.0	3.7	0.3	60.63
(369, 560)	2	HOV	4	4	0	4.0	4.0	4.9	4.9	0.0	3.8	3.7	0.0	64.53
(369, 560)	9	SOV	---	---	2	1335.0	-----	5.6	4.9	0.7	4.3	3.8	0.5	55.93
(369, 560)	10	SOV	---	---	2	1755.0	-----	5.7	5.0	0.8	4.4	3.8	0.6	54.95
(401, 562)	1	SOV	---	---	0	538.1	-----	2.1	2.1	0.0	1.7	1.6	0.0	57.39
(401, 562)	2	SOV	---	---	0	399.9	-----	2.1	2.1	0.0	1.6	1.6	0.0	58.21
(401, 562)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	1	SOV	---	---	6	1162.3	-----	16.9	15.5	1.4	13.0	12.0	1.1	60.53
(97, 563)	2	SOV	---	---	4	1257.1	-----	16.9	16.3	0.7	13.1	12.6	0.5	60.43
(97, 563)	3	SOV	---	---	10	1326.8	-----	16.2	15.7	0.5	12.5	12.1	0.4	63.22
(97, 563)	4	SOV	---	---	3	1083.3	-----	16.4	15.7	0.7	12.6	12.1	0.5	62.51
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	1	24.7	-----	23.9	18.5	5.4	18.5	14.3	4.2	42.85
(398, 564)	1	SOV	---	---	4	2363.3	-----	8.2	6.9	1.3	6.3	5.3	1.0	54.19
(398, 564)	2	SOV	---	---	2	1104.6	-----	7.2	6.9	0.4	5.6	5.3	0.3	61.29
(398, 564)	3	SOV	---	---	1	875.5	-----	7.0	6.7	0.3	5.4	5.2	0.2	63.09
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	0	588.6	-----	11.6	10.9	0.7	9.0	8.4	0.5	58.59
(27, 28)	2	SOV	---	---	0	530.6	-----	10.9	10.2	0.7	8.4	7.8	0.6	62.63
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	0	714.2	-----	8.9	8.6	0.3	6.8	6.6	0.3	61.38
(28, 29)	2	SOV	---	---	0	553.6	-----	8.2	8.1	0.1	6.3	6.2	0.1	66.51

(28,	29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28,	29)	9	SOV	---	---	0	708.4	-----	9.4	8.6	0.8	7.2	6.6	0.6	58.28
(29,	30)	1	SOV	---	---	0	663.9	-----	5.5	5.3	0.1	4.2	4.1	0.1	62.38
(29,	30)	2	SOV	---	---	4	728.1	-----	5.5	5.3	0.1	4.2	4.1	0.1	62.54
(29,	30)	3	SOV	---	---	1	582.8	-----	5.1	5.1	0.1	4.0	3.9	0.1	66.44
(29,	30)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30,	31)	1	SOV	---	---	2	841.4	-----	16.4	15.8	0.5	12.6	12.2	0.4	62.42
(30,	31)	2	SOV	---	---	5	730.3	-----	16.2	15.9	0.3	12.5	12.3	0.2	63.01
(30,	31)	3	SOV	---	---	9	576.0	-----	15.4	15.2	0.3	11.9	11.7	0.2	66.22
(30,	31)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30,	31)	9	SOV	---	---	2	848.1	-----	17.0	15.9	1.1	13.2	12.3	0.8	60.01
(31,	32)	1	SOV	---	---	3	1098.2	-----	9.5	9.0	0.5	7.3	7.0	0.4	61.73
(31,	32)	2	SOV	---	---	4	1173.8	-----	9.5	9.1	0.4	7.3	7.0	0.3	61.66
(31,	32)	3	SOV	---	---	1	481.8	-----	9.1	8.9	0.2	7.0	6.8	0.2	64.11
(31,	32)	4	SOV	---	---	0	240.8	-----	8.8	8.7	0.1	6.8	6.7	0.1	66.85
(31,	32)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32,	33)	1	SOV	---	---	3	243.7	-----	8.2	7.7	0.5	6.4	5.9	0.4	62.15
(32,	33)	2	SOV	---	---	2	915.6	-----	8.2	8.0	0.2	6.3	6.2	0.1	62.46
(32,	33)	3	SOV	---	---	1	531.2	-----	7.8	7.7	0.1	6.0	6.0	0.1	65.31
(32,	33)	4	HOV	0	252	2	234.4	234.4	7.6	7.6	0.0	5.9	5.9	0.0	67.17
(32,	33)	9	SOV	---	---	6	1065.2	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.29
(33,	34)	1	SOV	---	---	0	347.5	-----	8.1	7.8	0.3	6.3	6.1	0.2	63.03
(33,	34)	2	SOV	---	---	4	872.9	-----	8.2	8.1	0.1	6.3	6.2	0.1	62.38
(33,	34)	3	SOV	---	---	1	562.0	-----	7.8	7.7	0.1	6.0	6.0	0.1	65.53
(33,	34)	4	SOV	---	---	2	256.7	-----	7.6	7.6	0.1	5.9	5.8	0.0	67.17
(33,	34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(33,	34)	9	SOV	---	---	3	949.0	-----	8.8	8.6	0.3	6.8	6.6	0.2	57.99
(34,	35)	1	SOV	---	---	2	181.7	-----	6.7	6.5	0.1	5.2	5.1	0.1	66.09
(34,	35)	2	SOV	---	---	2	798.8	-----	7.1	7.0	0.1	5.5	5.4	0.1	61.99
(34,	35)	3	SOV	---	---	2	569.8	-----	6.8	6.7	0.1	5.2	5.2	0.0	65.42
(34,	35)	4	SOV	---	---	1	271.1	-----	6.6	6.5	0.0	5.1	5.0	0.0	67.20
(34,	35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35,	36)	1	SOV	---	---	1	223.4	-----	8.1	8.0	0.1	6.3	6.2	0.1	66.41
(35,	36)	2	SOV	---	---	1	743.7	-----	8.7	8.6	0.1	6.7	6.6	0.1	61.83
(35,	36)	3	SOV	---	---	3	564.4	-----	8.2	8.2	0.1	6.4	6.3	0.1	65.35
(35,	36)	4	SOV	---	---	0	287.9	-----	8.0	7.9	0.1	6.2	6.1	0.1	67.18
(35,	36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(36,	37)	1	SOV	---	---	1	254.7	-----	9.0	8.9	0.1	6.9	6.9	0.1	66.48
(36,	37)	2	SOV	---	---	2	695.7	-----	9.7	9.5	0.1	7.5	7.4	0.1	61.75

(36,	37)	3	SOV	---	---	1	564.1	-----	9.2	9.1	0.1	7.1	7.0	0.1	65.19
(36,	37)	4	SOV	---	---	0	303.5	-----	8.9	8.8	0.1	6.8	6.8	0.1	67.28
(36,	37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37,	54)	1	SOV	---	---	0	263.5	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.62
(37,	54)	2	SOV	---	---	3	661.2	-----	11.0	10.9	0.2	8.5	8.4	0.1	61.51
(37,	54)	3	SOV	---	---	1	572.9	-----	10.5	10.3	0.1	8.1	8.0	0.1	64.96
(37,	54)	4	SOV	---	---	0	322.9	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.39
(37,	54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	1	SOV	---	---	3	679.7	-----	7.3	6.7	0.5	5.6	5.2	0.4	61.12
(54,	55)	2	SOV	---	---	1	661.5	-----	7.2	7.1	0.1	5.6	5.5	0.1	61.36
(54,	55)	3	SOV	---	---	1	580.9	-----	6.8	6.8	0.1	5.3	5.2	0.1	64.76
(54,	55)	4	SOV	---	---	0	349.8	-----	6.6	6.5	0.0	5.1	5.0	0.0	67.52
(54,	55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	9	SOV	---	---	0	36.6	-----	8.4	7.9	0.5	6.5	6.1	0.4	52.89
(55,	56)	1	SOV	---	---	3	664.3	-----	5.4	5.2	0.2	4.1	4.0	0.1	63.40
(55,	56)	2	SOV	---	---	3	688.7	-----	5.5	5.4	0.1	4.3	4.2	0.1	61.65
(55,	56)	3	SOV	---	---	1	588.5	-----	5.3	5.2	0.1	4.1	4.0	0.0	64.71
(55,	56)	4	SOV	---	---	0	365.6	-----	5.1	5.0	0.0	3.9	3.9	0.0	67.44
(55,	56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	1	SOV	---	---	0	751.2	-----	11.1	10.8	0.3	8.5	8.3	0.2	61.49
(56,	57)	2	SOV	---	---	2	605.1	-----	10.5	10.4	0.1	8.1	8.0	0.1	64.69
(56,	57)	3	SOV	---	---	0	381.3	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.38
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	3	1127.5	-----	11.4	10.5	1.0	8.8	8.1	0.7	59.69
(56,	57)	10	SOV	---	---	0	41.1	-----	14.3	11.8	2.5	11.1	9.1	2.0	47.59
(57,	58)	1	SOV	---	---	1	813.0	-----	5.5	5.4	0.1	4.2	4.1	0.1	62.26
(57,	58)	2	SOV	---	---	1	617.9	-----	5.3	5.2	0.1	4.1	4.0	0.0	64.76
(57,	58)	3	SOV	---	---	1	392.6	-----	5.1	5.0	0.1	3.9	3.9	0.0	67.37
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	1	1084.4	-----	5.5	5.3	0.2	4.2	4.1	0.2	62.36
(58,	59)	1	SOV	---	---	0	825.9	-----	6.3	6.2	0.1	4.9	4.8	0.1	62.72
(58,	59)	2	SOV	---	---	1	613.9	-----	6.1	6.0	0.1	4.7	4.7	0.0	64.86
(58,	59)	3	SOV	---	---	0	390.1	-----	5.9	5.8	0.1	4.5	4.5	0.0	67.32
(58,	59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58,	59)	9	SOV	---	---	0	1077.0	-----	6.3	6.1	0.2	4.9	4.7	0.2	62.80
(59,	60)	1	SOV	---	---	1	787.4	-----	9.1	8.9	0.2	7.0	6.9	0.1	62.94
(59,	60)	2	SOV	---	---	0	856.7	-----	8.8	8.7	0.2	6.8	6.7	0.1	65.13
(59,	60)	3	SOV	---	---	0	27.7	-----	8.5	8.1	0.4	6.6	6.3	0.3	67.44
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	1	1237.6	-----	9.3	8.9	0.4	7.2	6.9	0.3	62.00

(60,	61)	1	SOV	---	---	5	1572.0	-----	17.0	15.9	1.1	13.1	12.3	0.8	60.25
(60,	61)	2	SOV	---	---	2	729.0	-----	16.1	15.8	0.3	12.4	12.2	0.3	63.47
(60,	61)	3	SOV	---	---	3	602.7	-----	15.6	15.4	0.2	12.0	11.9	0.1	65.59
(60,	61)	4	HOV	3	3	0	3.0	3.0	15.1	15.1	0.0	11.6	11.6	0.0	67.59
(61,	62)	1	SOV	---	---	2	1227.7	-----	11.4	10.8	0.6	8.8	8.4	0.4	59.73
(61,	62)	2	SOV	---	---	2	762.4	-----	10.7	10.5	0.2	8.2	8.1	0.1	63.90
(61,	62)	3	SOV	---	---	1	611.8	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.46
(61,	62)	4	HOV	3	3	0	3.0	3.0	10.1	10.1	0.0	7.8	7.8	0.0	67.55
(62,	63)	1	SOV	---	---	1	597.5	-----	12.2	11.9	0.3	9.4	9.2	0.3	61.76
(62,	63)	2	SOV	---	---	2	760.6	-----	11.8	11.6	0.2	9.1	9.0	0.1	64.09
(62,	63)	3	SOV	---	---	3	630.5	-----	11.6	11.4	0.2	8.9	8.8	0.1	65.38
(62,	63)	4	HOV	3	3	0	3.0	3.0	11.2	11.1	0.0	8.6	8.6	0.0	67.67
(63,	64)	1	SOV	---	---	3	582.5	-----	12.6	12.3	0.3	9.7	9.5	0.2	62.01
(63,	64)	2	SOV	---	---	2	758.4	-----	12.3	12.1	0.2	9.5	9.3	0.1	63.94
(63,	64)	3	SOV	---	---	4	644.4	-----	12.0	11.8	0.2	9.2	9.1	0.2	65.33
(63,	64)	4	HOV	3	3	0	3.0	3.0	11.6	11.6	0.0	8.9	8.9	0.0	67.42
(64,	65)	1	SOV	---	---	4	938.7	-----	11.5	10.7	0.9	8.9	8.2	0.7	59.11
(64,	65)	2	SOV	---	---	2	827.7	-----	10.7	10.5	0.3	8.3	8.1	0.2	63.45
(64,	65)	3	SOV	---	---	0	660.3	-----	10.5	10.3	0.2	8.1	7.9	0.2	65.09
(64,	65)	4	HOV	3	3	0	3.0	3.0	10.1	10.1	0.0	7.8	7.8	0.0	67.59
(64,	65)	9	SOV	---	---	0	27.6	-----	14.2	12.1	2.2	11.0	9.3	1.7	47.95
(65,	66)	1	SOV	---	---	2	913.9	-----	5.6	5.4	0.2	4.3	4.1	0.2	61.30
(65,	66)	2	SOV	---	---	2	869.1	-----	5.3	5.2	0.1	4.1	4.0	0.1	63.90
(65,	66)	3	SOV	---	---	1	671.9	-----	5.2	5.1	0.1	4.0	4.0	0.1	65.08
(65,	66)	4	HOV	3	3	0	3.0	3.0	5.0	5.0	0.0	3.9	3.9	0.0	67.56
(66,	67)	1	SOV	---	---	2	953.6	-----	10.4	10.0	0.3	8.0	7.7	0.3	61.73
(66,	67)	2	SOV	---	---	4	857.2	-----	10.0	9.8	0.2	7.7	7.6	0.1	64.09
(66,	67)	3	SOV	---	---	2	644.4	-----	9.8	9.6	0.2	7.6	7.4	0.1	65.25
(66,	67)	4	HOV	3	3	0	3.0	3.0	9.5	9.5	0.0	7.3	7.3	0.0	67.56
(67,	68)	1	SOV	---	---	6	1379.2	-----	14.5	13.8	0.7	11.2	10.6	0.6	60.93
(67,	68)	2	SOV	---	---	4	634.0	-----	13.8	13.6	0.2	10.6	10.5	0.2	64.29
(67,	68)	3	SOV	---	---	0	441.9	-----	13.5	13.3	0.2	10.4	10.3	0.1	65.74
(67,	68)	4	HOV	3	3	0	3.0	3.0	13.1	13.1	0.0	10.1	10.1	0.0	67.56
(68,	69)	1	SOV	---	---	4	1321.5	-----	17.1	16.2	0.9	13.2	12.5	0.7	59.68
(68,	69)	2	SOV	---	---	3	665.8	-----	15.9	15.6	0.2	12.3	12.1	0.2	64.40
(68,	69)	3	SOV	---	---	2	466.9	-----	15.5	15.3	0.2	12.0	11.8	0.2	65.90
(68,	69)	4	HOV	3	3	0	3.0	3.0	15.1	15.1	0.0	11.6	11.6	0.0	67.55

(69, 70)	1	SOV	---	---	4	470.9	-----	18.8	18.4	0.4	14.5	14.2	0.3	61.63
(69, 70)	2	SOV	---	---	1	663.2	-----	17.9	17.7	0.2	13.8	13.7	0.2	64.45
(69, 70)	3	SOV	---	---	0	489.4	-----	17.5	17.3	0.2	13.5	13.4	0.2	65.86
(69, 70)	4	HOV	3	3	0	3.0	3.0	17.1	17.1	0.0	13.2	13.1	0.0	67.57
(70, 71)	1	SOV	---	---	1	467.9	-----	8.5	8.4	0.1	6.6	6.5	0.1	62.14
(70, 71)	2	SOV	---	---	1	654.0	-----	8.3	8.2	0.1	6.4	6.3	0.1	64.29
(70, 71)	3	SOV	---	---	2	501.1	-----	8.1	7.9	0.1	6.2	6.1	0.1	65.83
(70, 71)	4	HOV	3	3	0	3.0	3.0	7.8	7.8	0.0	6.0	6.0	0.0	67.58
(71, 72)	1	SOV	---	---	3	646.3	-----	16.7	16.1	0.6	12.9	12.4	0.5	61.20
(71, 72)	2	SOV	---	---	4	672.7	-----	16.0	15.7	0.2	12.3	12.1	0.2	64.12
(71, 72)	3	SOV	---	---	1	520.8	-----	15.6	15.3	0.3	12.0	11.8	0.2	65.69
(71, 72)	4	HOV	3	3	0	3.0	3.0	15.1	15.1	0.0	11.6	11.6	0.0	67.58
(71, 72)	9	SOV	---	---	0	9.1	-----	20.9	17.9	3.0	16.1	13.8	2.3	48.98
(72, 73)	1	SOV	---	---	2	504.9	-----	24.3	23.7	0.6	18.7	18.3	0.5	62.14
(72, 73)	2	SOV	---	---	3	917.3	-----	23.8	23.3	0.6	18.4	17.9	0.4	63.41
(72, 73)	3	SOV	---	---	3	422.9	-----	23.0	22.6	0.4	17.8	17.4	0.3	65.59
(72, 73)	4	HOV	3	3	0	3.0	3.0	22.4	22.3	0.0	17.2	17.2	0.0	67.57
(73, 74)	1	SOV	---	---	6	1072.6	-----	16.7	16.2	0.5	12.8	12.5	0.4	61.37
(73, 74)	2	SOV	---	---	0	339.6	-----	15.5	15.2	0.3	11.9	11.7	0.2	66.19
(73, 74)	3	HOV	3	3	0	3.0	3.0	22.7	14.9	7.7	17.4	11.5	5.9	45.13
(73, 74)	9	SOV	---	---	3	436.2	-----	16.8	16.4	0.4	13.0	12.7	0.3	60.74
(74, 75)	1	SOV	---	---	5	417.6	-----	22.9	22.5	0.4	17.7	17.4	0.3	62.46
(74, 75)	2	SOV	---	---	1	391.5	-----	21.6	21.3	0.2	16.6	16.5	0.2	66.36
(74, 75)	3	HOV	3	3	0	3.0	3.0	23.4	21.4	2.0	18.0	16.4	1.6	61.18
(75, 76)	1	SOV	---	---	1	690.2	-----	6.0	5.6	0.4	4.6	4.3	0.3	59.90
(75, 76)	2	SOV	---	---	1	450.8	-----	5.5	5.3	0.1	4.2	4.1	0.1	65.37
(75, 76)	3	HOV	3	3	0	3.0	3.0	5.3	5.3	0.0	4.1	4.1	0.0	67.53
(75, 76)	9	SOV	---	---	0	36.2	-----	7.4	6.3	1.1	5.7	4.9	0.8	48.27
(76, 77)	1	SOV	---	---	1	873.1	-----	3.8	3.4	0.4	3.0	2.6	0.3	57.09
(76, 77)	2	SOV	---	---	0	533.4	-----	3.4	3.3	0.1	2.6	2.5	0.1	64.32
(76, 77)	3	HOV	3	3	0	3.0	3.0	3.2	3.2	0.0	2.5	2.5	0.0	67.67
(76, 77)	9	SOV	---	---	0	56.7	-----	5.3	3.9	1.4	4.1	3.0	1.1	41.38
(568, 569)	1	SOV	---	---	0	1449.4	-----	2.8	2.2	0.6	2.2	1.7	0.5	48.36
(568, 569)	2	SOV	---	---	0	692.6	-----	3.7	2.1	1.6	2.9	1.7	1.2	36.70
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	1	671.0	-----	13.9	13.1	0.9	10.7	10.1	0.7	60.62
(569, 570)	2	SOV	---	---	0	667.2	-----	14.1	13.0	1.2	10.9	10.0	0.9	59.80
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(570, 571)	1	SOV	---	---	4	861.4	-----	8.9	8.6	0.4	6.9	6.6	0.3	62.91
(570, 571)	2	SOV	---	---	2	681.0	-----	8.9	8.6	0.3	6.8	6.6	0.2	63.44
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	9	SOV	---	---	3	970.9	-----	9.6	8.9	0.8	7.4	6.8	0.6	58.26
(571, 572)	1	SOV	---	---	7	1289.6	-----	16.9	16.0	0.9	13.0	12.3	0.7	60.53
(571, 572)	2	SOV	---	---	5	1011.9	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.21
(571, 572)	3	SOV	---	---	4	714.9	-----	16.0	15.6	0.5	12.4	12.0	0.4	63.78
(571, 572)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	9	SOV	---	---	0	18.8	-----	20.3	18.1	2.2	15.6	13.9	1.7	50.49
(572, 573)	1	SOV	---	---	11	1214.0	-----	24.5	23.5	1.0	18.9	18.2	0.7	61.11
(572, 573)	2	SOV	---	---	8	1094.3	-----	23.2	22.7	0.4	17.9	17.5	0.3	64.62
(572, 573)	3	SOV	---	---	7	726.8	-----	23.4	22.7	0.7	18.1	17.6	0.5	63.98
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	1	1180.4	-----	16.9	16.2	0.7	13.1	12.5	0.6	60.37
(573, 574)	2	SOV	---	---	6	1109.4	-----	15.9	15.5	0.3	12.2	12.0	0.3	64.43
(573, 574)	3	SOV	---	---	2	744.4	-----	15.9	15.5	0.5	12.3	12.0	0.4	64.18
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	2	911.3	-----	14.2	13.7	0.5	10.9	10.6	0.4	60.96
(574, 575)	2	SOV	---	---	2	1117.1	-----	13.4	13.2	0.3	10.4	10.1	0.2	64.26
(574, 575)	3	SOV	---	---	0	782.0	-----	13.5	13.0	0.4	10.4	10.1	0.3	64.17
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	5	814.6	-----	19.5	18.8	0.7	15.0	14.5	0.5	60.93
(575, 576)	2	SOV	---	---	4	1175.8	-----	18.6	18.2	0.4	14.4	14.0	0.3	63.72
(575, 576)	3	SOV	---	---	2	816.1	-----	18.5	17.9	0.6	14.3	13.8	0.5	64.21
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	11	1976.9	-----	20.5	15.9	4.6	15.8	12.3	3.5	49.88
(576, 577)	2	SOV	---	---	6	1540.5	-----	17.0	15.7	1.3	13.1	12.1	1.0	60.18
(576, 577)	3	SOV	---	---	8	1013.2	-----	16.2	15.4	0.8	12.5	11.9	0.6	63.25
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	1	106.8	-----	27.9	22.4	5.5	21.6	17.3	4.2	36.68
(577, 578)	1	SOV	---	---	6	1805.2	-----	14.3	13.6	0.7	11.0	10.5	0.6	60.79
(577, 578)	2	SOV	---	---	8	1667.8	-----	13.8	13.4	0.5	10.7	10.3	0.4	62.84
(577, 578)	3	SOV	---	---	7	1163.7	-----	13.6	13.1	0.5	10.5	10.1	0.4	64.18
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	8	2307.7	-----	12.5	11.2	1.2	9.6	8.7	0.9	58.15
(578, 579)	2	SOV	---	---	3	1421.5	-----	11.5	11.1	0.4	8.9	8.6	0.3	62.75
(578, 579)	3	SOV	---	---	2	911.3	-----	11.2	10.9	0.3	8.6	8.4	0.2	64.77
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(579, 580)	1	SOV	---	---	4	2290.4	-----	5.8	5.3	0.5	4.5	4.1	0.4	58.55
(579, 580)	2	SOV	---	---	3	1416.2	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.03
(579, 580)	3	SOV	---	---	2	938.4	-----	5.2	5.1	0.1	4.1	3.9	0.1	64.96
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	5	2212.2	-----	11.7	10.8	0.9	9.0	8.3	0.7	58.41
(580, 581)	2	SOV	---	---	4	1447.9	-----	10.8	10.5	0.3	8.3	8.1	0.2	63.29
(580, 581)	3	SOV	---	---	0	993.4	-----	10.5	10.2	0.3	8.1	7.9	0.2	64.86
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(581, 582)	1	SOV	---	---	2	1123.3	-----	11.9	11.3	0.6	9.1	8.7	0.4	60.08
(581, 582)	2	SOV	---	---	5	1431.3	-----	11.3	10.9	0.3	8.7	8.4	0.3	63.21
(581, 582)	3	SOV	---	---	1	1053.3	-----	11.0	10.6	0.4	8.5	8.2	0.3	64.82
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	4	1093.1	-----	13.9	13.4	0.5	10.7	10.3	0.4	61.03
(582, 583)	2	SOV	---	---	6	1397.4	-----	13.5	13.1	0.4	10.4	10.1	0.3	62.94
(582, 583)	3	SOV	---	---	3	1119.1	-----	13.1	12.7	0.4	10.1	9.8	0.3	64.68
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	2	1419.0	-----	12.0	10.7	1.3	9.2	8.2	1.0	57.02
(583, 584)	2	SOV	---	---	1	1444.0	-----	11.0	10.5	0.4	8.4	8.1	0.3	62.27
(583, 584)	3	SOV	---	---	1	1207.3	-----	10.6	10.2	0.4	8.2	7.9	0.3	64.56
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	0	34.7	-----	15.0	12.0	3.1	11.6	9.3	2.4	45.35
(584, 585)	1	SOV	---	---	13	2426.1	-----	19.5	15.9	3.7	15.1	12.2	2.8	52.39
(584, 585)	2	SOV	---	---	7	1492.0	-----	16.7	15.6	1.1	12.9	12.1	0.9	61.10
(584, 585)	3	SOV	---	---	4	1050.4	-----	15.9	15.3	0.6	12.3	11.8	0.5	64.36
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	0	61.2	-----	19.0	18.0	1.0	14.7	13.9	0.8	53.90
(585, 586)	1	SOV	---	---	9	3039.8	-----	10.1	7.7	2.5	7.8	5.9	1.9	48.24
(585, 586)	2	SOV	---	---	4	1177.5	-----	8.5	7.5	1.0	6.5	5.8	0.7	57.72
(585, 586)	3	SOV	---	---	2	812.0	-----	7.7	7.3	0.4	5.9	5.6	0.3	63.93
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	7	2877.4	-----	7.9	7.0	0.9	6.1	5.4	0.7	56.51
(586, 587)	2	SOV	---	---	3	1243.4	-----	7.2	6.9	0.3	5.5	5.3	0.2	62.31
(586, 587)	3	SOV	---	---	2	907.9	-----	6.8	6.6	0.2	5.3	5.1	0.1	65.51
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	6	2823.9	-----	5.7	5.3	0.4	4.4	4.1	0.3	59.35
(587, 588)	2	SOV	---	---	4	1256.9	-----	5.4	5.3	0.1	4.1	4.1	0.1	63.49
(587, 588)	3	SOV	---	---	2	945.4	-----	5.2	5.1	0.1	4.0	3.9	0.1	66.09
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(588, 589)	1	SOV	---	---	11	2776.7	-----	11.9	10.8	1.1	9.2	8.3	0.9	57.21
(588, 589)	2	SOV	---	---	2	1265.9	-----	10.7	10.5	0.2	8.3	8.1	0.2	63.44
(588, 589)	3	SOV	---	---	1	984.4	-----	10.3	10.1	0.2	8.0	7.8	0.1	66.06
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	1	638.9	-----	9.3	9.0	0.3	7.1	6.9	0.2	59.86
(589, 590)	2	SOV	---	---	2	1215.0	-----	8.8	8.6	0.2	6.8	6.6	0.1	63.29
(589, 590)	3	SOV	---	---	1	1012.2	-----	8.4	8.2	0.2	6.5	6.4	0.1	65.84
(589, 590)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(590, 591)	1	SOV	---	---	0	670.0	-----	6.8	6.7	0.1	5.3	5.2	0.1	61.39
(590, 591)	2	SOV	---	---	2	1168.9	-----	6.6	6.5	0.1	5.1	5.0	0.1	63.15
(590, 591)	3	SOV	---	---	1	1028.7	-----	6.4	6.2	0.2	4.9	4.8	0.1	65.70
(590, 591)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	0	680.3	-----	7.6	7.5	0.1	5.8	5.8	0.1	61.55
(591, 592)	2	SOV	---	---	1	1141.2	-----	7.4	7.2	0.2	5.7	5.6	0.1	62.91
(591, 592)	3	SOV	---	---	2	1045.7	-----	7.1	6.9	0.2	5.5	5.3	0.1	65.59
(591, 592)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	1	710.0	-----	11.1	10.9	0.2	8.5	8.4	0.1	61.61
(592, 593)	2	SOV	---	---	2	1104.1	-----	10.9	10.6	0.3	8.4	8.2	0.2	62.80
(592, 593)	3	SOV	---	---	0	1085.5	-----	10.4	10.1	0.3	8.0	7.8	0.2	65.41
(592, 593)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	9	SOV	---	---	0	358.8	-----	11.3	10.6	0.7	8.7	8.2	0.5	60.29
(593, 594)	1	SOV	---	---	2	735.8	-----	5.5	5.4	0.1	4.3	4.2	0.1	61.81
(593, 594)	2	SOV	---	---	1	1083.5	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.65
(593, 594)	3	SOV	---	---	0	1109.0	-----	5.2	5.1	0.2	4.0	3.9	0.1	65.31
(593, 594)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	9	SOV	---	---	2	816.6	-----	5.7	5.3	0.4	4.4	4.1	0.3	60.07
(593, 594)	10	SOV	---	---	0	44.2	-----	6.5	6.2	0.3	5.0	4.8	0.2	52.75
(594, 595)	1	SOV	---	---	3	804.5	-----	11.0	10.8	0.2	8.5	8.3	0.1	62.18
(594, 595)	2	SOV	---	---	2	1051.5	-----	10.9	10.6	0.3	8.4	8.2	0.2	62.70
(594, 595)	3	SOV	---	---	4	1114.1	-----	10.5	10.2	0.3	8.1	7.8	0.2	65.19
(594, 595)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	9	SOV	---	---	2	820.1	-----	10.9	10.6	0.3	8.4	8.2	0.2	62.55
(595, 596)	1	SOV	---	---	0	839.9	-----	5.0	4.9	0.1	3.8	3.8	0.1	62.40
(595, 596)	2	SOV	---	---	3	1035.7	-----	4.9	4.8	0.1	3.8	3.7	0.1	62.77
(595, 596)	3	SOV	---	---	3	1108.2	-----	4.8	4.6	0.1	3.7	3.6	0.1	65.07
(595, 596)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	2	803.1	-----	4.9	4.8	0.1	3.8	3.7	0.1	62.84
(596, 597)	1	SOV	---	---	1	1094.8	-----	8.2	8.0	0.2	6.3	6.2	0.2	62.32

(596, 597)	2	SOV	---	---	3	1153.0	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.80
(596, 597)	3	SOV	---	---	2	925.9	-----	7.9	7.6	0.2	6.1	5.9	0.2	65.04
(596, 597)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(596, 597)	9	SOV	---	---	0	613.1	-----	8.1	7.9	0.2	6.3	6.1	0.1	62.95
(597, 598)	1	SOV	---	---	7	1584.8	-----	8.3	7.9	0.4	6.4	6.1	0.3	61.47
(597, 598)	2	SOV	---	---	7	1365.5	-----	8.3	8.0	0.3	6.4	6.2	0.2	61.41
(597, 598)	3	SOV	---	---	3	537.8	-----	7.9	7.6	0.3	6.1	5.9	0.2	64.76
(597, 598)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	9	SOV	---	---	2	298.4	-----	8.1	7.5	0.6	6.3	5.8	0.5	62.90
(598, 599)	1	SOV	---	---	4	1203.7	-----	16.5	16.1	0.4	12.7	12.4	0.3	61.85
(598, 599)	2	SOV	---	---	2	687.3	-----	15.5	15.2	0.4	12.0	11.7	0.3	65.88
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	9	SOV	---	---	9	1375.6	-----	17.2	16.5	0.7	13.2	12.7	0.5	59.55
(598, 599)	10	SOV	---	---	2	507.3	-----	16.2	15.8	0.4	12.5	12.2	0.3	63.12
(600, 601)	1	SOV	---	---	4	998.2	-----	10.2	9.9	0.3	7.8	7.6	0.2	61.09
(600, 601)	2	SOV	---	---	3	886.4	-----	9.5	9.2	0.2	7.3	7.1	0.2	65.59
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	1	968.8	-----	5.6	5.4	0.2	4.3	4.2	0.1	60.97
(601, 602)	2	SOV	---	---	1	913.7	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.47
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	1	SOV	---	---	3	937.3	-----	11.2	10.9	0.3	8.6	8.4	0.2	61.00
(602, 603)	2	SOV	---	---	2	942.6	-----	10.4	10.2	0.2	8.0	7.9	0.2	65.34
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 600)	1	SOV	---	---	6	1076.7	-----	15.3	14.9	0.4	11.8	11.4	0.3	61.38
(599, 600)	2	SOV	---	---	5	812.0	-----	14.3	14.0	0.3	11.0	10.8	0.2	65.77
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	0	891.7	-----	2.2	2.0	0.2	1.7	1.6	0.1	58.32
(77,7053)	2	SOV	---	---	0	572.6	-----	2.0	1.9	0.1	1.5	1.5	0.0	64.39
(77,7053)	3	HOV	3	3	0	3.0	3.0	1.9	1.9	0.0	1.4	1.4	0.0	67.64
(7054, 568)	1	SOV	---	---	0	1475.7	-----	3.3	2.3	1.0	2.6	1.8	0.8	47.59
(7054, 568)	2	SOV	---	---	0	831.7	-----	3.7	2.3	1.4	2.9	1.8	1.1	42.08
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(441, 397)	1	SOV	---	---	1	528.9	-----	4.1	3.8	0.4	3.2	2.9	0.3	49.12
(626, 627)	1	SOV	---	---	0	621.3	-----	5.5	5.4	0.1	4.2	4.2	0.1	52.09
(626, 627)	2	SOV	---	---	0	493.7	-----	5.0	4.9	0.1	3.9	3.8	0.0	57.22
(626, 627)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(627, 27)	1	SOV	---	---	0	606.4	-----	4.2	4.0	0.2	3.3	3.1	0.1	51.59
(627, 27)	2	SOV	---	---	0	509.6	-----	3.8	3.7	0.1	3.0	2.9	0.1	56.85
(627, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(629, 28)	1	SOV	---	---	0	855.2	-----	4.9	4.3	0.6	3.8	3.3	0.5	47.01
(628, 629)	1	SOV	---	---	5	856.8	-----	5.9	5.3	0.7	4.6	4.1	0.5	39.71
(631, 30)	1	SOV	---	---	0	1028.4	-----	6.7	6.2	0.5	5.2	4.8	0.4	50.38
(630, 631)	1	SOV	---	---	1	1027.4	-----	6.1	5.8	0.3	4.7	4.5	0.3	47.66
(34, 632)	1	SOV	---	---	0	884.3	-----	3.1	3.0	0.1	2.4	2.3	0.1	52.88
(34, 632)	2	SOV	---	---	0	279.6	-----	2.8	2.8	0.0	2.2	2.1	0.0	57.12
(632, 633)	1	SOV	---	---	1	855.8	-----	3.7	3.6	0.1	2.8	2.8	0.1	52.88
(632, 633)	2	SOV	---	---	0	310.5	-----	3.4	3.4	0.0	2.6	2.6	0.0	57.10
(635, 54)	1	SOV	---	---	1	484.6	-----	8.5	7.9	0.6	6.5	6.1	0.5	50.50
(634, 635)	1	SOV	---	---	1	484.9	-----	7.7	7.1	0.6	5.9	5.5	0.5	41.42
(637, 56)	1	SOV	---	---	3	601.1	-----	8.2	8.0	0.2	6.4	6.2	0.2	53.53
(636, 637)	1	SOV	---	---	3	601.3	-----	5.7	5.6	0.2	4.4	4.3	0.1	53.31
(61, 638)	1	SOV	---	---	0	305.0	-----	5.6	5.5	0.1	4.4	4.3	0.1	54.16
(638, 639)	1	SOV	---	---	0	60.6	-----	4.4	4.2	0.1	3.4	3.3	0.1	52.84
(638, 639)	2	SOV	---	---	0	244.4	-----	4.4	4.2	0.2	3.4	3.2	0.1	52.88
(62, 640)	1	SOV	---	---	3	609.8	-----	5.1	5.0	0.1	4.0	3.9	0.1	53.78
(640, 641)	1	SOV	---	---	0	173.2	-----	2.8	2.8	0.0	2.2	2.2	0.0	53.20
(640, 641)	2	SOV	---	---	0	435.8	-----	2.9	2.9	0.0	2.3	2.2	0.0	51.18
(643, 64)	1	SOV	---	---	0	460.0	-----	7.5	7.3	0.2	5.8	5.6	0.2	53.29
(642, 643)	1	SOV	---	---	0	306.2	-----	6.3	5.9	0.4	4.8	4.6	0.3	51.76
(642, 643)	2	SOV	---	---	0	153.8	-----	6.5	6.1	0.5	5.1	4.7	0.4	49.70
(69, 644)	1	SOV	---	---	0	616.9	-----	4.6	4.4	0.2	3.5	3.4	0.1	52.29
(69, 644)	2	SOV	---	---	0	209.1	-----	4.5	4.3	0.2	3.5	3.4	0.2	52.64
(644, 645)	1	SOV	---	---	0	7.5	-----	3.4	3.3	0.1	2.6	2.6	0.1	50.28
(644, 645)	2	SOV	---	---	1	244.5	-----	3.3	3.2	0.1	2.5	2.5	0.0	52.00
(644, 645)	3	SOV	---	---	0	573.1	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.87

(647, 71)	1	SOV	---	---	0	232.0	-----	9.6	8.8	0.7	7.4	6.8	0.6	50.25
(646, 647)	1	SOV	---	---	1	231.5	-----	8.3	7.6	0.7	6.4	5.8	0.5	41.21
(74, 648)	1	SOV	---	---	2	444.8	-----	5.9	5.8	0.1	4.5	4.5	0.1	53.83
(74, 648)	2	SOV	---	---	1	587.1	-----	5.9	5.8	0.1	4.5	4.5	0.1	53.79
(648, 649)	1	SOV	---	---	2	454.1	-----	5.0	4.9	0.1	3.8	3.8	0.1	54.01
(648, 649)	2	SOV	---	---	2	576.6	-----	5.0	4.9	0.2	3.9	3.8	0.1	53.33
(651, 75)	1	SOV	---	---	0	369.0	-----	5.5	4.9	0.6	4.2	3.8	0.4	48.64
(650, 651)	1	SOV	---	---	2	369.6	-----	5.3	4.7	0.6	4.1	3.6	0.5	39.92
(653, 76)	1	SOV	---	---	0	286.0	-----	3.1	3.1	0.1	2.4	2.4	0.1	53.45
(652, 653)	1	SOV	---	---	0	286.0	-----	3.6	3.5	0.1	2.8	2.7	0.1	53.18
(569, 654)	1	SOV	---	---	0	503.0	-----	3.6	3.3	0.3	2.8	2.5	0.3	49.28
(569, 654)	2	SOV	---	---	0	301.0	-----	3.5	3.1	0.4	2.7	2.4	0.3	50.37
(656, 570)	1	SOV	---	---	2	1176.8	-----	6.5	5.8	0.7	5.0	4.5	0.5	48.17
(655, 656)	1	SOV	---	---	5	1178.0	-----	7.6	6.8	0.7	5.8	5.3	0.6	40.58
(658, 571)	1	SOV	---	---	1	525.1	-----	6.8	6.6	0.2	5.2	5.1	0.1	53.37
(657, 658)	1	SOV	---	---	2	527.4	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.57
(574, 660)	1	SOV	---	---	0	222.0	-----	2.8	2.8	0.1	2.2	2.1	0.0	53.76
(660, 661)	1	SOV	---	---	0	222.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	50.60
(663, 576)	1	SOV	---	---	4	1581.4	-----	7.6	6.2	1.4	5.8	4.8	1.1	44.94
(663, 576)	2	SOV	---	---	1	249.3	-----	9.0	7.0	1.9	6.9	5.4	1.5	37.87
(662, 663)	1	SOV	---	---	0	162.0	-----	6.9	4.5	2.5	5.4	3.5	1.9	32.81
(662, 663)	2	SOV	---	---	1	1674.7	-----	5.5	4.5	1.0	4.2	3.4	0.8	41.40
(581, 664)	1	SOV	---	---	4	1046.1	-----	7.5	7.2	0.3	5.8	5.5	0.2	52.92
(664, 665)	1	SOV	---	---	0	1045.0	-----	2.9	2.8	0.1	2.2	2.2	0.1	52.86
(667, 583)	1	SOV	---	---	6	487.5	-----	12.5	10.9	1.6	9.6	8.4	1.2	47.18
(666, 667)	1	SOV	---	---	3	487.8	-----	4.2	4.0	0.2	3.2	3.1	0.2	34.50

(669, 584)	1	SOV	---	---	5	823.1	-----	7.7	7.3	0.4	6.0	5.6	0.3	51.54
(669, 584)	2	SOV	---	---	1	97.7	-----	8.1	7.5	0.5	6.2	5.8	0.4	49.33
(668, 669)	1	SOV	---	---	0	44.1	-----	6.8	4.1	2.8	5.3	3.1	2.2	31.66
(668, 669)	2	SOV	---	---	0	879.9	-----	4.2	3.9	0.3	3.3	3.0	0.2	51.44
(589, 670)	1	SOV	---	---	2	2161.3	-----	3.1	2.8	0.3	2.4	2.2	0.2	49.76
(670, 671)	1	SOV	---	---	2	2162.5	-----	3.0	2.7	0.4	2.4	2.1	0.3	48.56
(673, 592)	1	SOV	---	---	0	389.0	-----	4.5	4.0	0.4	3.4	3.1	0.3	48.33
(672, 673)	1	SOV	---	---	1	389.3	-----	5.0	4.4	0.5	3.8	3.4	0.4	40.17
(675, 593)	1	SOV	---	---	1	524.7	-----	4.2	4.1	0.1	3.3	3.2	0.1	53.62
(674, 675)	1	SOV	---	---	2	525.7	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.55
(678, 679)	1	SOV	---	---	0	674.6	-----	5.3	5.2	0.1	4.1	4.0	0.1	52.65
(678, 679)	2	SOV	---	---	1	1210.3	-----	5.8	5.6	0.2	4.4	4.3	0.1	48.48
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(688,7008)	1	SOV	---	---	1	909.4	-----	6.3	6.1	0.2	4.9	4.7	0.1	35.68
(688,7008)	2	SOV	---	---	1	966.2	-----	5.8	5.7	0.1	4.5	4.4	0.1	38.74
(688,7008)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7056, 626)	1	SOV	---	---	0	654.1	-----	5.6	5.4	0.2	4.3	4.2	0.1	51.46
(7056, 626)	2	SOV	---	---	0	510.0	-----	5.0	4.9	0.1	3.9	3.8	0.1	57.38
(7056, 626)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(679,7058)	1	SOV	---	---	1	714.2	-----	3.0	3.0	0.1	2.4	2.3	0.0	50.91
(679,7058)	2	SOV	---	---	2	1168.6	-----	3.3	3.2	0.1	2.6	2.5	0.1	46.36
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	2	930.9	-----	4.3	4.0	0.3	3.3	3.1	0.2	33.92
(7061, 630)	1	SOV	---	---	0	1084.0	-----	4.9	4.4	0.5	3.8	3.4	0.4	45.53
(7062, 674)	1	SOV	---	---	1	556.3	-----	4.1	3.8	0.3	3.2	2.9	0.3	50.59
(7063, 672)	1	SOV	---	---	0	424.0	-----	4.2	4.0	0.2	3.2	3.1	0.1	34.82
(671,7064)	1	SOV	---	---	3	2162.5	-----	2.7	2.3	0.4	2.1	1.8	0.3	45.17

(633,7065)	1	SOV	---	---	2	837.4	-----	4.3	4.2	0.1	3.3	3.2	0.1	52.75
(633,7065)	2	SOV	---	---	0	329.0	-----	3.9	3.9	0.0	3.0	3.0	0.0	57.35
(7066, 634)	1	SOV	---	---	0	528.4	-----	4.1	3.9	0.2	3.2	3.0	0.1	34.70
(7067, 636)	1	SOV	---	---	1	630.1	-----	5.2	4.7	0.5	4.0	3.6	0.4	49.84
(665,7068)	1	SOV	---	---	3	1043.2	-----	2.7	2.6	0.1	2.1	2.0	0.1	51.94
(7069, 666)	1	SOV	---	---	2	542.3	-----	3.3	3.3	0.1	2.6	2.5	0.0	36.02
(7070, 668)	1	SOV	---	---	0	209.9	-----	4.5	3.9	0.7	3.5	3.0	0.5	47.33
(7070, 668)	2	SOV	---	---	0	767.7	-----	4.1	3.9	0.3	3.2	3.0	0.2	51.90
(639,7071)	1	SOV	---	---	0	12.0	-----	2.3	2.0	0.3	1.8	1.5	0.2	49.70
(639,7071)	2	SOV	---	---	0	293.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	50.98
(7072, 642)	1	SOV	---	---	0	107.9	-----	2.3	1.9	0.4	1.8	1.5	0.3	46.49
(7072, 642)	2	SOV	---	---	0	407.5	-----	2.2	1.9	0.3	1.7	1.5	0.3	47.88
(641,7073)	1	SOV	---	---	0	19.0	-----	2.4	2.4	0.0	1.8	1.8	0.0	49.94
(641,7073)	2	SOV	---	---	1	589.2	-----	2.6	2.5	0.0	2.0	1.9	0.0	46.38
(661,7074)	1	SOV	---	---	0	222.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	45.74
(7075, 662)	1	SOV	---	---	0	504.5	-----	4.4	3.8	0.7	3.4	2.9	0.5	44.14
(7075, 662)	2	SOV	---	---	0	1445.7	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.70
(645,7076)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(645,7076)	2	SOV	---	---	0	83.0	-----	3.2	3.0	0.1	2.4	2.4	0.1	50.96
(645,7076)	3	SOV	---	---	0	742.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	47.40
(7077, 646)	1	SOV	---	---	0	256.4	-----	3.2	3.0	0.2	2.5	2.3	0.2	34.28
(7078, 657)	1	SOV	---	---	1	557.1	-----	4.5	4.3	0.2	3.5	3.3	0.2	51.99
(7080, 650)	1	SOV	---	---	1	392.3	-----	6.0	5.8	0.2	4.6	4.5	0.2	34.53
(7081, 655)	1	SOV	---	---	3	1281.1	-----	4.2	4.0	0.2	3.3	3.1	0.2	34.08
(649,7082)	1	SOV	---	---	2	460.2	-----	3.8	3.7	0.1	2.9	2.8	0.1	53.57
(649,7082)	2	SOV	---	---	2	566.9	-----	4.0	3.7	0.3	3.1	2.9	0.2	50.07
(7083, 652)	1	SOV	---	---	0	309.2	-----	3.2	2.9	0.3	2.5	2.3	0.3	49.68
(7084, 857)	1	SOV	---	---	0	369.0	-----	2.6	2.3	0.3	2.0	1.8	0.2	49.36

(857, 858)	1	SOV	---	---	0	336.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.28
(859,7085)	1	SOV	---	---	1	306.3	-----	6.2	6.0	0.2	4.8	4.7	0.2	52.89
(7086, 860)	1	SOV	---	---	0	21.9	-----	6.0	5.7	0.3	4.6	4.4	0.2	53.25
(860, 861)	1	SOV	---	---	0	21.0	-----	5.7	5.5	0.1	4.4	4.3	0.1	54.38
(866,7087)	1	SOV	---	---	0	63.0	-----	3.9	3.8	0.1	3.0	3.0	0.1	53.47
(873,7088)	1	SOV	---	---	0	75.4	-----	6.9	6.9	0.0	5.4	5.3	0.0	54.65
(7089, 874)	1	SOV	---	---	0	230.3	-----	3.8	3.6	0.2	2.9	2.8	0.2	51.77
(874, 875)	1	SOV	---	---	0	216.0	-----	3.7	3.6	0.1	2.9	2.8	0.1	54.02
(876,7090)	1	SOV	---	---	0	51.0	-----	5.9	5.9	0.0	4.6	4.6	0.0	54.43
(7091, 877)	1	SOV	---	---	0	68.2	-----	5.0	3.6	1.5	3.9	2.8	1.1	39.88
(877, 878)	1	SOV	---	---	0	64.0	-----	4.6	4.3	0.3	3.5	3.3	0.2	51.81
(879, 880)	1	SOV	---	---	4	1030.0	-----	13.9	13.8	0.2	10.8	10.6	0.1	64.10
(879, 880)	2	SOV	---	---	4	992.3	-----	13.9	13.7	0.2	10.8	10.6	0.1	64.12
(880, 881)	1	SOV	---	---	4	1003.4	-----	20.0	19.6	0.3	15.5	15.2	0.3	63.59
(880, 881)	2	SOV	---	---	5	990.9	-----	19.9	19.5	0.4	15.4	15.1	0.3	63.78
(881, 882)	1	SOV	---	---	3	1010.8	-----	16.5	16.0	0.4	12.8	12.4	0.3	62.88
(881, 882)	2	SOV	---	---	6	982.8	-----	16.4	16.0	0.4	12.7	12.3	0.3	63.32
(882, 883)	1	SOV	---	---	3	1016.4	-----	16.4	15.9	0.5	12.7	12.3	0.4	62.23
(882, 883)	2	SOV	---	---	5	977.9	-----	16.2	15.7	0.5	12.5	12.2	0.4	63.19
(883, 884)	1	SOV	---	---	3	929.2	-----	13.2	12.7	0.5	10.2	9.8	0.4	62.26
(883, 884)	2	SOV	---	---	2	993.8	-----	13.0	12.6	0.4	10.1	9.7	0.3	63.03
(883, 873)	1	SOV	---	---	0	74.0	-----	7.5	7.5	0.1	5.8	5.8	0.0	54.68
(884, 885)	1	SOV	---	---	3	937.7	-----	12.2	11.7	0.5	9.4	9.1	0.4	62.08
(884, 885)	2	SOV	---	---	5	984.6	-----	12.0	11.6	0.4	9.3	9.0	0.3	62.78
(885, 886)	1	SOV	---	---	7	923.7	-----	15.1	14.5	0.6	11.7	11.2	0.4	62.04
(885, 886)	2	SOV	---	---	3	996.3	-----	14.9	14.4	0.6	11.5	11.1	0.4	62.65
(886, 887)	1	SOV	---	---	7	1106.0	-----	16.6	15.9	0.8	12.9	12.3	0.6	61.46
(886, 887)	2	SOV	---	---	6	1021.0	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.49

(886, 887)	9	SOV	---	---	0	9.7	-----	20.2	17.3	2.9	15.6	13.4	2.2	50.71
(887, 888)	1	SOV	---	---	3	1088.6	-----	17.0	16.3	0.7	13.1	12.6	0.5	62.01
(887, 888)	2	SOV	---	---	6	1047.9	-----	16.8	16.1	0.7	13.0	12.5	0.6	62.45
(875, 886)	1	SOV	---	---	0	216.5	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.43
(888, 889)	1	SOV	---	---	6	1083.2	-----	18.5	17.7	0.8	14.3	13.7	0.6	61.82
(888, 889)	2	SOV	---	---	2	1052.8	-----	18.3	17.5	0.8	14.2	13.6	0.6	62.37
(889, 890)	1	SOV	---	---	2	1076.5	-----	12.2	11.7	0.5	9.4	9.0	0.4	61.92
(889, 890)	2	SOV	---	---	2	1057.5	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.26
(890, 891)	1	SOV	---	---	5	1067.8	-----	19.2	18.4	0.9	14.9	14.2	0.7	61.71
(890, 891)	2	SOV	---	---	3	1069.8	-----	19.1	18.2	0.8	14.8	14.1	0.6	62.24
(891, 892)	1	SOV	---	---	6	1058.5	-----	14.5	13.8	0.6	11.2	10.7	0.5	61.71
(891, 892)	2	SOV	---	---	13	1074.8	-----	14.3	13.7	0.6	11.1	10.6	0.5	62.26
(892, 893)	1	SOV	---	---	8	1041.8	-----	33.9	32.3	1.5	26.2	25.0	1.2	61.70
(892, 893)	2	SOV	---	---	5	1091.3	-----	33.6	32.2	1.5	26.0	24.9	1.1	62.13
(893, 894)	1	SOV	---	---	14	1033.8	-----	40.0	38.1	1.9	30.9	29.5	1.4	61.68
(893, 894)	2	SOV	---	---	12	1102.0	-----	39.9	38.0	1.9	30.9	29.4	1.5	61.80
(894, 895)	1	SOV	---	---	6	1046.4	-----	24.5	23.3	1.2	19.0	18.0	0.9	61.58
(894, 895)	2	SOV	---	---	5	1085.9	-----	24.5	23.3	1.2	19.0	18.0	1.0	61.54
(895, 896)	1	SOV	---	---	12	1052.1	-----	38.3	36.3	2.0	29.7	28.1	1.6	61.38
(895, 896)	2	SOV	---	---	15	1084.2	-----	38.3	36.3	1.9	29.6	28.1	1.5	61.47
(896, 897)	1	SOV	---	---	14	1041.9	-----	41.2	38.9	2.3	31.9	30.1	1.8	61.18
(896, 897)	2	SOV	---	---	14	1087.5	-----	41.1	38.9	2.2	31.8	30.1	1.7	61.29
(897, 898)	1	SOV	---	---	6	1045.1	-----	22.7	21.5	1.2	17.6	16.6	0.9	61.27
(897, 898)	2	SOV	---	---	11	1072.4	-----	22.6	21.5	1.2	17.5	16.6	0.9	61.42
(898, 899)	1	SOV	---	---	3	1059.3	-----	16.8	15.8	1.0	13.0	12.2	0.7	60.98
(898, 899)	2	SOV	---	---	0	1064.0	-----	16.8	15.8	1.0	13.0	12.2	0.8	61.04
(899, 900)	1	SOV	---	---	0	989.3	-----	18.3	17.3	1.0	14.2	13.4	0.7	61.36
(899, 900)	2	SOV	---	---	2	1076.0	-----	18.3	17.3	0.9	14.1	13.4	0.7	61.50
(899, 866)	1	SOV	---	---	0	63.0	-----	7.9	7.8	0.1	6.1	6.0	0.1	53.57
(900, 901)	1	SOV	---	---	6	983.2	-----	21.5	20.4	1.1	16.6	15.8	0.9	61.35
(900, 901)	2	SOV	---	---	6	1082.4	-----	21.4	20.4	1.1	16.6	15.7	0.8	61.64

(901, 902)	1	SOV	---	---	9	1215.1	-----	17.4	15.8	1.6	13.5	12.2	1.2	58.79
(901, 902)	2	SOV	---	---	8	1159.3	-----	16.8	15.7	1.0	13.0	12.2	0.8	61.05
(901, 902)	9	SOV	---	---	0	19.7	-----	25.1	19.0	6.1	19.3	14.7	4.7	40.82
(902, 903)	1	SOV	---	---	2	1172.8	-----	16.9	15.9	0.9	13.0	12.3	0.7	61.13
(902, 903)	2	SOV	---	---	3	1213.9	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.72
(858, 901)	1	SOV	---	---	0	336.0	-----	10.1	9.9	0.3	7.8	7.6	0.2	53.59
(903, 904)	1	SOV	---	---	8	1147.6	-----	19.3	18.3	1.1	15.0	14.1	0.8	61.10
(903, 904)	2	SOV	---	---	5	1235.2	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.76
(904, 905)	1	SOV	---	---	3	1143.4	-----	15.0	14.2	0.8	11.6	11.0	0.6	61.00
(904, 905)	2	SOV	---	---	6	1233.7	-----	14.8	14.0	0.7	11.4	10.9	0.6	61.77
(906, 907)	1	SOV	---	---	5	1239.0	-----	14.4	14.2	0.2	11.2	11.0	0.2	63.84
(906, 907)	2	SOV	---	---	4	1292.6	-----	14.4	14.1	0.3	11.1	10.9	0.2	64.11
(907, 908)	1	SOV	---	---	7	1263.9	-----	22.0	21.4	0.6	17.0	16.6	0.4	63.27
(907, 908)	2	SOV	---	---	8	1232.9	-----	21.9	21.3	0.6	16.9	16.5	0.4	63.54
(908, 909)	1	SOV	---	---	7	1328.8	-----	16.6	15.9	0.7	12.8	12.3	0.5	61.66
(908, 909)	2	SOV	---	---	5	1165.6	-----	16.2	15.7	0.6	12.6	12.1	0.4	62.97
(909, 910)	1	SOV	---	---	5	1038.5	-----	14.5	13.9	0.6	11.2	10.8	0.4	62.22
(909, 910)	2	SOV	---	---	5	1150.9	-----	14.4	13.8	0.5	11.1	10.7	0.4	62.78
(909, 859)	1	SOV	---	---	0	305.3	-----	9.6	9.5	0.1	7.4	7.3	0.1	54.10
(910, 911)	1	SOV	---	---	7	1054.4	-----	17.4	16.8	0.6	13.5	13.0	0.5	62.44
(910, 911)	2	SOV	---	---	6	1128.6	-----	17.4	16.7	0.7	13.4	12.9	0.6	62.54
(911, 912)	1	SOV	---	---	5	1055.9	-----	16.0	15.4	0.6	12.4	11.9	0.5	62.28
(911, 912)	2	SOV	---	---	5	1128.9	-----	16.0	15.3	0.7	12.4	11.8	0.6	62.28
(861, 912)	1	SOV	---	---	0	21.0	-----	6.3	6.2	0.1	4.9	4.8	0.1	54.73
(912, 913)	1	SOV	---	---	7	1087.4	-----	16.5	15.8	0.7	12.8	12.2	0.6	62.01
(912, 913)	2	SOV	---	---	8	1117.0	-----	16.4	15.7	0.8	12.7	12.1	0.6	62.20
(912, 913)	9	SOV	---	---	0	1.0	-----	21.7	16.7	5.0	17.1	13.2	3.9	47.16
(913, 914)	1	SOV	---	---	3	1098.6	-----	17.3	16.5	0.8	13.4	12.8	0.6	62.07
(913, 914)	2	SOV	---	---	6	1101.4	-----	17.3	16.4	0.8	13.4	12.7	0.6	62.07
(914, 915)	1	SOV	---	---	10	1099.4	-----	34.1	32.5	1.6	26.4	25.2	1.2	61.89
(914, 915)	2	SOV	---	---	9	1106.6	-----	34.1	32.4	1.7	26.4	25.1	1.3	61.85

(915, 916)	1	SOV	---	---	12	1089.8	-----	34.6	32.8	1.7	26.8	25.4	1.3	61.60
(915, 916)	2	SOV	---	---	8	1118.6	-----	34.4	32.6	1.8	26.7	25.3	1.4	61.82
(916, 917)	1	SOV	---	---	15	1094.1	-----	31.4	29.8	1.5	24.3	23.1	1.2	61.68
(916, 917)	2	SOV	---	---	11	1111.8	-----	31.4	29.6	1.7	24.3	23.0	1.3	61.69
(917, 918)	1	SOV	---	---	5	1090.0	-----	24.6	23.3	1.3	19.0	18.0	1.0	61.61
(917, 918)	2	SOV	---	---	4	1113.6	-----	24.6	23.2	1.4	19.1	18.0	1.1	61.46
(918, 919)	1	SOV	---	---	9	1092.8	-----	31.7	30.0	1.8	24.6	23.2	1.4	61.44
(918, 919)	2	SOV	---	---	5	1116.8	-----	31.7	29.9	1.8	24.6	23.2	1.4	61.47
(919, 920)	1	SOV	---	---	10	1100.8	-----	32.9	31.1	1.9	25.5	24.1	1.5	61.39
(919, 920)	2	SOV	---	---	13	1116.0	-----	33.0	31.1	1.9	25.5	24.0	1.5	61.27
(920, 921)	1	SOV	---	---	4	1099.3	-----	20.2	19.0	1.2	15.6	14.7	0.9	61.22
(920, 921)	2	SOV	---	---	5	1119.5	-----	20.2	19.0	1.2	15.6	14.7	0.9	61.18
(921, 922)	1	SOV	---	---	6	1097.1	-----	19.3	18.1	1.2	14.9	14.0	0.9	61.09
(921, 922)	2	SOV	---	---	10	1115.9	-----	19.3	18.1	1.2	14.9	14.0	0.9	61.12
(922, 923)	1	SOV	---	---	6	1089.5	-----	19.4	18.2	1.2	15.0	14.1	0.9	61.07
(922, 923)	2	SOV	---	---	4	1119.1	-----	19.4	18.2	1.2	15.0	14.1	0.9	61.03
(923, 924)	1	SOV	---	---	3	1107.3	-----	21.8	20.5	1.3	16.9	15.9	1.0	61.06
(923, 924)	2	SOV	---	---	6	1114.9	-----	21.9	20.5	1.4	16.9	15.9	1.1	60.96
(924, 925)	1	SOV	---	---	5	1118.9	-----	20.7	19.3	1.4	16.1	15.0	1.1	60.62
(924, 925)	2	SOV	---	---	5	1107.7	-----	20.7	19.3	1.4	16.1	15.0	1.1	60.66
(925, 926)	1	SOV	---	---	5	1069.4	-----	23.9	22.4	1.5	18.5	17.3	1.2	60.95
(925, 926)	2	SOV	---	---	5	1096.8	-----	24.0	22.4	1.6	18.6	17.3	1.3	60.61
(925, 876)	1	SOV	---	---	0	51.0	-----	10.1	10.0	0.1	7.9	7.8	0.1	54.34
(926, 927)	1	SOV	---	---	8	1068.6	-----	17.6	16.4	1.1	13.6	12.7	0.9	60.91
(926, 927)	2	SOV	---	---	10	1091.3	-----	17.6	16.5	1.1	13.6	12.8	0.9	60.94
(878, 927)	1	SOV	---	---	0	64.8	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.56
(927, 928)	1	SOV	---	---	10	1114.4	-----	16.8	15.7	1.1	13.0	12.2	0.9	60.79
(927, 928)	2	SOV	---	---	9	1105.4	-----	16.8	15.7	1.1	13.0	12.2	0.8	60.86
(927, 928)	9	SOV	---	---	0	2.3	-----	19.3	17.7	1.6	15.1	13.8	1.3	52.92
(928, 929)	1	SOV	---	---	2	1108.9	-----	15.6	14.6	1.0	12.1	11.3	0.8	61.01
(928, 929)	2	SOV	---	---	3	1103.6	-----	15.6	14.6	1.0	12.1	11.3	0.8	61.02

(929, 930)	1	SOV	---	---	5	1120.2	-----	19.2	18.0	1.2	14.9	14.0	0.9	61.10
(929, 930)	2	SOV	---	---	5	1089.9	-----	19.3	18.1	1.2	14.9	14.0	0.9	61.01
(930, 931)	1	SOV	---	---	8	1128.0	-----	12.9	12.1	0.8	10.0	9.3	0.6	60.99
(930, 931)	2	SOV	---	---	9	1065.8	-----	12.9	12.1	0.8	10.0	9.4	0.6	60.98
(654,7079)	1	SOV	---	---	0	39.0	-----	3.8	3.2	0.7	3.0	2.5	0.5	46.14
(654,7079)	2	SOV	---	---	0	765.0	-----	3.7	3.3	0.4	2.8	2.5	0.3	48.16
(407, 369)	1	SOV	---	---	3	1666.0	-----	18.3	17.2	1.1	14.1	13.3	0.8	51.52
(407, 369)	2	SOV	---	---	4	1375.0	-----	18.2	17.2	1.0	14.0	13.3	0.8	51.85
(162, 165)	1	SOV	---	---	5	1388.8	-----	9.6	9.4	0.2	7.5	7.3	0.2	63.75
(162, 165)	2	SOV	---	---	3	1788.0	-----	9.8	9.5	0.3	7.5	7.3	0.2	62.94
(162, 165)	3	SOV	---	---	7	1789.2	-----	9.8	9.5	0.3	7.6	7.3	0.2	62.89
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	3	1413.4	-----	8.0	7.8	0.2	6.2	6.1	0.1	63.96
(165, 166)	2	SOV	---	---	6	1707.2	-----	8.1	7.9	0.2	6.3	6.1	0.1	63.17
(165, 166)	3	SOV	---	---	3	1742.7	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.99
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	1	1385.7	-----	8.6	8.0	0.7	6.7	6.1	0.5	59.27
(386, 167)	2	SOV	---	---	1	1405.2	-----	8.2	7.9	0.3	6.3	6.1	0.3	62.29
(386, 167)	3	SOV	---	---	3	1283.3	-----	8.2	7.8	0.4	6.3	6.0	0.3	62.55
(386, 167)	4	HOV	5	5	0	5.0	5.0	7.9	7.9	0.0	6.1	6.1	0.0	64.59
(386, 167)	9	SOV	---	---	0	29.1	-----	10.3	8.7	1.6	7.9	6.7	1.2	49.72
(167, 168)	1	SOV	---	---	0	1381.7	-----	8.4	8.0	0.5	6.5	6.2	0.4	60.53
(167, 168)	2	SOV	---	---	1	1427.4	-----	8.2	7.9	0.3	6.3	6.1	0.3	62.29
(167, 168)	3	SOV	---	---	0	1302.7	-----	8.2	7.8	0.4	6.3	6.0	0.3	62.53
(167, 168)	4	HOV	5	5	0	5.0	5.0	7.9	7.9	0.0	6.1	6.1	0.0	64.62
(168, 169)	1	SOV	---	---	3	1375.2	-----	9.0	8.6	0.4	6.9	6.6	0.3	61.07
(168, 169)	2	SOV	---	---	3	1426.6	-----	8.8	8.5	0.3	6.8	6.5	0.2	62.43
(168, 169)	3	SOV	---	---	4	1309.7	-----	8.8	8.3	0.4	6.8	6.4	0.3	62.55
(168, 169)	4	HOV	5	5	0	5.0	5.0	8.5	8.5	0.0	6.5	6.5	0.0	64.56
(404, 170)	1	SOV	---	---	0	225.0	-----	3.6	3.6	0.0	2.8	2.8	0.0	54.20
(7018, 171)	1	SOV	---	---	0	269.8	-----	2.9	2.5	0.3	2.2	2.0	0.3	43.82
(171, 172)	1	SOV	---	---	0	245.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.58
(172, 387)	1	SOV	---	---	0	245.0	-----	2.7	2.5	0.2	2.1	2.0	0.1	50.16

(7020, 174)	1	SOV	---	---	0	346.0	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.46
(174, 175)	1	SOV	---	---	1	319.2	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.19
(175, 386)	1	SOV	---	---	0	319.7	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.69
(385, 173)	1	SOV	---	---	0	525.0	-----	3.3	3.2	0.1	2.5	2.5	0.0	53.72
(173,7019)	1	SOV	---	---	0	525.0	-----	3.2	3.2	0.1	2.5	2.4	0.0	51.12
(170,7017)	1	SOV	---	---	2	224.4	-----	3.7	3.7	0.0	2.9	2.8	0.0	51.17
(151, 344)	1	SOV	---	---	3	922.5	-----	7.8	7.6	0.3	6.1	5.8	0.2	52.82
(151, 344)	2	SOV	---	---	0	74.5	-----	8.1	7.2	0.8	6.2	5.6	0.6	51.41
(344,7026)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(344,7026)	2	SOV	---	---	1	996.6	-----	3.1	2.8	0.3	2.4	2.2	0.2	46.20
(7007, 208)	1	SOV	---	---	0	110.5	-----	2.9	2.5	0.5	2.3	1.9	0.4	38.62
(209, 180)	1	SOV	---	---	0	99.0	-----	3.7	3.5	0.2	2.9	2.7	0.2	51.48
(396, 397)	1	SOV	---	---	5	1155.8	-----	19.4	18.5	0.9	15.0	14.3	0.7	61.79
(396, 397)	2	SOV	---	---	6	1435.7	-----	19.2	18.5	0.7	14.8	14.3	0.5	62.39
(396, 397)	3	SOV	---	---	3	1211.1	-----	19.4	18.4	0.9	15.0	14.2	0.7	61.94
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 402)	1	SOV	---	---	5	796.0	-----	18.0	16.8	1.2	13.9	13.0	0.9	51.65
(399, 402)	2	SOV	---	---	7	988.2	-----	17.7	17.1	0.6	13.7	13.2	0.5	52.37
(559, 407)	1	SOV	---	---	6	1797.2	-----	6.9	6.2	0.6	5.3	4.8	0.5	45.44
(559, 407)	6	SOV	---	---	3	1242.8	-----	6.8	6.3	0.4	5.2	4.9	0.3	46.08
(370, 416)	1	SOV	---	---	0	461.0	-----	4.0	3.8	0.1	3.1	3.0	0.1	53.27
(403, 310)	1	SOV	---	---	5	1406.5	-----	12.1	9.3	2.8	9.4	7.2	2.2	41.87
(403, 310)	2	SOV	---	---	4	368.2	-----	14.6	9.8	4.8	11.3	7.6	3.7	34.73
(383, 314)	1	SOV	---	---	11	1604.4	-----	14.4	12.7	1.7	11.1	9.8	1.3	48.26
(381, 315)	1	SOV	---	---	1	488.0	-----	3.5	3.3	0.2	2.7	2.6	0.2	50.95
(380, 381)	1	SOV	---	---	0	489.0	-----	3.6	3.5	0.1	2.8	2.7	0.1	49.16
(7029, 380)	1	SOV	---	---	0	518.8	-----	4.4	4.2	0.3	3.4	3.2	0.2	47.07
(316, 309)	1	SOV	---	---	1	1232.4	-----	3.7	3.5	0.2	2.8	2.7	0.1	51.82

(349, 352)	1	SOV	---	---	1	422.4	-----	9.9	9.7	0.2	7.6	7.5	0.2	48.74
(352,7027)	1	SOV	---	---	0	422.0	-----	2.5	2.3	0.1	1.9	1.8	0.1	46.77
(346, 347)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 678)	1	SOV	---	---	0	598.2	-----	4.8	4.7	0.1	3.7	3.7	0.1	56.10
(599, 678)	2	SOV	---	---	2	1285.6	-----	5.3	5.0	0.2	4.0	3.9	0.2	51.55
(685, 601)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 688)	1	SOV	---	---	3	921.0	-----	10.8	10.6	0.2	8.4	8.2	0.2	49.01
(603, 688)	2	SOV	---	---	3	954.7	-----	9.9	9.7	0.1	7.6	7.5	0.1	53.76
(603, 688)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(382, 383)	1	SOV	---	---	0	1608.0	-----	3.1	2.1	0.9	2.4	1.7	0.7	43.27
(368, 369)	1	SOV	---	---	5	546.4	-----	25.9	23.9	2.0	20.0	18.5	1.5	59.93
(368, 369)	2	SOV	---	---	5	792.2	-----	26.0	24.1	1.9	20.0	18.6	1.4	59.77
(368, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(407, 411)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(406, 412)	1	SOV	---	---	3	493.5	-----	5.6	5.3	0.3	4.3	4.1	0.2	41.99
(406, 412)	2	SOV	---	---	0	137.8	-----	5.6	5.1	0.6	4.4	3.9	0.4	41.67
(412,7041)	1	SOV	---	---	0	18.0	-----	4.1	3.0	1.1	3.1	2.3	0.8	33.47
(412,7041)	2	SOV	---	---	0	613.0	-----	3.6	3.1	0.5	2.7	2.4	0.4	38.21
(7042, 414)	1	SOV	---	---	0	579.3	-----	3.8	3.5	0.3	2.9	2.7	0.2	42.20
(414, 415)	1	SOV	---	---	0	536.6	-----	2.7	2.5	0.2	2.1	1.9	0.2	45.23
(415, 307)	1	SOV	---	---	0	537.1	-----	3.8	3.5	0.2	2.9	2.7	0.2	50.33
(7013, 8)	1	SOV	---	---	0	505.4	-----	3.7	1.8	1.9	2.8	1.4	1.5	33.75
(8, 132)	1	SOV	---	---	0	459.0	-----	2.7	2.0	0.7	2.1	1.6	0.5	44.33

2038 NO-BUILD

PM Peak

CENTENNIAL_2038_NO-BUILD_PM PEAK

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	LANE OUT	CURR CHNG	AVG CONT	VEH-CONT	VEH-MILES	SECONDS/VEHICLE TOTAL MIN	SECONDS/VEHICLE MOVE TIME	SECONDS/VEHICLE DELAY TIME	VEH-MIN/VEH-MILE TIME	VEH-MIN/VEH-MILE M/T	VEH-MIN/VEH-MILE TOTAL	VEH-MIN/VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	7499	7489	1223	39	30.8	1844.4	1846.4	14.8	13.8	1.0	0.93	1.00	0.07	1248.5	20.8	59.93	FRWY
(563, 98)	5705	5711	2530	18	27.4	1621.4	1644.3	17.3	15.8	1.5	0.92	1.01	0.09	1141.4	19.3	59.16	FRWY
(154, 101)	4594	4564	1273	70	46.1	2469.2	2767.9	36.2	29.8	6.4	0.82	1.12	0.20	918.4	17.2	53.52	FRWY
(103, 104)	6295	6301	2380	12	18.0	954.6	1080.7	10.3	8.5	1.8	0.82	1.13	0.20	1120.1	21.1	53.00	FRWY
(158, 105)	7632	7625	1186	49	38.1	2166.8	2288.2	18.0	15.8	2.2	0.88	1.06	0.13	1525.4	26.8	56.82	FRWY
(128, 97)	5008	4995	752	50	33.5	2078.8	2007.9	24.1	23.1	1.0	0.96	0.97	0.04	1000.5	16.1	62.12	FRWY
(156, 102)	5840	5797	2438	83	61.4	1431.4	3681.9	38.0	13.7	24.3	0.36	2.57	1.65	1162.7	49.8	23.33	FRWY
(109,7001)	2003	2003	0	1	1.2	64.9	73.8	2.2	2.1	0.1	0.96	1.14	0.05	1001.4	19.0	52.73	RAMP
(102, 103)	4811	4812	1012	32	34.5	2069.6	2070.8	25.8	23.9	2.0	0.92	1.00	0.08	962.3	16.0	59.97	FRWY
(160,7002)	974	965	0	9	7.9	39.3	475.1	29.4	2.7	26.7	0.09	12.09	11.00	484.7	97.7	4.96	RAMP
(7003, 106)	1466	1475	603	0	3.6	127.8	219.0	8.6	6.7	1.9	0.78	1.71	0.38	766.6	21.9	35.01	RAMP
(106, 103)	1475	1483	258	0	5.0	172.1	298.9	12.1	7.6	4.5	0.63	1.74	0.64	1189.7	34.4	34.56	RAMP
(7004, 107)	1337	1336	133	2	1.6	68.8	96.4	4.0	3.2	0.9	0.78	1.40	0.31	717.7	16.8	42.81	RAMP
(107, 104)	1336	1338	775	0	3.4	125.3	207.0	9.3	6.2	3.1	0.66	1.65	0.56	832.2	22.9	36.32	RAMP
(110, 109)	2004	2003	59	1	1.3	70.6	79.7	2.4	2.3	0.1	0.97	1.13	0.04	1001.8	18.9	53.14	RAMP
(96, 110)	2004	2004	45	0	1.0	50.9	57.4	1.7	1.7	0.1	0.97	1.13	0.04	1002.0	18.8	53.17	RAMP

(127, 97)	705	698	474	10	2.5	78.8	148.1	12.7	7.4	5.3	0.58	1.88	0.79	600.5	18.8	31.92	RAMP
(96, 128)	5485	5495	1366	19	25.3	1558.8	1518.8	16.6	15.8	0.8	0.95	0.97	0.05	1097.4	17.8	61.58	FRWY
(128, 129)	487	486	52	2	1.6	83.3	94.8	11.7	11.3	0.4	0.96	1.14	0.04	291.3	5.5	52.73	RAMP
(132, 130)	7265	7262	956	23	18.3	1080.4	1096.3	9.1	8.3	0.8	0.91	1.01	0.09	1303.8	22.1	59.13	FRWY
(131, 130)	247	247	0	0	0.2	10.7	12.7	3.1	2.9	0.2	0.93	1.19	0.09	247.0	4.9	50.48	RAMP
(151, 132)	6722	6728	674	24	31.1	1899.5	1863.0	16.6	15.7	1.0	0.94	0.98	0.06	1345.3	22.0	61.17	FRWY
(105, 137)	6554	6556	1246	26	25.6	1524.8	1534.0	14.1	12.9	1.1	0.92	1.01	0.08	1310.1	22.0	59.64	FRWY
(98, 138)	1215	1214	9	1	2.3	118.2	136.3	6.7	6.4	0.4	0.95	1.15	0.06	1182.3	22.7	52.03	RAMP
(138, 139)	1214	1214	87	0	0.9	46.0	51.9	2.6	2.5	0.1	0.97	1.13	0.04	607.0	11.4	53.14	RAMP
(141, 140)	1416	1392	662	25	17.7	112.3	1061.7	45.4	5.3	40.2	0.12	9.45	8.36	701.2	110.4	6.35	RAMP
(140, 101)	1392	1366	0	38	21.2	195.2	1274.9	55.4	9.3	46.2	0.17	6.53	5.44	1380.1	150.2	9.19	RAMP
(105, 143)	1071	1074	0	2	1.2	63.0	72.8	4.1	3.9	0.2	0.95	1.16	0.06	1072.5	20.7	51.91	RAMP
(7005, 127)	707	705	33	3	0.6	16.3	37.9	2.7	1.6	1.2	0.58	2.32	0.99	418.1	16.2	25.82	RAMP
(129,7006)	486	487	0	0	0.5	21.8	30.6	3.8	3.3	0.4	0.89	1.41	0.16	243.5	5.7	42.69	RAMP
(147, 148)	972	973	0	1	1.6	76.5	98.5	6.1	5.7	0.4	0.93	1.29	0.09	972.8	20.9	46.57	RAMP
(148, 137)	973	972	0	2	1.1	56.4	68.0	4.2	3.8	0.4	0.91	1.21	0.11	972.5	19.6	49.72	RAMP
(163, 149)	6574	6571	2603	64	62.9	3941.9	3774.0	34.2	33.1	1.2	0.97	0.96	0.03	1322.3	21.1	62.67	FRWY
(311, 150)	7533	7535	378	16	18.8	1115.7	1127.9	9.0	8.2	0.8	0.91	1.01	0.09	1506.7	25.4	59.35	FRWY
(152, 153)	7501	7499	672	5	5.0	284.1	299.5	2.4	2.1	0.3	0.88	1.05	0.13	1363.5	24.0	56.91	FRWY
(130, 152)	7509	7501	4973	34	31.1	1846.9	1868.7	14.9	13.7	1.3	0.91	1.01	0.09	1403.1	23.7	59.30	FRWY
(100, 154)	4594	4594	315	23	22.8	1459.8	1369.3	17.7	17.4	0.3	0.98	0.94	0.01	929.2	14.5	63.96	FRWY
(101, 155)	5930	5862	3505	104	72.5	1452.4	4351.1	44.3	14.0	30.3	0.32	3.00	2.05	1103.4	55.1	20.03	FRWY
(155, 156)	5862	5840	1112	23	10.5	221.6	633.0	6.5	2.1	4.4	0.32	2.86	1.93	1170.2	55.7	21.01	FRWY

(104, 157)	7639	7636	4576	39	42.9	2169.9	2572.8	20.2	15.9	4.3	0.79	1.19	0.25	1432.1	28.3	50.60	FRWY
(157, 158)	7636	7632	277	6	5.3	289.2	315.8	2.5	2.1	0.4	0.85	1.09	0.17	1526.9	27.8	54.95	FRWY
(137, 159)	7528	7540	4078	27	32.2	1330.8	1929.9	15.4	10.0	5.4	0.65	1.45	0.51	1360.4	32.9	41.37	FRWY
(150, 151)	7535	7543	317	11	17.1	1025.1	1028.6	8.2	7.6	0.6	0.93	1.00	0.08	1507.7	25.2	59.80	FRWY
(325, 95)	6444	6425	1311	69	65.0	3996.4	3899.1	36.3	34.5	1.9	0.95	0.98	0.05	1287.8	20.9	61.50	FRWY
(102, 160)	986	974	368	14	10.5	78.0	627.4	38.4	5.2	33.2	0.14	8.04	6.95	840.5	112.7	7.46	RAMP
(98, 99)	4496	4516	649	16	30.9	1915.8	1855.0	24.7	23.6	1.1	0.95	0.97	0.04	901.6	14.5	61.97	FRWY
(99, 164)	4516	4515	435	10	20.4	1268.1	1221.4	16.2	15.6	0.7	0.96	0.96	0.04	903.6	14.5	62.29	FRWY
(295, 200)	1339	1339	236	3	3.1	148.3	186.5	8.4	8.3	0.1	0.99	1.26	0.01	532.8	11.2	47.72	FRWY
(203, 201)	1338	1337	29	1	0.7	46.4	43.6	1.8	1.7	0.0	0.98	0.94	0.02	742.3	11.6	63.78	FRWY
(200, 199)	1227	1227	54	1	2.3	101.3	136.5	6.7	6.6	0.1	0.99	1.35	0.01	613.2	13.8	44.52	FRWY
(179, 178)	697	698	16	0	1.2	66.0	72.7	6.3	6.2	0.1	0.99	1.10	0.01	348.7	6.4	54.51	FRWY
(180, 179)	693	697	167	1	2.4	131.5	145.0	12.5	12.4	0.2	0.99	1.10	0.01	283.3	5.2	54.41	FRWY
(181, 180)	559	561	10	0	1.0	52.7	57.8	6.2	6.1	0.0	0.99	1.10	0.01	280.1	5.1	54.78	FRWY
(199, 198)	1227	1229	77	4	2.9	127.4	172.3	8.4	8.3	0.1	0.99	1.35	0.02	613.9	13.8	44.37	FRWY
(198, 197)	1407	1407	339	4	6.2	323.0	371.8	15.9	15.1	0.8	0.95	1.15	0.06	593.4	11.4	52.13	FRWY
(197, 196)	1596	1594	345	6	8.5	453.1	507.8	19.1	18.7	0.5	0.98	1.12	0.03	693.4	13.0	53.54	FRWY
(196, 195)	1594	1596	252	15	14.5	778.5	871.9	32.8	32.1	0.8	0.98	1.12	0.03	796.3	14.9	53.57	FRWY
(182, 181)	556	559	47	0	3.3	180.4	197.9	21.3	21.1	0.2	0.99	1.10	0.01	278.7	5.1	54.70	FRWY
(183, 182)	1780	1651	208	137	26.5	486.3	1587.9	55.7	18.6	37.1	0.33	3.27	2.18	855.9	46.6	18.38	FRWY
(184, 183)	1956	1780	645	190	22.1	684.6	1326.3	42.2	23.7	18.5	0.56	1.94	0.85	941.9	30.4	30.97	FRWY
(205, 204)	189	189	0	0	0.1	6.6	8.9	2.8	2.8	0.0	0.99	1.35	0.02	189.0	4.2	44.50	RAMP
(204, 197)	189	189	0	0	0.2	11.0	14.8	4.7	4.7	0.0	0.99	1.34	0.01	189.0	4.2	44.65	RAMP
(182, 193)	1095	1070	201	28	7.8	120.7	467.6	25.9	6.2	19.7	0.24	3.88	2.95	727.3	47.0	15.48	RAMP

(193, 194)	1070	1038	113	37	8.7	76.0	521.9	29.7	4.0	25.7	0.13	6.87	5.95	505.8	57.9	8.73	RAMP
(208, 209)	132	132	0	0	0.2	11.3	14.5	6.6	6.2	0.4	0.94	1.27	0.07	132.0	2.8	47.12	RAMP
(207, 198)	178	178	0	0	0.3	11.2	15.7	5.3	5.1	0.2	0.95	1.40	0.06	178.0	4.2	42.86	RAMP
(206, 207)	178	178	0	0	0.1	5.1	8.3	2.8	2.6	0.2	0.92	1.64	0.13	178.0	4.9	36.59	RAMP
(200, 210)	112	112	0	0	0.1	5.8	7.7	4.1	4.1	0.0	0.99	1.33	0.01	112.0	2.5	45.06	RAMP
(210, 211)	112	112	0	0	0.1	4.6	6.6	3.5	3.5	0.0	1.00	1.44	0.00	112.0	2.7	41.69	RAMP
(178, 202)	698	698	2	0	0.4	20.4	22.1	1.9	1.6	0.3	0.85	1.08	0.16	349.0	6.3	55.35	FRWY
(139,7009)	1214	1213	0	1	0.7	38.2	43.1	2.1	2.1	0.1	0.97	1.13	0.04	607.0	11.4	53.16	RAMP
(7010, 141)	1462	1416	175	46	23.4	123.4	1401.2	56.0	5.4	50.6	0.10	11.35	10.26	750.9	142.1	5.29	RAMP
(211,7011)	112	112	0	0	0.1	5.0	8.7	4.6	4.6	0.1	0.98	1.72	0.03	112.0	3.2	34.94	RAMP
(7012, 206)	178	178	0	0	0.1	4.5	8.0	2.3	2.2	0.1	0.95	1.80	0.09	208.0	6.2	33.32	RAMP
(7014, 205)	190	189	0	1	0.2	9.6	13.5	4.0	3.7	0.2	0.94	1.41	0.08	203.8	4.8	42.67	RAMP
(194,7015)	1038	1023	0	16	4.2	33.2	253.0	14.7	1.8	12.9	0.12	7.62	6.70	343.8	43.7	7.88	RAMP
(201, 295)	1337	1339	11	2	3.3	188.8	197.1	8.8	8.8	0.0	1.00	1.04	0.00	669.0	11.6	57.47	FRWY
(149, 298)	6571	6574	560	25	30.4	1867.0	1825.3	16.7	15.8	0.9	0.95	0.98	0.05	1314.4	21.4	61.37	FRWY
(533, 299)	6758	6724	2094	52	18.5	708.2	1109.6	9.9	6.0	3.9	0.61	1.57	0.61	1159.5	30.3	38.30	FRWY
(299, 300)	7353	7260	2448	125	57.1	2075.5	3426.6	28.1	15.9	12.3	0.56	1.65	0.72	1378.4	37.9	36.34	FRWY
(300, 301)	7260	7102	1903	226	129.7	3528.7	7780.1	65.0	27.3	37.8	0.42	2.20	1.28	1436.0	52.8	27.21	FRWY
(301, 302)	7102	7018	2749	111	67.5	1471.1	4047.6	34.4	11.6	22.8	0.34	2.75	1.83	1412.3	64.8	21.81	FRWY
(302, 303)	7018	6887	1348	158	112.8	1974.4	6769.1	58.4	15.8	42.7	0.27	3.43	2.50	1390.0	79.4	17.50	FRWY
(303, 304)	6112	6067	978	67	74.9	912.5	4491.7	44.2	8.3	35.9	0.19	4.92	4.00	1218.3	99.9	12.19	FRWY
(304, 305)	6067	6014	4632	99	88.0	1713.8	5280.8	52.5	15.8	36.8	0.30	3.08	2.16	1206.5	62.0	19.47	FRWY
(305, 306)	7563	7562	2440	55	41.3	1324.9	2480.5	19.7	10.4	9.3	0.53	1.87	0.88	1363.6	42.6	32.05	FRWY

(306, 307)	5293	5295	1185	42	47.8	2895.2	2868.2	32.5	30.4	2.2	0.93	0.99	0.07	1057.9	17.5	60.57	FRWY
(307, 310)	5817	5819	1039	13	15.3	929.8	919.7	9.5	8.9	0.6	0.94	0.99	0.06	1051.3	17.3	60.66	FRWY
(310, 311)	7531	7533	4269	39	39.9	2140.4	2395.7	19.1	15.9	3.2	0.83	1.12	0.19	1412.7	26.4	53.61	FRWY
(159, 312)	7540	7540	633	14	15.6	809.8	934.8	7.4	6.0	1.5	0.80	1.15	0.23	1508.1	29.0	51.97	FRWY
(312, 313)	7540	7549	375	13	23.0	1333.6	1382.6	11.0	9.9	1.1	0.90	1.04	0.11	1509.4	26.1	57.87	FRWY
(313, 314)	5750	5747	2453	56	69.9	4045.6	4192.2	43.7	39.1	4.7	0.89	1.04	0.11	1150.3	19.9	57.90	FRWY
(314, 315)	7568	7569	3321	10	22.5	546.1	1352.9	10.7	4.5	6.2	0.42	2.48	1.44	1307.6	54.0	24.22	FRWY
(555, 316)	8129	8135	506	21	23.0	1159.9	1381.7	10.2	7.9	2.3	0.78	1.19	0.26	1626.6	32.3	50.37	FRWY
(316, 317)	6487	6496	784	33	35.3	2148.0	2119.1	19.6	18.4	1.2	0.94	0.99	0.06	1298.4	21.3	60.82	FRWY
(317, 318)	6496	6486	581	24	30.0	1844.5	1800.7	16.6	15.8	0.9	0.95	0.98	0.05	1298.6	21.1	61.46	FRWY
(318, 319)	7382	7377	1725	33	35.3	2096.0	2118.5	17.2	15.8	1.4	0.92	1.01	0.08	1392.1	23.4	59.36	FRWY
(319, 320)	7377	7376	261	18	16.8	1026.6	1007.6	8.2	7.7	0.5	0.94	0.98	0.06	1474.9	24.1	61.13	FRWY
(320, 321)	7376	7373	4046	36	40.7	2331.1	2444.1	19.9	17.5	2.3	0.88	1.05	0.12	1475.8	25.8	57.23	FRWY
(321, 322)	7373	7386	1493	37	35.5	2095.9	2127.6	17.3	15.9	1.4	0.92	1.02	0.08	1279.4	21.6	59.11	FRWY
(322, 323)	5518	5504	635	22	29.9	1847.6	1791.4	19.5	18.6	0.9	0.95	0.97	0.04	1102.3	17.8	61.88	FRWY
(323, 324)	6046	6044	943	10	16.8	1023.9	1008.5	10.0	9.4	0.6	0.94	0.98	0.06	1098.9	18.0	60.92	FRWY
(324, 325)	6437	6444	1094	19	30.2	1830.6	1814.8	16.9	15.8	1.1	0.93	0.99	0.07	1215.8	20.1	60.52	FRWY
(7023, 147)	973	972	0	1	1.0	37.5	60.7	3.4	2.8	0.6	0.83	1.62	0.28	1070.8	28.9	37.06	RAMP
(143,7025)	1074	1075	0	0	0.6	30.9	38.1	2.1	2.0	0.1	0.95	1.23	0.07	1074.9	22.0	48.76	RAMP
(144, 131)	247	247	0	1	0.1	6.9	8.5	2.1	2.0	0.1	0.97	1.23	0.03	247.0	5.1	48.61	RAMP
(7022, 144)	248	247	0	2	0.2	8.8	11.9	2.6	2.3	0.3	0.89	1.35	0.14	273.8	6.2	44.30	RAMP
(347, 348)	1799	1797	521	2	1.5	74.3	87.7	2.9	2.9	0.1	0.98	1.18	0.02	899.2	17.7	50.81	FRWY
(348, 349)	1797	1797	102	3	2.4	115.4	141.7	4.7	4.6	0.1	0.97	1.23	0.03	898.3	18.4	48.84	FRWY
(560, 370)	4043	4039	123	8	5.2	312.3	312.6	4.6	4.3	0.3	0.93	1.00	0.07	1010.2	16.9	59.94	FRWY

(370, 371)	3621	3616	387	20	19.7	1228.5	1179.5	19.6	18.9	0.7	0.96	0.96	0.03	904.9	14.5	62.49	FRWY
(371, 372)	3616	3614	694	18	16.2	1008.1	970.4	16.1	15.5	0.6	0.96	0.96	0.04	903.4	14.5	62.33	FRWY
(372, 373)	4491	4497	1666	8	13.8	782.3	828.0	11.1	9.7	1.4	0.88	1.06	0.13	1001.2	17.7	56.69	FRWY
(373, 374)	4497	4498	177	7	8.2	495.1	490.6	6.5	6.1	0.4	0.93	0.99	0.06	1124.9	18.6	60.56	FRWY
(374, 375)	4498	4504	244	15	12.8	783.6	765.8	10.2	9.7	0.5	0.95	0.98	0.05	1125.5	18.3	61.39	FRWY
(375, 376)	3911	3913	383	12	18.2	1136.3	1094.2	16.8	16.1	0.6	0.96	0.96	0.04	978.4	15.7	62.31	FRWY
(376, 377)	4570	4569	973	9	10.8	639.5	647.9	8.5	7.8	0.7	0.92	1.01	0.09	991.3	16.7	59.22	FRWY
(377, 378)	5197	5199	1872	17	21.8	1280.2	1309.8	15.1	13.7	1.4	0.91	1.02	0.10	1196.3	20.4	58.64	FRWY
(7028, 368)	1046	1048	59	6	4.7	250.4	283.1	16.0	15.5	0.5	0.97	1.13	0.04	353.9	6.7	53.05	FRWY
(378, 384)	5199	5203	73	2	3.2	197.0	194.4	2.2	2.1	0.1	0.94	0.99	0.06	1300.5	21.4	60.81	FRWY
(384, 385)	5203	5183	371	25	20.9	1278.9	1251.3	14.5	13.7	0.7	0.95	0.98	0.05	1298.5	21.2	61.32	FRWY
(385, 386)	4631	4627	660	48	36.1	2234.8	2167.6	28.1	26.9	1.3	0.96	0.97	0.04	1155.5	18.7	61.86	FRWY
(402, 403)	1709	1709	306	7	5.3	235.5	316.0	11.1	9.8	1.3	0.88	1.34	0.16	854.1	19.1	44.72	RAMP
(562,7030)	1047	1038	0	10	2.5	37.5	151.7	8.7	2.5	6.3	0.28	4.04	2.91	347.6	23.4	14.84	FRWY
(400, 401)	2871	2869	226	13	36.0	815.4	2160.3	45.2	16.1	29.1	0.36	2.65	1.70	717.5	31.7	22.65	FRWY
(401, 382)	1821	1820	0	2	4.6	71.0	276.5	9.1	3.1	6.0	0.34	3.89	2.56	1819.7	118.1	15.41	RAMP
(399, 400)	2869	2871	385	5	12.0	360.1	719.4	15.1	7.0	8.1	0.46	2.00	1.07	717.0	23.9	30.03	FRWY
(564, 399)	4574	4580	2198	7	17.0	736.9	1022.2	13.4	9.0	4.4	0.67	1.39	0.46	1144.3	26.5	43.25	FRWY
(397, 398)	4563	4572	1797	4	18.9	735.1	1132.0	14.9	9.0	5.9	0.61	1.54	0.61	1008.2	25.9	38.96	FRWY
(395, 396)	3897	3890	485	28	21.6	1342.9	1297.9	20.0	19.1	0.9	0.96	0.97	0.04	973.5	15.7	62.08	FRWY
(394, 395)	4550	4547	158	10	7.9	482.5	476.6	6.3	5.9	0.4	0.94	0.99	0.06	1137.4	18.7	60.75	FRWY
(393, 394)	4549	4550	308	12	13.4	809.4	802.2	10.6	9.9	0.7	0.93	0.99	0.07	1136.6	18.8	60.54	FRWY
(392, 393)	4546	4549	807	4	8.3	482.3	500.5	6.6	5.9	0.7	0.89	1.04	0.11	946.6	16.4	57.82	FRWY

(391, 392)	4030	4022	1395	22	13.6	825.9	813.5	12.1	11.4	0.8	0.94	0.98	0.06	912.7	15.0	60.91	FRWY
(390, 391)	3660	3665	393	11	17.4	1080.2	1042.3	17.1	16.3	0.7	0.96	0.96	0.04	915.2	14.7	62.18	FRWY
(389, 390)	4263	4261	398	19	19.6	1210.4	1178.8	16.6	15.8	0.8	0.95	0.97	0.05	1065.1	17.3	61.61	FRWY
(388, 389)	4264	4263	132	6	6.4	396.6	383.8	5.4	5.2	0.2	0.95	0.97	0.04	1066.3	17.2	62.00	FRWY
(387, 388)	4254	4264	1534	16	19.7	1209.9	1180.0	16.6	15.7	0.9	0.95	0.98	0.05	990.4	16.1	61.52	FRWY
(166, 404)	4094	4091	161	10	9.2	581.2	554.1	8.1	7.9	0.2	0.97	0.95	0.03	1022.9	16.3	62.94	FRWY
(404, 387)	3859	3859	403	20	18.9	1185.3	1133.1	17.6	17.0	0.6	0.97	0.96	0.03	964.6	15.4	62.76	FRWY
(306, 405)	2269	2267	0	5	3.2	140.1	194.9	5.2	4.1	1.1	0.79	1.39	0.30	2268.8	52.6	43.13	RAMP
(558, 406)	2262	2263	0	0	3.1	132.8	187.2	5.0	4.6	0.3	0.93	1.41	0.09	1710.5	40.2	42.57	FRWY
(351, 408)	1314	1313	315	4	1.9	78.9	112.7	5.1	4.8	0.3	0.93	1.43	0.10	656.9	15.6	41.97	RAMP
(408, 409)	1313	1317	168	2	3.8	155.3	229.8	10.5	9.5	1.0	0.90	1.48	0.15	887.3	21.9	40.55	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1679	1677	0	7	6.0	242.9	359.5	12.8	11.6	1.2	0.91	1.48	0.14	1678.9	41.4	40.54	FRWY
(349, 350)	1319	1318	225	5	5.9	290.2	354.8	16.1	15.8	0.3	0.98	1.22	0.02	659.3	13.4	49.07	RAMP
(350, 351)	1318	1314	120	8	4.9	218.7	293.8	13.4	13.1	0.3	0.98	1.34	0.03	659.1	14.8	44.67	RAMP
(406, 413)	1679	1679	0	4	6.8	287.4	407.2	14.5	13.7	0.8	0.95	1.42	0.08	1680.7	39.7	42.35	FRWY
(416,7031)	417	417	0	0	0.3	14.7	17.5	2.5	2.4	0.1	0.97	1.19	0.04	417.0	8.3	50.47	RAMP
(7032, 435)	877	876	0	1	1.0	42.1	57.2	3.6	3.2	0.4	0.89	1.36	0.15	947.0	21.4	44.22	RAMP
(435, 436)	876	876	0	0	0.8	36.7	45.6	3.1	3.0	0.1	0.97	1.24	0.04	876.0	18.1	48.27	RAMP
(436, 372)	876	877	0	1	1.0	48.2	57.7	3.9	3.6	0.3	0.91	1.20	0.10	877.0	17.5	50.12	RAMP
(395, 437)	650	652	34	0	1.2	66.4	74.8	6.9	6.7	0.2	0.97	1.13	0.04	518.3	9.7	53.24	RAMP
(437,7033)	652	654	0	1	1.0	48.2	60.3	5.5	5.2	0.3	0.94	1.25	0.07	326.5	6.8	47.99	RAMP
(7034, 440)	675	675	0	1	0.7	29.4	40.7	3.3	2.9	0.5	0.86	1.38	0.19	736.7	17.0	43.36	RAMP
(440, 441)	675	675	0	3	0.8	36.7	46.9	4.2	3.9	0.3	0.93	1.28	0.09	674.9	14.4	46.90	RAMP

(7035, 443)	657	657	0	0	0.8	26.3	46.3	3.9	2.9	0.9	0.76	1.76	0.42	719.6	21.1	34.07	RAMP
(443, 444)	657	657	0	0	0.6	25.9	34.7	3.2	2.8	0.3	0.90	1.34	0.14	657.0	14.7	44.71	RAMP
(444, 376)	657	657	0	0	1.7	87.8	100.8	9.2	8.8	0.4	0.95	1.15	0.05	657.0	12.6	52.29	RAMP
(375, 442)	593	592	0	1	0.8	40.7	46.0	4.7	4.5	0.1	0.97	1.13	0.03	592.4	11.1	53.18	RAMP
(442,7036)	592	592	0	0	0.6	28.0	33.5	3.4	3.3	0.1	0.98	1.19	0.03	592.0	11.8	50.25	RAMP
(7037, 454)	624	625	0	0	0.7	29.4	39.5	3.5	3.1	0.4	0.89	1.34	0.14	675.1	15.1	44.63	RAMP
(454, 455)	625	626	0	0	0.6	29.7	36.6	3.5	3.4	0.1	0.98	1.23	0.03	625.8	12.8	48.77	RAMP
(455, 377)	626	628	0	0	0.9	45.4	52.7	5.0	4.7	0.3	0.94	1.16	0.07	627.2	12.1	51.63	RAMP
(390, 458)	601	599	0	3	1.5	78.2	92.5	9.2	8.5	0.7	0.92	1.18	0.09	600.4	11.8	50.77	RAMP
(456, 457)	365	365	0	0	0.2	11.1	14.6	2.4	2.2	0.2	0.91	1.32	0.12	365.0	8.0	45.44	RAMP
(457, 391)	365	365	0	0	0.2	10.1	12.5	2.0	1.8	0.2	0.89	1.23	0.14	365.0	7.5	48.60	RAMP
(7038, 456)	366	365	0	1	0.2	9.6	14.6	2.1	1.6	0.4	0.79	1.52	0.32	424.6	10.8	39.40	RAMP
(458,7039)	599	598	0	1	0.8	23.9	49.6	5.0	2.8	2.2	0.57	2.07	0.90	598.9	20.7	28.95	RAMP
(7040, 466)	522	523	0	0	0.5	23.6	32.1	3.4	3.0	0.4	0.89	1.36	0.15	567.5	12.8	44.25	RAMP
(466, 467)	523	523	0	0	0.4	21.7	26.8	3.1	3.0	0.1	0.97	1.23	0.03	523.0	10.8	48.62	RAMP
(467, 392)	523	524	0	0	0.6	29.4	34.7	4.0	3.7	0.3	0.93	1.18	0.09	523.3	10.3	50.86	RAMP
(309,7043)	1647	1646	0	2	5.3	80.1	317.0	11.6	3.5	8.1	0.30	3.96	2.76	1646.3	108.5	15.17	RAMP
(7044, 483)	899	899	0	3	1.6	69.8	93.5	6.0	5.3	0.6	0.90	1.34	0.14	943.1	21.1	44.80	RAMP
(484, 318)	896	896	0	2	1.2	60.8	72.5	4.9	4.4	0.4	0.92	1.19	0.10	896.6	17.8	50.32	RAMP
(483, 484)	899	896	0	5	0.9	44.0	55.1	3.7	3.5	0.1	0.96	1.25	0.05	897.5	18.7	47.93	RAMP
(303, 487)	775	773	0	4	2.1	65.5	123.7	9.6	5.5	4.0	0.58	1.89	0.80	773.8	24.3	31.79	RAMP
(487, 488)	773	764	0	9	1.9	72.5	116.4	9.1	6.7	2.3	0.74	1.61	0.41	770.0	20.6	37.37	RAMP
(488,7046)	764	754	0	10	1.5	42.0	89.1	7.0	4.0	3.1	0.56	2.12	0.92	758.9	26.9	28.26	RAMP

(490, 305)	1549	1549	0	4	4.8	205.5	289.7	11.2	8.7	2.5	0.78	1.41	0.31	1549.8	36.4	42.56	RAMP
(489, 490)	1550	1549	0	3	2.9	135.7	174.4	6.7	6.3	0.4	0.94	1.29	0.08	1550.6	33.2	46.67	RAMP
(7047, 489)	1550	1550	0	3	2.4	98.0	146.2	5.3	4.3	1.0	0.81	1.49	0.29	1642.5	40.9	40.21	RAMP
(7045, 531)	661	649	116	12	1.0	31.5	61.8	5.2	2.5	2.8	0.47	1.96	1.03	354.4	11.6	30.63	RAMP
(531, 532)	649	639	4	10	0.9	25.3	51.5	4.8	2.2	2.6	0.46	2.03	1.11	434.5	14.7	29.54	RAMP
(532, 299)	639	629	0	10	1.1	25.0	66.4	6.3	2.2	4.1	0.35	2.66	1.73	634.2	28.1	22.58	RAMP
(322, 522)	1868	1869	22	0	1.6	83.9	93.4	3.0	2.9	0.1	0.98	1.11	0.02	934.4	17.3	53.90	RAMP
(7049, 523)	535	537	0	0	0.5	20.2	32.6	3.3	3.1	0.2	0.93	1.61	0.11	589.8	15.9	37.20	RAMP
(523, 524)	537	540	0	0	0.9	42.3	56.9	6.3	5.7	0.7	0.90	1.34	0.14	538.5	12.1	44.65	RAMP
(524, 323)	540	542	0	0	0.8	40.8	47.9	5.3	5.0	0.3	0.93	1.17	0.08	541.4	10.6	51.17	RAMP
(298, 533)	5436	5422	775	43	30.0	1820.3	1799.0	19.9	18.6	1.3	0.94	0.99	0.06	1087.3	17.9	60.71	FRWY
(7050, 529)	1355	1357	599	0	1.6	50.3	98.1	3.9	3.0	0.9	0.77	1.95	0.45	749.6	24.4	30.75	RAMP
(529, 530)	1357	1353	96	7	1.5	41.9	88.2	3.9	2.2	1.7	0.57	2.11	0.90	754.3	26.5	28.46	RAMP
(530, 533)	1353	1336	0	20	3.8	127.2	226.1	10.1	6.2	3.9	0.62	1.78	0.68	1345.5	39.9	33.75	RAMP
(7051, 525)	390	390	0	0	0.4	17.6	23.3	3.3	3.0	0.3	0.91	1.33	0.12	423.5	9.4	45.28	RAMP
(525, 526)	390	393	0	0	0.6	29.5	36.1	5.5	5.4	0.1	0.98	1.22	0.02	391.5	8.0	49.07	RAMP
(526, 324)	393	393	0	0	0.7	38.9	44.4	6.8	6.5	0.3	0.96	1.14	0.05	393.0	7.5	52.56	RAMP
(298, 534)	1138	1139	0	1	1.8	105.0	105.1	5.5	5.1	0.4	0.92	1.00	0.08	1138.3	19.0	59.91	RAMP
(534,7052)	1139	1138	0	1	1.0	57.5	62.4	3.3	2.8	0.5	0.85	1.08	0.16	1138.1	20.6	55.31	RAMP
(313, 347)	1799	1799	0	4	2.7	139.0	160.4	5.4	5.1	0.3	0.95	1.15	0.06	1799.2	34.6	51.99	RAMP
(315, 554)	8124	8122	3181	15	25.2	850.6	1512.9	11.2	5.9	5.2	0.53	1.78	0.83	1375.5	40.8	33.73	FRWY
(554, 555)	8122	8129	997	8	21.3	985.1	1276.6	9.4	6.7	2.7	0.71	1.30	0.37	1625.3	35.1	46.30	FRWY
(522,7048)	1869	1869	0	1	1.7	87.8	104.0	3.3	3.3	0.1	0.98	1.18	0.03	934.4	18.4	50.65	RAMP
(405, 558)	2267	2262	0	5	2.4	108.1	141.9	3.8	3.4	0.4	0.91	1.31	0.12	1132.2	24.8	45.71	FRWY

(409, 559)	2994	2992	101	5	4.4	186.6	265.0	5.3	5.0	0.3	0.94	1.42	0.08	1497.1	35.4	42.25	FRWY
(369, 560)	4041	4043	869	2	6.2	353.7	373.7	5.5	4.9	0.7	0.88	1.06	0.13	1010.5	17.8	56.79	FRWY
(401, 562)	1048	1047	12	1	1.5	35.7	88.9	5.1	2.2	2.9	0.43	2.49	1.43	349.3	14.5	24.12	FRWY
(97, 563)	5693	5705	1402	23	27.1	1618.8	1623.1	17.1	15.8	1.3	0.92	1.00	0.08	1075.1	18.0	59.84	FRWY
(398, 564)	4572	4574	289	9	11.8	563.0	705.4	9.3	6.8	2.4	0.74	1.25	0.33	1143.4	23.9	47.89	FRWY
(27, 28)	1749	1753	196	5	5.5	331.5	331.2	11.4	10.5	0.8	0.93	1.00	0.07	583.5	9.7	60.06	FRWY
(28, 29)	3029	3030	337	4	7.5	459.0	449.5	8.9	8.4	0.5	0.94	0.98	0.05	757.4	12.4	61.27	FRWY
(29, 30)	3030	3034	65	3	4.5	287.1	272.6	5.4	5.3	0.1	0.97	0.95	0.02	757.9	12.0	63.18	FRWY
(30, 31)	4398	4391	2592	20	20.1	1247.7	1203.3	16.4	15.8	0.7	0.96	0.96	0.04	878.3	14.1	62.21	FRWY
(31, 32)	4391	4389	1053	12	11.5	713.1	688.2	9.4	9.0	0.4	0.96	0.97	0.04	877.7	14.1	62.17	FRWY
(32, 33)	4389	4382	449	14	9.9	622.8	592.7	8.1	7.9	0.2	0.97	0.95	0.03	747.4	11.9	63.04	FRWY
(33, 34)	4382	4374	297	16	10.0	621.9	600.7	8.2	8.0	0.2	0.98	0.97	0.02	729.8	11.7	62.13	FRWY
(34, 35)	3203	3195	172	11	6.2	392.5	370.6	7.0	6.8	0.1	0.98	0.94	0.02	639.7	10.1	63.55	FRWY
(35, 36)	3195	3190	190	7	7.5	477.2	450.7	8.5	8.3	0.2	0.98	0.94	0.02	638.7	10.1	63.52	FRWY
(36, 37)	3190	3191	201	5	8.3	528.6	498.9	9.4	9.2	0.2	0.98	0.94	0.02	638.0	10.0	63.57	FRWY
(37, 54)	3191	3186	211	14	9.5	601.1	567.1	10.7	10.5	0.2	0.98	0.94	0.02	637.3	10.0	63.60	FRWY
(54, 55)	4140	4142	1302	10	8.4	510.2	501.1	7.3	6.8	0.4	0.94	0.98	0.06	728.1	11.9	61.10	FRWY
(55, 56)	4142	4138	166	9	6.3	392.0	376.3	5.5	5.3	0.2	0.96	0.96	0.04	827.8	13.2	62.50	FRWY
(56, 57)	5139	5140	1650	19	16.3	973.1	979.6	11.4	10.5	0.9	0.92	1.01	0.08	942.7	15.8	59.60	FRWY
(57, 58)	5140	5149	179	9	7.8	487.2	469.9	5.5	5.3	0.2	0.96	0.96	0.04	1029.1	16.5	62.21	FRWY
(58, 59)	5149	5148	697	10	9.0	565.5	540.6	6.3	6.1	0.2	0.97	0.96	0.03	1029.6	16.4	62.76	FRWY
(59, 60)	5148	5150	1463	13	13.4	821.8	803.2	9.4	8.9	0.5	0.95	0.98	0.05	1214.8	19.8	61.39	FRWY
(60, 61)	5150	5163	1769	13	24.5	1465.0	1467.8	17.1	15.8	1.3	0.92	1.00	0.08	1289.2	21.5	59.88	FRWY

(61, 62)	4655	4651	240	12	14.4	881.4	862.9	11.1	10.6	0.5	0.95	0.98	0.05	1163.4	19.0	61.29	FRWY
(62, 63)	3738	3741	282	8	12.5	785.4	751.7	12.1	11.6	0.4	0.96	0.96	0.03	934.8	14.9	62.69	FRWY
(63, 64)	3741	3732	293	18	13.0	813.3	778.7	12.5	12.1	0.4	0.96	0.96	0.03	934.3	14.9	62.67	FRWY
(64, 65)	4718	4722	1452	21	15.0	893.7	897.1	11.4	10.5	0.9	0.92	1.00	0.08	1060.4	17.7	59.77	FRWY
(65, 66)	4722	4721	156	8	7.3	447.0	435.2	5.5	5.3	0.3	0.95	0.97	0.05	1180.0	19.1	61.63	FRWY
(66, 67)	4721	4710	1997	17	13.5	837.6	811.8	10.3	9.9	0.5	0.95	0.97	0.04	1178.7	19.0	61.91	FRWY
(67, 68)	4710	4709	868	17	20.0	1159.2	1198.9	15.3	13.7	1.6	0.89	1.03	0.11	1177.0	20.3	58.01	FRWY
(68, 69)	4709	4695	280	24	22.0	1335.1	1321.3	16.9	15.9	1.0	0.94	0.99	0.06	1174.9	19.4	60.63	FRWY
(69, 70)	2898	2897	333	13	14.8	930.3	885.5	18.3	17.8	0.5	0.97	0.95	0.03	724.5	11.5	63.03	FRWY
(70, 71)	2897	2897	138	5	6.8	426.8	406.0	8.4	8.2	0.2	0.97	0.95	0.03	724.1	11.5	63.07	FRWY
(71, 72)	3220	3212	665	17	14.6	913.5	878.2	16.4	15.8	0.6	0.96	0.96	0.04	747.8	12.0	62.41	FRWY
(72, 73)	3212	3216	1935	14	21.7	1348.5	1304.9	24.4	23.3	1.1	0.96	0.97	0.04	803.6	13.0	62.01	FRWY
(73, 74)	3216	3204	256	18	15.0	913.4	897.4	16.7	16.1	0.7	0.96	0.98	0.04	803.7	13.2	61.07	FRWY
(74, 75)	1388	1386	127	9	8.7	552.3	523.2	22.6	22.1	0.5	0.98	0.95	0.02	463.1	7.3	63.33	FRWY
(75, 76)	1917	1916	704	1	3.2	190.9	189.7	5.9	5.5	0.4	0.93	0.99	0.07	497.1	8.2	60.38	FRWY
(76, 77)	2250	2250	468	1	2.4	136.8	144.5	3.9	3.4	0.5	0.88	1.06	0.13	571.8	10.1	56.81	FRWY
(568, 569)	2074	2074	112	0	1.8	78.6	105.4	3.0	2.1	0.9	0.69	1.34	0.41	691.3	15.5	44.74	FRWY
(569, 570)	1180	1175	95	5	4.7	276.2	279.2	14.2	13.0	1.3	0.91	1.01	0.09	392.4	6.6	59.36	FRWY
(570, 571)	2035	2028	257	7	5.2	317.0	311.9	9.2	8.6	0.6	0.94	0.98	0.06	507.7	8.3	60.98	FRWY
(571, 572)	2180	2173	352	13	9.9	618.4	591.2	16.3	15.7	0.6	0.96	0.96	0.03	506.2	8.1	62.75	FRWY
(572, 573)	2173	2167	479	22	14.3	901.7	858.2	23.7	23.0	0.7	0.97	0.95	0.03	542.3	8.6	63.05	FRWY
(573, 574)	2167	2179	213	0	9.8	616.8	589.5	16.3	15.8	0.5	0.97	0.96	0.03	542.8	8.6	62.78	FRWY
(574, 575)	2011	2017	142	0	7.6	483.1	458.4	13.6	13.3	0.4	0.97	0.95	0.03	503.7	8.0	63.24	FRWY
(575, 576)	2017	2012	272	6	10.5	664.3	630.8	18.8	18.2	0.5	0.97	0.95	0.03	503.9	8.0	63.18	FRWY

(576, 577)	3594	3581	2361	25	17.5	1019.7	1048.2	17.5	15.8	1.8	0.90	1.03	0.10	834.7	14.3	58.37	FRWY
(577, 578)	3581	3568	267	23	13.7	863.3	824.8	13.9	13.4	0.5	0.97	0.96	0.03	893.1	14.2	62.80	FRWY
(578, 579)	3568	3561	1379	19	11.8	717.5	706.4	11.9	11.1	0.7	0.94	0.98	0.06	891.8	14.6	60.95	FRWY
(579, 580)	3561	3562	149	4	5.5	337.2	328.5	5.5	5.2	0.3	0.95	0.97	0.05	890.1	14.5	61.57	FRWY
(580, 581)	3562	3565	201	10	11.0	674.7	658.5	11.1	10.6	0.5	0.95	0.98	0.04	890.7	14.5	61.48	FRWY
(581, 582)	2634	2638	165	11	8.2	522.0	494.1	11.2	11.0	0.3	0.97	0.95	0.02	659.3	10.4	63.39	FRWY
(582, 583)	2638	2645	188	8	9.8	621.7	587.1	13.3	13.0	0.3	0.98	0.94	0.02	660.2	10.4	63.54	FRWY
(583, 584)	3013	3008	625	15	9.2	570.0	550.3	11.0	10.5	0.5	0.96	0.97	0.04	676.3	10.9	62.15	FRWY
(584, 585)	3733	3727	3056	18	17.5	1060.4	1050.2	16.9	15.7	1.1	0.93	0.99	0.07	823.4	13.6	60.58	FRWY
(585, 586)	3727	3725	313	12	8.8	506.7	525.4	8.5	7.5	0.9	0.89	1.04	0.11	931.4	16.1	57.86	FRWY
(586, 587)	3725	3724	90	8	7.6	462.0	454.1	7.3	6.9	0.4	0.94	0.98	0.06	931.0	15.3	61.04	FRWY
(587, 588)	3724	3726	57	7	5.7	352.6	341.5	5.5	5.2	0.3	0.95	0.97	0.05	930.8	15.0	61.94	FRWY
(588, 589)	3726	3724	168	16	11.7	705.7	702.7	11.3	10.6	0.7	0.94	1.00	0.06	931.5	15.5	60.25	FRWY
(589, 590)	2032	2022	86	11	4.9	312.1	293.4	8.7	8.5	0.2	0.98	0.94	0.02	506.1	7.9	63.83	FRWY
(590, 591)	2022	2021	65	4	3.7	235.3	220.2	6.5	6.4	0.1	0.99	0.94	0.01	505.9	7.9	64.12	FRWY
(591, 592)	2021	2024	68	2	4.1	261.5	245.0	7.3	7.2	0.1	0.98	0.94	0.01	505.5	7.9	64.06	FRWY
(592, 593)	2437	2440	186	5	7.3	461.7	437.0	10.8	10.5	0.3	0.98	0.95	0.02	487.5	7.7	63.38	FRWY
(593, 594)	2895	2902	567	3	4.4	274.6	263.1	5.4	5.2	0.2	0.96	0.96	0.03	491.5	7.8	62.61	FRWY
(594, 595)	2902	2896	212	12	8.6	549.2	518.1	10.7	10.5	0.2	0.98	0.94	0.02	579.9	9.1	63.60	FRWY
(595, 596)	2896	2896	74	5	3.9	249.0	234.0	4.8	4.8	0.1	0.98	0.94	0.02	579.3	9.1	63.86	FRWY
(596, 597)	2896	2892	3070	7	6.5	411.1	387.1	8.0	7.9	0.2	0.98	0.94	0.02	578.8	9.1	63.72	FRWY
(597, 598)	2892	2885	556	10	6.6	410.5	393.7	8.2	7.9	0.3	0.96	0.96	0.04	577.9	9.2	62.56	FRWY
(598, 599)	2885	2871	221	26	13.1	818.1	788.8	16.4	16.0	0.4	0.98	0.96	0.02	575.9	9.3	62.23	FRWY

(600, 601)	1436	1434	67	4	3.9	247.2	233.2	9.8	9.6	0.2	0.98	0.94	0.02	478.0	7.5	63.59	FRWY
(601, 602)	1434	1433	32	2	2.1	135.7	128.0	5.4	5.3	0.1	0.98	0.94	0.02	367.6	5.8	63.65	FRWY
(602, 603)	1433	1433	74	1	4.3	271.4	256.1	10.7	10.5	0.2	0.98	0.94	0.02	477.6	7.5	63.57	FRWY
(599, 600)	1437	1436	115	7	5.9	374.7	354.0	14.8	14.5	0.3	0.98	0.94	0.02	479.2	7.5	63.51	FRWY
(77,7053)	2250	2251	0	1	1.4	79.3	81.7	2.2	2.0	0.2	0.90	1.03	0.10	750.2	12.9	58.26	FRWY
(7054, 568)	2075	2074	507	1	2.3	98.3	138.2	3.7	2.4	1.3	0.66	1.41	0.48	749.3	17.5	42.70	FRWY
(441, 397)	675	675	0	2	1.0	38.1	58.2	5.2	3.7	1.5	0.71	1.53	0.44	675.3	17.2	39.30	RAMP
(626, 627)	1750	1750	35	3	2.6	138.8	154.0	5.3	5.2	0.1	0.99	1.11	0.02	582.8	10.8	54.08	FRWY
(627, 27)	1750	1749	40	2	2.0	106.0	118.7	4.1	4.0	0.1	0.98	1.12	0.03	583.2	10.9	53.62	FRWY
(629, 28)	1275	1276	0	1	1.7	81.7	104.4	4.9	4.2	0.7	0.85	1.28	0.19	1275.6	27.2	46.92	RAMP
(628, 629)	1279	1275	0	4	2.1	83.7	126.7	6.0	5.2	0.7	0.88	1.51	0.18	1277.0	32.2	39.64	RAMP
(631, 30)	1366	1364	0	4	2.6	128.5	153.1	6.7	6.2	0.6	0.92	1.19	0.10	1365.6	27.1	50.39	RAMP
(630, 631)	1366	1366	0	3	2.3	110.8	138.5	6.1	5.8	0.2	0.96	1.25	0.05	1366.3	28.5	47.96	RAMP
(34, 632)	1171	1171	38	0	1.0	52.6	58.6	3.0	2.9	0.1	0.98	1.11	0.02	585.5	10.9	53.82	RAMP
(632, 633)	1171	1171	36	0	1.2	63.0	70.0	3.6	3.5	0.1	0.99	1.11	0.02	585.5	10.8	54.02	RAMP
(635, 54)	956	954	0	5	2.3	113.9	138.0	8.7	7.8	0.9	0.90	1.21	0.12	956.0	19.3	49.52	RAMP
(634, 635)	958	956	0	4	2.1	84.8	124.6	7.8	7.1	0.7	0.91	1.47	0.14	957.1	23.4	40.86	RAMP
(637, 56)	1002	1001	0	2	2.3	122.8	138.2	8.3	8.0	0.3	0.97	1.13	0.04	1002.0	18.8	53.29	RAMP
(636, 637)	1002	1002	0	0	1.6	85.2	95.8	5.7	5.6	0.2	0.97	1.12	0.03	1002.0	18.8	53.34	RAMP
(61, 638)	508	508	0	1	0.8	43.1	48.0	5.7	5.5	0.1	0.98	1.11	0.02	508.2	9.4	53.94	RAMP
(638, 639)	508	506	27	3	0.6	32.5	37.0	4.4	4.2	0.2	0.96	1.14	0.05	297.7	5.7	52.66	RAMP
(62, 640)	913	915	0	0	1.3	70.0	79.0	5.2	5.0	0.2	0.97	1.13	0.03	913.1	17.2	53.19	RAMP
(640, 641)	915	915	37	0	0.7	38.1	44.8	2.9	2.9	0.0	0.98	1.17	0.02	592.1	11.6	51.08	RAMP
(643, 64)	986	986	0	2	2.1	109.0	124.6	7.6	7.3	0.3	0.96	1.14	0.04	985.6	18.8	52.50	RAMP

(642, 643)	986	986	52	1	1.8	89.1	107.4	6.5	5.9	0.6	0.91	1.21	0.11	694.6	14.0	49.76	RAMP
(69, 644)	1797	1799	82	0	2.4	119.5	141.1	4.7	4.4	0.4	0.93	1.18	0.09	1569.7	30.9	50.84	RAMP
(644, 645)	1799	1801	144	0	1.7	84.6	101.9	3.4	3.3	0.1	0.97	1.21	0.03	693.2	13.9	49.78	RAMP
(647, 71)	323	323	0	0	0.9	43.1	51.3	9.5	8.7	0.8	0.92	1.19	0.10	323.0	6.4	50.34	RAMP
(646, 647)	325	323	0	3	0.7	30.7	44.6	8.3	7.6	0.7	0.92	1.45	0.12	323.7	7.8	41.29	RAMP
(74, 648)	1816	1816	78	2	3.0	159.9	180.5	6.0	5.8	0.2	0.97	1.13	0.04	907.7	17.1	53.14	RAMP
(648, 649)	1816	1808	26	8	2.5	135.2	151.8	5.0	4.9	0.1	0.97	1.12	0.03	905.7	17.0	53.42	RAMP
(651, 75)	531	531	0	0	0.8	39.3	49.0	5.5	4.8	0.7	0.88	1.25	0.15	531.0	11.0	48.17	RAMP
(650, 651)	531	531	0	0	0.8	31.2	47.1	5.3	4.7	0.6	0.88	1.51	0.18	531.0	13.4	39.69	RAMP
(653, 76)	334	334	0	0	0.3	15.6	17.6	3.2	3.1	0.1	0.97	1.13	0.04	334.0	6.3	53.02	RAMP
(652, 653)	334	334	0	0	0.3	17.6	19.9	3.6	3.5	0.1	0.97	1.13	0.04	334.0	6.3	53.02	RAMP
(569, 654)	894	894	52	0	0.9	44.4	55.1	3.7	3.2	0.5	0.88	1.24	0.15	722.9	15.0	48.34	RAMP
(656, 570)	861	860	0	1	1.6	75.2	93.3	6.5	5.7	0.8	0.88	1.24	0.15	860.9	17.8	48.35	RAMP
(655, 656)	865	861	0	4	1.8	73.6	108.3	7.5	6.8	0.7	0.91	1.47	0.14	863.3	21.2	40.75	RAMP
(658, 571)	151	152	0	0	0.3	15.2	16.8	6.6	6.6	0.1	0.99	1.10	0.01	151.9	2.8	54.47	RAMP
(657, 658)	151	151	0	0	0.2	12.8	14.1	5.6	5.5	0.1	0.99	1.11	0.02	151.0	2.8	54.14	RAMP
(574, 660)	168	168	0	0	0.1	7.1	8.0	2.9	2.8	0.1	0.96	1.13	0.04	168.0	3.2	53.09	RAMP
(660, 661)	168	168	0	0	0.1	6.7	8.0	2.8	2.8	0.1	0.97	1.19	0.04	168.0	3.3	50.58	RAMP
(663, 576)	1582	1582	28	0	3.2	149.5	192.3	7.3	6.2	1.1	0.85	1.29	0.20	1317.9	28.3	46.64	RAMP
(662, 663)	1580	1582	196	0	2.3	100.0	138.1	5.2	4.5	0.7	0.87	1.38	0.18	790.5	18.2	43.44	RAMP
(581, 664)	931	933	0	0	1.9	102.2	116.5	7.5	7.2	0.3	0.95	1.14	0.05	931.5	17.7	52.60	RAMP
(664, 665)	933	932	0	1	0.8	39.8	45.3	2.9	2.8	0.1	0.96	1.14	0.05	932.8	17.7	52.71	RAMP
(667, 583)	369	368	0	1	1.3	60.3	76.7	12.5	10.7	1.8	0.86	1.27	0.18	368.9	7.8	47.14	RAMP

(666, 667)	369	369	0	0	0.4	14.9	25.9	4.2	4.1	0.1	0.98	1.74	0.03	369.0	10.7	34.45	RAMP
(669, 584)	726	725	4	1	1.5	80.2	91.3	7.6	7.3	0.3	0.96	1.14	0.04	619.2	11.7	52.70	RAMP
(668, 669)	726	726	50	0	0.9	43.7	51.3	4.2	4.0	0.3	0.93	1.17	0.08	363.0	7.1	51.15	RAMP
(589, 670)	1692	1689	0	4	1.4	73.0	86.9	3.1	2.8	0.3	0.92	1.19	0.10	1690.7	33.5	50.41	RAMP
(670, 671)	1689	1689	0	0	1.4	69.4	82.3	2.9	2.7	0.2	0.92	1.19	0.09	1689.0	33.4	50.60	RAMP
(673, 592)	413	413	0	0	0.5	24.7	31.0	4.5	4.0	0.5	0.88	1.25	0.15	413.0	8.6	47.91	RAMP
(672, 673)	413	413	0	0	0.6	22.9	34.6	5.0	4.5	0.6	0.89	1.51	0.17	413.0	10.4	39.78	RAMP
(675, 593)	455	455	0	0	0.5	28.6	31.9	4.2	4.1	0.1	0.98	1.11	0.02	455.0	8.4	53.85	RAMP
(674, 675)	455	455	0	0	0.5	27.1	30.5	4.0	3.9	0.1	0.97	1.12	0.03	455.0	8.5	53.45	RAMP
(678, 679)	1433	1433	35	1	2.2	111.3	132.5	5.5	5.4	0.1	0.98	1.19	0.02	716.5	14.2	50.40	RAMP
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(688,7008)	1429	1429	0	0	2.4	89.3	142.5	6.0	5.9	0.1	0.98	1.60	0.03	476.3	12.7	37.61	FRWY
(7056, 626)	1749	1750	34	2	2.7	146.5	163.7	5.4	5.2	0.1	0.97	1.12	0.03	609.4	11.4	53.67	FRWY
(679,7058)	1433	1434	0	1	1.3	61.6	76.4	3.2	3.1	0.1	0.96	1.24	0.04	716.7	14.8	48.37	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	1279	1279	0	0	1.7	56.4	100.0	4.3	4.2	0.2	0.96	1.77	0.07	1391.4	41.1	33.83	RAMP
(7061, 630)	1367	1366	0	1	2.0	89.7	118.1	4.9	4.5	0.4	0.91	1.32	0.12	1444.4	31.7	45.60	RAMP
(7062, 674)	455	455	0	0	0.6	27.8	33.3	4.1	3.8	0.4	0.91	1.20	0.11	483.0	9.6	50.15	RAMP
(7063, 672)	413	413	0	0	0.5	18.1	31.6	4.2	4.2	0.1	0.98	1.75	0.03	448.9	13.1	34.35	RAMP
(671,7064)	1689	1691	0	0	1.2	58.2	69.3	2.5	2.3	0.2	0.92	1.19	0.10	1689.6	33.5	50.44	RAMP
(633,7065)	1171	1170	0	1	1.4	73.6	81.6	4.2	4.1	0.1	0.99	1.11	0.01	585.1	10.8	54.11	RAMP
(7066, 634)	959	958	0	1	1.2	41.2	72.3	4.1	4.0	0.1	0.97	1.76	0.05	1045.3	30.6	34.19	RAMP
(7067, 636)	1000	1002	0	0	1.5	75.7	90.9	5.2	4.7	0.5	0.91	1.20	0.11	1051.9	21.0	49.97	RAMP
(665,7068)	932	934	0	0	0.7	36.2	42.2	2.7	2.5	0.2	0.93	1.16	0.08	933.2	18.1	51.51	RAMP

(7069, 666)	369	369	0	0	0.4	13.6	22.6	3.3	3.3	0.0	0.99	1.66	0.02	408.2	11.3	36.20	RAMP
(7070, 668)	726	726	400	0	0.9	45.6	53.4	4.2	3.9	0.3	0.93	1.17	0.08	384.7	7.5	51.27	RAMP
(639,7071)	506	504	0	2	0.3	15.8	19.1	2.3	2.0	0.2	0.90	1.21	0.12	252.7	5.1	49.72	RAMP
(7072, 642)	986	986	485	0	0.7	32.4	41.4	2.3	1.9	0.3	0.86	1.28	0.18	551.9	11.8	46.94	RAMP
(641,7073)	915	916	0	0	0.7	30.2	39.6	2.6	2.5	0.1	0.98	1.31	0.03	457.9	10.0	45.72	RAMP
(661,7074)	168	168	0	0	0.1	6.0	7.8	2.8	2.6	0.2	0.92	1.30	0.10	168.0	3.6	46.27	RAMP
(7075, 662)	1581	1580	525	2	2.0	91.5	118.7	4.2	3.9	0.3	0.92	1.30	0.10	841.7	18.2	46.25	RAMP
(645,7076)	1801	1802	0	1	1.7	80.5	101.4	3.4	3.2	0.2	0.95	1.26	0.06	600.4	12.6	47.65	RAMP
(7077, 646)	324	325	0	1	0.3	11.0	19.2	3.2	3.1	0.1	0.97	1.75	0.05	362.0	10.6	34.20	RAMP
(7078, 657)	151	151	0	0	0.2	10.4	11.9	4.5	4.3	0.2	0.95	1.15	0.06	159.5	3.0	52.32	RAMP
(7080, 650)	531	531	0	0	0.9	32.6	56.9	6.1	5.9	0.1	0.98	1.75	0.04	563.8	16.4	34.37	RAMP
(7081, 655)	865	865	0	0	1.1	37.6	66.1	4.2	4.1	0.1	0.97	1.76	0.05	941.8	27.6	34.17	RAMP
(649,7082)	1808	1807	0	1	2.0	101.3	118.0	3.9	3.7	0.2	0.94	1.16	0.07	903.7	17.5	51.51	RAMP
(7083, 652)	334	334	0	0	0.3	16.1	19.6	3.3	2.9	0.3	0.90	1.21	0.12	361.0	7.3	49.42	RAMP
(7084, 857)	309	309	0	0	0.2	12.1	14.7	2.6	2.3	0.3	0.90	1.21	0.12	339.3	6.9	49.42	RAMP
(857, 858)	309	309	0	0	0.3	18.3	20.5	4.0	3.9	0.1	0.97	1.12	0.04	309.0	5.8	53.34	RAMP
(859,7085)	522	506	0	17	7.2	47.2	430.4	50.2	6.0	44.2	0.12	9.12	8.03	514.9	78.3	6.58	RAMP
(7086, 860)	55	55	0	0	0.1	5.0	5.5	5.8	5.7	0.1	0.98	1.10	0.02	57.2	1.0	54.68	RAMP
(860, 861)	55	55	0	0	0.1	4.7	5.1	5.6	5.6	0.0	1.00	1.09	0.00	55.0	1.0	55.20	RAMP
(866,7087)	59	59	0	0	0.1	3.4	3.7	3.8	3.7	0.1	0.98	1.09	0.02	59.0	1.1	55.03	RAMP
(873,7088)	86	87	0	0	0.2	9.1	9.9	6.9	6.9	0.0	1.00	1.10	0.00	86.3	1.6	54.74	RAMP
(7089, 874)	119	119	0	0	0.1	6.9	7.9	3.8	3.6	0.2	0.95	1.14	0.05	126.7	2.4	52.42	RAMP
(874, 875)	119	119	0	0	0.1	6.6	7.3	3.7	3.6	0.0	0.99	1.11	0.01	119.0	2.2	54.16	RAMP

(876,7090)	250	250	0	0	0.4	22.4	25.0	6.0	5.9	0.1	0.98	1.11	0.02	250.0	4.6	53.83	RAMP
(7091, 877)	78	78	0	0	0.1	4.6	7.1	5.1	3.7	1.4	0.72	1.52	0.43	83.1	2.1	39.41	RAMP
(877, 878)	78	77	0	1	0.1	5.1	5.9	4.6	4.3	0.3	0.94	1.16	0.07	77.3	1.5	51.69	RAMP
(879, 880)	1998	1999	121	9	7.8	501.8	467.9	13.9	13.7	0.2	0.99	0.93	0.01	1012.8	15.7	64.35	FRWY
(880, 881)	1999	1997	166	13	11.0	704.7	661.4	19.9	19.5	0.4	0.98	0.94	0.02	999.2	15.6	63.93	FRWY
(881, 882)	1997	2000	226	9	9.1	575.8	544.7	16.4	15.9	0.4	0.97	0.95	0.02	999.4	15.8	63.42	FRWY
(882, 883)	2000	2001	166	10	9.0	568.6	541.1	16.2	15.7	0.5	0.97	0.95	0.03	1000.7	15.9	63.04	FRWY
(883, 884)	1915	1915	125	5	6.9	435.6	414.0	13.0	12.6	0.4	0.97	0.95	0.03	957.5	15.2	63.12	FRWY
(883, 873)	86	86	0	0	0.2	9.8	10.7	7.5	7.5	0.0	1.00	1.09	0.00	86.0	1.6	54.91	RAMP
(884, 885)	1915	1916	141	6	6.4	401.6	382.3	12.0	11.6	0.4	0.97	0.95	0.03	957.0	15.2	63.04	FRWY
(885, 886)	1916	1914	149	8	7.9	496.5	473.1	14.8	14.3	0.5	0.97	0.95	0.03	956.7	15.2	62.96	FRWY
(886, 887)	2033	2030	324	10	9.2	577.6	554.3	16.4	15.7	0.6	0.96	0.96	0.04	883.9	14.1	62.52	FRWY
(887, 888)	2030	2029	167	14	9.5	593.5	567.6	16.8	16.2	0.6	0.96	0.96	0.03	1015.5	16.2	62.74	FRWY
(875, 886)	119	119	0	0	0.2	9.6	10.6	5.3	5.3	0.0	0.99	1.10	0.01	119.0	2.2	54.46	RAMP
(888, 889)	2029	2032	202	7	10.3	644.5	616.6	18.2	17.5	0.7	0.96	0.96	0.04	1015.9	16.2	62.72	FRWY
(889, 890)	2032	2034	147	3	6.8	426.1	408.0	12.0	11.6	0.5	0.96	0.96	0.04	1017.2	16.2	62.66	FRWY
(890, 891)	2034	2027	221	12	10.7	669.7	641.1	18.9	18.2	0.7	0.96	0.96	0.04	1015.5	16.2	62.67	FRWY
(891, 892)	2027	2029	152	7	8.0	502.6	481.5	14.3	13.7	0.5	0.96	0.96	0.04	1013.7	16.2	62.63	FRWY
(892, 893)	2029	2031	377	20	18.9	1178.2	1131.1	33.4	32.1	1.3	0.96	0.96	0.04	1014.8	16.2	62.50	FRWY
(893, 894)	2031	2032	442	22	22.3	1395.0	1339.0	39.4	37.8	1.6	0.96	0.96	0.04	1018.7	16.3	62.51	FRWY
(894, 895)	2032	2041	291	7	13.7	853.8	820.7	24.2	23.2	1.0	0.96	0.96	0.04	1018.0	16.3	62.42	FRWY
(895, 896)	2041	2028	440	32	21.4	1334.2	1286.0	37.8	36.1	1.7	0.96	0.96	0.04	1020.7	16.4	62.25	FRWY
(896, 897)	2028	2043	480	16	22.9	1423.9	1372.4	40.5	38.7	1.8	0.96	0.96	0.04	1017.0	16.3	62.25	FRWY
(897, 898)	2043	2033	263	15	12.6	786.9	757.9	22.3	21.4	1.0	0.96	0.96	0.04	1018.3	16.3	62.29	FRWY

(898, 899)	2033	2034	182	4	9.3	577.1	557.2	16.5	15.7	0.7	0.96	0.97	0.04	1015.7	16.3	62.14	FRWY
(899, 900)	1975	1977	225	11	9.9	616.5	594.1	18.0	17.3	0.8	0.96	0.96	0.04	988.1	15.9	62.26	FRWY
(899, 866)	59	59	0	0	0.1	6.9	7.5	7.6	7.6	0.1	0.99	1.08	0.01	59.0	1.1	55.66	RAMP
(900, 901)	1977	1978	249	7	11.6	724.1	698.0	21.2	20.3	0.9	0.96	0.96	0.04	987.9	15.9	62.24	FRWY
(901, 902)	2287	2277	572	15	10.6	648.2	638.6	16.8	15.7	1.1	0.94	0.99	0.06	992.1	16.3	60.91	FRWY
(902, 903)	2277	2265	169	19	10.5	649.7	627.5	16.6	15.8	0.8	0.95	0.97	0.04	1135.2	18.3	62.13	FRWY
(858, 901)	309	309	0	0	0.9	46.6	52.5	10.2	9.9	0.3	0.97	1.13	0.03	309.0	5.8	53.31	RAMP
(903, 904)	2265	2256	235	10	11.9	740.8	716.5	19.0	18.1	0.9	0.95	0.97	0.05	1129.8	18.2	62.03	FRWY
(904, 905)	2256	2250	207	9	9.2	571.5	552.4	14.7	14.0	0.7	0.95	0.97	0.04	1126.8	18.2	62.07	FRWY
(906, 907)	2499	2499	148	9	10.2	648.2	610.5	14.5	14.2	0.3	0.98	0.94	0.02	1266.7	19.9	63.71	FRWY
(907, 908)	2499	2500	445	15	15.3	964.7	916.2	22.0	21.4	0.6	0.97	0.95	0.03	1249.0	19.8	63.17	FRWY
(908, 909)	2500	2497	259	13	11.5	709.8	688.9	16.5	15.9	0.7	0.96	0.97	0.04	1249.3	20.2	61.83	FRWY
(909, 910)	1959	1953	182	12	7.8	490.9	470.7	14.4	13.9	0.5	0.96	0.96	0.03	978.8	15.6	62.57	FRWY
(909, 859)	538	522	0	18	3.4	77.1	201.4	22.6	9.4	13.2	0.42	2.61	1.52	534.3	23.3	22.97	RAMP
(910, 911)	1953	1953	180	9	9.4	589.3	563.6	17.3	16.7	0.6	0.97	0.96	0.03	976.6	15.6	62.74	FRWY
(911, 912)	1953	1953	173	11	8.6	541.3	518.8	15.9	15.4	0.6	0.96	0.96	0.03	976.8	15.6	62.60	FRWY
(861, 912)	55	55	0	0	0.1	5.3	5.7	6.3	6.2	0.0	0.99	1.09	0.01	55.0	1.0	55.12	RAMP
(912, 913)	2008	2010	236	9	9.1	570.9	548.2	16.4	15.8	0.6	0.96	0.96	0.04	873.7	14.0	62.48	FRWY
(913, 914)	2010	2006	179	11	9.6	597.5	574.4	17.2	16.5	0.7	0.96	0.96	0.04	1003.4	16.1	62.41	FRWY
(914, 915)	2006	2011	370	16	18.9	1179.0	1136.1	33.9	32.5	1.4	0.96	0.96	0.04	1005.0	16.1	62.26	FRWY
(915, 916)	2011	2017	402	17	19.2	1191.0	1151.6	34.3	32.8	1.5	0.96	0.97	0.04	1007.1	16.2	62.05	FRWY
(916, 917)	2017	2018	356	15	17.5	1083.6	1048.1	31.2	29.8	1.4	0.96	0.97	0.04	1008.3	16.3	62.03	FRWY
(917, 918)	2018	2008	289	20	13.6	845.3	816.9	24.4	23.3	1.0	0.96	0.97	0.04	1005.3	16.2	62.09	FRWY

(918, 919)	2008	2007	353	15	17.5	1085.8	1049.9	31.4	30.0	1.4	0.96	0.97	0.04	1002.6	16.2	62.05	FRWY
(919, 920)	2007	2018	329	13	18.2	1130.6	1094.1	32.6	31.2	1.5	0.96	0.97	0.04	1006.4	16.2	62.00	FRWY
(920, 921)	2018	2027	214	5	11.2	694.2	672.7	20.0	19.0	0.9	0.95	0.97	0.04	1010.9	16.3	61.92	FRWY
(921, 922)	2027	2030	190	11	10.7	663.2	642.8	19.0	18.1	0.9	0.95	0.97	0.04	1013.9	16.4	61.90	FRWY
(922, 923)	2030	2029	190	10	10.8	668.3	648.5	19.2	18.3	0.9	0.95	0.97	0.05	1014.5	16.4	61.83	FRWY
(923, 924)	2029	2025	301	10	12.1	750.5	728.5	21.6	20.5	1.0	0.95	0.97	0.05	1014.0	16.4	61.82	FRWY
(924, 925)	2025	2025	249	18	11.5	706.2	690.0	20.5	19.4	1.0	0.95	0.98	0.05	1011.0	16.5	61.41	FRWY
(925, 926)	1776	1775	233	8	11.6	719.5	694.2	23.4	22.4	1.0	0.96	0.96	0.04	889.7	14.3	62.19	FRWY
(925, 876)	249	250	0	0	0.7	38.0	42.0	10.1	10.0	0.1	0.99	1.11	0.01	249.0	4.6	54.30	RAMP
(926, 927)	1775	1769	154	9	8.5	527.0	508.9	17.2	16.5	0.7	0.96	0.97	0.04	886.1	14.3	62.13	FRWY
(878, 927)	77	77	0	0	0.1	4.3	4.8	3.7	3.7	0.1	0.99	1.10	0.01	77.0	1.4	54.37	RAMP
(927, 928)	1846	1842	253	9	8.5	524.3	509.1	16.6	15.8	0.8	0.95	0.97	0.05	802.4	13.0	61.79	FRWY
(928, 929)	1842	1834	141	12	7.8	485.9	469.6	15.3	14.7	0.7	0.96	0.97	0.04	919.6	14.8	62.09	FRWY
(929, 930)	1834	1828	204	11	9.6	598.5	577.3	18.9	18.1	0.8	0.96	0.96	0.04	916.5	14.7	62.20	FRWY
(930, 931)	1828	1822	124	8	6.4	397.1	382.3	12.6	12.1	0.5	0.96	0.96	0.04	911.7	14.6	62.33	FRWY
(654,7079)	894	895	0	0	0.9	44.0	55.9	3.7	3.2	0.5	0.86	1.27	0.18	447.1	9.5	47.30	RAMP
(407, 369)	2993	2988	436	17	15.1	782.7	908.1	18.2	17.2	1.1	0.94	1.16	0.07	1496.2	28.9	51.72	RAMP
(162, 165)	4089	4091	468	10	11.2	712.8	673.8	9.7	9.4	0.2	0.98	0.95	0.02	1044.2	16.5	63.47	FRWY
(165, 166)	4091	4094	118	8	9.1	581.4	546.6	8.0	7.9	0.2	0.98	0.94	0.02	1023.3	16.0	63.81	FRWY
(386, 167)	5107	5110	817	14	12.1	725.7	726.2	8.5	7.9	0.6	0.93	1.00	0.07	1110.6	18.5	59.96	FRWY
(167, 168)	5110	5108	250	14	11.9	725.4	714.1	8.4	7.9	0.5	0.94	0.98	0.06	1276.7	20.9	60.95	FRWY
(168, 169)	5108	5096	240	15	12.6	776.6	756.5	8.9	8.5	0.4	0.95	0.97	0.05	1275.1	20.7	61.60	FRWY
(404, 170)	232	230	0	2	0.2	12.6	13.8	3.6	3.5	0.0	0.99	1.10	0.01	231.8	4.2	54.72	RAMP
(7018, 171)	395	395	0	0	0.4	15.3	21.1	2.9	2.5	0.4	0.87	1.39	0.18	435.3	10.1	43.29	RAMP

(171, 172)	395	395	0	0	0.3	13.8	17.2	2.6	2.5	0.1	0.96	1.24	0.05	395.0	8.2	48.23	RAMP
(172, 387)	395	395	0	0	0.3	14.8	17.8	2.7	2.5	0.2	0.91	1.20	0.11	395.0	7.9	49.88	RAMP
(7020, 174)	482	481	0	1	0.5	21.6	28.7	3.3	3.0	0.3	0.91	1.33	0.12	521.5	11.5	45.27	RAMP
(174, 175)	481	481	0	0	0.4	22.0	26.9	3.4	3.3	0.1	0.98	1.22	0.02	481.0	9.8	49.11	RAMP
(175, 386)	481	480	0	1	0.5	26.0	30.5	3.8	3.6	0.2	0.93	1.17	0.08	480.8	9.4	51.23	RAMP
(385, 173)	552	552	0	0	0.5	26.9	29.9	3.3	3.2	0.1	0.97	1.11	0.03	552.0	10.3	53.83	RAMP
(173,7019)	552	552	0	0	0.5	25.2	29.5	3.2	3.1	0.1	0.98	1.17	0.02	552.0	10.8	51.30	RAMP
(170,7017)	230	230	0	0	0.2	12.2	14.1	3.7	3.6	0.0	0.99	1.16	0.01	230.0	4.4	51.85	RAMP
(151, 344)	821	820	9	1	1.8	94.5	108.7	7.9	7.6	0.4	0.95	1.15	0.06	809.8	15.5	52.17	RAMP
(344,7026)	820	822	0	0	0.7	32.5	42.5	3.1	2.8	0.3	0.90	1.31	0.13	410.3	8.9	45.85	RAMP
(7007, 208)	132	132	0	0	0.1	4.7	7.3	3.0	2.5	0.4	0.85	1.57	0.23	147.3	3.9	38.20	RAMP
(209, 180)	132	132	0	0	0.1	7.0	8.2	3.7	3.5	0.3	0.93	1.17	0.08	132.0	2.6	51.08	RAMP
(396, 397)	3890	3888	1714	23	24.7	1293.3	1479.2	22.8	18.5	4.4	0.81	1.14	0.22	971.1	18.5	52.46	FRWY
(399, 402)	1711	1709	427	8	8.8	441.1	526.5	18.5	16.8	1.6	0.91	1.19	0.11	1048.1	20.9	50.27	RAMP
(559, 407)	2992	2993	63	5	5.7	259.6	341.9	6.9	6.3	0.6	0.91	1.32	0.12	1496.4	32.9	45.55	FRWY
(370, 416)	418	417	0	1	0.5	24.4	27.4	3.9	3.8	0.1	0.97	1.12	0.03	417.6	7.8	53.58	RAMP
(403, 310)	1709	1712	331	4	6.2	240.8	373.9	13.1	9.2	3.9	0.70	1.55	0.46	1348.1	34.9	38.64	RAMP
(383, 314)	1820	1821	0	7	25.8	351.7	1550.0	51.1	12.7	38.4	0.25	4.41	3.32	1820.4	133.7	13.61	RAMP
(381, 315)	556	555	0	1	0.5	27.8	33.0	3.6	3.3	0.3	0.92	1.19	0.10	555.0	11.0	50.51	RAMP
(380, 381)	558	556	0	2	0.6	27.6	33.9	3.6	3.6	0.1	0.98	1.22	0.02	557.2	11.4	48.98	RAMP
(7029, 380)	559	558	0	3	0.7	34.4	44.1	4.5	4.2	0.3	0.93	1.28	0.08	592.3	12.6	46.83	RAMP
(316, 309)	1648	1647	0	2	4.0	87.1	239.2	8.7	3.5	5.2	0.40	2.75	1.65	1648.0	75.4	21.85	RAMP
(349, 352)	478	479	0	1	1.3	64.2	79.4	9.9	9.7	0.3	0.97	1.24	0.03	478.6	9.9	48.52	FRWY

(352,7027)	479	480	0	0	0.3	15.3	20.2	2.5	2.3	0.2	0.91	1.32	0.11	479.3	10.5	45.62	FRWY
(346, 347)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(599, 678)	1434	1433	85	1	2.0	107.8	120.5	5.0	4.9	0.1	0.97	1.12	0.03	716.5	13.4	53.67	RAMP
(685, 601)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(603, 688)	1433	1429	39	8	4.1	211.1	244.0	10.2	10.1	0.1	0.99	1.16	0.01	477.0	9.2	51.92	FRWY
(382, 383)	1820	1820	0	0	4.6	66.9	278.3	9.2	2.0	7.1	0.22	4.16	3.24	1820.0	126.2	14.42	RAMP
(368, 369)	1048	1053	492	6	7.6	453.7	456.8	26.1	24.0	2.1	0.92	1.01	0.08	395.6	6.6	59.60	FRWY
(407, 411)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(406, 412)	584	585	24	0	0.9	38.2	55.4	5.7	5.2	0.5	0.92	1.45	0.12	517.2	12.5	41.35	RAMP
(412,7041)	585	585	0	0	0.6	22.0	38.4	3.9	3.0	0.9	0.77	1.74	0.41	292.5	8.5	34.44	RAMP
(7042, 414)	522	522	0	0	0.6	24.9	35.1	3.7	3.5	0.2	0.95	1.41	0.07	563.8	13.3	42.48	RAMP
(414, 415)	522	522	0	0	0.4	17.8	23.5	2.7	2.5	0.2	0.91	1.32	0.11	522.0	11.5	45.38	RAMP
(415, 307)	522	522	0	0	0.5	27.6	32.6	3.7	3.5	0.3	0.93	1.18	0.09	522.0	10.3	50.73	RAMP
(7013, 8)	536	535	0	2	0.6	20.3	35.9	3.7	1.9	1.7	0.52	1.77	0.84	588.5	17.3	33.94	RAMP
(8, 132)	535	537	0	0	0.4	18.0	24.3	2.7	1.9	0.9	0.69	1.35	0.43	535.8	12.1	44.38	RAMP

NETWORK STATISTICS

VEHICLE-MILES = 222104.9, VEHICLE-MINUTES = 266983.0, MOVING/TOTAL TRIP TIME = 0.787,

AVERAGE CONTENT = 4449.7, CURRENT CONTENT = 5126.0, SPEED(MPH) = 49.91,

TOTAL DELAY (VEH-MIN) = 56835.93, TRAVEL TIME (MIN)/VEH-MILE = 1.20, DELAY TIME (MIN)/ VEH-MILE = 0.26

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

								SEC./VEHICLE			SEC./PERSON				
LINK	LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	CONT	VOLUME OF VEH/HR	TOTAL VIOLATORS	MOVE TIME	DELAY TIME	TOTAL TIME	MOVE TIME	DELAY TIME	SPEED TIME	MILES/HR
(153, 96)	1	SOV	---	---	5	936.9	-----	14.8	13.5	1.4	11.5	10.4	1.1	59.79
(153, 96)	2	SOV	---	---	10	1970.1	-----	15.1	13.9	1.2	11.7	10.8	0.9	58.73
(153, 96)	3	SOV	---	---	9	1620.2	-----	14.5	13.6	0.9	11.2	10.5	0.7	61.30
(153, 96)	4	SOV	---	---	7	1332.8	-----	14.3	13.6	0.7	11.0	10.5	0.5	62.10
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	8	1630.9	-----	15.2	14.3	0.9	11.7	11.0	0.7	58.50
(563, 98)	1	SOV	---	---	6	2053.0	-----	17.8	15.9	1.9	13.8	12.3	1.5	57.43
(563, 98)	2	SOV	---	---	3	1353.8	-----	18.0	15.9	2.1	14.0	12.3	1.6	56.81
(563, 98)	3	SOV	---	---	5	1238.4	-----	16.5	15.8	0.7	12.7	12.2	0.5	62.13
(563, 98)	4	SOV	---	---	4	1062.0	-----	16.3	15.6	0.7	12.6	12.0	0.5	62.62
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	32	663.5	-----	64.4	38.6	25.8	50.2	30.1	20.1	30.05
(154, 101)	2	SOV	---	---	16	1317.2	-----	35.0	29.9	5.1	27.2	23.2	3.9	55.35
(154, 101)	3	SOV	---	---	10	1253.3	-----	30.6	29.4	1.2	23.7	22.8	0.9	63.27
(154, 101)	4	SOV	---	---	12	1244.3	-----	31.3	30.2	1.1	24.1	23.2	0.8	61.88
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	2	1635.7	-----	13.1	8.3	4.8	10.2	6.4	3.7	41.48
(103, 104)	2	SOV	---	---	3	1430.8	-----	9.8	8.4	1.4	7.6	6.5	1.1	55.90
(103, 104)	3	SOV	---	---	3	1530.0	-----	8.8	8.3	0.4	6.8	6.5	0.3	62.24
(103, 104)	4	SOV	---	---	4	1549.0	-----	8.9	8.4	0.5	6.9	6.5	0.4	61.17
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	0	154.9	-----	13.9	12.3	1.6	10.8	9.5	1.3	39.22
(158, 105)	1	SOV	---	---	21	2656.9	-----	20.1	16.0	4.1	15.5	12.4	3.2	50.91
(158, 105)	2	SOV	---	---	11	1873.6	-----	17.6	15.8	1.8	13.7	12.3	1.4	57.98
(158, 105)	3	SOV	---	---	11	1694.0	-----	16.4	15.7	0.7	12.7	12.1	0.6	62.40

(158, 105)	4	SOV	---	---	6	1402.6	-----	16.5	15.7	0.7	12.7	12.1	0.6	62.09
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	10	852.8	-----	23.1	22.4	0.7	17.9	17.3	0.6	64.62
(128, 97)	2	SOV	---	---	12	1414.5	-----	24.7	23.6	1.1	19.2	18.3	0.9	60.48
(128, 97)	3	SOV	---	---	14	1434.4	-----	24.0	23.0	1.0	18.5	17.8	0.7	62.38
(128, 97)	4	SOV	---	---	14	1301.1	-----	24.1	22.9	1.2	18.5	17.6	0.9	62.08
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	46	1358.4	-----	85.4	22.4	62.9	66.5	17.5	49.0	10.38
(156, 102)	2	SOV	---	---	15	953.3	-----	49.4	21.0	28.4	38.7	16.5	22.3	17.96
(156, 102)	3	SOV	---	---	9	1498.4	-----	21.5	14.3	7.2	16.7	11.1	5.6	41.14
(156, 102)	4	SOV	---	---	13	1636.6	-----	15.6	13.7	1.9	12.0	10.5	1.5	56.68
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(109,7001)	1	SOV	---	---	1	1418.9	-----	2.3	2.2	0.1	1.7	1.7	0.1	51.58
(109,7001)	2	SOV	---	---	0	584.0	-----	2.1	2.0	0.0	1.6	1.6	0.0	55.74
(102, 103)	1	SOV	---	---	0	672.6	-----	27.0	24.0	3.0	21.0	18.7	2.3	57.39
(102, 103)	2	SOV	---	---	3	1051.8	-----	26.9	23.9	3.0	21.0	18.7	2.3	57.57
(102, 103)	3	SOV	---	---	11	1464.0	-----	25.2	23.8	1.4	19.5	18.4	1.1	61.43
(102, 103)	4	SOV	---	---	18	1623.4	-----	25.2	23.9	1.3	19.4	18.4	1.0	61.45
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	8	523.4	-----	44.8	8.8	36.1	34.6	6.8	27.9	3.25
(160,7002)	2	SOV	---	---	1	346.2	-----	14.5	3.8	10.8	11.3	2.9	8.3	10.03
(7003, 106)	1	SOV	---	---	0	720.3	-----	8.7	6.6	2.2	6.7	5.1	1.7	34.38
(7003, 106)	2	SOV	---	---	0	812.8	-----	8.4	6.4	2.0	6.5	4.9	1.6	35.58
(106, 103)	1	SOV	---	---	0	1206.5	-----	11.1	7.7	3.4	8.6	6.0	2.6	37.68
(106, 103)	2	SOV	---	---	0	270.8	-----	16.7	8.6	8.1	12.9	6.7	6.2	25.04
(7004, 107)	1	SOV	---	---	2	799.3	-----	4.2	3.0	1.2	3.2	2.3	0.9	41.24
(7004, 107)	2	SOV	---	---	0	636.1	-----	3.8	3.1	0.7	3.0	2.4	0.6	44.97
(107, 104)	1	SOV	---	---	0	818.2	-----	9.4	6.3	3.0	7.2	4.9	2.3	36.09
(107, 104)	2	SOV	---	---	0	515.1	-----	9.3	6.2	3.0	7.1	4.8	2.3	36.46
(110, 109)	1	SOV	---	---	1	1450.8	-----	2.4	2.3	0.1	1.9	1.8	0.1	52.17
(110, 109)	2	SOV	---	---	0	552.9	-----	2.3	2.2	0.1	1.8	1.7	0.0	55.87
(96, 110)	1	SOV	---	---	0	1500.1	-----	1.7	1.7	0.1	1.3	1.3	0.0	52.32
(96, 110)	2	SOV	---	---	0	503.9	-----	1.6	1.6	0.0	1.3	1.2	0.0	55.84
(127, 97)	1	SOV	---	---	8	618.5	-----	11.7	7.8	3.9	9.0	6.0	3.0	34.63
(127, 97)	2	SOV	---	---	2	75.1	-----	22.2	8.0	14.1	17.2	6.2	10.9	18.23

(96, 128)	1	SOV	---	---	3	1105.0	-----	16.6	15.7	0.9	12.8	12.2	0.7	61.69
(96, 128)	2	SOV	---	---	6	1603.8	-----	17.0	16.1	0.9	13.2	12.5	0.7	60.20
(96, 128)	3	SOV	---	---	8	1494.0	-----	16.4	15.7	0.7	12.6	12.1	0.5	62.43
(96, 128)	4	SOV	---	---	2	1284.1	-----	16.4	15.7	0.7	12.6	12.1	0.6	62.28
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	1	154.6	-----	11.6	11.2	0.4	9.0	8.7	0.3	53.12
(128, 129)	2	SOV	---	---	1	331.5	-----	11.7	11.3	0.5	9.1	8.7	0.4	52.55
(132, 130)	1	SOV	---	---	6	1774.4	-----	9.8	8.3	1.6	7.6	6.4	1.2	54.43
(132, 130)	2	SOV	---	---	6	1965.6	-----	8.8	8.2	0.6	6.8	6.4	0.4	61.06
(132, 130)	3	SOV	---	---	6	1788.8	-----	8.7	8.2	0.4	6.7	6.4	0.3	61.72
(132, 130)	4	SOV	---	---	4	1679.6	-----	8.8	8.3	0.6	6.8	6.4	0.4	60.65
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	1	57.5	-----	13.3	10.2	3.1	10.3	7.9	2.4	40.14
(131, 130)	1	SOV	---	---	0	247.0	-----	3.1	2.9	0.2	2.4	2.2	0.1	50.48
(151, 132)	1	SOV	---	---	5	1399.3	-----	16.8	15.7	1.1	13.1	12.2	0.9	60.34
(151, 132)	2	SOV	---	---	8	1916.9	-----	16.5	15.6	0.9	12.8	12.1	0.7	61.64
(151, 132)	3	SOV	---	---	6	1740.5	-----	16.4	15.7	0.8	12.7	12.1	0.6	61.83
(151, 132)	4	SOV	---	---	5	1669.8	-----	16.8	15.7	1.0	12.9	12.1	0.8	60.68
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	6	1349.5	-----	15.5	12.9	2.5	12.0	10.0	2.0	54.18
(105, 137)	2	SOV	---	---	8	1981.3	-----	14.1	13.0	1.1	10.9	10.0	0.9	59.50
(105, 137)	3	SOV	---	---	6	1779.8	-----	13.4	12.8	0.6	10.3	9.9	0.4	62.58
(105, 137)	4	SOV	---	---	6	1439.9	-----	13.5	12.9	0.6	10.4	9.9	0.5	62.08
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	1	1214.4	-----	6.7	6.4	0.3	5.2	4.9	0.3	52.03
(98, 138)	2	SOV	---	---	0	0.1	-----	6.7	-1.2	7.9	5.2	-0.9	6.1	52.30
(138, 139)	1	SOV	---	---	0	1158.8	-----	2.6	2.5	0.1	2.0	1.9	0.1	53.14
(138, 139)	2	SOV	---	---	0	55.2	-----	2.6	2.3	0.3	2.0	1.8	0.2	53.07
(141, 140)	1	SOV	---	---	3	256.1	-----	69.5	29.6	39.9	53.5	22.8	30.7	4.15
(141, 140)	2	SOV	---	---	22	730.5	-----	62.9	22.5	40.4	48.4	17.3	31.1	4.59
(140, 101)	1	SOV	---	---	38	1052.1	-----	72.0	24.8	47.3	55.6	19.1	36.5	7.07
(140, 101)	2	SOV	---	---	0	39.2	-----	17.8	17.8	0.0	13.8	13.8	0.0	28.53
(105, 143)	1	SOV	---	---	2	1072.5	-----	4.1	3.9	0.2	3.1	3.0	0.2	51.91
(7005, 127)	1	SOV	---	---	2	567.2	-----	3.0	1.3	1.6	2.3	1.0	1.3	23.79
(7005, 127)	2	SOV	---	---	1	267.0	-----	2.2	1.4	0.9	1.7	1.1	0.7	31.24

(129,7006)	1	SOV	---	---	0	52.0	-----	3.9	3.3	0.6	3.0	2.6	0.4	41.71
(129,7006)	2	SOV	---	---	0	434.9	-----	3.8	3.4	0.4	2.9	2.6	0.3	42.81
(147, 148)	1	SOV	---	---	1	972.8	-----	6.1	5.7	0.4	4.7	4.4	0.3	46.57
(148, 137)	1	SOV	---	---	2	972.5	-----	4.2	3.9	0.3	3.2	3.0	0.3	49.72
(163, 149)	1	SOV	---	---	15	1581.9	-----	34.3	32.8	1.4	26.6	25.5	1.1	62.67
(163, 149)	2	SOV	---	---	18	1723.5	-----	34.3	33.0	1.2	26.6	25.6	1.0	62.61
(163, 149)	3	SOV	---	---	15	1619.5	-----	34.0	32.9	1.0	26.3	25.5	0.8	63.22
(163, 149)	4	SOV	---	---	16	1687.3	-----	34.5	33.3	1.2	26.5	25.6	0.9	62.24
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	6	2329.4	-----	9.5	8.3	1.3	7.4	6.4	1.0	55.84
(311, 150)	2	SOV	---	---	4	1867.5	-----	8.8	8.2	0.6	6.8	6.3	0.5	60.52
(311, 150)	3	SOV	---	---	5	1658.4	-----	8.6	8.2	0.4	6.7	6.3	0.3	61.85
(311, 150)	4	SOV	---	---	1	1678.0	-----	8.8	8.2	0.5	6.7	6.3	0.4	60.93
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	1	916.3	-----	2.7	2.3	0.4	2.1	1.8	0.3	51.00
(152, 153)	2	SOV	---	---	2	2233.8	-----	2.5	2.1	0.4	1.9	1.6	0.3	54.83
(152, 153)	3	SOV	---	---	1	1497.0	-----	2.2	2.1	0.2	1.7	1.6	0.1	60.64
(152, 153)	4	HOV	0	1285	0	943.3	943.3	2.2	2.1	0.1	1.7	1.6	0.1	62.14
(152, 153)	9	SOV	---	---	1	1908.8	-----	2.4	2.1	0.3	1.8	1.6	0.2	57.51
(130, 152)	1	SOV	---	---	9	1845.8	-----	15.3	13.6	1.7	11.9	10.5	1.3	57.81
(130, 152)	2	SOV	---	---	10	2338.5	-----	15.2	13.6	1.6	11.8	10.6	1.2	58.20
(130, 152)	3	SOV	---	---	5	1764.3	-----	14.5	13.7	0.8	11.2	10.5	0.6	61.26
(130, 152)	4	SOV	---	---	10	1537.6	-----	14.6	13.7	0.9	11.2	10.5	0.7	60.88
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	15.0	-----	19.4	9.0	10.4	14.9	6.9	8.0	45.75
(100, 154)	1	SOV	---	---	4	793.5	-----	17.4	17.2	0.2	13.5	13.4	0.1	65.17
(100, 154)	2	SOV	---	---	7	1356.9	-----	17.8	17.5	0.3	13.8	13.6	0.3	63.50
(100, 154)	3	SOV	---	---	7	1141.3	-----	17.6	17.3	0.3	13.6	13.4	0.2	64.44
(100, 154)	4	SOV	---	---	5	1354.2	-----	17.9	17.6	0.3	13.7	13.5	0.2	63.34
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	50	1016.8	-----	122.0	37.8	84.1	94.6	29.3	65.2	7.27
(101, 155)	2	SOV	---	---	29	1279.2	-----	53.4	17.5	35.8	41.9	13.8	28.2	16.61
(101, 155)	3	SOV	---	---	15	1637.9	-----	20.8	13.6	7.1	16.1	10.5	5.5	42.69
(101, 155)	4	SOV	---	---	8	1471.2	-----	15.6	13.7	1.9	12.0	10.5	1.5	56.85
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	2	100.3	-----	118.2	57.0	61.2	91.5	44.1	47.3	7.50
(155, 156)	1	SOV	---	---	6	1012.3	-----	17.0	5.8	11.2	13.2	4.5	8.7	8.02

(155, 156)	2	SOV	---	---	5	914.7	-----	10.6	4.5	6.1	8.4	3.6	4.8	12.89
(155, 156)	3	SOV	---	---	10	1673.3	-----	4.2	2.4	1.8	3.2	1.8	1.4	32.62
(155, 156)	4	SOV	---	---	2	1595.0	-----	2.6	2.1	0.5	2.0	1.6	0.4	53.06
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	15	2265.0	-----	25.5	15.8	9.6	19.7	12.2	7.4	40.18
(104, 157)	2	SOV	---	---	10	1929.2	-----	19.3	15.8	3.4	14.9	12.3	2.7	53.10
(104, 157)	3	SOV	---	---	6	1752.3	-----	16.7	15.7	1.1	12.9	12.1	0.8	61.20
(104, 157)	4	SOV	---	---	7	1546.2	-----	16.8	15.8	1.0	12.9	12.2	0.7	60.88
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	1	141.1	-----	30.5	25.8	4.7	23.6	20.0	3.6	33.55
(157, 158)	1	SOV	---	---	3	2756.1	-----	2.8	2.1	0.7	2.2	1.6	0.6	48.13
(157, 158)	2	SOV	---	---	1	1871.5	-----	2.4	2.1	0.3	1.9	1.6	0.2	56.64
(157, 158)	3	SOV	---	---	2	1641.2	-----	2.2	2.1	0.1	1.7	1.6	0.1	61.90
(157, 158)	4	SOV	---	---	0	1365.9	-----	2.2	2.1	0.1	1.7	1.6	0.1	61.73
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	1	SOV	---	---	12	2569.4	-----	21.1	9.8	11.4	16.4	7.5	8.8	30.08
(137, 159)	2	SOV	---	---	6	2003.4	-----	14.2	9.8	4.3	11.0	7.6	3.3	44.93
(137, 159)	3	SOV	---	---	5	1570.3	-----	10.7	9.7	1.0	8.3	7.5	0.8	59.47
(137, 159)	4	SOV	---	---	3	1153.4	-----	10.2	9.7	0.5	7.8	7.5	0.4	62.40
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	1	224.1	-----	20.3	16.1	4.1	15.7	12.5	3.2	31.41
(150, 151)	1	SOV	---	---	5	2277.2	-----	8.7	7.7	1.0	6.7	5.9	0.8	56.30
(150, 151)	2	SOV	---	---	2	1890.7	-----	8.0	7.5	0.5	6.2	5.8	0.4	61.56
(150, 151)	3	SOV	---	---	1	1697.7	-----	7.9	7.6	0.3	6.1	5.8	0.3	61.95
(150, 151)	4	SOV	---	---	3	1672.8	-----	8.0	7.6	0.5	6.2	5.8	0.4	60.82
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	17	1700.9	-----	37.0	34.7	2.3	28.7	26.9	1.8	60.36
(325, 95)	2	SOV	---	---	21	1689.6	-----	36.6	34.7	1.9	28.3	26.9	1.4	61.12
(325, 95)	3	SOV	---	---	18	1551.2	-----	36.0	34.6	1.4	27.8	26.7	1.1	62.01
(325, 95)	4	SOV	---	---	13	1498.1	-----	35.6	33.9	1.7	27.4	26.0	1.3	62.78
(325, 95)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(102, 160)	1	SOV	---	---	13	897.3	-----	41.0	7.6	33.4	31.7	5.9	25.8	6.99
(102, 160)	2	SOV	---	---	1	31.0	-----	28.0	1.1	27.0	21.9	0.8	21.0	10.21
(98, 99)	1	SOV	---	---	1	1058.7	-----	24.7	23.4	1.2	19.1	18.1	1.0	62.02
(98, 99)	2	SOV	---	---	5	1197.0	-----	25.2	23.9	1.3	19.6	18.6	1.0	60.71
(98, 99)	3	SOV	---	---	6	1206.2	-----	24.4	23.6	0.8	18.9	18.2	0.6	62.61
(98, 99)	4	SOV	---	---	4	1045.9	-----	24.4	23.3	1.1	18.8	18.0	0.8	62.65
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	1	1106.6	-----	16.0	15.5	0.6	12.4	11.9	0.5	62.97

(99, 164)	2	SOV	---	---	4	1142.9	-----	16.5	15.8	0.7	12.8	12.3	0.5	61.33
(99, 164)	3	SOV	---	---	3	1213.1	-----	16.2	15.6	0.6	12.5	12.1	0.4	62.45
(99, 164)	4	SOV	---	---	2	1055.2	-----	16.2	15.4	0.7	12.4	11.9	0.6	62.46
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	1	613.0	-----	8.3	8.3	0.1	6.4	6.4	0.0	47.98
(295, 200)	2	SOV	---	---	2	663.6	-----	8.4	8.3	0.0	6.5	6.4	0.0	47.62
(295, 200)	9	SOV	---	---	0	62.2	-----	8.6	8.5	0.1	6.7	6.6	0.1	46.34
(203, 201)	1	SOV	---	---	0	716.7	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.99
(203, 201)	2	SOV	---	---	1	768.0	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.58
(200, 199)	1	SOV	---	---	0	559.1	-----	6.6	6.6	0.1	5.1	5.1	0.0	44.80
(200, 199)	2	SOV	---	---	1	667.4	-----	6.7	6.7	0.1	5.2	5.1	0.0	44.28
(179, 178)	1	SOV	---	---	0	337.3	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.91
(179, 178)	2	SOV	---	---	0	360.2	-----	6.2	6.0	0.1	4.8	4.7	0.1	55.07
(180, 179)	1	SOV	---	---	0	339.2	-----	12.7	12.5	0.2	9.8	9.6	0.1	53.82
(180, 179)	2	SOV	---	---	0	348.4	-----	12.4	12.3	0.1	9.6	9.5	0.1	55.03
(180, 179)	9	SOV	---	---	1	6.5	-----	12.8	12.4	0.3	9.9	9.6	0.2	53.47
(181, 180)	1	SOV	---	---	0	213.5	-----	6.3	6.2	0.1	4.8	4.8	0.0	54.08
(181, 180)	2	SOV	---	---	0	346.8	-----	6.1	6.1	0.0	4.7	4.7	0.0	55.22
(199, 198)	1	SOV	---	---	1	543.0	-----	8.3	8.2	0.2	6.4	6.3	0.1	44.80
(199, 198)	2	SOV	---	---	3	684.7	-----	8.5	8.3	0.2	6.5	6.4	0.2	44.04
(198, 197)	1	SOV	---	---	1	711.5	-----	15.7	15.0	0.7	12.2	11.6	0.5	52.48
(198, 197)	2	SOV	---	---	3	689.1	-----	15.9	15.2	0.7	12.3	11.8	0.5	51.85
(198, 197)	9	SOV	---	---	0	6.6	-----	18.7	17.6	1.0	14.4	13.6	0.8	44.31
(197, 196)	1	SOV	---	---	4	865.6	-----	19.1	18.6	0.5	14.7	14.3	0.4	53.60
(197, 196)	2	SOV	---	---	2	723.4	-----	19.1	18.7	0.4	14.7	14.5	0.3	53.55
(197, 196)	9	SOV	---	---	0	5.9	-----	22.9	21.3	1.5	17.6	16.4	1.2	44.71
(196, 195)	1	SOV	---	---	9	839.7	-----	32.8	32.0	0.8	25.3	24.7	0.6	53.69
(196, 195)	2	SOV	---	---	6	753.0	-----	32.9	32.2	0.8	25.4	24.8	0.6	53.45
(182, 181)	1	SOV	---	---	0	200.1	-----	21.7	21.4	0.3	16.8	16.5	0.2	53.67
(182, 181)	2	SOV	---	---	0	357.2	-----	21.1	20.9	0.2	16.3	16.2	0.1	55.29
(183, 182)	1	SOV	---	---	76	834.9	-----	78.3	47.3	31.0	60.4	36.5	23.9	13.07
(183, 182)	2	SOV	---	---	61	227.5	-----	131.6	73.8	57.8	101.7	57.0	44.7	7.77
(184, 183)	1	SOV	---	---	96	779.7	-----	59.1	40.0	19.0	45.7	31.0	14.7	22.15
(184, 183)	2	SOV	---	---	94	585.0	-----	57.3	39.5	17.8	44.2	30.5	13.8	22.83

(205, 204)	1	SOV	---	---	0	189.0	-----	2.8	2.8	0.0	2.2	2.1	0.0	44.50
(204, 197)	1	SOV	---	---	0	189.0	-----	4.7	4.7	0.0	3.6	3.6	0.0	44.65
(182, 193)	1	SOV	---	---	13	348.1	-----	39.7	20.6	19.1	30.7	15.9	14.7	10.11
(182, 193)	2	SOV	---	---	15	331.2	-----	43.0	22.8	20.3	33.1	17.5	15.6	9.31
(193, 194)	1	SOV	---	---	18	132.1	-----	100.2	49.4	50.8	77.8	38.4	39.4	2.59
(193, 194)	2	SOV	---	---	19	470.5	-----	38.4	20.1	18.3	29.7	15.6	14.1	6.77
(193, 194)	3	SOV	---	---	0	0.5	-----	19.6	-4.4	24.0	15.1	-3.4	18.5	13.28
(208, 209)	1	SOV	---	---	0	132.0	-----	6.6	6.2	0.4	5.1	4.8	0.3	47.12
(207, 198)	1	SOV	---	---	0	178.0	-----	5.3	5.1	0.2	4.1	3.9	0.1	42.86
(206, 207)	1	SOV	---	---	0	178.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	36.59
(200, 210)	1	SOV	---	---	0	112.0	-----	4.1	4.1	0.0	3.2	3.2	0.0	45.06
(210, 211)	1	SOV	---	---	0	112.0	-----	3.5	3.5	0.0	2.7	2.7	0.0	41.69
(178, 202)	1	SOV	---	---	0	337.9	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.78
(178, 202)	2	SOV	---	---	0	360.1	-----	1.9	1.7	0.2	1.5	1.3	0.2	55.90
(139,7009)	1	SOV	---	---	1	1118.0	-----	2.1	2.1	0.1	1.6	1.6	0.0	52.96
(139,7009)	2	SOV	---	---	0	96.0	-----	2.0	2.0	0.1	1.6	1.5	0.1	55.66
(7010, 141)	1	SOV	---	---	25	524.8	-----	80.2	34.1	46.2	61.8	26.2	35.6	3.69
(7010, 141)	2	SOV	---	---	21	434.0	-----	96.7	40.5	56.2	74.7	31.3	43.4	3.06
(211,7011)	1	SOV	---	---	0	112.0	-----	4.6	4.6	0.1	3.6	3.5	0.1	34.94
(7012, 206)	1	SOV	---	---	0	208.0	-----	2.3	2.1	0.2	1.8	1.7	0.1	33.32
(7014, 205)	1	SOV	---	---	1	203.8	-----	4.0	3.7	0.2	3.1	2.9	0.2	42.67
(194,7015)	1	SOV	---	---	8	144.3	-----	48.9	24.4	24.5	37.7	18.8	18.8	2.37
(194,7015)	2	SOV	---	---	7	433.4	-----	16.8	9.0	7.8	13.1	7.0	6.1	6.90
(194,7015)	3	SOV	---	---	1	6.4	-----	131.1	62.8	68.3	100.9	48.3	52.5	0.88
(201, 295)	1	SOV	---	---	1	644.0	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.59
(201, 295)	2	SOV	---	---	1	694.0	-----	8.9	8.8	0.0	6.8	6.8	0.0	57.37
(149, 298)	1	SOV	---	---	8	2155.6	-----	17.0	15.7	1.3	13.2	12.2	1.0	60.08
(149, 298)	2	SOV	---	---	5	1499.2	-----	16.6	15.7	0.9	12.9	12.2	0.7	61.65
(149, 298)	3	SOV	---	---	7	1526.0	-----	16.2	15.6	0.6	12.6	12.1	0.4	63.14

(149, 298)	4	SOV	---	---	5	1391.2	-----	16.7	15.9	0.8	12.8	12.3	0.6	61.24
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	26	1456.2	-----	18.9	7.8	11.1	14.6	6.0	8.6	20.04
(533, 299)	2	SOV	---	---	15	1794.0	-----	7.6	5.8	1.8	5.9	4.5	1.4	49.69
(533, 299)	3	SOV	---	---	4	1650.5	-----	6.2	5.8	0.4	4.8	4.5	0.3	61.50
(533, 299)	4	SOV	---	---	2	1356.8	-----	6.2	5.9	0.3	4.8	4.5	0.3	60.75
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	5	259.3	-----	26.3	14.2	12.0	20.3	11.0	9.3	14.41
(299, 300)	1	SOV	---	---	67	1565.7	-----	55.2	22.0	33.2	42.7	17.0	25.7	18.54
(299, 300)	2	SOV	---	---	21	2037.1	-----	25.9	15.8	10.1	20.1	12.3	7.8	39.46
(299, 300)	3	SOV	---	---	14	1922.6	-----	17.7	15.6	2.1	13.7	12.1	1.6	57.66
(299, 300)	4	SOV	---	---	10	1504.7	-----	17.1	15.8	1.2	13.1	12.2	1.0	59.90
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	13	52.3	-----	126.3	65.5	60.8	97.7	50.7	47.0	8.10
(300, 301)	1	SOV	---	---	82	1248.7	-----	143.5	49.3	94.2	111.5	38.3	73.1	12.33
(300, 301)	2	SOV	---	---	51	1598.7	-----	82.0	32.2	49.8	63.9	25.1	38.8	21.57
(300, 301)	3	SOV	---	---	54	2108.2	-----	43.4	27.4	16.0	33.5	21.2	12.4	40.79
(300, 301)	4	SOV	---	---	39	1884.9	-----	34.5	27.2	7.4	26.5	20.9	5.7	51.28
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	34	1270.6	-----	84.1	21.7	62.4	65.3	16.8	48.4	8.92
(301, 302)	2	SOV	---	---	21	1308.7	-----	45.6	17.3	28.3	35.4	13.5	22.0	16.46
(301, 302)	3	SOV	---	---	29	1985.9	-----	21.8	12.0	9.8	16.9	9.3	7.6	34.35
(301, 302)	4	SOV	---	---	27	2088.5	-----	15.8	11.5	4.3	12.2	8.9	3.3	47.37
(301, 302)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	1	SOV	---	---	30	1416.4	-----	106.0	17.8	88.2	82.4	13.9	68.5	9.65
(302, 303)	2	SOV	---	---	42	1179.4	-----	94.1	17.1	76.9	73.4	13.4	60.0	10.87
(302, 303)	3	SOV	---	---	48	1882.6	-----	46.5	16.5	30.0	36.0	12.8	23.2	21.99
(302, 303)	4	SOV	---	---	38	2394.5	-----	24.0	15.6	8.4	18.5	12.0	6.5	42.62
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	1	SOV	---	---	20	577.3	-----	146.3	20.7	125.6	114.5	16.2	98.3	3.69
(303, 304)	2	SOV	---	---	20	837.7	-----	97.3	14.0	83.4	76.1	10.9	65.2	5.54
(303, 304)	3	SOV	---	---	14	1756.8	-----	36.9	10.0	26.9	28.5	7.7	20.8	14.62
(303, 304)	4	SOV	---	---	13	2723.4	-----	14.2	8.3	5.9	10.9	6.4	4.6	37.94
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(304, 305)	1	SOV	---	---	55	1234.2	-----	143.3	20.0	123.3	111.1	15.5	95.6	7.13
(304, 305)	2	SOV	---	---	14	835.3	-----	60.5	20.0	40.4	47.4	15.7	31.7	16.91
(304, 305)	3	SOV	---	---	12	1524.8	-----	28.5	16.8	11.7	22.1	13.0	9.1	35.84
(304, 305)	4	SOV	---	---	18	2299.9	-----	20.0	15.8	4.1	15.4	12.2	3.2	51.25
(304, 305)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(305, 306)	1	SOV	---	---	25	2246.6	-----	35.2	10.4	24.8	27.2	8.1	19.2	17.92
(305, 306)	2	SOV	---	---	7	965.1	-----	15.2	9.7	5.5	11.9	7.6	4.3	41.51
(305, 306)	3	SOV	---	---	5	1552.5	-----	10.9	9.8	1.1	8.5	7.6	0.9	57.66
(305, 306)	4	SOV	---	---	10	2235.3	-----	10.3	9.7	0.6	7.9	7.4	0.4	61.57
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	8	485.4	-----	31.0	22.1	8.9	24.0	17.1	6.9	20.34
(306, 307)	1	SOV	---	---	3	530.0	-----	32.3	30.3	2.0	25.0	23.5	1.5	61.08
(306, 307)	2	SOV	---	---	10	1066.5	-----	33.4	30.3	3.1	26.2	23.7	2.5	58.97
(306, 307)	3	SOV	---	---	13	1609.2	-----	32.2	30.6	1.7	24.9	23.6	1.3	61.11
(306, 307)	4	SOV	---	---	16	2084.3	-----	32.4	30.3	2.1	24.9	23.3	1.6	60.87
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	1	SOV	---	---	2	969.6	-----	9.6	8.8	0.8	7.4	6.8	0.6	59.76
(307, 310)	2	SOV	---	---	2	1259.1	-----	9.4	8.8	0.6	7.3	6.9	0.4	61.46
(307, 310)	3	SOV	---	---	3	1620.3	-----	9.4	8.9	0.5	7.2	6.9	0.3	61.38
(307, 310)	4	SOV	---	---	6	1931.9	-----	9.5	8.9	0.6	7.3	6.8	0.5	60.30
(307, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(307, 310)	9	SOV	---	---	0	36.1	-----	11.9	10.2	1.7	9.2	7.9	1.3	48.39
(310, 311)	1	SOV	---	---	14	2319.2	-----	22.8	15.7	7.1	17.7	12.2	5.5	44.79
(310, 311)	2	SOV	---	---	7	1692.2	-----	17.7	15.6	2.1	13.8	12.1	1.6	57.65
(310, 311)	3	SOV	---	---	9	1622.6	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.28
(310, 311)	4	SOV	---	---	8	1761.6	-----	16.9	15.8	1.1	13.0	12.2	0.8	60.54
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	1	135.6	-----	29.0	23.7	5.3	22.5	18.4	4.1	35.27
(159, 312)	1	SOV	---	---	7	2880.6	-----	8.6	6.1	2.6	6.7	4.7	2.0	44.83
(159, 312)	2	SOV	---	---	4	1737.6	-----	7.4	6.1	1.3	5.7	4.7	1.0	52.54
(159, 312)	3	SOV	---	---	2	1656.0	-----	6.4	5.9	0.5	5.0	4.6	0.4	60.14
(159, 312)	4	SOV	---	---	1	1266.4	-----	6.2	5.9	0.3	4.8	4.5	0.2	62.60
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	7	2751.1	-----	11.9	10.0	1.9	9.2	7.8	1.5	53.28
(312, 313)	2	SOV	---	---	5	1772.4	-----	11.0	9.9	1.0	8.5	7.7	0.8	58.06
(312, 313)	3	SOV	---	---	1	1685.6	-----	10.2	9.8	0.4	7.9	7.5	0.3	62.31
(312, 313)	4	SOV	---	---	0	1338.0	-----	10.1	9.7	0.4	7.8	7.4	0.3	63.12
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(313, 314)	1	SOV	---	---	11	994.4	-----	53.9	39.2	14.6	41.8	30.4	11.4	47.01
(313, 314)	2	SOV	---	---	19	1655.3	-----	43.9	39.6	4.3	34.0	30.7	3.3	57.67
(313, 314)	3	SOV	---	---	15	1669.9	-----	40.7	39.0	1.7	31.4	30.1	1.3	62.24
(313, 314)	4	SOV	---	---	11	1423.0	-----	40.3	38.5	1.8	31.0	29.6	1.4	62.85
(313, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	5	1880.5	-----	21.3	4.1	17.2	16.5	3.2	13.3	12.21
(314, 315)	2	SOV	---	---	3	2219.6	-----	7.7	4.0	3.7	5.9	3.1	2.8	33.88

(314, 315)	3	SOV	---	---	0	1729.5	-----	4.7	4.0	0.8	3.6	3.0	0.6	55.11
(314, 315)	4	SOV	---	---	0	1229.7	-----	4.2	3.9	0.3	3.2	3.0	0.2	62.20
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	9	SOV	---	---	2	460.6	-----	23.6	13.9	9.7	18.3	10.8	7.5	11.01
(555, 316)	1	SOV	---	---	6	2563.9	-----	13.3	8.0	5.3	10.3	6.2	4.1	38.73
(555, 316)	2	SOV	---	---	6	1886.8	-----	9.7	8.0	1.6	7.5	6.3	1.3	52.95
(555, 316)	3	SOV	---	---	5	1965.2	-----	8.4	8.0	0.5	6.5	6.2	0.3	60.76
(555, 316)	4	SOV	---	---	4	1717.1	-----	8.2	7.8	0.4	6.3	6.0	0.3	62.88
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(316, 317)	1	SOV	---	---	7	1043.2	-----	20.2	18.2	1.9	15.6	14.1	1.5	59.06
(316, 317)	2	SOV	---	---	13	1729.7	-----	20.1	18.7	1.5	15.7	14.5	1.2	59.12
(316, 317)	3	SOV	---	---	10	1915.8	-----	19.3	18.6	0.8	14.9	14.3	0.6	61.58
(316, 317)	4	SOV	---	---	3	1803.3	-----	19.0	18.0	0.9	14.6	13.9	0.7	62.81
(316, 317)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(317, 318)	1	SOV	---	---	5	1146.5	-----	16.4	15.6	0.8	12.7	12.1	0.6	62.45
(317, 318)	2	SOV	---	---	4	1637.3	-----	17.0	16.0	1.0	13.2	12.4	0.8	60.17
(317, 318)	3	SOV	---	---	10	1843.3	-----	16.7	16.0	0.7	12.9	12.3	0.6	61.21
(317, 318)	4	SOV	---	---	5	1865.8	-----	16.4	15.5	0.9	12.6	11.9	0.7	62.29
(317, 318)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	1	SOV	---	---	11	1828.0	-----	18.2	15.7	2.6	14.1	12.1	2.0	56.07
(318, 319)	2	SOV	---	---	6	1760.9	-----	17.2	16.0	1.2	13.4	12.4	1.0	59.38
(318, 319)	3	SOV	---	---	7	1834.3	-----	16.8	16.0	0.8	12.9	12.3	0.6	60.96
(318, 319)	4	SOV	---	---	8	1902.0	-----	16.5	15.5	1.0	12.7	11.9	0.8	62.06
(318, 319)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(318, 319)	9	SOV	---	---	1	51.5	-----	25.6	19.2	6.5	19.9	14.9	5.0	39.87
(319, 320)	1	SOV	---	---	6	1829.5	-----	8.2	7.7	0.5	6.4	5.9	0.4	61.05
(319, 320)	2	SOV	---	---	5	1785.5	-----	8.3	7.8	0.5	6.4	6.1	0.4	60.53
(319, 320)	3	SOV	---	---	4	1843.2	-----	8.2	7.8	0.4	6.3	6.0	0.3	60.92
(319, 320)	4	SOV	---	---	3	1916.4	-----	8.1	7.6	0.5	6.2	5.8	0.4	61.99
(319, 320)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(320, 321)	1	SOV	---	---	13	2412.5	-----	22.2	17.4	4.8	17.2	13.5	3.7	51.25
(320, 321)	2	SOV	---	---	9	1743.2	-----	19.4	17.7	1.7	15.1	13.7	1.3	58.64
(320, 321)	3	SOV	---	---	7	1609.6	-----	18.6	17.7	0.9	14.3	13.7	0.7	61.09
(320, 321)	4	SOV	---	---	7	1613.8	-----	18.2	17.2	0.9	14.0	13.3	0.7	62.57
(320, 321)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(321, 322)	1	SOV	---	---	13	2219.6	-----	18.6	16.1	2.5	14.4	12.5	1.9	55.01
(321, 322)	2	SOV	---	---	9	1633.4	-----	17.1	15.9	1.2	13.2	12.3	0.9	59.89
(321, 322)	3	SOV	---	---	6	1455.9	-----	16.5	15.9	0.6	12.7	12.2	0.5	61.98
(321, 322)	4	SOV	---	---	5	1402.5	-----	16.2	15.5	0.7	12.4	11.9	0.5	63.27
(321, 322)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(321, 322)	9	SOV	---	---	4	666.4	-----	17.7	16.6	1.1	13.7	12.8	0.9	57.74
(322, 323)	1	SOV	---	---	3	1050.6	-----	19.7	18.7	1.0	15.3	14.5	0.8	61.19
(322, 323)	2	SOV	---	---	6	1547.0	-----	19.7	18.8	0.9	15.3	14.6	0.7	61.18
(322, 323)	3	SOV	---	---	6	1498.5	-----	19.4	18.7	0.7	15.0	14.4	0.6	62.15
(322, 323)	4	SOV	---	---	7	1415.3	-----	19.2	18.3	0.9	14.8	14.1	0.7	62.92
(322, 323)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	1	SOV	---	---	1	1498.2	-----	10.4	9.4	1.0	8.1	7.3	0.8	58.57
(323, 324)	2	SOV	---	---	2	1556.5	-----	10.0	9.5	0.5	7.8	7.4	0.4	60.92
(323, 324)	3	SOV	---	---	5	1503.3	-----	9.8	9.4	0.4	7.6	7.3	0.3	62.11
(323, 324)	4	SOV	---	---	2	1447.7	-----	9.7	9.2	0.5	7.5	7.1	0.4	62.85
(323, 324)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(323, 324)	9	SOV	---	---	0	41.7	-----	13.2	10.7	2.5	10.2	8.3	1.9	46.13
(324, 325)	1	SOV	---	---	4	1759.9	-----	17.7	15.9	1.8	13.7	12.3	1.4	57.79
(324, 325)	2	SOV	---	---	4	1665.6	-----	16.9	15.9	1.0	13.1	12.3	0.8	60.55
(324, 325)	3	SOV	---	---	5	1516.5	-----	16.5	15.8	0.7	12.7	12.2	0.5	61.98
(324, 325)	4	SOV	---	---	6	1477.2	-----	16.3	15.5	0.8	12.5	11.9	0.6	62.82
(324, 325)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(324, 325)	9	SOV	---	---	0	24.6	-----	21.9	18.3	3.7	16.9	14.1	2.8	46.64
(7023, 147)	1	SOV	---	---	1	1070.8	-----	3.4	2.8	0.6	2.6	2.1	0.5	37.06
(143,7025)	1	SOV	---	---	0	1074.9	-----	2.1	2.0	0.1	1.6	1.6	0.1	48.76
(144, 131)	1	SOV	---	---	1	247.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.61
(7022, 144)	1	SOV	---	---	2	273.8	-----	2.6	2.3	0.3	2.0	1.8	0.2	44.30
(347, 348)	1	SOV	---	---	0	288.9	-----	2.9	2.9	0.1	2.3	2.2	0.1	50.70
(347, 348)	6	SOV	---	---	2	1509.6	-----	2.9	2.9	0.1	2.3	2.2	0.0	50.83
(348, 349)	1	SOV	---	---	0	577.3	-----	4.6	4.5	0.1	3.6	3.5	0.1	49.77
(348, 349)	6	SOV	---	---	3	1219.3	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.41
(560, 370)	1	SOV	---	---	2	1685.9	-----	4.8	4.4	0.4	3.7	3.4	0.3	58.49
(560, 370)	2	SOV	---	---	4	1230.2	-----	4.6	4.3	0.4	3.6	3.3	0.3	59.95
(560, 370)	3	SOV	---	---	2	1120.8	-----	4.5	4.3	0.2	3.5	3.3	0.1	62.21
(560, 370)	4	HOV	4	4	0	4.0	4.0	4.2	4.2	0.0	3.3	3.3	0.0	66.61
(370, 371)	1	SOV	---	---	10	1240.6	-----	19.9	19.1	0.9	15.4	14.7	0.7	61.29
(370, 371)	2	SOV	---	---	6	1257.5	-----	19.3	18.7	0.6	14.9	14.5	0.5	63.22
(370, 371)	3	SOV	---	---	4	1117.4	-----	19.4	18.8	0.6	15.0	14.5	0.5	63.02
(370, 371)	4	HOV	4	4	0	4.0	4.0	18.4	18.3	0.0	14.4	14.4	0.0	66.54
(371, 372)	1	SOV	---	---	4	1164.1	-----	16.4	15.6	0.8	12.7	12.1	0.6	61.06

(371, 372)	2	SOV	---	---	8	1328.1	-----	16.0	15.4	0.5	12.3	11.9	0.4	62.94
(371, 372)	3	SOV	---	---	6	1117.3	-----	16.0	15.4	0.5	12.3	11.9	0.4	62.96
(371, 372)	4	HOV	4	4	0	4.0	4.0	15.1	15.1	0.0	11.8	11.8	0.0	66.60
(372, 373)	1	SOV	---	---	5	2027.9	-----	11.9	9.7	2.2	9.2	7.5	1.7	52.52
(372, 373)	2	SOV	---	---	2	1339.3	-----	10.3	9.6	0.7	8.0	7.4	0.5	60.83
(372, 373)	3	SOV	---	---	1	1036.7	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.94
(372, 373)	4	HOV	4	4	0	4.0	4.0	9.4	9.4	0.0	7.4	7.4	0.0	66.58
(372, 373)	9	SOV	---	---	0	85.1	-----	15.7	11.9	3.7	12.1	9.2	2.9	39.97
(373, 374)	1	SOV	---	---	1	1950.6	-----	6.8	6.2	0.6	5.2	4.8	0.5	58.33
(373, 374)	2	SOV	---	---	4	1425.8	-----	6.4	6.1	0.3	4.9	4.7	0.2	61.94
(373, 374)	3	SOV	---	---	2	1119.0	-----	6.3	6.0	0.3	4.9	4.7	0.2	62.94
(373, 374)	4	HOV	4	4	0	4.0	4.0	5.9	5.9	0.0	4.7	4.7	0.0	66.61
(374, 375)	1	SOV	---	---	6	1884.6	-----	10.6	9.9	0.7	8.2	7.7	0.5	59.25
(374, 375)	2	SOV	---	---	4	1454.4	-----	10.0	9.6	0.3	7.7	7.4	0.2	62.92
(374, 375)	3	SOV	---	---	5	1159.1	-----	9.9	9.5	0.4	7.7	7.4	0.3	63.17
(374, 375)	4	HOV	4	4	0	4.0	4.0	9.4	9.4	0.0	7.4	7.4	0.0	66.62
(375, 376)	1	SOV	---	---	4	1215.9	-----	17.2	16.4	0.8	13.3	12.7	0.6	60.80
(375, 376)	2	SOV	---	---	2	1480.4	-----	16.6	16.1	0.5	12.8	12.4	0.4	62.83
(375, 376)	3	SOV	---	---	6	1213.3	-----	16.5	15.9	0.6	12.8	12.3	0.5	63.22
(375, 376)	4	HOV	4	4	0	4.0	4.0	15.7	15.7	0.0	12.3	12.3	0.0	66.58
(376, 377)	1	SOV	---	---	4	1685.4	-----	9.1	7.8	1.3	7.1	6.1	1.0	55.12
(376, 377)	2	SOV	---	---	3	1550.2	-----	8.1	7.8	0.3	6.3	6.0	0.3	62.08
(376, 377)	3	SOV	---	---	2	1258.1	-----	8.0	7.6	0.3	6.2	5.9	0.3	63.13
(376, 377)	4	HOV	4	4	0	4.0	4.0	7.6	7.6	0.0	5.9	5.9	0.0	66.57
(376, 377)	9	SOV	---	---	0	70.5	-----	11.5	9.0	2.5	8.9	7.0	1.9	43.75
(377, 378)	1	SOV	---	---	8	2269.6	-----	16.1	13.8	2.3	12.4	10.7	1.7	55.06
(377, 378)	2	SOV	---	---	4	1626.4	-----	14.5	13.7	0.8	11.1	10.5	0.6	61.33
(377, 378)	3	SOV	---	---	5	1257.4	-----	14.1	13.4	0.6	10.9	10.4	0.5	63.06
(377, 378)	4	HOV	4	4	0	4.0	4.0	13.3	13.3	0.0	10.4	10.4	0.0	66.59
(377, 378)	9	SOV	---	---	0	41.7	-----	19.6	16.0	3.5	15.1	12.4	2.7	45.30
(7028, 368)	1	SOV	---	---	3	488.3	-----	15.9	15.3	0.6	12.3	11.8	0.5	53.33
(7028, 368)	2	SOV	---	---	3	573.4	-----	16.1	15.5	0.6	12.4	11.9	0.5	52.82
(7028, 368)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(378, 384)	1	SOV	---	---	1	2249.5	-----	2.3	2.1	0.2	1.8	1.6	0.1	58.59
(378, 384)	2	SOV	---	---	1	1660.2	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.07
(378, 384)	3	SOV	---	---	0	1288.2	-----	2.2	2.1	0.1	1.7	1.6	0.1	63.32
(378, 384)	4	HOV	4	4	0	4.0	4.0	2.1	2.0	0.0	1.6	1.6	0.0	66.19
(384, 385)	1	SOV	---	---	10	2185.6	-----	15.0	14.0	1.0	11.6	10.8	0.8	59.22

(384, 385)	2	SOV	---	---	10	1665.6	-----	14.2	13.7	0.5	10.9	10.5	0.4	62.55
(384, 385)	3	SOV	---	---	5	1339.0	-----	14.0	13.4	0.6	10.8	10.4	0.4	63.45
(384, 385)	4	HOV	4	4	0	4.0	4.0	13.3	13.3	0.0	10.4	10.4	0.0	66.63
(385, 386)	1	SOV	---	---	14	1543.4	-----	29.0	27.5	1.5	22.3	21.2	1.2	60.10
(385, 386)	2	SOV	---	---	16	1652.5	-----	27.9	26.9	1.1	21.5	20.7	0.8	62.30
(385, 386)	3	SOV	---	---	18	1422.1	-----	27.5	26.3	1.2	21.2	20.3	0.9	63.34
(385, 386)	4	HOV	4	4	0	4.0	4.0	26.1	26.1	0.0	20.5	20.5	0.0	66.59
(402, 403)	1	SOV	---	---	1	458.8	-----	10.8	9.1	1.7	8.4	7.1	1.3	45.80
(402, 403)	2	SOV	---	---	6	1249.4	-----	11.2	9.8	1.4	8.6	7.6	1.1	44.33
(562,7030)	1	SOV	---	---	7	417.6	-----	10.6	3.6	6.9	8.2	2.8	5.4	12.26
(562,7030)	2	SOV	---	---	3	504.8	-----	9.3	3.7	5.6	7.2	2.8	4.3	13.95
(562,7030)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	1	SOV	---	---	1	516.6	-----	20.7	15.4	5.2	16.0	11.9	4.0	49.49
(400, 401)	2	SOV	---	---	2	564.7	-----	16.8	15.5	1.3	13.0	12.0	1.0	60.76
(400, 401)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 401)	9	SOV	---	---	10	1775.6	-----	61.6	16.7	44.9	47.6	12.9	34.7	16.59
(401, 382)	1	SOV	---	---	2	1817.1	-----	9.1	3.1	6.1	7.1	2.4	4.7	15.39
(399, 400)	1	SOV	---	---	0	631.3	-----	12.4	8.2	4.2	9.6	6.3	3.3	36.43
(399, 400)	2	SOV	---	---	1	511.1	-----	7.7	6.8	0.9	6.0	5.3	0.7	58.57
(399, 400)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 400)	9	SOV	---	---	4	1617.3	-----	19.4	7.4	12.0	15.0	5.7	9.3	23.29
(564, 399)	1	SOV	---	---	5	2355.7	-----	16.1	9.7	6.5	12.5	7.5	5.0	35.92
(564, 399)	2	SOV	---	---	2	1206.8	-----	11.8	9.2	2.5	9.1	7.1	2.0	49.25
(564, 399)	3	SOV	---	---	0	897.1	-----	10.2	8.8	1.3	7.9	6.8	1.0	56.99
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	3	2133.8	-----	17.8	10.3	7.6	13.8	7.9	5.8	32.48
(397, 398)	2	SOV	---	---	1	1087.9	-----	14.6	10.1	4.5	11.3	7.8	3.5	39.79
(397, 398)	3	SOV	---	---	0	964.5	-----	10.5	8.8	1.6	8.1	6.8	1.2	55.42
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	0	78.3	-----	50.0	26.8	23.2	38.7	20.7	18.0	11.58
(395, 396)	1	SOV	---	---	8	1228.6	-----	20.2	19.3	0.9	15.6	14.9	0.7	61.44
(395, 396)	2	SOV	---	---	13	1427.3	-----	19.8	19.1	0.7	15.3	14.8	0.6	62.59
(395, 396)	3	SOV	---	---	7	1238.0	-----	20.0	18.9	1.0	15.5	14.6	0.8	62.15
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	5	1879.2	-----	6.5	6.0	0.5	5.0	4.7	0.4	58.58
(394, 395)	2	SOV	---	---	3	1472.8	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.63
(394, 395)	3	SOV	---	---	2	1197.4	-----	6.2	5.8	0.3	4.8	4.5	0.2	62.06

(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	1	SOV	---	---	6	1931.2	-----	10.9	10.0	1.0	8.4	7.7	0.7	58.64
(393, 394)	2	SOV	---	---	4	1456.6	-----	10.3	9.8	0.5	8.0	7.6	0.4	62.03
(393, 394)	3	SOV	---	---	2	1158.5	-----	10.3	9.8	0.5	8.0	7.6	0.4	62.00
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	1	SOV	---	---	2	1996.1	-----	7.0	5.9	1.2	5.4	4.6	0.9	54.19
(392, 393)	2	SOV	---	---	1	1352.5	-----	6.2	5.9	0.3	4.8	4.5	0.3	61.67
(392, 393)	3	SOV	---	---	1	1109.5	-----	6.1	5.8	0.3	4.8	4.5	0.2	62.14
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	0	87.6	-----	8.8	7.1	1.7	6.8	5.5	1.3	43.29
(391, 392)	1	SOV	---	---	5	1396.7	-----	12.4	11.4	1.1	9.6	8.8	0.8	59.30
(391, 392)	2	SOV	---	---	9	1404.2	-----	11.8	11.3	0.5	9.2	8.8	0.4	62.28
(391, 392)	3	SOV	---	---	7	1203.0	-----	11.9	11.3	0.6	9.2	8.8	0.5	61.83
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	1	26.1	-----	17.1	12.9	4.2	13.3	10.0	3.3	43.10
(390, 391)	1	SOV	---	---	3	1017.6	-----	17.2	16.4	0.8	13.3	12.7	0.6	61.89
(390, 391)	2	SOV	---	---	4	1389.8	-----	17.0	16.3	0.6	13.1	12.6	0.5	62.63
(390, 391)	3	SOV	---	---	4	1253.2	-----	17.2	16.3	0.8	13.3	12.6	0.6	61.93
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	8	1652.4	-----	16.9	15.9	1.0	13.1	12.3	0.8	60.47
(389, 390)	2	SOV	---	---	5	1370.2	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.62
(389, 390)	3	SOV	---	---	6	1237.9	-----	16.5	15.7	0.7	12.7	12.2	0.6	62.06
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	2	1693.7	-----	5.5	5.2	0.3	4.2	4.0	0.2	61.25
(388, 389)	2	SOV	---	---	1	1328.3	-----	5.3	5.1	0.2	4.1	4.0	0.1	62.83
(388, 389)	3	SOV	---	---	3	1243.1	-----	5.4	5.2	0.2	4.2	4.0	0.2	62.15
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	5	1405.6	-----	16.8	15.7	1.2	13.0	12.1	0.9	60.70
(387, 388)	2	SOV	---	---	7	1436.5	-----	16.4	15.8	0.6	12.7	12.2	0.5	62.42
(387, 388)	3	SOV	---	---	4	1397.2	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.73
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	19.4	-----	22.0	17.6	4.4	17.0	13.7	3.4	46.53
(166, 404)	1	SOV	---	---	5	1161.5	-----	8.2	7.9	0.2	6.3	6.1	0.2	62.74
(166, 404)	2	SOV	---	---	2	1442.2	-----	8.1	7.9	0.2	6.3	6.1	0.2	63.14
(166, 404)	3	SOV	---	---	3	1487.9	-----	8.1	7.9	0.3	6.3	6.1	0.2	62.90
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	4	961.4	-----	17.4	16.8	0.5	13.4	13.0	0.4	63.69
(404, 387)	2	SOV	---	---	7	1422.4	-----	17.6	17.1	0.5	13.6	13.2	0.4	62.78

(404, 387)	3	SOV	---	---	9	1474.6	-----	17.8	17.0	0.8	13.8	13.2	0.6	62.15
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	5	2268.8	-----	5.2	4.2	1.0	4.0	3.2	0.8	43.13
(558, 406)	1	SOV	---	---	0	1772.8	-----	5.0	4.6	0.4	3.9	3.6	0.3	42.07
(558, 406)	2	SOV	---	---	0	489.5	-----	4.8	4.6	0.1	3.7	3.6	0.1	44.46
(351, 408)	1	SOV	---	---	2	332.4	-----	5.3	4.5	0.8	4.1	3.5	0.6	40.69
(351, 408)	2	SOV	---	---	2	981.3	-----	5.1	4.9	0.2	3.9	3.7	0.2	42.43
(408, 409)	1	SOV	---	---	1	776.9	-----	10.5	9.5	1.0	8.1	7.3	0.8	40.58
(408, 409)	2	SOV	---	---	1	537.0	-----	10.5	9.5	1.0	8.1	7.4	0.8	40.50
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	7	1678.9	-----	12.8	11.6	1.2	9.9	9.0	0.9	40.54
(349, 350)	1	SOV	---	---	2	272.4	-----	15.2	14.9	0.2	11.7	11.5	0.2	52.19
(349, 350)	2	SOV	---	---	3	1046.1	-----	16.4	16.1	0.3	12.7	12.4	0.2	48.31
(350, 351)	1	SOV	---	---	2	418.5	-----	12.6	12.4	0.2	9.7	9.6	0.1	47.46
(350, 351)	2	SOV	---	---	6	899.7	-----	13.7	13.4	0.3	10.6	10.4	0.2	43.48
(406, 413)	1	SOV	---	---	4	1680.7	-----	14.5	13.7	0.8	11.2	10.6	0.6	42.35
(416,7031)	1	SOV	---	---	0	417.0	-----	2.5	2.4	0.1	1.9	1.9	0.1	50.47
(7032, 435)	1	SOV	---	---	1	947.0	-----	3.6	3.2	0.4	2.8	2.5	0.3	44.22
(435, 436)	1	SOV	---	---	0	876.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	48.27
(436, 372)	1	SOV	---	---	1	877.0	-----	3.9	3.7	0.3	3.0	2.8	0.2	50.12
(395, 437)	1	SOV	---	---	0	441.5	-----	6.9	6.7	0.2	5.3	5.2	0.2	53.25
(395, 437)	2	SOV	---	---	0	209.7	-----	6.9	6.7	0.2	5.3	5.1	0.2	53.23
(437,7033)	1	SOV	---	---	0	34.0	-----	5.7	4.9	0.7	4.4	3.8	0.6	46.94
(437,7033)	2	SOV	---	---	1	619.0	-----	5.5	5.2	0.3	4.3	4.0	0.2	48.05
(7034, 440)	1	SOV	---	---	1	736.7	-----	3.3	2.8	0.5	2.6	2.2	0.4	43.36
(440, 441)	1	SOV	---	---	3	674.9	-----	4.2	3.8	0.3	3.2	3.0	0.3	46.90
(7035, 443)	1	SOV	---	---	0	719.6	-----	3.9	2.9	1.0	3.0	2.2	0.8	34.07
(443, 444)	1	SOV	---	---	0	657.0	-----	3.2	2.9	0.3	2.4	2.2	0.2	44.71

(444, 376)	1	SOV	---	---	0	657.0	-----	9.2	8.8	0.4	7.1	6.8	0.3	52.29
(375, 442)	1	SOV	---	---	1	592.4	-----	4.7	4.5	0.1	3.6	3.5	0.1	53.18
(442,7036)	1	SOV	---	---	0	592.0	-----	3.4	3.3	0.1	2.6	2.6	0.1	50.25
(7037, 454)	1	SOV	---	---	0	675.1	-----	3.5	3.1	0.4	2.7	2.4	0.3	44.63
(454, 455)	1	SOV	---	---	0	625.8	-----	3.5	3.4	0.1	2.7	2.6	0.1	48.77
(455, 377)	1	SOV	---	---	0	627.2	-----	5.0	4.8	0.2	3.9	3.7	0.2	51.63
(390, 458)	1	SOV	---	---	3	600.4	-----	9.2	8.5	0.7	7.2	6.6	0.6	50.77
(456, 457)	1	SOV	---	---	0	365.0	-----	2.4	2.2	0.2	1.9	1.7	0.2	45.44
(457, 391)	1	SOV	---	---	0	365.0	-----	2.0	1.9	0.2	1.6	1.5	0.1	48.60
(7038, 456)	1	SOV	---	---	1	424.6	-----	2.1	1.6	0.5	1.6	1.2	0.4	39.40
(458,7039)	1	SOV	---	---	1	572.3	-----	5.2	3.1	2.1	4.0	2.4	1.6	27.66
(7040, 466)	1	SOV	---	---	0	567.5	-----	3.4	3.0	0.4	2.6	2.3	0.3	44.25
(466, 467)	1	SOV	---	---	0	523.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	48.62
(467, 392)	1	SOV	---	---	0	523.3	-----	4.0	3.7	0.2	3.1	2.9	0.2	50.86
(309,7043)	1	SOV	---	---	2	1646.3	-----	11.6	3.7	7.9	8.9	2.9	6.1	15.17
(7044, 483)	1	SOV	---	---	3	943.1	-----	6.0	5.3	0.6	4.6	4.1	0.5	44.80
(484, 318)	1	SOV	---	---	2	896.6	-----	4.9	4.5	0.3	3.7	3.5	0.3	50.32
(483, 484)	1	SOV	---	---	5	897.5	-----	3.7	3.5	0.2	2.8	2.7	0.1	47.93
(303, 487)	1	SOV	---	---	4	773.8	-----	9.6	5.8	3.8	7.4	4.5	2.9	31.79
(487, 488)	1	SOV	---	---	9	770.0	-----	9.1	6.7	2.3	7.0	5.2	1.8	37.37
(488,7046)	1	SOV	---	---	10	758.9	-----	7.0	4.1	3.0	5.5	3.1	2.3	28.26
(490, 305)	1	SOV	---	---	4	1523.5	-----	11.4	9.0	2.4	8.8	6.9	1.9	41.84
(489, 490)	1	SOV	---	---	3	1550.6	-----	6.7	6.3	0.5	5.2	4.9	0.4	46.67

(7047, 489)	1	SOV	---	---	3	1642.5	-----	5.3	4.3	1.1	4.1	3.3	0.8	40.21
(7045, 531)	1	SOV	---	---	12	627.4	-----	5.5	2.6	2.9	4.2	2.0	2.2	29.37
(7045, 531)	2	SOV	---	---	0	49.6	-----	5.7	2.3	3.5	4.4	1.7	2.7	27.99
(531, 532)	1	SOV	---	---	8	564.8	-----	5.4	2.9	2.5	4.2	2.2	1.9	26.30
(531, 532)	2	SOV	---	---	2	0.5	-----	96.7	41.0	55.6	75.1	31.9	43.2	1.47
(532, 299)	1	SOV	---	---	10	495.2	-----	8.0	4.1	4.0	6.2	3.1	3.1	17.63
(322, 522)	1	SOV	---	---	0	863.1	-----	3.0	2.9	0.0	2.3	2.3	0.0	54.43
(322, 522)	2	SOV	---	---	0	1005.8	-----	3.0	2.9	0.1	2.3	2.3	0.1	53.45
(7049, 523)	1	SOV	---	---	0	589.8	-----	3.3	3.0	0.3	2.6	2.3	0.3	37.20
(523, 524)	1	SOV	---	---	0	538.5	-----	6.3	5.7	0.6	4.9	4.4	0.5	44.65
(524, 323)	1	SOV	---	---	0	541.4	-----	5.3	5.0	0.3	4.1	3.9	0.2	51.17
(298, 533)	1	SOV	---	---	12	951.0	-----	21.6	18.6	3.0	16.8	14.4	2.3	55.90
(298, 533)	2	SOV	---	---	15	1536.2	-----	19.7	18.6	1.1	15.3	14.4	0.9	61.26
(298, 533)	3	SOV	---	---	7	1582.4	-----	19.2	18.4	0.8	14.9	14.3	0.6	62.84
(298, 533)	4	SOV	---	---	9	1358.1	-----	19.8	18.8	1.0	15.2	14.5	0.7	60.97
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	398.1	-----	4.1	2.9	1.1	3.1	2.3	0.9	29.77
(7050, 529)	2	SOV	---	---	0	1098.8	-----	3.9	2.9	1.0	3.0	2.2	0.8	31.06
(529, 530)	1	SOV	---	---	2	538.7	-----	3.7	1.9	1.8	2.8	1.5	1.4	30.37
(529, 530)	2	SOV	---	---	5	813.3	-----	4.1	2.5	1.6	3.2	1.9	1.2	27.20
(530, 533)	1	SOV	---	---	20	1318.7	-----	10.3	6.6	3.7	7.9	5.1	2.9	33.08
(7051, 525)	1	SOV	---	---	0	423.5	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.28
(525, 526)	1	SOV	---	---	0	391.5	-----	5.5	5.4	0.1	4.3	4.2	0.1	49.07
(526, 324)	1	SOV	---	---	0	393.0	-----	6.8	6.5	0.2	5.2	5.0	0.2	52.56
(298, 534)	1	SOV	---	---	1	1138.3	-----	5.5	5.1	0.4	4.3	4.0	0.3	59.91
(534,7052)	1	SOV	---	---	1	1138.1	-----	3.3	2.8	0.4	2.5	2.2	0.3	55.31
(313, 347)	1	SOV	---	---	4	1799.2	-----	5.4	5.1	0.3	4.1	3.9	0.2	51.99
(315, 554)	1	SOV	---	---	6	2589.8	-----	16.8	5.8	10.9	13.0	4.5	8.5	22.48
(315, 554)	2	SOV	---	---	3	2044.0	-----	11.1	6.0	5.1	8.6	4.7	4.0	33.90

(315, 554)	3	SOV	---	---	3	1721.2	-----	7.3	5.8	1.4	5.6	4.5	1.1	51.91
(315, 554)	4	SOV	---	---	3	1411.1	-----	6.2	5.7	0.5	4.8	4.4	0.4	60.88
(315, 554)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(315, 554)	9	SOV	---	---	0	348.1	-----	9.6	8.9	0.7	7.4	6.9	0.5	39.12
(554, 555)	1	SOV	---	---	3	2759.9	-----	11.9	6.8	5.1	9.2	5.3	4.0	36.52
(554, 555)	2	SOV	---	---	1	1861.1	-----	9.5	6.9	2.6	7.4	5.4	2.0	45.89
(554, 555)	3	SOV	---	---	2	1890.6	-----	7.7	6.8	0.9	5.9	5.2	0.7	56.89
(554, 555)	4	SOV	---	---	2	1615.1	-----	7.1	6.6	0.5	5.4	5.1	0.4	61.73
(554, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(522,7048)	1	SOV	---	---	0	871.0	-----	3.3	3.2	0.1	2.6	2.5	0.1	50.85
(522,7048)	2	SOV	---	---	1	997.8	-----	3.3	3.3	0.1	2.6	2.5	0.1	50.48
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	5	2264.3	-----	3.8	3.4	0.3	2.9	2.7	0.2	45.71
(409, 559)	1	SOV	---	---	3	1713.6	-----	5.4	5.0	0.4	4.1	3.8	0.3	41.88
(409, 559)	6	SOV	---	---	2	1280.7	-----	5.2	5.0	0.3	4.1	3.8	0.2	42.76
(369, 560)	1	SOV	---	---	0	1082.3	-----	5.2	4.8	0.4	4.0	3.7	0.3	60.85
(369, 560)	2	HOV	4	4	0	4.0	4.0	4.7	4.7	0.0	3.7	3.7	0.0	66.51
(369, 560)	9	SOV	---	---	0	1252.4	-----	5.6	4.9	0.7	4.3	3.8	0.5	56.25
(369, 560)	10	SOV	---	---	2	1703.5	-----	5.7	5.0	0.8	4.4	3.8	0.6	54.83
(401, 562)	1	SOV	---	---	1	417.8	-----	6.8	2.9	3.9	5.3	2.3	3.0	18.06
(401, 562)	2	SOV	---	---	0	543.6	-----	4.6	2.4	2.2	3.6	1.8	1.7	26.76
(401, 562)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	1	SOV	---	---	5	1426.3	-----	17.9	15.5	2.4	13.9	12.0	1.9	56.99
(97, 563)	2	SOV	---	---	8	1466.3	-----	17.1	16.1	1.1	13.3	12.5	0.8	59.68
(97, 563)	3	SOV	---	---	4	1454.0	-----	16.5	15.8	0.7	12.7	12.2	0.5	62.16
(97, 563)	4	SOV	---	---	6	1314.5	-----	16.6	15.6	0.9	12.7	12.0	0.7	61.74
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	0	36.1	-----	26.8	20.2	6.7	20.8	15.7	5.2	38.10
(398, 564)	1	SOV	---	---	4	2295.8	-----	10.9	7.0	3.9	8.4	5.4	3.1	40.58
(398, 564)	2	SOV	---	---	4	1188.9	-----	8.0	7.0	1.0	6.2	5.4	0.8	55.52
(398, 564)	3	SOV	---	---	1	1053.4	-----	7.4	6.7	0.6	5.7	5.2	0.5	60.12
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	2	911.1	-----	11.7	11.0	0.8	9.0	8.5	0.6	58.09
(27, 28)	2	SOV	---	---	3	839.4	-----	10.9	10.2	0.8	8.4	7.8	0.6	62.35
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	1	1079.4	-----	8.9	8.6	0.3	6.9	6.6	0.3	61.13
(28, 29)	2	SOV	---	---	0	869.4	-----	8.2	8.1	0.2	6.4	6.2	0.1	66.20

(28,	29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28,	29)	9	SOV	---	---	3	1080.7	-----	9.4	8.6	0.8	7.3	6.6	0.6	57.94
(29,	30)	1	SOV	---	---	2	1025.9	-----	5.5	5.3	0.2	4.2	4.1	0.1	62.05
(29,	30)	2	SOV	---	---	1	1091.1	-----	5.5	5.4	0.1	4.2	4.1	0.1	61.94
(29,	30)	3	SOV	---	---	0	914.6	-----	5.2	5.1	0.1	4.0	3.9	0.1	66.11
(29,	30)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30,	31)	1	SOV	---	---	6	1186.2	-----	16.5	15.9	0.6	12.7	12.3	0.5	61.95
(30,	31)	2	SOV	---	---	5	1086.8	-----	16.4	16.0	0.4	12.7	12.3	0.3	62.18
(30,	31)	3	SOV	---	---	2	941.2	-----	15.5	15.2	0.3	12.0	11.7	0.2	65.88
(30,	31)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30,	31)	9	SOV	---	---	7	1177.5	-----	17.1	15.9	1.2	13.2	12.3	0.9	59.82
(31,	32)	1	SOV	---	---	2	1119.8	-----	9.4	9.0	0.4	7.3	7.0	0.3	62.08
(31,	32)	2	SOV	---	---	4	1647.6	-----	9.7	9.1	0.6	7.5	7.0	0.4	60.46
(31,	32)	3	SOV	---	---	2	902.6	-----	9.3	9.1	0.3	7.2	7.0	0.2	62.64
(31,	32)	4	SOV	---	---	4	718.3	-----	8.9	8.7	0.1	6.8	6.7	0.1	66.01
(31,	32)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32,	33)	1	SOV	---	---	2	330.4	-----	8.2	7.8	0.5	6.4	6.0	0.4	61.99
(32,	33)	2	SOV	---	---	6	1314.9	-----	8.3	8.0	0.3	6.4	6.2	0.2	61.71
(32,	33)	3	SOV	---	---	2	966.6	-----	8.1	7.9	0.2	6.2	6.1	0.1	63.51
(32,	33)	4	HOV	0	747	0	692.5	692.5	7.7	7.6	0.1	6.0	5.9	0.1	66.10
(32,	33)	9	SOV	---	---	4	1080.1	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.75
(33,	34)	1	SOV	---	---	0	463.4	-----	8.0	7.8	0.3	6.2	6.0	0.2	63.87
(33,	34)	2	SOV	---	---	5	1209.6	-----	8.3	8.1	0.2	6.4	6.2	0.1	61.85
(33,	34)	3	SOV	---	---	4	981.1	-----	8.1	7.9	0.2	6.2	6.1	0.1	63.37
(33,	34)	4	SOV	---	---	3	759.3	-----	7.8	7.6	0.1	6.0	5.9	0.1	65.98
(33,	34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(33,	34)	9	SOV	---	---	4	965.1	-----	8.8	8.6	0.2	6.8	6.6	0.2	57.88
(34,	35)	1	SOV	---	---	1	358.2	-----	6.7	6.5	0.1	5.2	5.1	0.1	66.07
(34,	35)	2	SOV	---	---	5	1087.3	-----	7.2	7.0	0.2	5.5	5.4	0.1	61.46
(34,	35)	3	SOV	---	---	3	969.8	-----	7.0	6.8	0.1	5.4	5.3	0.1	63.27
(34,	35)	4	SOV	---	---	2	783.1	-----	6.7	6.6	0.1	5.2	5.1	0.1	65.87
(34,	35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35,	36)	1	SOV	---	---	2	423.5	-----	8.1	8.0	0.1	6.2	6.2	0.1	66.48
(35,	36)	2	SOV	---	---	2	995.7	-----	8.8	8.6	0.2	6.8	6.6	0.1	61.17
(35,	36)	3	SOV	---	---	3	963.5	-----	8.5	8.3	0.2	6.6	6.4	0.2	63.03
(35,	36)	4	SOV	---	---	0	810.8	-----	8.2	8.0	0.2	6.3	6.2	0.1	65.71
(35,	36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(36,	37)	1	SOV	---	---	0	488.6	-----	9.0	8.9	0.1	6.9	6.8	0.1	66.49
(36,	37)	2	SOV	---	---	1	911.6	-----	9.8	9.6	0.2	7.5	7.4	0.1	61.04

(36,	37)	3	SOV	---	---	2	941.4	-----	9.5	9.3	0.2	7.3	7.1	0.2	62.86
(36,	37)	4	SOV	---	---	2	848.2	-----	9.1	8.9	0.2	7.0	6.9	0.2	65.67
(36,	37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37,	54)	1	SOV	---	---	3	496.0	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.65
(37,	54)	2	SOV	---	---	4	877.2	-----	11.1	10.9	0.2	8.6	8.4	0.1	61.04
(37,	54)	3	SOV	---	---	2	922.0	-----	10.8	10.5	0.3	8.3	8.1	0.2	62.87
(37,	54)	4	SOV	---	---	5	891.2	-----	10.4	10.1	0.2	8.0	7.8	0.2	65.43
(37,	54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	1	SOV	---	---	2	1261.9	-----	7.6	6.7	0.8	5.8	5.2	0.6	58.66
(54,	55)	2	SOV	---	---	2	943.2	-----	7.3	7.1	0.2	5.6	5.4	0.2	60.89
(54,	55)	3	SOV	---	---	2	931.4	-----	7.1	6.9	0.2	5.4	5.3	0.1	62.72
(54,	55)	4	SOV	---	---	4	920.7	-----	6.8	6.6	0.2	5.2	5.1	0.1	65.19
(54,	55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	9	SOV	---	---	0	87.1	-----	9.5	7.8	1.6	7.3	6.0	1.3	46.81
(55,	56)	1	SOV	---	---	3	1213.0	-----	5.5	5.2	0.3	4.3	4.0	0.2	61.52
(55,	56)	2	SOV	---	---	2	1046.8	-----	5.6	5.4	0.1	4.3	4.2	0.1	61.38
(55,	56)	3	SOV	---	---	1	936.2	-----	5.4	5.3	0.2	4.2	4.1	0.1	62.57
(55,	56)	4	SOV	---	---	3	943.1	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.08
(55,	56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	1	SOV	---	---	4	1238.3	-----	11.2	10.7	0.5	8.6	8.2	0.4	60.92
(56,	57)	2	SOV	---	---	4	959.8	-----	10.9	10.6	0.3	8.4	8.2	0.2	62.62
(56,	57)	3	SOV	---	---	2	968.6	-----	10.5	10.2	0.3	8.1	7.9	0.2	64.86
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	8	1888.1	-----	12.2	10.5	1.7	9.4	8.1	1.3	55.95
(56,	57)	10	SOV	---	---	1	82.3	-----	15.5	12.0	3.6	12.0	9.3	2.7	43.90
(57,	58)	1	SOV	---	---	2	1374.0	-----	5.5	5.3	0.2	4.2	4.1	0.1	62.04
(57,	58)	2	SOV	---	---	3	1004.7	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.83
(57,	58)	3	SOV	---	---	2	978.7	-----	5.3	5.1	0.2	4.1	3.9	0.1	64.82
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	2	1787.8	-----	5.6	5.3	0.4	4.3	4.1	0.3	60.66
(58,	59)	1	SOV	---	---	3	1400.4	-----	6.3	6.2	0.2	4.9	4.8	0.1	62.53
(58,	59)	2	SOV	---	---	2	1014.7	-----	6.3	6.1	0.2	4.8	4.7	0.1	63.04
(58,	59)	3	SOV	---	---	1	966.4	-----	6.1	5.9	0.2	4.7	4.6	0.1	64.70
(58,	59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58,	59)	9	SOV	---	---	4	1766.3	-----	6.4	6.1	0.3	4.9	4.7	0.2	61.78
(59,	60)	1	SOV	---	---	4	1383.4	-----	9.2	8.9	0.3	7.1	6.9	0.3	62.23
(59,	60)	2	SOV	---	---	5	1658.7	-----	9.3	8.8	0.5	7.2	6.8	0.4	61.77
(59,	60)	3	SOV	---	---	0	79.4	-----	8.9	8.1	0.9	6.9	6.2	0.7	64.51
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	4	2025.9	-----	9.5	8.9	0.6	7.3	6.9	0.5	60.42

(60,	61)	1	SOV	---	---	5	2534.1	-----	17.9	15.9	2.0	13.8	12.3	1.6	57.06
(60,	61)	2	SOV	---	---	5	1371.1	-----	16.4	15.7	0.7	12.6	12.1	0.5	62.47
(60,	61)	3	SOV	---	---	3	1240.7	-----	16.1	15.6	0.5	12.4	12.0	0.4	63.43
(60,	61)	4	HOV	11	11	0	11.0	11.0	17.7	15.0	2.6	14.0	11.9	2.1	57.83
(61,	62)	1	SOV	---	---	6	1923.9	-----	11.6	10.8	0.8	9.0	8.4	0.6	58.66
(61,	62)	2	SOV	---	---	5	1452.6	-----	10.8	10.5	0.3	8.3	8.1	0.3	63.14
(61,	62)	3	SOV	---	---	1	1266.2	-----	10.7	10.4	0.4	8.3	8.0	0.3	63.61
(61,	62)	4	HOV	11	11	0	11.0	11.0	13.9	10.0	3.9	11.1	8.0	3.1	49.15
(62,	63)	1	SOV	---	---	1	1015.4	-----	12.3	11.9	0.5	9.5	9.2	0.4	61.31
(62,	63)	2	SOV	---	---	3	1428.6	-----	12.0	11.6	0.4	9.3	9.0	0.3	63.08
(62,	63)	3	SOV	---	---	4	1284.2	-----	11.9	11.5	0.4	9.2	8.9	0.3	63.37
(62,	63)	4	HOV	11	11	0	11.0	11.0	11.9	11.1	0.8	9.4	8.8	0.6	63.39
(63,	64)	1	SOV	---	---	6	1007.0	-----	12.7	12.2	0.4	9.8	9.4	0.3	61.75
(63,	64)	2	SOV	---	---	6	1415.2	-----	12.5	12.1	0.4	9.6	9.3	0.3	62.89
(63,	64)	3	SOV	---	---	6	1304.0	-----	12.4	11.9	0.5	9.6	9.2	0.4	63.11
(63,	64)	4	HOV	11	11	0	11.0	11.0	11.7	11.5	0.2	9.2	9.1	0.1	66.98
(64,	65)	1	SOV	---	---	6	1773.2	-----	12.0	10.6	1.4	9.3	8.2	1.1	56.64
(64,	65)	2	SOV	---	---	6	1524.6	-----	11.0	10.5	0.5	8.5	8.1	0.4	61.95
(64,	65)	3	SOV	---	---	9	1340.2	-----	10.9	10.3	0.5	8.4	8.0	0.4	62.84
(64,	65)	4	HOV	11	11	0	11.0	11.0	10.1	10.0	0.0	7.9	7.9	0.0	67.75
(64,	65)	9	SOV	---	---	0	69.1	-----	15.1	12.1	3.0	11.7	9.4	2.3	45.11
(65,	66)	1	SOV	---	---	3	1726.5	-----	5.7	5.3	0.3	4.4	4.1	0.3	60.14
(65,	66)	2	SOV	---	---	2	1597.5	-----	5.5	5.3	0.2	4.2	4.1	0.2	62.24
(65,	66)	3	SOV	---	---	3	1385.2	-----	5.4	5.2	0.3	4.2	4.0	0.2	62.79
(65,	66)	4	HOV	11	11	0	11.0	11.0	5.0	5.0	0.0	3.9	3.9	0.0	67.98
(66,	67)	1	SOV	---	---	6	1818.0	-----	10.5	9.9	0.6	8.1	7.7	0.5	60.64
(66,	67)	2	SOV	---	---	5	1579.2	-----	10.2	9.8	0.4	7.9	7.6	0.3	62.58
(66,	67)	3	SOV	---	---	6	1306.6	-----	10.2	9.7	0.5	7.8	7.5	0.4	62.88
(66,	67)	4	HOV	11	11	0	11.0	11.0	9.4	9.4	0.0	7.4	7.4	0.0	67.94
(67,	68)	1	SOV	---	---	15	2696.1	-----	16.1	13.8	2.3	12.4	10.6	1.8	54.91
(67,	68)	2	SOV	---	---	1	1148.8	-----	14.4	13.6	0.8	11.1	10.5	0.6	61.70
(67,	68)	3	SOV	---	---	1	852.3	-----	13.8	13.4	0.4	10.7	10.3	0.3	64.21
(67,	68)	4	HOV	11	11	0	11.0	11.0	13.0	13.0	0.0	10.2	10.2	0.0	68.01
(68,	69)	1	SOV	---	---	14	2518.4	-----	17.6	16.1	1.5	13.6	12.5	1.1	58.13
(68,	69)	2	SOV	---	---	6	1232.5	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.40
(68,	69)	3	SOV	---	---	4	937.6	-----	15.9	15.4	0.5	12.2	11.9	0.4	64.50
(68,	69)	4	HOV	11	11	0	11.0	11.0	19.9	15.0	4.9	15.9	11.9	3.9	51.34

(69, 70)	1	SOV	---	---	5	711.0	-----	19.0	18.4	0.5	14.6	14.2	0.4	60.95
(69, 70)	2	SOV	---	---	6	1193.6	-----	18.3	17.9	0.4	14.1	13.8	0.3	63.25
(69, 70)	3	SOV	---	---	2	982.3	-----	18.0	17.4	0.6	13.9	13.4	0.5	64.38
(69, 70)	4	HOV	11	11	0	11.0	11.0	18.8	17.0	1.8	14.9	13.4	1.4	61.35
(70, 71)	1	SOV	---	---	1	737.2	-----	8.6	8.4	0.2	6.6	6.5	0.2	61.60
(70, 71)	2	SOV	---	---	3	1125.7	-----	8.4	8.2	0.2	6.5	6.3	0.1	63.00
(70, 71)	3	SOV	---	---	1	1022.6	-----	8.3	8.0	0.3	6.4	6.1	0.2	64.22
(70, 71)	4	HOV	11	11	0	11.0	11.0	8.0	7.8	0.1	6.3	6.1	0.1	66.62
(71, 72)	1	SOV	---	---	4	1010.2	-----	16.9	16.1	0.8	13.0	12.4	0.6	60.51
(71, 72)	2	SOV	---	---	5	1132.1	-----	16.3	15.9	0.4	12.6	12.2	0.3	62.80
(71, 72)	3	SOV	---	---	8	1049.2	-----	16.0	15.4	0.6	12.3	11.9	0.5	64.08
(71, 72)	4	HOV	11	11	0	11.0	11.0	15.1	15.0	0.1	11.9	11.8	0.1	67.69
(71, 72)	9	SOV	---	---	0	12.9	-----	20.8	17.8	3.0	16.1	13.8	2.3	49.10
(72, 73)	1	SOV	---	---	2	860.1	-----	24.6	23.6	1.0	19.0	18.2	0.7	61.43
(72, 73)	2	SOV	---	---	9	1496.4	-----	24.6	23.4	1.2	19.0	18.1	0.9	61.31
(72, 73)	3	SOV	---	---	3	847.1	-----	23.7	22.7	1.0	18.3	17.5	0.7	63.83
(72, 73)	4	HOV	11	11	0	11.0	11.0	22.2	22.2	0.0	17.5	17.4	0.0	67.97
(73, 74)	1	SOV	---	---	10	1643.0	-----	17.1	16.3	0.8	13.2	12.6	0.6	59.77
(73, 74)	2	SOV	---	---	3	704.0	-----	15.7	15.3	0.4	12.1	11.8	0.3	65.17
(73, 74)	3	HOV	11	11	0	11.0	11.0	21.9	15.0	6.9	17.5	12.0	5.5	46.68
(73, 74)	9	SOV	---	---	5	857.1	-----	16.9	16.3	0.5	13.0	12.6	0.4	60.68
(74, 75)	1	SOV	---	---	3	626.9	-----	23.4	22.9	0.6	18.1	17.6	0.4	61.04
(74, 75)	2	SOV	---	---	6	751.3	-----	21.9	21.5	0.4	16.9	16.6	0.3	65.44
(74, 75)	3	HOV	11	11	0	11.0	11.0	24.0	21.1	3.0	19.0	16.7	2.4	59.52
(75, 76)	1	SOV	---	---	0	1024.4	-----	6.2	5.6	0.5	4.8	4.3	0.4	58.15
(75, 76)	2	SOV	---	---	1	824.9	-----	5.6	5.4	0.2	4.3	4.2	0.1	64.44
(75, 76)	3	HOV	11	11	0	11.0	11.0	5.4	5.3	0.1	4.2	4.1	0.1	66.45
(75, 76)	9	SOV	---	---	0	56.1	-----	7.4	6.3	1.1	5.7	4.9	0.8	48.47
(76, 77)	1	SOV	---	---	0	1191.2	-----	4.0	3.4	0.6	3.1	2.6	0.5	54.38
(76, 77)	2	SOV	---	---	1	962.2	-----	3.5	3.3	0.2	2.7	2.5	0.1	63.07
(76, 77)	3	HOV	11	11	0	11.0	11.0	3.3	3.2	0.0	2.6	2.5	0.0	67.17
(76, 77)	9	SOV	---	---	0	85.4	-----	5.8	3.8	2.1	4.5	2.9	1.6	37.44
(568, 569)	1	SOV	---	---	0	1433.2	-----	2.9	2.2	0.7	2.3	1.7	0.6	46.34
(568, 569)	2	SOV	---	---	0	640.8	-----	3.3	2.1	1.1	2.5	1.7	0.9	41.53
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	4	580.2	-----	14.1	13.1	1.1	10.9	10.1	0.8	59.81
(569, 570)	2	SOV	---	---	1	597.0	-----	14.3	13.0	1.3	11.1	10.0	1.0	58.92
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(570, 571)	1	SOV	---	---	1	722.7	-----	9.0	8.6	0.4	6.9	6.6	0.3	62.52
(570, 571)	2	SOV	---	---	2	587.7	-----	9.0	8.6	0.4	6.9	6.6	0.3	62.58
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	9	SOV	---	---	4	720.6	-----	9.6	8.8	0.8	7.4	6.8	0.6	58.33
(571, 572)	1	SOV	---	---	7	803.5	-----	16.6	15.9	0.7	12.8	12.3	0.5	61.50
(571, 572)	2	SOV	---	---	5	772.1	-----	16.0	15.6	0.4	12.3	12.0	0.3	63.97
(571, 572)	3	SOV	---	---	1	596.0	-----	16.2	15.6	0.6	12.5	12.1	0.5	63.02
(571, 572)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	9	SOV	---	---	0	5.0	-----	19.0	18.0	1.0	14.8	14.0	0.8	53.78
(572, 573)	1	SOV	---	---	8	805.4	-----	24.2	23.4	0.8	18.7	18.1	0.7	61.72
(572, 573)	2	SOV	---	---	8	779.5	-----	23.3	22.8	0.5	18.0	17.6	0.4	64.29
(572, 573)	3	SOV	---	---	6	584.1	-----	23.6	22.8	0.8	18.3	17.6	0.6	63.29
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	0	832.9	-----	16.7	16.1	0.6	12.9	12.4	0.5	61.09
(573, 574)	2	SOV	---	---	0	763.8	-----	16.0	15.6	0.4	12.3	12.0	0.3	64.00
(573, 574)	3	SOV	---	---	0	574.5	-----	16.1	15.6	0.5	12.4	12.0	0.4	63.70
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	0	644.6	-----	14.0	13.6	0.4	10.8	10.5	0.3	61.72
(574, 575)	2	SOV	---	---	0	772.2	-----	13.4	13.1	0.3	10.4	10.1	0.2	64.27
(574, 575)	3	SOV	---	---	0	598.1	-----	13.6	13.1	0.4	10.5	10.1	0.3	63.60
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	0	595.2	-----	19.3	18.6	0.7	14.9	14.4	0.5	61.60
(575, 576)	2	SOV	---	---	5	802.0	-----	18.5	18.1	0.4	14.3	14.0	0.3	64.04
(575, 576)	3	SOV	---	---	1	618.5	-----	18.6	18.0	0.6	14.4	13.9	0.5	63.65
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	10	1708.9	-----	18.5	15.9	2.6	14.3	12.3	2.0	55.30
(576, 577)	2	SOV	---	---	9	1112.8	-----	16.5	15.6	0.9	12.7	12.1	0.7	61.92
(576, 577)	3	SOV	---	---	6	701.5	-----	16.1	15.4	0.7	12.5	11.9	0.5	63.41
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	0	66.0	-----	24.1	19.6	4.5	18.6	15.1	3.5	42.38
(577, 578)	1	SOV	---	---	12	1533.4	-----	14.2	13.6	0.6	10.9	10.5	0.5	61.28
(577, 578)	2	SOV	---	---	7	1253.8	-----	13.6	13.3	0.3	10.5	10.2	0.3	63.91
(577, 578)	3	SOV	---	---	4	785.3	-----	13.6	13.1	0.5	10.5	10.1	0.4	64.14
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	11	1937.3	-----	12.4	11.3	1.1	9.5	8.7	0.9	58.54
(578, 579)	2	SOV	---	---	5	1052.2	-----	11.4	11.0	0.4	8.8	8.5	0.3	63.49
(578, 579)	3	SOV	---	---	3	577.8	-----	11.1	10.8	0.3	8.6	8.4	0.2	65.20
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(579, 580)	1	SOV	---	---	1	1900.9	-----	5.7	5.3	0.4	4.4	4.1	0.3	59.31
(579, 580)	2	SOV	---	---	1	1058.3	-----	5.4	5.2	0.2	4.1	4.0	0.1	63.71
(579, 580)	3	SOV	---	---	2	601.2	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.61
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	5	1823.3	-----	11.6	10.9	0.8	9.0	8.4	0.6	58.72
(580, 581)	2	SOV	---	---	3	1098.4	-----	10.6	10.4	0.3	8.2	8.0	0.2	64.05
(580, 581)	3	SOV	---	---	2	640.9	-----	10.4	10.2	0.2	8.0	7.8	0.2	65.74
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(581, 582)	1	SOV	---	---	5	857.1	-----	11.8	11.4	0.4	9.1	8.8	0.3	60.61
(581, 582)	2	SOV	---	---	4	1093.9	-----	11.1	10.9	0.2	8.6	8.4	0.2	64.23
(581, 582)	3	SOV	---	---	2	686.3	-----	10.8	10.6	0.2	8.4	8.2	0.2	65.78
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	2	832.8	-----	13.9	13.5	0.4	10.7	10.4	0.3	61.06
(582, 583)	2	SOV	---	---	3	1066.1	-----	13.2	13.0	0.3	10.2	10.0	0.2	64.04
(582, 583)	3	SOV	---	---	3	742.0	-----	12.9	12.6	0.3	9.9	9.7	0.2	65.79
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	9	1092.4	-----	11.6	10.8	0.8	8.9	8.3	0.6	58.93
(583, 584)	2	SOV	---	---	3	1090.8	-----	10.7	10.4	0.3	8.3	8.1	0.2	63.58
(583, 584)	3	SOV	---	---	3	801.2	-----	10.4	10.1	0.3	8.0	7.8	0.2	65.68
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	0	25.2	-----	14.4	11.7	2.7	11.1	9.0	2.1	47.48
(584, 585)	1	SOV	---	---	10	1948.5	-----	17.7	16.0	1.7	13.7	12.3	1.3	57.75
(584, 585)	2	SOV	---	---	5	1057.7	-----	16.1	15.6	0.6	12.5	12.0	0.4	63.37
(584, 585)	3	SOV	---	---	3	684.2	-----	15.6	15.2	0.4	12.0	11.7	0.3	65.71
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	0	42.4	-----	18.5	17.6	0.9	14.3	13.6	0.7	55.16
(585, 586)	1	SOV	---	---	7	2458.9	-----	8.9	7.6	1.2	6.8	5.9	1.0	55.16
(585, 586)	2	SOV	---	---	3	831.1	-----	7.8	7.4	0.4	6.0	5.7	0.3	62.90
(585, 586)	3	SOV	---	---	2	435.7	-----	7.4	7.2	0.2	5.7	5.6	0.1	66.01
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	7	2360.4	-----	7.6	7.0	0.6	5.9	5.4	0.5	58.86
(586, 587)	2	SOV	---	---	1	885.2	-----	6.9	6.8	0.1	5.3	5.2	0.1	64.50
(586, 587)	3	SOV	---	---	0	478.3	-----	6.7	6.6	0.1	5.2	5.1	0.1	66.56
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	4	2319.2	-----	5.7	5.3	0.4	4.4	4.1	0.3	59.96
(587, 588)	2	SOV	---	---	2	907.7	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.82
(587, 588)	3	SOV	---	---	1	496.1	-----	5.1	5.0	0.1	3.9	3.9	0.1	66.84
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(588, 589)	1	SOV	---	---	9	2268.7	-----	11.9	10.8	1.0	9.2	8.4	0.8	57.36
(588, 589)	2	SOV	---	---	4	928.7	-----	10.5	10.4	0.2	8.1	8.0	0.1	64.63
(588, 589)	3	SOV	---	---	3	528.4	-----	10.2	10.1	0.2	7.9	7.8	0.1	66.73
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	2	550.5	-----	9.3	9.0	0.3	7.1	6.9	0.2	59.94
(589, 590)	2	SOV	---	---	4	918.2	-----	8.6	8.5	0.1	6.6	6.5	0.1	64.57
(589, 590)	3	SOV	---	---	5	555.9	-----	8.3	8.2	0.1	6.4	6.3	0.1	66.87
(589, 590)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(590, 591)	1	SOV	---	---	1	550.2	-----	6.9	6.8	0.1	5.3	5.2	0.1	60.89
(590, 591)	2	SOV	---	---	2	887.0	-----	6.5	6.4	0.1	5.0	4.9	0.1	64.50
(590, 591)	3	SOV	---	---	1	586.2	-----	6.3	6.2	0.1	4.8	4.8	0.1	66.85
(590, 591)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	2	541.7	-----	7.7	7.5	0.1	5.9	5.8	0.1	60.81
(591, 592)	2	SOV	---	---	0	862.7	-----	7.2	7.1	0.1	5.6	5.5	0.1	64.29
(591, 592)	3	SOV	---	---	0	617.4	-----	7.0	6.9	0.1	5.4	5.3	0.1	66.87
(591, 592)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	0	573.7	-----	11.2	11.0	0.2	8.6	8.4	0.2	61.01
(592, 593)	2	SOV	---	---	2	854.7	-----	10.6	10.5	0.2	8.2	8.1	0.1	64.12
(592, 593)	3	SOV	---	---	2	643.0	-----	10.2	10.0	0.2	7.9	7.7	0.1	66.87
(592, 593)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	9	SOV	---	---	1	366.3	-----	11.4	10.8	0.6	8.8	8.3	0.5	59.93
(593, 594)	1	SOV	---	---	0	596.0	-----	5.6	5.5	0.1	4.3	4.2	0.1	61.39
(593, 594)	2	SOV	---	---	2	846.8	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.04
(593, 594)	3	SOV	---	---	1	663.9	-----	5.1	5.0	0.1	3.9	3.9	0.1	66.75
(593, 594)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	9	SOV	---	---	0	746.9	-----	5.7	5.3	0.4	4.4	4.1	0.3	59.55
(593, 594)	10	SOV	---	---	0	46.1	-----	6.6	5.9	0.7	5.1	4.6	0.5	51.65
(594, 595)	1	SOV	---	---	4	643.7	-----	11.0	10.8	0.2	8.5	8.4	0.1	61.85
(594, 595)	2	SOV	---	---	3	818.7	-----	10.7	10.5	0.2	8.2	8.1	0.1	64.01
(594, 595)	3	SOV	---	---	4	684.8	-----	10.2	10.1	0.2	7.9	7.8	0.1	66.62
(594, 595)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	9	SOV	---	---	1	752.5	-----	11.0	10.6	0.3	8.5	8.2	0.3	62.11
(595, 596)	1	SOV	---	---	0	666.7	-----	5.0	4.9	0.1	3.8	3.8	0.0	62.30
(595, 596)	2	SOV	---	---	1	794.3	-----	4.8	4.8	0.1	3.7	3.7	0.0	64.07
(595, 596)	3	SOV	---	---	2	696.8	-----	4.6	4.6	0.1	3.6	3.5	0.1	66.59
(595, 596)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	2	738.5	-----	4.9	4.8	0.1	3.8	3.7	0.1	62.64
(596, 597)	1	SOV	---	---	2	867.8	-----	8.2	8.0	0.2	6.3	6.2	0.1	62.52

(596, 597)	2	SOV	---	---	2	884.6	-----	8.0	7.8	0.2	6.2	6.1	0.1	63.80
(596, 597)	3	SOV	---	---	2	576.4	-----	7.7	7.6	0.1	5.9	5.8	0.1	66.59
(596, 597)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(596, 597)	9	SOV	---	---	1	565.4	-----	8.2	8.0	0.2	6.3	6.2	0.1	62.66
(597, 598)	1	SOV	---	---	2	1221.3	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.70
(597, 598)	2	SOV	---	---	6	1118.7	-----	8.3	8.0	0.3	6.4	6.2	0.2	61.61
(597, 598)	3	SOV	---	---	1	328.5	-----	7.9	7.6	0.3	6.1	5.9	0.2	65.04
(597, 598)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	9	SOV	---	---	1	221.2	-----	8.1	7.5	0.6	6.3	5.8	0.4	63.16
(598, 599)	1	SOV	---	---	7	960.1	-----	16.5	16.1	0.3	12.7	12.4	0.3	62.10
(598, 599)	2	SOV	---	---	3	478.1	-----	15.4	15.1	0.3	11.9	11.7	0.2	66.39
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	9	SOV	---	---	12	1077.0	-----	17.0	16.5	0.5	13.1	12.7	0.4	60.25
(598, 599)	10	SOV	---	---	4	364.5	-----	16.1	15.8	0.3	12.4	12.2	0.2	63.50
(600, 601)	1	SOV	---	---	3	793.3	-----	10.1	9.9	0.2	7.8	7.6	0.2	61.36
(600, 601)	2	SOV	---	---	1	640.7	-----	9.3	9.2	0.1	7.2	7.1	0.1	66.59
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	1	764.3	-----	5.6	5.4	0.1	4.3	4.2	0.1	61.36
(601, 602)	2	SOV	---	---	1	669.2	-----	5.1	5.1	0.1	4.0	3.9	0.1	66.48
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	1	SOV	---	---	1	739.0	-----	11.1	10.9	0.2	8.6	8.4	0.2	61.29
(602, 603)	2	SOV	---	---	0	693.9	-----	10.3	10.1	0.2	8.0	7.8	0.1	66.20
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 600)	1	SOV	---	---	5	863.7	-----	15.2	14.9	0.4	11.7	11.5	0.3	61.55
(599, 600)	2	SOV	---	---	2	574.1	-----	14.1	13.9	0.2	10.9	10.7	0.1	66.71
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	0	1215.4	-----	2.3	2.0	0.3	1.8	1.6	0.2	55.00
(77,7053)	2	SOV	---	---	1	1024.2	-----	2.0	1.9	0.1	1.6	1.5	0.1	62.57
(77,7053)	3	HOV	11	11	0	11.0	11.0	1.9	1.9	0.0	1.5	1.5	0.0	67.41
(7054, 568)	1	SOV	---	---	1	1446.4	-----	3.7	2.3	1.4	2.9	1.8	1.1	42.50
(7054, 568)	2	SOV	---	---	0	793.6	-----	3.7	2.3	1.4	2.9	1.8	1.1	42.63
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(441, 397)	1	SOV	---	---	2	664.5	-----	5.3	3.8	1.4	4.1	3.0	1.1	38.67
(626, 627)	1	SOV	---	---	1	970.7	-----	5.5	5.4	0.1	4.2	4.2	0.1	51.86
(626, 627)	2	SOV	---	---	2	777.8	-----	5.0	4.9	0.1	3.9	3.8	0.0	57.12
(626, 627)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(627, 27)	1	SOV	---	---	2	951.4	-----	4.3	4.1	0.2	3.3	3.1	0.2	51.20
(627, 27)	2	SOV	---	---	0	798.2	-----	3.8	3.7	0.1	3.0	2.9	0.1	56.83
(627, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(629, 28)	1	SOV	---	---	1	1275.6	-----	4.9	4.3	0.6	3.8	3.3	0.5	46.92
(628, 629)	1	SOV	---	---	4	1277.0	-----	6.0	5.3	0.7	4.6	4.1	0.5	39.64
(631, 30)	1	SOV	---	---	4	1365.6	-----	6.7	6.2	0.5	5.2	4.8	0.4	50.39
(630, 631)	1	SOV	---	---	3	1366.3	-----	6.1	5.8	0.3	4.7	4.5	0.2	47.96
(34, 632)	1	SOV	---	---	0	905.7	-----	3.1	3.0	0.1	2.4	2.3	0.0	52.86
(34, 632)	2	SOV	---	---	0	265.3	-----	2.8	2.8	0.0	2.2	2.2	0.0	57.36
(632, 633)	1	SOV	---	---	0	863.1	-----	3.7	3.6	0.1	2.8	2.8	0.0	52.96
(632, 633)	2	SOV	---	---	0	307.9	-----	3.4	3.3	0.0	2.6	2.6	0.0	57.26
(635, 54)	1	SOV	---	---	5	956.0	-----	8.7	7.9	0.8	6.7	6.1	0.6	49.52
(634, 635)	1	SOV	---	---	4	957.1	-----	7.8	7.1	0.7	6.0	5.5	0.5	40.86
(637, 56)	1	SOV	---	---	2	1002.0	-----	8.3	8.0	0.2	6.4	6.2	0.2	53.29
(636, 637)	1	SOV	---	---	0	1002.0	-----	5.7	5.6	0.2	4.4	4.3	0.1	53.34
(61, 638)	1	SOV	---	---	1	508.2	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.94
(638, 639)	1	SOV	---	---	0	104.5	-----	4.4	4.2	0.2	3.4	3.2	0.1	52.76
(638, 639)	2	SOV	---	---	3	402.8	-----	4.4	4.2	0.2	3.4	3.2	0.2	52.63
(62, 640)	1	SOV	---	---	0	913.1	-----	5.2	5.0	0.1	4.0	3.9	0.1	53.20
(640, 641)	1	SOV	---	---	0	261.4	-----	2.9	2.8	0.0	2.2	2.2	0.0	52.55
(640, 641)	2	SOV	---	---	0	653.6	-----	3.0	2.9	0.1	2.3	2.2	0.0	50.52
(643, 64)	1	SOV	---	---	2	985.6	-----	7.6	7.3	0.3	5.8	5.6	0.2	52.50
(642, 643)	1	SOV	---	---	1	656.3	-----	6.5	5.9	0.5	5.0	4.6	0.4	50.30
(642, 643)	2	SOV	---	---	0	329.6	-----	6.7	6.1	0.6	5.2	4.7	0.5	48.71
(69, 644)	1	SOV	---	---	0	1349.2	-----	4.7	4.4	0.3	3.6	3.4	0.2	50.73
(69, 644)	2	SOV	---	---	0	448.5	-----	4.7	4.3	0.4	3.6	3.3	0.3	51.16
(644, 645)	1	SOV	---	---	0	24.5	-----	3.4	3.3	0.1	2.7	2.6	0.1	49.10
(644, 645)	2	SOV	---	---	0	552.8	-----	3.3	3.2	0.1	2.6	2.5	0.1	51.07
(644, 645)	3	SOV	---	---	0	1222.8	-----	3.4	3.3	0.1	2.6	2.6	0.1	49.23

(647, 71)	1	SOV	---	---	0	323.0	-----	9.5	8.8	0.7	7.4	6.8	0.5	50.34
(646, 647)	1	SOV	---	---	3	323.7	-----	8.3	7.6	0.7	6.4	5.9	0.5	41.29
(74, 648)	1	SOV	---	---	1	877.6	-----	5.9	5.7	0.2	4.6	4.4	0.1	53.63
(74, 648)	2	SOV	---	---	1	937.7	-----	6.0	5.8	0.2	4.6	4.5	0.2	52.69
(648, 649)	1	SOV	---	---	3	883.2	-----	5.0	4.9	0.1	3.9	3.7	0.1	53.82
(648, 649)	2	SOV	---	---	5	928.3	-----	5.1	4.9	0.1	3.9	3.8	0.1	53.05
(651, 75)	1	SOV	---	---	0	531.0	-----	5.5	4.9	0.6	4.3	3.8	0.5	48.17
(650, 651)	1	SOV	---	---	0	531.0	-----	5.3	4.7	0.6	4.1	3.6	0.5	39.69
(653, 76)	1	SOV	---	---	0	334.0	-----	3.2	3.1	0.1	2.4	2.4	0.1	53.02
(652, 653)	1	SOV	---	---	0	334.0	-----	3.6	3.5	0.1	2.8	2.7	0.1	53.02
(569, 654)	1	SOV	---	---	0	562.4	-----	3.7	3.3	0.4	2.9	2.6	0.3	47.81
(569, 654)	2	SOV	---	---	0	331.6	-----	3.6	3.1	0.5	2.8	2.4	0.4	49.28
(656, 570)	1	SOV	---	---	1	860.9	-----	6.5	5.8	0.7	5.0	4.5	0.5	48.35
(655, 656)	1	SOV	---	---	4	863.3	-----	7.5	6.8	0.7	5.8	5.3	0.5	40.75
(658, 571)	1	SOV	---	---	0	151.9	-----	6.6	6.6	0.1	5.1	5.1	0.0	54.47
(657, 658)	1	SOV	---	---	0	151.0	-----	5.6	5.5	0.1	4.3	4.3	0.1	54.14
(574, 660)	1	SOV	---	---	0	168.0	-----	2.9	2.8	0.1	2.2	2.1	0.1	53.09
(660, 661)	1	SOV	---	---	0	168.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	50.58
(663, 576)	1	SOV	---	---	0	1374.4	-----	7.2	6.2	1.0	5.5	4.8	0.8	47.44
(663, 576)	2	SOV	---	---	0	207.4	-----	8.1	6.9	1.3	6.3	5.3	1.0	41.96
(662, 663)	1	SOV	---	---	0	116.1	-----	7.3	4.5	2.7	5.6	3.5	2.1	31.31
(662, 663)	2	SOV	---	---	0	1465.0	-----	5.1	4.5	0.6	3.9	3.5	0.5	44.82
(581, 664)	1	SOV	---	---	0	931.5	-----	7.5	7.2	0.3	5.8	5.5	0.3	52.60
(664, 665)	1	SOV	---	---	1	932.8	-----	2.9	2.8	0.1	2.2	2.1	0.1	52.71
(667, 583)	1	SOV	---	---	1	368.9	-----	12.5	10.9	1.6	9.6	8.4	1.2	47.14
(666, 667)	1	SOV	---	---	0	369.0	-----	4.2	4.0	0.3	3.2	3.1	0.2	34.45

(669, 584)	1	SOV	---	---	1	652.4	-----	7.5	7.3	0.3	5.8	5.6	0.2	52.85
(669, 584)	2	SOV	---	---	0	72.9	-----	7.8	7.5	0.3	6.0	5.8	0.2	51.37
(668, 669)	1	SOV	---	---	0	22.5	-----	6.7	4.2	2.5	5.2	3.3	1.9	32.31
(668, 669)	2	SOV	---	---	0	703.5	-----	4.2	3.9	0.2	3.2	3.0	0.2	52.12
(589, 670)	1	SOV	---	---	4	1690.7	-----	3.1	2.8	0.3	2.4	2.2	0.2	50.41
(670, 671)	1	SOV	---	---	0	1689.0	-----	2.9	2.7	0.2	2.3	2.1	0.2	50.60
(673, 592)	1	SOV	---	---	0	413.0	-----	4.5	4.0	0.4	3.5	3.1	0.3	47.91
(672, 673)	1	SOV	---	---	0	413.0	-----	5.0	4.5	0.5	3.9	3.5	0.4	39.78
(675, 593)	1	SOV	---	---	0	455.0	-----	4.2	4.1	0.1	3.2	3.2	0.1	53.85
(674, 675)	1	SOV	---	---	0	455.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.45
(678, 679)	1	SOV	---	---	0	473.4	-----	5.3	5.2	0.1	4.1	4.0	0.1	53.11
(678, 679)	2	SOV	---	---	1	959.6	-----	5.7	5.5	0.1	4.4	4.3	0.1	49.16
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(688,7008)	1	SOV	---	---	0	696.0	-----	6.3	6.1	0.1	4.8	4.7	0.1	35.97
(688,7008)	2	SOV	---	---	0	733.0	-----	5.7	5.6	0.1	4.4	4.3	0.1	39.31
(688,7008)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7056, 626)	1	SOV	---	---	2	1028.7	-----	5.6	5.4	0.2	4.3	4.2	0.1	51.20
(7056, 626)	2	SOV	---	---	0	799.4	-----	5.0	5.0	0.1	3.9	3.8	0.1	57.23
(7056, 626)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(679,7058)	1	SOV	---	---	1	497.0	-----	3.0	3.0	0.1	2.3	2.3	0.0	51.24
(679,7058)	2	SOV	---	---	0	936.4	-----	3.3	3.2	0.1	2.5	2.4	0.1	46.97
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	0	1391.4	-----	4.3	4.0	0.3	3.3	3.1	0.2	33.83
(7061, 630)	1	SOV	---	---	1	1444.4	-----	4.9	4.5	0.5	3.8	3.4	0.4	45.60
(7062, 674)	1	SOV	---	---	0	483.0	-----	4.1	3.8	0.4	3.2	2.9	0.3	50.15
(7063, 672)	1	SOV	---	---	0	448.9	-----	4.2	4.1	0.2	3.3	3.1	0.1	34.35
(671,7064)	1	SOV	---	---	0	1689.6	-----	2.5	2.3	0.2	1.9	1.8	0.1	50.44

(633,7065)	1	SOV	---	---	1	848.2	-----	4.3	4.2	0.1	3.3	3.2	0.1	52.86
(633,7065)	2	SOV	---	---	0	322.0	-----	3.9	3.9	0.0	3.0	3.0	0.0	57.70
(7066, 634)	1	SOV	---	---	1	1045.3	-----	4.1	3.9	0.2	3.2	3.0	0.2	34.19
(7067, 636)	1	SOV	---	---	0	1051.9	-----	5.2	4.7	0.5	4.0	3.6	0.4	49.97
(665,7068)	1	SOV	---	---	0	933.2	-----	2.7	2.6	0.2	2.1	2.0	0.1	51.51
(7069, 666)	1	SOV	---	---	0	408.2	-----	3.3	3.3	0.0	2.6	2.5	0.0	36.20
(7070, 668)	1	SOV	---	---	0	159.1	-----	4.5	3.9	0.6	3.5	3.0	0.5	47.45
(7070, 668)	2	SOV	---	---	0	610.4	-----	4.1	3.9	0.2	3.1	3.0	0.2	52.37
(639,7071)	1	SOV	---	---	0	27.0	-----	2.5	2.0	0.4	1.9	1.6	0.3	45.23
(639,7071)	2	SOV	---	---	2	478.4	-----	2.3	2.1	0.2	1.7	1.6	0.1	50.00
(7072, 642)	1	SOV	---	---	0	243.4	-----	2.4	1.9	0.5	1.8	1.4	0.4	44.93
(7072, 642)	2	SOV	---	---	0	860.5	-----	2.2	1.9	0.3	1.7	1.5	0.3	47.54
(641,7073)	1	SOV	---	---	0	37.0	-----	2.4	2.4	0.0	1.8	1.8	0.0	49.90
(641,7073)	2	SOV	---	---	0	878.9	-----	2.6	2.6	0.1	2.0	2.0	0.0	45.56
(661,7074)	1	SOV	---	---	0	168.0	-----	2.8	2.6	0.2	2.2	2.0	0.1	46.27
(7075, 662)	1	SOV	---	---	0	411.3	-----	4.5	3.8	0.7	3.4	2.9	0.5	43.91
(7075, 662)	2	SOV	---	---	2	1272.2	-----	4.2	3.9	0.3	3.2	3.0	0.2	47.06
(645,7076)	1	SOV	---	---	0	2.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	51.17
(645,7076)	2	SOV	---	---	0	222.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	51.85
(645,7076)	3	SOV	---	---	1	1577.1	-----	3.4	3.3	0.1	2.6	2.5	0.1	47.11
(7077, 646)	1	SOV	---	---	1	362.0	-----	3.2	3.0	0.2	2.5	2.3	0.2	34.20
(7078, 657)	1	SOV	---	---	0	159.5	-----	4.5	4.3	0.2	3.5	3.3	0.2	52.32
(7080, 650)	1	SOV	---	---	0	563.8	-----	6.1	5.8	0.2	4.7	4.5	0.2	34.37
(7081, 655)	1	SOV	---	---	0	941.8	-----	4.2	4.0	0.2	3.2	3.1	0.2	34.17
(649,7082)	1	SOV	---	---	1	883.3	-----	3.9	3.7	0.2	3.0	2.8	0.2	51.83
(649,7082)	2	SOV	---	---	0	924.0	-----	3.9	3.7	0.2	3.0	2.9	0.2	51.21
(7083, 652)	1	SOV	---	---	0	361.0	-----	3.3	2.9	0.3	2.5	2.3	0.3	49.42
(7084, 857)	1	SOV	---	---	0	339.3	-----	2.6	2.3	0.3	2.0	1.8	0.2	49.42

(857, 858)	1	SOV	---	---	0	309.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.34
(859,7085)	1	SOV	---	---	17	514.4	-----	50.2	6.2	44.0	39.1	4.8	34.2	6.57
(7086, 860)	1	SOV	---	---	0	57.2	-----	5.8	5.7	0.1	4.5	4.4	0.1	54.68
(860, 861)	1	SOV	---	---	0	55.0	-----	5.6	5.6	0.0	4.3	4.3	0.0	55.20
(866,7087)	1	SOV	---	---	0	59.0	-----	3.8	3.7	0.1	2.9	2.9	0.0	55.03
(873,7088)	1	SOV	---	---	0	86.3	-----	6.9	6.9	0.0	5.3	5.3	0.0	54.74
(7089, 874)	1	SOV	---	---	0	126.7	-----	3.8	3.6	0.2	2.9	2.8	0.1	52.42
(874, 875)	1	SOV	---	---	0	119.0	-----	3.7	3.6	0.0	2.8	2.8	0.0	54.16
(876,7090)	1	SOV	---	---	0	250.0	-----	6.0	5.9	0.1	4.6	4.6	0.1	53.83
(7091, 877)	1	SOV	---	---	0	83.1	-----	5.1	3.6	1.5	3.9	2.8	1.2	39.41
(877, 878)	1	SOV	---	---	1	77.3	-----	4.6	4.3	0.2	3.5	3.4	0.2	51.69
(879, 880)	1	SOV	---	---	4	1045.5	-----	13.8	13.7	0.2	10.7	10.6	0.1	64.44
(879, 880)	2	SOV	---	---	5	980.2	-----	13.9	13.7	0.2	10.7	10.6	0.1	64.26
(880, 881)	1	SOV	---	---	5	1031.6	-----	19.8	19.4	0.4	15.3	15.0	0.3	64.05
(880, 881)	2	SOV	---	---	8	966.8	-----	19.9	19.5	0.4	15.4	15.1	0.3	63.81
(881, 882)	1	SOV	---	---	4	1032.4	-----	16.3	15.9	0.4	12.6	12.3	0.3	63.46
(881, 882)	2	SOV	---	---	5	966.3	-----	16.4	15.9	0.4	12.7	12.3	0.3	63.38
(882, 883)	1	SOV	---	---	4	1029.9	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.85
(882, 883)	2	SOV	---	---	6	971.4	-----	16.2	15.7	0.5	12.5	12.1	0.4	63.24
(883, 884)	1	SOV	---	---	3	945.2	-----	13.0	12.6	0.4	10.0	9.7	0.3	63.05
(883, 884)	2	SOV	---	---	2	969.8	-----	13.0	12.6	0.4	10.0	9.7	0.3	63.19
(883, 873)	1	SOV	---	---	0	86.0	-----	7.5	7.5	0.0	5.8	5.8	0.0	54.91
(884, 885)	1	SOV	---	---	2	960.8	-----	12.0	11.6	0.4	9.3	9.0	0.3	63.14
(884, 885)	2	SOV	---	---	4	953.2	-----	12.0	11.6	0.4	9.3	9.0	0.3	62.94
(885, 886)	1	SOV	---	---	3	962.7	-----	14.8	14.3	0.5	11.5	11.1	0.4	63.04
(885, 886)	2	SOV	---	---	5	950.6	-----	14.9	14.3	0.5	11.5	11.1	0.4	62.89
(886, 887)	1	SOV	---	---	6	1060.6	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.37
(886, 887)	2	SOV	---	---	4	966.5	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.79

(886, 887)	9	SOV	---	---	0	5.9	-----	20.3	17.1	3.2	15.6	13.1	2.5	50.46
(887, 888)	1	SOV	---	---	7	1053.8	-----	16.8	16.2	0.6	13.0	12.5	0.5	62.69
(887, 888)	2	SOV	---	---	7	977.1	-----	16.8	16.1	0.6	13.0	12.5	0.5	62.79
(875, 886)	1	SOV	---	---	0	119.0	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.46
(888, 889)	1	SOV	---	---	3	1047.9	-----	18.2	17.6	0.7	14.1	13.6	0.5	62.65
(888, 889)	2	SOV	---	---	4	983.9	-----	18.2	17.5	0.7	14.1	13.6	0.5	62.80
(889, 890)	1	SOV	---	---	2	1045.3	-----	12.1	11.6	0.5	9.3	9.0	0.4	62.53
(889, 890)	2	SOV	---	---	1	989.0	-----	12.0	11.6	0.5	9.3	8.9	0.3	62.80
(890, 891)	1	SOV	---	---	6	1032.9	-----	19.0	18.3	0.7	14.7	14.1	0.5	62.62
(890, 891)	2	SOV	---	---	6	998.1	-----	18.9	18.2	0.7	14.6	14.1	0.6	62.73
(891, 892)	1	SOV	---	---	3	1032.2	-----	14.2	13.7	0.5	11.0	10.6	0.4	62.67
(891, 892)	2	SOV	---	---	4	995.2	-----	14.3	13.7	0.6	11.0	10.6	0.4	62.58
(892, 893)	1	SOV	---	---	11	1024.6	-----	33.4	32.1	1.3	25.8	24.8	1.0	62.61
(892, 893)	2	SOV	---	---	9	1005.2	-----	33.5	32.1	1.4	25.9	24.8	1.1	62.39
(893, 894)	1	SOV	---	---	12	1030.0	-----	39.5	37.9	1.6	30.5	29.3	1.2	62.41
(893, 894)	2	SOV	---	---	10	1007.6	-----	39.4	37.8	1.6	30.5	29.2	1.2	62.62
(894, 895)	1	SOV	---	---	3	1019.6	-----	24.2	23.3	1.0	18.7	18.0	0.8	62.28
(894, 895)	2	SOV	---	---	4	1016.4	-----	24.1	23.1	1.0	18.7	17.9	0.8	62.56
(895, 896)	1	SOV	---	---	20	1015.4	-----	37.8	36.3	1.6	29.3	28.0	1.2	62.20
(895, 896)	2	SOV	---	---	12	1025.9	-----	37.8	36.0	1.8	29.2	27.9	1.4	62.31
(896, 897)	1	SOV	---	---	9	1014.3	-----	40.5	38.8	1.7	31.3	30.0	1.3	62.22
(896, 897)	2	SOV	---	---	7	1019.9	-----	40.5	38.6	1.9	31.3	29.9	1.5	62.28
(897, 898)	1	SOV	---	---	5	1024.0	-----	22.3	21.4	0.9	17.3	16.6	0.7	62.31
(897, 898)	2	SOV	---	---	10	1012.6	-----	22.3	21.3	1.0	17.3	16.5	0.8	62.27
(898, 899)	1	SOV	---	---	3	1030.9	-----	16.5	15.8	0.7	12.7	12.2	0.6	62.07
(898, 899)	2	SOV	---	---	1	1000.5	-----	16.4	15.7	0.8	12.7	12.1	0.6	62.22
(899, 900)	1	SOV	---	---	5	965.4	-----	18.1	17.3	0.8	14.0	13.4	0.6	62.20
(899, 900)	2	SOV	---	---	6	1010.8	-----	18.0	17.2	0.8	14.0	13.3	0.6	62.32
(899, 866)	1	SOV	---	---	0	59.0	-----	7.6	7.6	0.1	5.9	5.8	0.0	55.66
(900, 901)	1	SOV	---	---	5	981.4	-----	21.2	20.3	0.9	16.4	15.7	0.7	62.20
(900, 901)	2	SOV	---	---	2	994.3	-----	21.2	20.2	0.9	16.4	15.7	0.7	62.28

(901, 902)	1	SOV	---	---	8	1199.0	-----	17.0	15.7	1.2	13.1	12.2	0.9	60.25
(901, 902)	2	SOV	---	---	7	1066.4	-----	16.5	15.7	0.8	12.8	12.1	0.6	62.04
(901, 902)	9	SOV	---	---	0	16.4	-----	23.4	17.9	5.4	18.0	13.8	4.2	43.77
(902, 903)	1	SOV	---	---	10	1160.7	-----	16.6	15.9	0.8	12.9	12.3	0.6	61.90
(902, 903)	2	SOV	---	---	9	1109.7	-----	16.5	15.8	0.7	12.8	12.2	0.6	62.36
(858, 901)	1	SOV	---	---	0	309.0	-----	10.2	9.9	0.3	7.9	7.6	0.2	53.31
(903, 904)	1	SOV	---	---	5	1141.4	-----	19.1	18.2	0.9	14.8	14.0	0.7	61.69
(903, 904)	2	SOV	---	---	5	1118.1	-----	18.9	18.1	0.8	14.6	14.0	0.7	62.38
(904, 905)	1	SOV	---	---	4	1125.1	-----	14.8	14.1	0.7	11.4	10.9	0.5	61.84
(904, 905)	2	SOV	---	---	5	1128.4	-----	14.7	14.0	0.6	11.3	10.8	0.5	62.31
(906, 907)	1	SOV	---	---	3	1255.8	-----	14.4	14.2	0.3	11.2	11.0	0.2	63.83
(906, 907)	2	SOV	---	---	6	1277.6	-----	14.5	14.2	0.3	11.2	11.0	0.2	63.59
(907, 908)	1	SOV	---	---	9	1298.8	-----	22.0	21.4	0.6	17.1	16.6	0.5	63.13
(907, 908)	2	SOV	---	---	6	1199.3	-----	22.0	21.4	0.6	17.0	16.6	0.5	63.23
(908, 909)	1	SOV	---	---	8	1423.1	-----	16.8	16.0	0.8	13.0	12.4	0.6	60.99
(908, 909)	2	SOV	---	---	5	1075.5	-----	16.2	15.7	0.5	12.6	12.2	0.4	62.97
(909, 910)	1	SOV	---	---	5	889.0	-----	14.5	14.0	0.5	11.2	10.8	0.4	62.31
(909, 910)	2	SOV	---	---	7	1068.5	-----	14.4	13.9	0.5	11.1	10.7	0.4	62.80
(909, 859)	1	SOV	---	---	18	534.3	-----	22.6	9.3	13.3	17.6	7.2	10.4	22.97
(910, 911)	1	SOV	---	---	2	933.2	-----	17.2	16.7	0.5	13.3	12.9	0.4	62.99
(910, 911)	2	SOV	---	---	7	1019.9	-----	17.4	16.8	0.6	13.4	13.0	0.5	62.51
(911, 912)	1	SOV	---	---	5	969.4	-----	15.8	15.3	0.5	12.3	11.9	0.4	62.94
(911, 912)	2	SOV	---	---	6	984.1	-----	16.0	15.4	0.6	12.4	11.9	0.5	62.28
(861, 912)	1	SOV	---	---	0	55.0	-----	6.3	6.2	0.0	4.8	4.8	0.0	55.12
(912, 913)	1	SOV	---	---	4	1031.3	-----	16.3	15.7	0.6	12.6	12.2	0.5	62.68
(912, 913)	2	SOV	---	---	5	976.1	-----	16.4	15.8	0.6	12.7	12.2	0.5	62.30
(912, 913)	9	SOV	---	---	0	2.0	-----	19.3	17.2	2.1	14.9	13.3	1.6	52.89
(913, 914)	1	SOV	---	---	7	1020.8	-----	17.1	16.5	0.6	13.3	12.8	0.5	62.62
(913, 914)	2	SOV	---	---	4	986.0	-----	17.2	16.6	0.7	13.3	12.8	0.5	62.19
(914, 915)	1	SOV	---	---	6	993.1	-----	33.9	32.5	1.4	26.2	25.2	1.1	62.31
(914, 915)	2	SOV	---	---	10	1016.9	-----	33.9	32.6	1.4	26.2	25.2	1.1	62.23

(915, 916)	1	SOV	---	---	8	996.3	-----	34.3	32.8	1.5	26.6	25.4	1.1	62.11
(915, 916)	2	SOV	---	---	9	1018.0	-----	34.3	32.8	1.5	26.5	25.4	1.2	62.00
(916, 917)	1	SOV	---	---	7	999.8	-----	31.2	29.8	1.4	24.2	23.1	1.1	62.01
(916, 917)	2	SOV	---	---	8	1016.9	-----	31.2	29.8	1.3	24.1	23.1	1.0	62.05
(917, 918)	1	SOV	---	---	9	997.6	-----	24.3	23.3	1.0	18.8	18.1	0.8	62.23
(917, 918)	2	SOV	---	---	11	1012.9	-----	24.4	23.3	1.1	18.9	18.1	0.8	61.95
(918, 919)	1	SOV	---	---	9	1006.5	-----	31.4	30.0	1.4	24.3	23.2	1.0	62.17
(918, 919)	2	SOV	---	---	6	998.7	-----	31.5	30.1	1.4	24.3	23.3	1.1	61.94
(919, 920)	1	SOV	---	---	7	1014.5	-----	32.5	31.1	1.4	25.2	24.1	1.1	62.14
(919, 920)	2	SOV	---	---	6	998.3	-----	32.7	31.2	1.5	25.3	24.1	1.2	61.87
(920, 921)	1	SOV	---	---	4	1001.9	-----	20.0	19.1	0.9	15.5	14.7	0.7	61.90
(920, 921)	2	SOV	---	---	1	1019.9	-----	20.0	19.0	0.9	15.4	14.7	0.7	61.93
(921, 922)	1	SOV	---	---	3	1007.0	-----	19.0	18.1	0.9	14.7	14.0	0.7	61.90
(921, 922)	2	SOV	---	---	8	1020.7	-----	19.0	18.1	0.9	14.7	14.0	0.7	61.90
(922, 923)	1	SOV	---	---	4	1007.6	-----	19.2	18.3	0.9	14.8	14.1	0.7	61.79
(922, 923)	2	SOV	---	---	6	1021.4	-----	19.2	18.3	0.9	14.8	14.1	0.7	61.86
(923, 924)	1	SOV	---	---	6	1029.4	-----	21.6	20.5	1.1	16.7	15.9	0.8	61.68
(923, 924)	2	SOV	---	---	4	998.7	-----	21.5	20.5	1.0	16.6	15.9	0.7	61.96
(924, 925)	1	SOV	---	---	6	1078.0	-----	20.7	19.6	1.1	16.0	15.1	0.9	60.74
(924, 925)	2	SOV	---	---	12	944.0	-----	20.2	19.3	0.9	15.7	15.0	0.7	62.18
(925, 926)	1	SOV	---	---	3	838.7	-----	23.4	22.4	1.0	18.1	17.4	0.7	62.19
(925, 926)	2	SOV	---	---	5	940.8	-----	23.4	22.5	1.0	18.1	17.4	0.7	62.20
(925, 876)	1	SOV	---	---	0	249.0	-----	10.1	10.0	0.1	7.8	7.8	0.1	54.30
(926, 927)	1	SOV	---	---	6	864.5	-----	17.2	16.5	0.7	13.3	12.7	0.5	62.29
(926, 927)	2	SOV	---	---	3	907.8	-----	17.3	16.5	0.7	13.4	12.8	0.6	61.99
(878, 927)	1	SOV	---	---	0	77.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.37
(927, 928)	1	SOV	---	---	3	944.4	-----	16.5	15.7	0.8	12.8	12.2	0.6	61.82
(927, 928)	2	SOV	---	---	6	897.9	-----	16.5	15.8	0.8	12.8	12.2	0.6	61.81
(927, 928)	9	SOV	---	---	0	3.2	-----	20.5	17.6	2.9	15.9	13.7	2.2	49.89
(928, 929)	1	SOV	---	---	8	939.1	-----	15.3	14.6	0.6	11.8	11.3	0.5	62.22
(928, 929)	2	SOV	---	---	4	900.2	-----	15.4	14.7	0.7	11.9	11.4	0.5	61.95

(929, 930)	1	SOV	---	---	6	945.9	-----	18.9	18.1	0.8	14.6	14.0	0.6	62.35
(929, 930)	2	SOV	---	---	5	887.1	-----	18.9	18.2	0.8	14.7	14.0	0.6	62.04
(930, 931)	1	SOV	---	---	3	928.8	-----	12.6	12.1	0.5	9.7	9.3	0.4	62.42
(930, 931)	2	SOV	---	---	5	894.5	-----	12.6	12.1	0.5	9.8	9.4	0.4	62.23
(654,7079)	1	SOV	---	---	0	52.0	-----	4.2	3.2	1.0	3.2	2.5	0.7	42.68
(654,7079)	2	SOV	---	---	0	842.3	-----	3.7	3.3	0.4	2.9	2.5	0.3	47.62
(407, 369)	1	SOV	---	---	11	1646.5	-----	18.3	17.3	1.1	14.2	13.3	0.8	51.37
(407, 369)	2	SOV	---	---	6	1346.0	-----	18.1	17.1	0.9	13.9	13.2	0.7	52.15
(162, 165)	1	SOV	---	---	2	1089.1	-----	9.6	9.4	0.2	7.4	7.3	0.2	63.99
(162, 165)	2	SOV	---	---	4	1542.1	-----	9.7	9.4	0.3	7.5	7.3	0.2	63.25
(162, 165)	3	SOV	---	---	4	1545.6	-----	9.7	9.4	0.3	7.5	7.3	0.2	63.33
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	2	1130.7	-----	7.9	7.8	0.1	6.1	6.0	0.1	64.38
(165, 166)	2	SOV	---	---	4	1464.0	-----	8.0	7.9	0.2	6.2	6.1	0.1	63.64
(165, 166)	3	SOV	---	---	2	1498.4	-----	8.0	7.9	0.2	6.2	6.1	0.1	63.57
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	5	1840.8	-----	9.0	8.0	1.0	7.0	6.2	0.8	56.66
(386, 167)	2	SOV	---	---	4	1693.1	-----	8.3	7.9	0.4	6.4	6.1	0.3	61.64
(386, 167)	3	SOV	---	---	5	1521.1	-----	8.1	7.7	0.4	6.3	6.0	0.3	63.01
(386, 167)	4	HOV	4	4	0	4.0	4.0	7.7	7.7	0.0	6.0	6.0	0.0	66.58
(386, 167)	9	SOV	---	---	0	49.7	-----	10.8	9.0	1.8	8.3	6.9	1.4	47.31
(167, 168)	1	SOV	---	---	7	1791.0	-----	8.7	8.1	0.7	6.7	6.2	0.5	58.63
(167, 168)	2	SOV	---	---	4	1748.2	-----	8.3	7.9	0.4	6.4	6.1	0.3	61.64
(167, 168)	3	SOV	---	---	3	1563.4	-----	8.1	7.7	0.4	6.3	6.0	0.3	63.01
(167, 168)	4	HOV	4	4	0	4.0	4.0	7.7	7.7	0.0	6.0	6.0	0.0	66.57
(168, 169)	1	SOV	---	---	4	1744.1	-----	9.1	8.7	0.5	7.0	6.7	0.4	60.01
(168, 169)	2	SOV	---	---	5	1755.6	-----	8.8	8.5	0.3	6.8	6.5	0.3	62.03
(168, 169)	3	SOV	---	---	6	1596.5	-----	8.7	8.3	0.4	6.7	6.4	0.3	62.92
(168, 169)	4	HOV	4	4	0	4.0	4.0	8.2	8.2	0.0	6.4	6.4	0.0	66.64
(404, 170)	1	SOV	---	---	2	231.8	-----	3.6	3.5	0.0	2.8	2.7	0.0	54.72
(7018, 171)	1	SOV	---	---	0	435.3	-----	2.9	2.5	0.4	2.3	1.9	0.3	43.29
(171, 172)	1	SOV	---	---	0	395.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.23
(172, 387)	1	SOV	---	---	0	395.0	-----	2.7	2.5	0.2	2.1	1.9	0.1	49.88

(7020, 174)	1	SOV	---	---	1	521.5	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.27
(174, 175)	1	SOV	---	---	0	481.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.11
(175, 386)	1	SOV	---	---	1	480.8	-----	3.8	3.6	0.2	2.9	2.8	0.2	51.23
(385, 173)	1	SOV	---	---	0	552.0	-----	3.3	3.2	0.1	2.5	2.5	0.1	53.83
(173,7019)	1	SOV	---	---	0	552.0	-----	3.2	3.1	0.1	2.5	2.4	0.0	51.30
(170,7017)	1	SOV	---	---	0	230.0	-----	3.7	3.6	0.0	2.8	2.8	0.0	51.85
(151, 344)	1	SOV	---	---	1	759.6	-----	7.9	7.6	0.3	6.1	5.9	0.3	52.28
(151, 344)	2	SOV	---	---	0	60.8	-----	8.2	7.2	0.9	6.3	5.6	0.7	50.85
(344,7026)	1	SOV	---	---	0	9.0	-----	3.3	2.8	0.4	2.5	2.2	0.3	43.53
(344,7026)	2	SOV	---	---	0	811.6	-----	3.1	2.8	0.3	2.4	2.2	0.2	45.87
(7007, 208)	1	SOV	---	---	0	147.3	-----	3.0	2.5	0.5	2.3	1.9	0.4	38.20
(209, 180)	1	SOV	---	---	0	132.0	-----	3.7	3.5	0.2	2.9	2.7	0.2	51.08
(396, 397)	1	SOV	---	---	7	1076.6	-----	28.1	20.5	7.7	21.8	15.8	5.9	42.59
(396, 397)	2	SOV	---	---	7	1428.8	-----	22.9	18.9	3.9	17.7	14.6	3.0	52.38
(396, 397)	3	SOV	---	---	9	1268.2	-----	20.3	18.3	2.0	15.7	14.1	1.6	59.01
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(399, 402)	1	SOV	---	---	2	769.4	-----	19.3	16.8	2.5	14.9	13.0	1.9	48.08
(399, 402)	2	SOV	---	---	6	941.8	-----	17.8	17.0	0.8	13.7	13.1	0.6	52.21
(559, 407)	1	SOV	---	---	5	1786.9	-----	6.9	6.3	0.7	5.4	4.8	0.5	45.07
(559, 407)	6	SOV	---	---	0	1205.9	-----	6.7	6.3	0.4	5.2	4.9	0.3	46.29
(370, 416)	1	SOV	---	---	1	417.6	-----	3.9	3.8	0.1	3.0	3.0	0.1	53.58
(403, 310)	1	SOV	---	---	4	1358.6	-----	12.5	9.3	3.2	9.6	7.2	2.5	40.66
(403, 310)	2	SOV	---	---	0	348.2	-----	15.8	9.8	6.1	12.2	7.5	4.7	32.04
(383, 314)	1	SOV	---	---	7	1819.5	-----	51.1	13.0	38.2	39.5	10.0	29.5	13.61
(381, 315)	1	SOV	---	---	1	555.0	-----	3.6	3.3	0.2	2.7	2.6	0.2	50.51
(380, 381)	1	SOV	---	---	2	557.2	-----	3.6	3.5	0.1	2.8	2.7	0.1	48.98
(7029, 380)	1	SOV	---	---	3	592.3	-----	4.5	4.2	0.3	3.4	3.2	0.2	46.83
(316, 309)	1	SOV	---	---	2	1647.2	-----	8.7	3.4	5.3	6.7	2.6	4.1	21.83

(349, 352)	1	SOV	---	---	1	478.6	-----	9.9	9.7	0.3	7.7	7.5	0.2	48.52
(352,7027)	1	SOV	---	---	0	479.3	-----	2.5	2.3	0.2	2.0	1.8	0.1	45.62
(346, 347)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 678)	1	SOV	---	---	0	427.6	-----	4.8	4.7	0.1	3.7	3.6	0.1	56.46
(599, 678)	2	SOV	---	---	1	1005.5	-----	5.1	5.0	0.1	4.0	3.9	0.1	52.56
(685, 601)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 688)	1	SOV	---	---	4	716.0	-----	10.7	10.6	0.2	8.3	8.1	0.1	49.46
(603, 688)	2	SOV	---	---	4	715.0	-----	9.7	9.6	0.1	7.5	7.4	0.1	54.64
(603, 688)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(382, 383)	1	SOV	---	---	0	1820.0	-----	9.2	2.1	7.1	7.1	1.6	5.5	14.42
(368, 369)	1	SOV	---	---	4	429.2	-----	26.0	23.9	2.1	20.1	18.5	1.6	59.78
(368, 369)	2	SOV	---	---	2	622.5	-----	26.1	24.1	2.0	20.1	18.6	1.5	59.48
(368, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(407, 411)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(406, 412)	1	SOV	---	---	0	458.4	-----	5.7	5.3	0.4	4.4	4.1	0.3	41.63
(406, 412)	2	SOV	---	---	0	126.2	-----	5.8	5.0	0.9	4.5	3.8	0.7	40.38
(412,7041)	1	SOV	---	---	0	24.0	-----	4.0	3.0	1.0	3.1	2.3	0.8	33.67
(412,7041)	2	SOV	---	---	0	561.0	-----	3.9	3.1	0.9	3.0	2.4	0.7	34.48
(7042, 414)	1	SOV	---	---	0	563.8	-----	3.7	3.5	0.3	2.9	2.7	0.2	42.48
(414, 415)	1	SOV	---	---	0	522.0	-----	2.7	2.5	0.2	2.1	1.9	0.2	45.38
(415, 307)	1	SOV	---	---	0	522.0	-----	3.7	3.5	0.2	2.9	2.7	0.2	50.73
(7013, 8)	1	SOV	---	---	2	588.5	-----	3.7	1.8	1.9	2.8	1.4	1.5	33.94
(8, 132)	1	SOV	---	---	0	535.8	-----	2.7	2.0	0.7	2.1	1.6	0.5	44.38

CORSIM & SYNCHRO INTERSECTION DATA

2018 NO-BUILD

AM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	190	190	100%	4.1	A	
EB - Stockdale Hwy	43	42	98%	0.0	A	A
WB - Stockdale Hwy	75	70	93%	0.1	A	
Intersection Total	***308***	***302***	***98%***			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	43	42	100%	4.6	A	
EB - Stockdale Hwy	222	220	99%	0.1	A	A
WB - Stockdale Hwy	313	262	84%	0.0	A	
Intersection Total	***578***	***541***	***94%***			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	325	323	99%	17.9	B	
SB - Enos Ln	250	243	97%	44.3	D	D
EB - Stockdale Hwy	231	246	106%	18.5	B	
WB - Stockdale Hwy	568	600	106%	54.6	D	
Intersection Total	***1,374***	***1,412***	***103%***	***37.1***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	289	314	109%	0.2	A	
SB - SR-43	709	710	100%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	53	46	87%	5.4	A	
Intersection Total	***1,051***	***1,070***	***102%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	271	272	100%	0.0	A	
SB - SR-43	637	634	100%	0.4	A	A
EB - I-5 SB Ramp - STOP Control	31	49	158%	7.1	A	
Intersection Total	***939***	***955***	***102%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	98	97	99%	5.3	A	
SB - Nord Rd	111	110	99%	32.8	C	D
EB - Stockdale Hwy	453	446	98%	43.1	D	
WB - Stockdale Hwy	592	672	114%	44.2	D	
Intersection Total	***1,254***	***1,325***	***106%***	***40.0***		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	113	112	99%	15.6	B	
SB - Heath Rd	366	368	101%	42.6	D	C
EB - Stockdale Hwy	667	651	98%	11.3	B	
WB - Stockdale Hwy	799	845	106%	20.0	C	
Intersection Total	***1,945***	***1,976***	***102%***	***21.1***		
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	227	226	100%	16.7	B	
EB - Stockdale Hwy	1,056	1,043	99%	3.9	A	A
WB - WSP	705	742	105%	4.7	A	
Intersection Total	***1,988***	***2,011***	***101%***	***5.6***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	1,044	1,001	96%	27.8	C	C
SB - Allen Rd	1,232	1,234	100%	28.5	C	
EB - Brihmall Rd	514	510	99%	15.5	B	
WB - Brihmall Rd	293	290	99%	23.2	C	
Intersection Total	***3,083***	***3,035***	***98%***	***25.6***		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	485	472	97%	22.8	C	B
SB - Allen Rd	1,458	1,452	100%	11.5	B	
WB - Off Ramp/On Ramp WSP WB	750	696	93%	8.4	A	
Intersection Total	***2,693***	***2,620***	***97%***	***12.7***		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	943	926	98%	7.4	A	B
SB - Allen Rd	1,548	1,513	98%	20.5	C	
EB - WSP EB off Ramp	65	60	92%	23.5	C	
Intersection Total	***2,556***	***2,499***	***98%***	***15.7***		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	408	411	101%	17.4	B	C
SB - Allen Rd	593	566	95%	21.0	C	
EB - Stockdale Hwy	775	764	99%	39.6	D	
WB - Stockdale Hwy	654	648	99%	21.5	C	
Intersection Total	***2,430***	***2,389***	***98%***	***26.5***		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	970	987	102%	24.6	C	C
SB - Calloway Dr	1,208	1,209	100%	31.1	C	
EB - Brimhall Rd	902	900	100%	21.0	C	
WB - Brimhall Rd	508	507	100%	23.5	C	
Intersection Total	***3,588***	***3,603***	***100%***	***25.7***		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	936	964	103%	8.1	A	A
SB - Calloway Dr	1,394	1,381	99%	7.8	A	
EB - WSP WB on Ramp	430	380	88%	10.2	B	
WB - WSP WB Off Ramp	195	200	103%	3.9	A	
Intersection Total	***2,955***	***2,925***	***99%***	***7.9***		
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	835	856	103%	17.7	B	B
SB - Calloway Dr	1,280	1,252	98%	16.0	B	
EB - WSP EB off Ramp	505	470	93%	16.8	B	
Intersection Total	***2,620***	***2,578***	***98%***	***16.7***		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,412	1,416	100%	39.5	D	D
SB - Calloway Dr	1,684	1,625	96%	27.4	C	
EB - Stockdale Hwy	1,396	1,387	99%	45.7	D	
WB - Stockdale Hwy	561	564	101%	29.0	C	
Intersection Total	***5,053***	***4,992***	***99%***	***40.8***		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,350	1,374	102%	32.5	C	C
SB - Coffee Rd	1,076	1,079	100%	27.2	C	
EB - Brimhall Rd	746	748	100%	14.0	B	
WB - Brimhall Rd	1,125	1,141	101%	28.4	C	
Intersection Total	***4,297***	***4,342***	***101%***	***26.9***		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	1,091	1,444	132%	33.4	C	C
SB - Coffee Rd	1,602	1,591	99%	31.9	C	
EB - WSP EB off Ramp	1,225	1,233	101%	14.1	B	
Intersection Total	***3,918***	***4,268***	***109%***	***27.3***		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	1,469	1,467	100%	23.3	C	B
SB - Coffee Rd	2,068	2,095	101%	13.2	B	
WB - Truxtun Ave	358	357	100%	24.0	C	
Intersection Total	***3,895***	***3,919***	***101%***	***18.0***		
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,031	1,031	100%	51.8	D	C
SB - Mohawk St	457	440	96%	22.0	C	
EB - WSP EB off Ramp	1,080	1,083	100%	3.9	A	
Intersection Total	***2,568***	***2,554***	***99%***	***26.4***		
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,503	1,494	99%	26.2	C	C
SB - Mohawk St	1,335	1,322	99%	32.3	C	
EB - Truxtun Ave	630	630	100%	14.4	B	
WB - Truxtun Ave	432	440	102%	32.3	C	
Intersection Total	***3,900***	***3,886***	***100%***	***27.1***		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,354	1,397	103%	15.1	B	B
SB - Airport Dr	1,443	1,446	100%	21.3	C	
EB - State Rd	201	200	100%	13.3	B	
WB - SR204 WB Off Ramp	785	768	98%	25.3	C	
Intersection Total	***3,783***	***3,811***	***101%***	***20.4***		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,535	1,420	93%	7.9	A	A
WB - Buck Owens Blvd	360	363	101%	3.8	A	
Intersection Total	***1,895***	***1,783***	***94%***	***7.1***		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	316	317	100%	25.0	C	C
SB - Buck Owens Blvd	117	113	97%	34.1	C	
EB - Rio Mirada Dr	750	697	93%	17.6	B	
WB - Rio Mirada Dr	142	141	99%	19.0	B	
Intersection Total	***1,325***	***1,268***	***96%***	***21.1***		
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	958	921	96%	42.5	D	D
SB - Buck Owens Blvd	423	426	101%	51.2	D	
EB - SR99 NB Off Ramp	825	745	90%	33.4	C	
WB - Sillect Ave	204	197	97%	42.7	D	
Intersection Total	***2,410***	***2,289***	***95%***	***41.2***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	315	310	98%	41.3	D	C
SB - Camino del Rio Ct	172	168	98%	52.0	D	
EB - Rosedale Hwy	2,551	2,566	101%	17.9	B	
WB - Rosedale Hwy	2,663	2,536	95%	15.6	B	
Intersection Total	***5,701***	***5,580***	***98%***	***34.6***		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	660	669	101%	22.4	C	B
EB - Rosedale Hwy	1,661	1,651	99%	8.4	A	
WB - Rosedale Hwy	2,246	2,135	95%	20.1	C	
Intersection Total	***4,567***	***4,455***	***98%***	***16.1***		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	2,150	1,944	90%	47.3	D	C
SB - Buck Owens Blvd	561	542	97%	13.2	B	
EB - Rosedale Hwy	1,905	1,866	98%	22.0	C	
WB - 24th St	2,303	2,263	98%	13.4	B	
Intersection Total	***6,919***	***6,615***	***96%***	***25.8***		
43. 24th St & Oak St						
NB - Oak St	1,301	1,304	100%	32.2	C	C
SB - Oak St	85	85	100%	56.1	E	
EB - 24th St	2,784	2,646	95%	26.7	C	
WB - 24th St	2,940	2,930	100%	22.9	C	
Intersection Total	***7,110***	***6,965***	***98%***	***26.5***		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,446	1,448	100%	45.9	D	D
SB - Oak St	1,197	1,190	99%	26.4	C	
EB - Truxtun Ave	2,037	1,884	92%	28.0	C	
WB - Truxtun Ave	616	616	100%	51.7	D	
Intersection Total	***5,296***	***5,138***	***97%***	***35.5***		
46. California Ave & Chester Ln						
NB - Chester Ln	141	138	98%	32.9	C	C
SB - Chester Ln	161	157	98%	27.0	C	
EB - California Ave	1,236	1,247	101%	19.8	B	
WB - California Ave	1,818	1,851	102%	24.7	C	
Intersection Total	***3,356***	***3,393***	***101%***	***23.3***		
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	349	351	101%	31.0	C	D
SB - SR99 SB Off Ramp	1,105	1,122	102%	47.2	D	
EB - California Ave	1,348	1,336	99%	41.6	D	
WB - California Ave	1,223	1,219	100%	43.5	D	
Intersection Total	***4,025***	***4,028***	***100%***	***43.6***		
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	1,145	1,025	90%	15.5	B	C
SB - Extended Stay Hotel	57	55	96%	19.2	B	
EB - California Ave	1,060	1,102	104%	31.8	C	
WB - California Ave	1,204	1,154	96%	32.0	C	
Intersection Total	***3,466***	***3,336***	***96%***	***26.7***		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
49. California Ave & Oak St						
NB - Oak St	813	816	100%	35.4	D	C
SB - Oak St	922	895	97%	22.8	C	
EB - California Ave	1,760	1,728	98%	22.5	C	
WB - California Ave	762	752	99%	23.8	C	
Intersection Total	***4,257***	***4,191***	***98%***	***25.3***		
51. Stockdale Hwy & Real Rd						
NB - Real Rd	803	823	102%	70.9	E	D
SB - Real Rd	398	402	101%	45.4	D	
EB - Stockdale Hwy	1,664	1,655	99%	50.8	D	
WB - Stockdale Hwy	1,301	1,332	102%	47.2	D	
Intersection Total	***4,166***	***4,212***	***101%***	***59.1***		
52. Stockdale @SR-99 SB Ramps						
SB- SR-99 SB Off-Ramp	390	417	107%	17.7	B	B
EB - Stockdale Hwy	964	974	101%	12.7	B	
WB- Stockdale	1,019	1,020	100%	14.4	B	
Intersection Total	***2,373***	***2,411***	***102%***	***14.3***		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	1,081	1,044	97%	25.6	C	C
SB - Oak St	381	382	100%	28.3	C	
EB - Stockdale Hwy	1,054	1,066	101%	25.6	C	
WB - Stockdale Hwy	563	562	100%	33.6	C	
Intersection Total	***3,079***	***3,054***	***99%***	***27.4***		
54. SR58 Ramps & Real Rd						
NB - Real Rd	754	757	100%	14.5	B	C
SB - Real Rd	1,111	1,095	99%	25.7	C	
WB - SR58 WB	930	961	103%	28.4	C	
Intersection Total	***2,795***	***2,813***	***101%***	***23.6***		
55. SR99 NB Ramps & Wible Rd						
NB - Wible Rd	793	791	100%	9.8	A	B
SB - Wible Rd	515	527	102%	16.0	B	
EB - SR99 NB Off Ramp	595	585	98%	18.8	B	
Intersection Total	***1,903***	***1,903***	***100%***	***14.3***		
57. Ming Ave & Real Rd						
NB - Real Rd	336	336	100%	26.1	C	C
SB - Real Rd	412	408	99%	36.6	D	
EB - Ming Ave	1,826	1,830	100%	21.9	C	
WB - Ming Ave	1,317	1,283	97%	24.6	C	
Intersection Total	***3,891***	***3,857***	***99%***	***24.7***		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	1,983	1,965	99%	0.3	A	A
WB - Ming Ave	814	764	94%	8.2	A	
Intersection Total	***2,797***	***2,729***	***98%***	***2.5***		
59. Ming Ave & Wible Rd						
NB - Wible Rd	647	646	100%	25.7	C	C
SB - Wible Rd	251	249	99%	34.6	C	
EB - Ming Ave	1,986	1,956	98%	22.9	C	
WB - Ming Ave	796	745	94%	10.3	B	
Intersection Total	***3,680***	***3,596***	***98%***	***21.6***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
60. Ming Ave & SR99 NB Ramps						
NB - Sears	55	54	98%	33.6	C	C
SB - SR99 SB Off Ramp	515	463	90%	19.5	B	
EB - Ming Ave	1,862	1,908	102%	30.4	C	
WB - Ming Ave	762	762	100%	13.7	B	
Intersection Total	***3,194***	***3,187***	***100%***	***24.9***		
61. Ming Ave & Castro Ln						
NB - Castro Ln	54	55	102%	30.7	C	C
SB - Castro Ln	155	154	99%	21.7	C	
EB - Ming Ave	991	976	98%	13.2	B	
WB - Ming Ave	724	725	100%	36.2	D	
Intersection Total	***1,924***	***1,910***	***99%***	***23.1***		
66. Brundage Ln & H St						
NB - H St	1,105	1,105	100%	20.3	C	C
SB - H St	375	375	100%	30.3	C	
EB - Brundage Ln	599	599	100%	27.6	C	
WB - Brundage Ln	404	436	108%	35.1	D	
Intersection Total	***2,483***	***2,515***	***101%***	***26.1***		
67. SR58 WB Ramp & H St						
NB - H St	1,049	1,062	101%	2.7	A	B
SB - H St	514	542	105%	16.1	B	
WB - Richland St	492	464	94%	31.3	C	
Intersection Total	***2,055***	***2,068***	***101%***	***17.6***		
68. SR58 EB Ramp & H St						
NB - H St	1,056	1,056	100%	42.5	D	D
SB - H St	460	558	121%	36.4	D	
EB - SR58 EB Off Ramp	440	460	105%	34.6	C	
Intersection Total	***1,956***	***2,074***	***106%***	***39.7***		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	807	854	106%	16.2	B	C
SB - Chester Ave	576	577	100%	28.6	C	
EB - Brundage Ln	658	667	101%	20.8	C	
WB - Brundage Ln	359	357	99%	28.4	C	
Intersection Total	***2,400***	***2,455***	***102%***	***22.1***		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	751	817	109%	2.0	A	C
SB - Chester Ave	711	695	98%	45.2	D	
WB - Richland St	605	585	97%	27.3	C	
Intersection Total	***2,067***	***2,097***	***101%***	***23.4***		
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	752	753	100%	34.9	C	C
SB - Chester Ave	791	786	99%	23.3	C	
EB - Frontage Rd	530	534	101%	34.0	C	
Intersection Total	***2,073***	***2,073***	***100%***	***32.8***		

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Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
74. Brundage Ln & Union Ave						
NB - Union Ave	1,565	1,537	98%	36.5	D	C
SB - Union Ave	1,150	1,146	100%	26.7	C	
EB - Brundage Ln	427	428	100%	29.8	C	
WB - Brundage Ln	831	822	99%	19.6	B	
Intersection Total	***3,973***	***3,933***	***99%***	***29.4***		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	530	521	98%	10.2	B	C
SB - Liggett St	73	74	101%	28.7	C	
EB - Brundage Ln	384	369	96%	40.6	D	
WB - Brundage Ln	399	402	101%	64.8	E	
Intersection Total	***1,386***	***1,366***	***99%***	***34.5***		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	1,189	1,187	100%	15.5	B	B
SB - Union Ave	869	926	107%	12.5	B	
EB - SR58 EB Off Ramp	855	835	98%	13.0	B	
Intersection Total	***2,913***	***2,948***	***101%***	***13.8***		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	605	577	95%	17.6	B	C
SB - Cottonwood Rd	157	157	100%	27.8	C	
EB - Brundage Ln	187	188	101%	27.4	C	
WB - Brundage Ln	474	486	103%	27.3	C	
Intersection Total	***1,423***	***1,408***	***99%***	***23.4***		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	245	258	105%	21.8	C	C
SB - Driveway	13	12	92%	32.5	C	
EB - Brundage Ln	530	479	90%	25.0	C	
WB - Brundage Ln	356	355	100%	30.3	C	
Intersection Total	***1,144***	***1,104***	***97%***	***26.0***		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	528	527	100%	12.8	B	B
SB - Cottonwood Rd	356	370	104%	24.0	C	
EB - SR-58 EB off Ramp	460	443	96%	15.8	B	
Intersection Total	***1,344***	***1,340***	***100%***	***16.9***		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4803	1524	3242	3343	1495	3242	4618		3242	4765	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4803	1524	3242	3343	1495	3242	4618		3242	4765	
Volume (vph)	112	429	119	225	275	122	133	590	203	145	834	46
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	122	466	129	245	299	133	143	634	218	156	897	49
RTOR Reduction (vph)	0	0	9	0	0	18	0	0	0	0	0	0
Lane Group Flow (vph)	122	466	120	245	299	115	143	852	0	156	946	0
Heavy Vehicles (%)	2%	8%	6%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	4.7	33.0	33.0	6.0	34.3	34.3	6.6	23.4		6.9	23.7	
Effective Green, g (s)	6.0	36.0	36.0	7.3	37.3	37.3	7.5	26.4		7.8	26.7	
Actuated g/C Ratio	0.06	0.39	0.39	0.08	0.40	0.40	0.08	0.28		0.08	0.29	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	220	1849	587	253	1334	596	260	1304		270	1361	
v/s Ratio Prot	c0.04	c0.10		c0.08	0.09		0.04	0.18		c0.05	c0.20	
v/s Ratio Perm			0.08			0.09						
v/c Ratio	0.55	0.25	0.20	0.97	0.22	0.19	0.55	0.65		0.58	0.70	
Uniform Delay, d1	42.5	19.6	19.2	43.0	18.5	18.3	41.4	29.5		41.3	29.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.3	0.8	47.0	0.4	0.7	1.4	1.2		1.9	1.4	
Delay (s)	44.2	19.9	20.0	90.0	18.9	19.0	42.8	30.7		43.1	31.2	
Level of Service	D	B	B	F	B	B	D	C		D	C	
Approach Delay (s)		24.0			44.7			32.5			32.9	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM Average Control Delay	33.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.97		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1744		1770	1585		1770	5085	1583	1770	5085	1583
Flt Permitted		0.47		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		855		1355	1585		1770	5085	1583	1770	5085	1583
Volume (vph)	105	1	25	30	1	149	25	689	56	73	538	35
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	125	1	30	34	1	169	27	741	60	79	585	38
RTOR Reduction (vph)	0	10	0	0	140	0	0	0	11	0	0	3
Lane Group Flow (vph)	0	146	0	34	30	0	27	741	49	79	585	35
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		19.2		19.2	19.2		4.9	60.3	60.3	18.5	73.9	73.9
Effective Green, g (s)		19.2		19.2	19.2		4.9	60.3	60.3	18.5	73.9	73.9
Actuated g/C Ratio		0.17		0.17	0.17		0.04	0.55	0.55	0.17	0.67	0.67
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		149		237	277		79	2788	868	298	3416	1063
v/s Ratio Prot					0.11		0.02	c0.15		c0.04	0.12	
v/s Ratio Perm		c0.18		0.03					0.04			0.02
v/c Ratio		0.98		0.14	0.11		0.34	0.27	0.06	0.27	0.17	0.03
Uniform Delay, d1		45.2		38.4	38.2		51.0	13.1	11.6	39.8	6.7	6.1
Progression Factor		1.00		1.00	1.00		0.80	0.77	0.79	1.05	0.96	0.93
Incremental Delay, d2		67.6		0.3	0.2		2.1	0.2	0.1	0.5	0.1	0.1
Delay (s)		112.8		38.7	38.4		42.8	10.3	9.2	42.5	6.6	5.7
Level of Service		F		D	D		D	B	A	D	A	A
Approach Delay (s)		112.8			38.4			11.3			10.6	
Approach LOS		F			D			B			B	

Intersection Summary			
HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3367	4803	1509	3242	4803	1495	3242	4532		3242	4803	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3367	4803	1509	3242	4803	1495	3242	4532		3242	4803	1495
Volume (vph)	152	1194	210	209	627	115	122	466	281	289	741	101
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	162	1270	223	225	674	124	131	501	302	311	797	109
RTOR Reduction (vph)	0	0	23	0	0	14	0	0	0	0	0	10
Lane Group Flow (vph)	162	1270	200	225	674	110	131	803	0	311	797	99
Heavy Vehicles (%)	4%	8%	7%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	14.2	35.1	35.1	6.7	27.6	27.6	7.7	34.0		7.8	34.1	34.1
Effective Green, g (s)	16.5	38.0	38.0	9.0	30.5	30.5	9.9	37.0		10.0	37.1	37.1
Actuated g/C Ratio	0.15	0.35	0.35	0.08	0.28	0.28	0.09	0.34		0.09	0.34	0.34
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	505	1659	521	265	1332	415	292	1524		295	1620	504
v/s Ratio Prot	0.05	c0.26		c0.07	0.14		0.04	c0.18		c0.10	0.17	
v/s Ratio Perm			0.15			0.08						0.07
v/c Ratio	0.32	0.77	0.38	0.85	0.51	0.26	0.45	0.53		1.05	0.49	0.20
Uniform Delay, d1	41.7	32.0	27.2	49.8	33.4	31.0	47.5	29.4		50.0	29.0	25.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	2.8	1.3	20.8	1.0	1.1	0.4	1.3		67.4	1.1	0.9
Delay (s)	41.9	34.8	28.5	70.7	34.4	32.1	47.9	30.7		117.4	30.0	26.7
Level of Service	D	C	C	E	C	C	D	C		F	C	C
Approach Delay (s)		34.6			42.1			33.1			52.1	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM Average Control Delay	40.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Volume (vph)	211	1831	160	214	801	175	275	956	424	315	760	50
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	222	1927	168	230	861	188	293	1017	451	339	817	54
RTOR Reduction (vph)	0	0	32	0	0	16	0	0	46	0	0	16
Lane Group Flow (vph)	222	1927	136	230	861	172	293	1017	406	339	817	38
Heavy Vehicles (%)	10%	9%	10%	9%	11%	8%	11%	4%	8%	6%	5%	16%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	9.2	40.0	40.0	7.7	38.5	38.5	6.0	38.5	38.5	6.8	39.3	39.3
Effective Green, g (s)	11.5	43.0	43.0	10.0	41.5	41.5	8.2	42.0	42.0	9.0	42.8	42.8
Actuated g/C Ratio	0.10	0.36	0.36	0.08	0.35	0.35	0.07	0.35	0.35	0.08	0.36	0.36
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	305	1705	526	268	1616	517	313	1746	523	248	1762	496
v/s Ratio Prot	0.07	c0.40		c0.07	0.18		0.06	0.20		c0.10	0.17	
v/s Ratio Perm			0.11			0.13			0.30			0.04
v/c Ratio	0.73	1.13	0.26	0.86	0.53	0.33	0.94	0.58	0.78	1.37	0.46	0.08
Uniform Delay, d1	52.7	38.5	27.2	54.3	31.5	29.0	55.6	31.8	34.8	55.5	29.8	25.5
Progression Factor	1.00	1.00	1.00	1.18	1.28	1.44	0.90	0.66	0.66	1.00	1.00	1.00
Incremental Delay, d2	7.2	66.6	1.2	19.4	1.1	1.5	32.1	1.3	10.0	188.8	0.9	0.3
Delay (s)	59.9	105.1	28.4	83.3	41.4	43.4	82.4	22.3	32.8	244.3	30.6	25.8
Level of Service	E	F	C	F	D	D	F	C	C	F	C	C
Approach Delay (s)		95.2			49.2			35.0			90.3	
Approach LOS		F			D			C			F	

Intersection Summary			
HCM Average Control Delay	69.2	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	4983		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	4983		3400	4988	1553
Volume (vph)	179	568	70	247	515	168	253	1180	169	382	1110	335
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	192	611	75	266	554	181	269	1255	180	402	1168	353
RTOR Reduction (vph)	0	0	10	0	0	29	0	0	0	0	0	32
Lane Group Flow (vph)	192	611	65	266	554	152	269	1435	0	402	1168	321
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	12.9	19.1	19.1	12.0	18.2	18.2	14.0	52.9		16.0	54.9	54.9
Effective Green, g (s)	12.9	21.1	21.1	12.0	20.2	20.2	14.0	54.9		16.0	56.9	56.9
Actuated g/C Ratio	0.11	0.18	0.18	0.10	0.17	0.17	0.12	0.46		0.13	0.47	0.47
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	369	877	263	337	832	252	401	2280		453	2365	736
v/s Ratio Prot	0.06	c0.12		c0.08	0.11		0.08	c0.29		c0.12	0.23	
v/s Ratio Perm			0.05			0.12						0.23
v/c Ratio	0.52	0.70	0.25	0.79	0.67	0.60	0.67	0.63		0.89	0.49	0.44
Uniform Delay, d1	50.6	46.4	42.6	52.8	46.7	46.2	50.8	24.8		51.1	21.7	20.9
Progression Factor	0.63	0.92	0.86	1.00	1.00	1.00	1.00	1.00		0.78	0.92	0.96
Incremental Delay, d2	0.5	1.8	0.2	10.8	1.6	2.8	3.5	1.3		17.0	0.7	1.7
Delay (s)	32.5	44.5	36.7	63.5	48.3	49.0	54.2	26.1		57.1	20.6	21.8
Level of Service	C	D	D	E	D	D	D	C		E	C	C
Approach Delay (s)		41.2			52.5			30.6			28.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	35.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	4990	5085	1583	4990	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	4990	5085	1583	4990	5085	1583	3433	5085	1583
Volume (vph)	16	2068	569	596	1530	42	211	15	338	17	14	15
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.92	0.92	0.92	0.80	0.80	0.80
Adj. Flow (vph)	17	2154	593	627	1611	44	229	16	367	21	18	19
RTOR Reduction (vph)	0	0	22	0	0	17	0	0	37	0	0	9
Lane Group Flow (vph)	17	2154	571	627	1611	27	229	16	330	21	18	10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	2.4	52.8	52.8	9.8	60.2	60.2	7.5	30.0	30.0	2.4	24.9	24.9
Effective Green, g (s)	4.7	55.1	55.1	12.1	62.5	62.5	9.7	32.2	32.2	4.6	27.1	27.1
Actuated g/C Ratio	0.04	0.46	0.46	0.10	0.52	0.52	0.08	0.27	0.27	0.04	0.23	0.23
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	134	2335	727	503	2648	824	403	1364	425	132	1148	357
v/s Ratio Prot	0.00	c0.42		c0.13	0.32		c0.05	0.00		0.01	0.00	
v/s Ratio Perm			0.37			0.03			0.23			0.01
v/c Ratio	0.13	0.92	0.79	1.25	0.61	0.03	0.57	0.01	0.78	0.16	0.02	0.03
Uniform Delay, d1	55.7	30.4	27.5	54.0	20.2	14.0	53.1	32.2	40.6	55.8	36.1	36.2
Progression Factor	0.87	1.72	1.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	0.8	0.8	126.8	1.0	0.1	1.8	0.0	8.7	0.6	0.0	0.0
Delay (s)	48.6	53.1	48.6	180.7	21.2	14.1	55.0	32.2	49.3	56.4	36.1	36.2
Level of Service	D	D	D	F	C	B	D	C	D	E	D	D
Approach Delay (s)		52.1			64.9			51.0			43.5	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM Average Control Delay	57.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	1557		3433	5024		1770	4988	1583	1681	1649	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1752	1557		3433	5024		1770	4988	1583	1681	1649	2787
Volume (vph)	39	32	13	1057	1089	96	74	720	382	547	132	730
Peak-hour factor, PHF	0.84	0.84	0.84	0.95	0.95	0.95	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	46	38	15	1113	1146	101	80	774	411	582	140	777
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	26	0	0	53
Lane Group Flow (vph)	46	53	0	1113	1247	0	80	774	385	370	352	724
Heavy Vehicles (%)	3%	2%	8%	2%	2%	2%	2%	4%	2%	2%	7%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	4.8	4.8		37.8	61.5		7.3	31.0	31.0	28.1	28.1	65.9
Effective Green, g (s)	4.8	4.8		37.8	62.5		7.3	32.0	32.0	29.4	29.4	67.2
Actuated g/C Ratio	0.04	0.04		0.31	0.52		0.06	0.27	0.27	0.24	0.24	0.56
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	70	62		1081	2617		108	1330	422	412	404	1654
v/s Ratio Prot	0.03	c0.03		c0.32	0.25		0.05	0.16		c0.22	0.21	0.15
v/s Ratio Perm									0.26			0.13
v/c Ratio	0.66	0.85		1.03	0.48		0.74	0.58	0.91	0.90	0.87	0.44
Uniform Delay, d1	56.8	57.3		41.1	18.3		55.4	38.2	42.7	43.8	43.5	15.4
Progression Factor	1.00	1.00		0.55	0.32		1.00	0.19	0.18	1.00	1.00	1.00
Incremental Delay, d2	15.7	63.4		30.8	0.4		18.6	1.6	24.1	21.1	17.7	0.1
Delay (s)	72.4	120.6		53.5	6.3		74.0	8.9	31.6	65.0	61.2	15.5
Level of Service	E	F		D	A		E	A	C	E	E	B
Approach Delay (s)	98.2				28.5			20.4			38.4	
Approach LOS	F				C			C			D	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4958		3273	4759	1583	3400	5028		3303	4893	1495
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4958		3273	4759	1583	3400	5028		3303	4893	1495
Volume (vph)	550	1162	125	130	1000	403	235	1190	86	393	626	393
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	579	1223	132	138	1064	429	250	1266	91	418	666	418
RTOR Reduction (vph)	0	0	0	0	0	38	0	0	0	0	0	29
Lane Group Flow (vph)	579	1355	0	138	1064	391	250	1357	0	418	666	389
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	15.0	48.7		9.0	42.7	42.7	11.0	31.7		12.0	32.7	32.7
Effective Green, g (s)	15.0	50.0		9.0	44.0	44.0	11.0	33.0		12.0	34.0	34.0
Actuated g/C Ratio	0.12	0.42		0.08	0.37	0.37	0.09	0.28		0.10	0.28	0.28
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	429	2066		245	1745	580	312	1383		330	1386	424
v/s Ratio Prot	c0.17	0.27		0.04	0.22		0.07	0.27		c0.13	0.14	
v/s Ratio Perm						0.27						0.28
v/c Ratio	1.35	0.66		0.56	0.61	0.67	0.80	0.98		1.27	0.48	0.92
Uniform Delay, d1	52.5	28.1		53.6	31.0	32.0	53.4	43.2		54.0	35.7	41.7
Progression Factor	1.00	1.00		0.58	0.70	0.65	1.00	1.00		0.82	0.81	0.75
Incremental Delay, d2	172.1	1.6		0.9	0.8	3.0	13.0	20.1		139.9	1.1	25.3
Delay (s)	224.6	29.7		31.9	22.3	23.7	66.4	63.3		183.9	29.8	56.4
Level of Service	F	C		C	C	C	E	E		F	C	E
Approach Delay (s)		88.1			23.5			63.8			80.1	
Approach LOS		F			C			E			F	

Intersection Summary			
HCM Average Control Delay	64.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
44: Empire & Truxtun Ave 7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	0.86		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5081		1770	5047		1770	1593		1681	1564	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5081		1770	5047		1770	1593		1681	1564	
Volume (vph)	122	2081	11	40	1493	80	28	3	91	46	3	26
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	128	2191	12	43	1588	85	33	4	108	55	4	31
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	128	2203	0	43	1673	0	33	112	0	47	43	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	12.4	53.9		4.6	46.1		19.5	19.5		16.0	16.0	
Effective Green, g (s)	12.4	53.9		4.6	46.1		19.5	19.5		16.0	16.0	
Actuated g/C Ratio	0.11	0.49		0.04	0.42		0.18	0.18		0.15	0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	200	2490		74	2115		314	282		245	227	
v/s Ratio Prot	0.07	c0.43		0.02	c0.33		0.02	c0.07		c0.03	0.03	
v/s Ratio Perm												
v/c Ratio	0.64	0.88		0.58	0.79		0.11	0.40		0.19	0.19	
Uniform Delay, d1	46.7	25.3		51.8	27.8		37.9	40.0		41.3	41.3	
Progression Factor	1.00	1.00		1.07	1.19		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.8	4.2		3.2	0.6		0.7	4.1		1.7	1.8	
Delay (s)	53.5	29.4		58.3	33.5		38.6	44.2		43.1	43.1	
Level of Service	D	C		E	C		D	D		D	D	
Approach Delay (s)		30.7			34.2			42.9			43.1	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	32.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	3423		1770	3386			1782	1568		1779	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	3423		1770	3386			1782	1568		1779	
Volume (vph)	18	1433	53	171	1528	81	87	29	171	77	71	23
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	19	1524	56	180	1608	85	97	32	190	88	81	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	19	1580	0	180	1693	0	0	129	173	0	195	0
Heavy Vehicles (%)	2%	5%	2%	2%	6%	2%	3%	2%	3%	3%	2%	3%
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	1.8	59.2		13.9	71.3			16.1	16.1		15.8	
Effective Green, g (s)	1.3	59.7		13.4	71.8			15.6	15.6		15.3	
Actuated g/C Ratio	0.01	0.50		0.11	0.60			0.13	0.13		0.13	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	19	1703		198	2026			232	204		227	
v/s Ratio Prot	0.01	c0.46		c0.10	0.50			0.07			c0.11	
v/s Ratio Perm									0.12			
v/c Ratio	1.00	0.93		0.91	0.84			0.56	0.85		0.86	
Uniform Delay, d1	59.4	28.1		52.7	19.4			49.0	51.0		51.3	
Progression Factor	1.11	1.10		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	181.2	8.3		39.1	4.3			2.9	26.2		26.0	
Delay (s)	247.4	39.2		91.8	23.6			51.8	77.2		77.3	
Level of Service	F	D		F	C			D	E		E	
Approach Delay (s)		41.6			30.2			66.9			77.3	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM Average Control Delay	40.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5013		3433	4976		3433	5085	1560	3433	4854	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5013		3433	4976		3433	5085	1560	3433	4854	
Volume (vph)	668	1582	149	115	1050	159	299	1493	90	83	643	247
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	703	1665	157	122	1117	169	315	1572	95	89	691	266
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	10	0	0	0
Lane Group Flow (vph)	703	1822	0	122	1286	0	315	1572	85	89	957	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	21.1	42.8		6.0	27.7		10.0	31.9	31.9	4.7	26.6	
Effective Green, g (s)	21.1	44.1		6.0	29.0		10.0	33.2	33.2	4.7	27.9	
Actuated g/C Ratio	0.20	0.42		0.06	0.28		0.10	0.32	0.32	0.05	0.27	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	697	2126		198	1388		330	1623	498	155	1302	
v/s Ratio Prot	c0.20	0.36		0.04	c0.26		c0.09	c0.31		0.03	0.20	
v/s Ratio Perm									0.06			
v/c Ratio	1.01	0.86		0.62	0.93		0.95	0.97	0.17	0.57	0.74	
Uniform Delay, d1	41.5	27.1		47.9	36.5		46.8	34.9	25.5	48.7	34.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.2	4.7		4.0	12.0		37.1	15.3	0.1	3.2	1.9	
Delay (s)	77.7	31.8		51.8	48.5		83.8	50.1	25.5	51.8	36.6	
Level of Service	E	C		D	D		F	D	C	D	D	
Approach Delay (s)		44.6			48.8			54.3			37.9	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	47.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	4807		3400	4848	1561	2968	3505	1546	3242	3374	1487
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	4807		3400	4848	1561	2968	3505	1546	3242	3374	1487
Volume (vph)	111	1641	92	381	1266	176	73	231	447	280	212	87
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	117	1727	97	401	1333	185	78	248	481	304	230	95
RTOR Reduction (vph)	0	0	0	0	0	38	0	0	81	0	0	8
Lane Group Flow (vph)	117	1824	0	401	1333	147	78	248	400	304	230	87
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	4%	6%	2%	3%	7%	2%	18%	3%	3%	8%	7%	7%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	8.0	40.5		11.0	43.5	43.5	21.3	29.7	29.7	9.8	18.2	18.2
Effective Green, g (s)	8.0	42.2		11.0	45.2	45.2	21.3	31.0	31.0	9.8	19.5	19.5
Actuated g/C Ratio	0.07	0.38		0.10	0.41	0.41	0.19	0.28	0.28	0.09	0.18	0.18
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	245	1844		340	1992	641	575	988	436	289	598	264
v/s Ratio Prot	0.03	c0.38		c0.12	0.27		0.03	0.07		c0.09	0.07	
v/s Ratio Perm						0.12			0.31			0:06
v/c Ratio	0.48	0.99		1.18	0.67	0.23	0.14	0.25	0.92	1.05	0.38	0.33
Uniform Delay, d1	49.0	33.7		49.5	26.3	21.1	36.7	30.5	38.3	50.1	40.0	39.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	18.5		107.0	1.8	0.8	0.0	0.0	23.5	67.2	0.2	0.3
Delay (s)	49.5	52.2		156.5	28.1	21.9	36.8	30.6	61.7	117.3	40.1	39.8
Level of Service	D	D		F	C	C	D	C	E	F	D	D
Approach Delay (s)		52.1			54.4			49.7			77.4	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	55.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.97					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6225	1509		4641					3433		2707
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6225	1509		4641					3433		2707
Volume (vph)	0	2019	350	0	794	180	0	0	0	336	0	1029
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	0	2125	368	0	854	194	0	0	0	357	0	1095
RTOR Reduction (vph)	0	0	136	0	39	0	0	0	0	0	0	69
Lane Group Flow (vph)	0	2125	232	0	1009	0	0	0	0	357	0	1026
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	5%	7%	2%	8%	9%	2%	2%	2%	2%	2%	5%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		35.9	35.9		35.9					37.5		37.5
Effective Green, g (s)		38.2	38.2		38.2					39.1		39.1
Actuated g/C Ratio		0.45	0.45		0.45					0.46		0.46
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2788	676		2078					1574		1241
v/s Ratio Prot		c0.34			0.23					0.10		
v/s Ratio Perm			0.24									0.40
v/c Ratio		0.76	0.34		0.49					0.23		0.83
Uniform Delay, d1		19.7	15.4		16.6					14.0		20.1
Progression Factor		1.00	1.00		1.00					1.00		1.00
Incremental Delay, d2		1.4	0.5		0.4					0.1		4.7
Delay (s)		21.1	15.8		17.0					14.0		24.9
Level of Service		C	B		B					B		C
Approach Delay (s)		20.4			17.0			0.0			22.2	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.93	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4260	1286		4848	1492	1703		1455			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4260	1286		4848	1492	1703		1455			
Volume (vph)	0	765	1590	0	571	690	403	0	277	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	805	1674	0	607	734	438	0	301	0	0	0
RTOR Reduction (vph)	0	245	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	0	1275	959	0	607	734	438	0	284	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	6%	8%	2%	7%	6%	6%	2%	11%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		22.4	53.9		22.4	53.9	21.4		21.4			
Effective Green, g (s)		23.3	53.9		23.3	53.9	22.6		22.6			
Actuated g/C Ratio		0.43	1.00		0.43	1.00	0.42		0.42			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		1842	1286		2096	1492	714		610			
v/s Ratio Prot		0.36			0.13		0.26					
v/s Ratio Perm			0.75			0.49			0.21			
v/c Ratio		0.69	0.75		0.29	0.49	0.61		0.46			
Uniform Delay, d1		12.4	0.0		9.9	0.0	12.2		11.3			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		1.6	4.0		0.2	1.2	2.4		1.3			
Delay (s)		14.0	4.0		10.1	1.2	14.6		12.6			
Level of Service		B	A		B	A	B		B			
Approach Delay (s)		10.1			5.2			13.8			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	53.9	Sum of lost time (s)	0.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	4714		1752	4783		1752	3471	1389	1736	3130	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	4714		1752	4783		1752	3471	1389	1736	3130	
Volume (vph)	153	729	182	46	782	50	316	183	28	53	104	146
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	165	784	196	49	841	54	343	199	30	59	116	162
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	3	0	0	0
Lane Group Flow (vph)	165	980	0	49	895	0	343	199	27	59	278	0
Confl. Peds. (#/hr)			2			3			5			3
Heavy Vehicles (%)	4%	7%	4%	3%	7%	13%	3%	4%	14%	4%	6%	3%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	11.0	46.7		5.6	41.3		24.4	33.0	33.0	6.1	14.7	
Effective Green, g (s)	11.0	48.0		5.6	42.6		24.4	34.3	34.3	6.1	16.0	
Actuated g/C Ratio	0.10	0.44		0.05	0.39		0.22	0.31	0.31	0.06	0.15	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	174	2057		89	1852		389	1082	433	96	455	
v/s Ratio Prot	c0.10	c0.21		0.03	c0.19		c0.20	0.06		0.03	c0.09	
v/s Ratio Perm									0.02			
v/c Ratio	0.95	0.48		0.55	0.48		0.88	0.18	0.06	0.61	0.61	
Uniform Delay, d1	49.2	22.1		51.0	25.4		41.4	27.6	26.6	50.8	44.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	52.2	0.8		4.1	0.9		19.7	0.0	0.0	7.9	1.7	
Delay (s)	101.4	22.9		55.1	26.3		61.1	27.7	26.6	58.7	45.8	
Level of Service	F	C		E	C		E	C	C	E	D	
Approach Delay (s)		34.2			27.8			47.7			48.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
69: Ming Avenue & H Street

7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3334		1736	3213		1703	3424		1770	3471	1501
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3334		1736	3213		1703	3424		1770	3471	1501
Volume (vph)	149	573	35	127	384	55	52	642	87	46	411	103
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	160	616	38	138	417	60	56	690	94	50	447	112
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	9
Lane Group Flow (vph)	160	654	0	138	477	0	56	784	0	50	447	103
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	11.0	22.4		9.9	21.3		6.2	35.5		3.6	32.9	32.9
Effective Green, g (s)	11.0	23.7		9.9	22.6		6.2	36.8		3.6	34.2	34.2
Actuated g/C Ratio	0.12	0.26		0.11	0.25		0.07	0.41		0.04	0.38	0.38
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	216	878		191	807		117	1400		71	1319	570
v/s Ratio Prot	c0.09	c0.20		0.08	0.15		c0.03	c0.23		0.03	0.13	
v/s Ratio Perm												0.07
v/c Ratio	0.74	0.74		0.72	0.59		0.48	0.56		0.70	0.34	0.18
Uniform Delay, d1	38.1	30.4		38.7	29.6		40.3	20.4		42.7	19.9	18.6
Progression Factor	1.00	1.00		1.15	1.06		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.3	3.7		9.6	1.2		1.1	1.6		22.7	0.7	0.7
Delay (s)	49.4	34.1		54.0	32.5		41.5	22.0		65.4	20.6	19.3
Level of Service	D	C		D	C		D	C		E	C	B
Approach Delay (s)		37.1			37.3			23.3			24.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	30.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
73: Ming Avenue & Chester Avenue

7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3226		1719	3150		1626	3385		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3226		1719	3150		1626	3385		1736	3471	1474
Volume (vph)	188	403	102	66	312	49	123	537	35	28	390	147
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	438	111	73	347	54	134	584	38	30	424	160
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	204	549	0	73	401	0	134	622	0	30	424	145
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	10.2	39.5		6.2	35.5		6.0	22.2		3.9	20.1	20.1
Effective Green, g (s)	10.2	40.4		6.2	36.4		6.0	23.5		3.9	21.4	21.4
Actuated g/C Ratio	0.11	0.45		0.07	0.40		0.07	0.26		0.04	0.24	0.24
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	197	1448		118	1274		108	884		75	825	350
v/s Ratio Prot	c0.12	c0.17		0.04	0.13		c0.08	c0.18		0.02	c0.12	
v/s Ratio Perm												0.11
v/c Ratio	1.04	0.38		0.62	0.31		1.24	0.70		0.40	0.51	0.41
Uniform Delay, d1	39.9	16.5		40.8	18.3		42.0	30.1		41.9	29.8	29.0
Progression Factor	0.91	0.43		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	65.1	0.6		6.6	0.6		164.8	2.1		1.3	0.2	0.3
Delay (s)	101.4	7.6		47.4	18.9		206.8	32.2		43.2	30.0	29.3
Level of Service	F	A		D	B		F	C		D	C	C
Approach Delay (s)		33.0			23.3			63.1			30.5	
Approach LOS		C			C			E			C	

Intersection Summary			
HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

2018 NO-BUILD

PM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served In Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	331	299	90%	7.3	A	
EB - Stockdale Hwy	129	128	99%	0.0	A	A
WB - Stockdale Hwy	52	54	104%	0.1	A	
Intersection Total	***512***	***481***	***94%***			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	52	50	100%	8.4	A	
EB - Stockdale Hwy	447	414	93%	0.0	A	A
WB - Stockdale Hwy	244	230	94%	0.0	A	
Intersection Total	***743***	***714***	***96%***			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	545	543	100%	29.4	C	
SB - Enos Ln	233	233	100%	60.0	E	D
EB - Stockdale Hwy	487	470	97%	34.6	C	
WB - Stockdale Hwy	449	452	101%	41.4	D	
Intersection Total	***1,714***	***1,698***	***99%***	***39.2***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	717	709	99%	0.2	A	
SB - SR-43	466	465	100%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	75	70	93%	11.5	A	
Intersection Total	***1,258***	***1,244***	***99%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	585	586	100%	0.0	A	
SB - SR-43	445	432	97%	1.0	A	A
EB - I-5 SB Ramp - STOP Control	165	155	94%	16.1	C	
Intersection Total	***1,195***	***1,173***	***98%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	86	85	99%	15.4	B	
SB - Nord Rd	89	90	101%	33.6	C	C
EB - Stockdale Hwy	785	738	94%	29.0	C	
WB - Stockdale Hwy	668	640	96%	19.2	B	
Intersection Total	***1,628***	***1,553***	***95%***	***28.6***		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	76	75	99%	24.0	C	
SB - Heath Rd	246	244	99%	68.3	E	C
EB - Stockdale Hwy	974	922	95%	22.8	C	
WB - Stockdale Hwy	971	984	101%	6.2	A	
Intersection Total	***2,267***	***2,225***	***98%***	***20.5***		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	256	258	101%	26.6	C	
EB - Stockdale Hwy	1,193	1,151	96%	3.3	A	A
WB - WSP	865	873	101%	4.6	A	
Intersection Total	*2,314*	*2,282*	*99%*	*6.4*		
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	1,631	1,504	92%	29.9	C	
SB - Allen Rd	1,247	1,251	100%	36.6	D	C
EB - Brihmall Rd	352	349	99%	17.6	B	
WB - Brihmall Rd	436	434	100%	24.3	C	
Intersection Total	*3,666*	*3,538*	*97%*	*30.4*		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	496	476	96%	46.1	D	
SB - Allen Rd	1,329	1,345	101%	36.2	D	C
WB - Off Ramp/On Ramp WSP WB	1,565	1,431	91%	7.0	A	
Intersection Total	*3,390*	*3,252*	*96%*	*24.8*		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	776	754	97%	5.1	A	
SB - Allen Rd	1,689	1,657	98%	3.3	A	A
EB - WSP EB off Ramp	85	83	98%	39.7	D	
Intersection Total	*2,550*	*2,494*	*98%*	*5.1*		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	289	290	100%	24.3	C	
SB - Allen Rd	816	758	93%	30.2	C	C
EB - Stockdale Hwy	745	744	100%	34.7	C	
WB - Stockdale Hwy	945	946	100%	22.0	C	
Intersection Total	*2,795*	*2,738*	*98%*	*28.0*		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	1,676	1,624	97%	29.6	C	
SB - Calloway Dr	1,272	1,270	100%	25.2	C	C
EB - Brimhall Rd	629	632	100%	16.4	B	
WB - Brimhall Rd	1,099	1,093	99%	25.4	C	
Intersection Total	*4,676*	*4,619*	*99%*	*29.2*		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	1,474	1,483	101%	10.2	B	
SB - Calloway Dr	1,412	1,415	100%	6.9	A	A
EB - WSP WB on Ramp	1,105	946	86%	10.3	B	
WB - WSP WB Off Ramp	505	459	91%	5.5	A	
Intersection Total	*4,496*	*4,303*	*96%*	*8.6*		

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Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	1,368	1,374	100%	6.2	A	
SB - Calloway Dr	1,930	1,793	93%	8.5	A	A
EB - WSP EB off Ramp	435	405	93%	10.5	B	
Intersection Total	*3,733*	*3,572*	*96%*	*7.8*		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,802	1,798	100%	38.4	D	
SB - Calloway Dr	2,259	2,088	92%	35.9	D	C
EB - Stockdale Hwy	1,157	1,147	99%	32.1	C	
WB - Stockdale Hwy	1,158	1,159	100%	22.1	C	
Intersection Total	*6,376*	*6,192*	*97%*	*34.1*		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,606	1,650	103%	30.7	C	
SB - Coffee Rd	1,989	1,965	99%	35.8	D	C
EB - Brimhall Rd	809	815	101%	25.6	C	
WB - Brimhall Rd	1,285	1,201	93%	40.7	D	
Intersection Total	*5,689*	*5,631*	*99%*	*33.9*		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	1,516	2,016	133%	14.0	B	
SB - Coffee Rd	2,137	2,195	103%	13.3	B	B
EB - WSP EB off Ramp	880	837	95%	12.1	B	
Intersection Total	*4,533*	*5,048*	*111%*	*13.4*		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	2,179	2,174	100%	21.8	C	
SB - Coffee Rd	2,222	2,270	102%	13.9	B	B
WB - Truxtun Ave	518	516	100%	21.4	C	
Intersection Total	*4,919*	*4,960*	*101%*	*18.1*		
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,426	1,395	98%	23.7	C	
SB - Mohawk St	322	313	97%	15.1	B	B
EB - WSP EB off Ramp	1,335	1,335	100%	4.3	A	
Intersection Total	*3,083*	*3,043*	*99%*	*14.3*		
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,602	1,600	100%	27.0	C	
SB - Mohawk St	1,474	1,455	99%	27.5	C	C
EB - Truxtun Ave	718	716	100%	17.6	B	
WB - Truxtun Ave	899	816	91%	21.2	C	
Intersection Total	*4,693*	*4,587*	*98%*	*24.7*		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,818	1,831	101%	18.9	B	C
SB - Airport Dr	1,482	1,480	100%	20.5	C	
EB - State Rd	232	229	99%	16.9	B	
WB - SR204 WB Off Ramp	1,122	1,262	112%	32.7	C	
Intersection Total	*4,654*	*4,802*	*103%*	*22.9*		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,345	1,328	99%	8.6	A	B
WB - Buck Owens Blvd	865	879	102%	15.5	B	
Intersection Total	*2,210*	*2,207*	*100%*	*11.3*		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	746	753	101%	33.5	C	C
SB - Buck Owens Blvd	60	15	25%	24.8	C	
EB - Rio Mirada Dr	500	507	101%	14.4	B	
WB - Rio Mirada Dr	343	341	99%	18.7	B	
Intersection Total	*1,649*	*1,616*	*98%*	*24.3*		
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	1,162	1,059	91%	30.7	C	D
SB - Buck Owens Blvd	608	593	98%	46.9	D	
EB - SR99 NB Off Ramp	400	418	105%	34.9	C	
WB - Sillect Ave	670	677	101%	67.1	E	
Intersection Total	*2,840*	*2,747*	*97%*	*43.8*		
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	338	341	101%	65.1	E	D
SB - Camino del Rio Ct	440	339	77%	239.3	F	
EB - Rosedale Hwy	2,795	2,774	99%	29.4	C	
WB - Rosedale Hwy	2,933	2,827	96%	15.9	B	
Intersection Total	*6,506*	*6,281*	*97%*	*44.8*		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	674	739	110%	27.6	C	C
EB - Rosedale Hwy	1,963	1,751	89%	10.9	B	
WB - Rosedale Hwy	2,438	2,316	95%	27.4	C	
Intersection Total	*5,075*	*4,806*	*95%*	*21.4*		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	1,851	1,874	101%	47.4	D	C
SB - Buck Owens Blvd	1,112	1,082	97%	30.6	C	
EB - Rosedale Hwy	2,143	1,933	90%	23.6	C	
WB - 24th St	2,871	2,862	100%	15.2	B	
Intersection Total	*7,977*	*7,751*	*97%*	*27.2*		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
43. 24th St & Oak St						
NB - Oak St	1,740	1,754	101%	38.7	D	C
SB - Oak St	106	105	99%	65.5	E	
EB - 24th St	3,048	2,878	94%	30.8	C	
WB - 24th St	3,003	2,976	99%	23.5	C	
Intersection Total	*7,897*	*7,713*	*98%*	*30.3*		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,181	1,187	101%	48.7	D	D
SB - Oak St	1,940	1,390	72%	106.6	F	
EB - Truxtun Ave	1,826	1,814	99%	46.3	D	
WB - Truxtun Ave	1,248	1,256	101%	56.0	E	
Intersection Total	*6,195*	*5,647*	*91%*	*52.7*		
46. California Ave & Chester Ln						
NB - Chester Ln	177	177	100%	31.7	C	C
SB - Chester Ln	543	541	100%	32.5	C	
EB - California Ave	1,690	1,690	100%	20.1	C	
WB - California Ave	1,898	1,828	96%	36.3	D	
Intersection Total	*4,308*	*4,236*	*98%*	*29.2*		
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	336	336	100%	43.0	D	E
SB - SR99 SB Off Ramp	1,085	1,097	101%	15.9	B	
EB - California Ave	1,983	2,005	101%	55.9	E	
WB - California Ave	1,538	1,435	93%	106.9	F	
Intersection Total	*4,942*	*4,873*	*99%*	*61.0*		
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	770	796	103%	17.6	B	C
SB - Extended Stay Hotel	97	96	99%	24.6	C	
EB - California Ave	1,256	1,281	102%	17.9	B	
WB - California Ave	1,892	1,633	86%	42.7	D	
Intersection Total	*4,015*	*3,806*	*95%*	*28.6*		
49. California Ave & Oak St						
NB - Oak St	749	746	100%	33.8	C	E
SB - Oak St	1,776	1,322	74%	132.8	F	
EB - California Ave	1,583	1,610	102%	26.6	C	
WB - California Ave	1,281	1,276	100%	26.7	C	
Intersection Total	*5,389*	*4,954*	*92%*	*56.0*		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
51. Stockdale Hwy & Real Rd						
NB - Real Rd	787	735	93%	69.0	E	
SB - Real Rd	429	363	85%	222.5	F	E
EB - Stockdale Hwy	2,016	2,021	100%	30.8	C	
WB - Stockdale Hwy	1,526	1,542	101%	50.3	D	
Intersection Total	*4,758*	*4,661*	*98%*	*58.2*		
52. Stockdale @SR-99 SB Ramps						
SB- SR-99 SB Off-Ramp	500	506	101%	12.3	B	
EB - Stockdale Hwy	1,293	1,206	93%	12.9	B	B
WB- Stockdale	1,205	1,181	98%	7.8	A	
Intersection Total	*2,998*	*2,893*	*96%*	*10.7*		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	1,089	1,027	94%	31.5	C	
SB - Oak St	1,039	1,017	98%	92.1	F	D
EB - Stockdale Hwy	1,452	1,345	93%	16.4	B	
WB - Stockdale Hwy	789	777	98%	37.0	D	
Intersection Total	*4,369*	*4,166*	*95%*	*42.4*		
54. SR58 Ramps & Real Rd						
NB - Real Rd	793	786	99%	18.4	B	
SB - Real Rd	1,229	1,156	94%	27.3	C	C
WB - SR58 WB	1,085	1,014	93%	24.0	C	
Intersection Total	*3,107*	*2,956*	*95%*	*23.8*		
55. SR99 NB Ramps & Wible Rd						
NB - Wible Rd	860	731	85%	14.6	B	
SB - Wible Rd	1,333	1,282	96%	40.0	D	C
EB - SR99 NB Off Ramp	545	567	104%	33.5	C	
Intersection Total	*2,738*	*2,580*	*94%*	*31.4*		
57. Ming Ave & Real Rd						
NB - Real Rd	394	393	100%	29.0	C	
SB - Real Rd	732	727	99%	37.2	D	C
EB - Ming Ave	1,841	1,841	100%	27.0	C	
WB - Ming Ave	2,164	2,086	96%	35.7	D	
Intersection Total	*5,131*	*5,047*	*98%*	*32.2*		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	2,025	2,021	100%	3.0	A	A
WB - Ming Ave	1,516	1,459	96%	2.5	A	
Intersection Total	*3,541*	*3,480*	*98%*	*2.8*		

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YR2018 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
59. Ming Ave & Wible Rd						
NB - Wible Rd	758	757	100%	30.9	C	C
SB - Wible Rd	866	869	100%	42.4	D	
EB - Ming Ave	2,357	2,318	98%	18.7	B	
WB - Ming Ave	1,554	1,491	96%	15.8	B	
Intersection Total	*5,535*	*5,435*	*98%*	*23.4*		
60. Ming Ave & SR99 NB Ramps						
NB - Sears	320	318	99%	40.7	D	C
SB - SR99 SB Off Ramp	625	572	92%	17.6	B	
EB - Ming Ave	2,113	2,165	102%	28.9	C	
WB - Ming Ave	1,476	1,483	100%	35.0	D	
Intersection Total	*4,534*	*4,538*	*100%*	*30.3*		
61. Ming Ave & Castro Ln						
NB - Castro Ln	365	365	100%	35.0	D	C
SB - Castro Ln	261	261	100%	23.9	C	
EB - Ming Ave	1,306	1,314	101%	16.4	B	
WB - Ming Ave	1,224	1,227	100%	35.6	D	
Intersection Total	*3,156*	*3,167*	*100%*	*26.6*		
66. Brundage Ln & H St						
NB - H St	884	858	97%	40.5	D	D
SB - H St	932	933	100%	36.1	D	
EB - Brundage Ln	714	719	101%	29.0	C	
WB - Brundage Ln	881	897	102%	47.3	D	
Intersection Total	*3,411*	*3,407*	*100%*	*38.7*		
67. SR58 WB Ramp & H St						
NB - H St	802	765	95%	69.4	E	E
SB - H St	1,175	1,177	100%	73.2	E	
WB - Richland St	627	616	98%	33.5	D	
Intersection Total	*2,604*	*2,558*	*98%*	*66.2*		
68. SR58 EB Ramp & H St						
NB - H St	841	847	101%	33.4	C	C
SB - H St	1,215	1,217	100%	19.0	B	
EB - SR58 EB Off Ramp	485	422	87%	43.3	D	
Intersection Total	*2,541*	*2,486*	*98%*	*29.7*		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	658	708	108%	23.4	C	C
SB - Chester Ave	1,134	1,144	101%	25.1	C	
EB - Brundage Ln	687	675	98%	21.7	C	
WB - Brundage Ln	728	716	98%	36.5	D	
Intersection Total	*3,207*	*3,243*	*101%*	*26.5*		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	662	685	103%	19.4	B	C
SB - Chester Ave	1,202	1,183	98%	15.1	B	
WB - Richland St	615	564	92%	32.4	C	
Intersection Total	*2,479*	*2,432*	*98%*	*24.6*		

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Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	749	742	99%	25.1	C	
SB - Chester Ave	1,161	1,095	94%	11.1	B	C
EB - Frontage Rd	534	494	93%	33.1	C	
Intersection Total	*2,444*	*2,331*	*95%*	*25.5*		
74. Brundage Ln & Union Ave						
NB - Union Ave	1,318	1,314	100%	18.8	B	
SB - Union Ave	1,823	1,798	99%	28.5	C	C
EB - Brundage Ln	504	505	100%	34.7	C	
WB - Brundage Ln	861	910	106%	24.9	C	
Intersection Total	*4,506*	*4,527*	*100%*	*25.7*		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	495	522	105%	21.0	C	
SB - Liggett St	87	84	97%	22.4	C	C
EB - Brundage Ln	678	652	96%	29.7	C	
WB - Brundage Ln	492	494	100%	36.7	D	
Intersection Total	*1,752*	*1,752*	*100%*	*28.7*		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	1,264	1,250	99%	8.9	A	
SB - Union Ave	1,133	963	85%	3.5	A	A
EB - SR58 EB Off Ramp	595	618	104%	19.8	B	
Intersection Total	*2,992*	*2,831*	*95%*	*12.4*		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	665	631	95%	11.0	B	
SB - Cottonwood Rd	260	260	100%	35.5	D	C
EB - Brundage Ln	295	295	100%	31.6	C	
WB - Brundage Ln	525	549	105%	31.9	C	
Intersection Total	*1,745*	*1,735*	*99%*	*24.8*		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	205	224	109%	27.0	C	
SB - Driveway	38	37	97%	22.8	C	D
EB - Brundage Ln	546	537	98%	40.0	D	
WB - Brundage Ln	521	516	99%	35.8	D	
Intersection Total	*1,310*	*1,314*	*100%*	*35.7*		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	779	772	99%	18.7	B	
SB - Cottonwood Rd	533	524	98%	8.1	A	B
EB - SR-58 EB off Ramp	410	408	100%	13.2	B	
Intersection Total	*1,722*	*1,704*	*99%*	*14.1*		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4759	1524	3213	3167	1468	3273	4807		3183	4996	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4759	1524	3213	3167	1468	3273	4807		3183	4996	
Volume (vph)	134	668	124	375	450	237	199	915	219	181	781	31
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	144	718	133	403	484	255	212	973	233	195	840	33
RTOR Reduction (vph)	0	0	17	0	0	37	0	0	0	0	0	0
Lane Group Flow (vph)	144	718	116	403	484	218	212	1206	0	195	873	0
Heavy Vehicles (%)	2%	9%	6%	9%	14%	10%	7%	4%	8%	10%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	9.3	37.6	37.6	20.4	48.7	48.7	12.4	38.3		12.0	37.9	
Effective Green, g (s)	10.6	40.6	40.6	21.7	51.7	51.7	13.3	41.3		12.9	40.9	
Actuated g/C Ratio	0.08	0.31	0.31	0.16	0.39	0.39	0.10	0.31		0.10	0.31	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	275	1458	467	526	1236	573	329	1498		310	1542	
v/s Ratio Prot	0.04	c0.15		c0.13	0.15		c0.06	c0.25		0.06	0.17	
v/s Ratio Perm			0.09			0.17						
v/c Ratio	0.52	0.49	0.25	0.77	0.39	0.38	0.64	0.81		0.63	0.57	
Uniform Delay, d1	58.5	37.5	34.5	53.0	29.1	28.9	57.3	41.9		57.5	38.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	1.2	1.3	5.9	0.9	1.9	3.2	3.3		2.9	0.4	
Delay (s)	59.4	38.7	35.8	58.9	30.0	30.9	60.6	45.2		60.4	38.7	
Level of Service	E	D	D	E	C	C	E	D		E	D	
Approach Delay (s)		41.3			40.4			47.5			42.7	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	43.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	132.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Allen Road & San Juan Ave 7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.97		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1734		1770	1585		1770	5085	1583	1770	5085	1583
Flt Permitted		0.50		0.71	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		897		1322	1585		1770	5085	1583	1770	5085	1583
Volume (vph)	71	1	25	57	1	119	25	586	57	141	734	84
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	85	1	30	65	1	135	27	637	62	152	789	90
RTOR Reduction (vph)	0	15	0	0	117	0	0	0	4	0	0	8
Lane Group Flow (vph)	0	101	0	65	19	0	27	637	58	152	789	82
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		15.8		15.8	15.8		4.9	73.5	73.5	18.7	87.3	87.3
Effective Green, g (s)		15.8		15.8	15.8		4.9	73.5	73.5	18.7	87.3	87.3
Actuated g/C Ratio		0.13		0.13	0.13		0.04	0.61	0.61	0.16	0.73	0.73
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		118		174	209		72	3115	970	276	3699	1152
v/s Ratio Prot					0.09		0.02	0.13		c0.09	c0.16	
v/s Ratio Perm		c0.13		0.05					0.04			0.06
v/c Ratio		0.86		0.37	0.09		0.38	0.20	0.06	0.55	0.21	0.07
Uniform Delay, d1		51.0		47.6	45.8		56.1	10.3	9.4	46.8	5.3	4.7
Progression Factor		1.00		1.00	1.00		1.49	0.89	0.88	1.19	0.92	0.75
Incremental Delay, d2		42.2		1.4	0.2		2.9	0.1	0.1	2.3	0.1	0.1
Delay (s)		93.2		48.9	46.0		86.5	9.3	8.3	57.8	5.0	3.6
Level of Service		F		D	D		F	A	A	E	A	A
Approach Delay (s)		93.2			46.9			12.1			12.6	
Approach LOS		F			D			B			B	

Intersection Summary

HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	4550	1583	3367	4673	1538	3367	4816		3303	4940	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	4550	1583	3367	4673	1538	3367	4816		3303	4940	1553
Volume (vph)	189	845	150	239	1076	160	213	1043	211	232	821	110
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	201	899	160	254	1145	170	227	1110	224	249	883	118
RTOR Reduction (vph)	0	0	14	0	0	19	0	0	0	0	0	12
Lane Group Flow (vph)	201	899	146	254	1145	151	227	1334	0	249	883	106
Heavy Vehicles (%)	3%	14%	2%	4%	11%	5%	4%	5%	5%	6%	5%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.0	33.8	33.8	13.6	41.4	41.4	9.9	37.0		8.1	35.2	35.2
Effective Green, g (s)	8.3	36.7	36.7	15.9	44.3	44.3	12.1	40.0		10.3	38.2	38.2
Actuated g/C Ratio	0.07	0.31	0.31	0.13	0.37	0.37	0.10	0.34		0.09	0.32	0.32
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	237	1404	489	450	1741	573	343	1620		286	1587	499
v/s Ratio Prot	c0.06	0.20		0.08	c0.25		0.07	c0.28		c0.08	0.18	
v/s Ratio Perm			0.10			0.11						0.08
v/c Ratio	0.85	0.64	0.30	0.56	0.66	0.26	0.66	0.82		0.87	0.56	0.21
Uniform Delay, d1	54.7	35.4	31.3	48.3	31.0	26.0	51.4	36.2		53.6	33.3	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	22.7	1.6	0.9	1.0	1.6	0.8	3.7	4.9		23.2	1.4	1.0
Delay (s)	77.3	37.0	32.2	49.2	32.6	26.7	55.1	41.1		76.8	34.8	30.4
Level of Service	E	D	C	D	C	C	E	D		E	C	C
Approach Delay (s)		42.9			34.6			43.1			42.7	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	40.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	118.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	4848	4940	1538	3335	4940	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	4848	4940	1538	3335	4940	1538
Volume (vph)	168	1772	420	482	1345	417	406	1166	393	193	1043	130
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	177	1865	442	507	1416	439	427	1227	414	205	1110	138
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	177	1865	442	507	1416	439	427	1227	414	205	1110	138
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	6.0	34.0	34.0	6.0	34.0	34.0	6.0	37.0	37.0	6.0	37.0	37.0
Effective Green, g (s)	8.3	37.0	37.0	8.3	37.0	37.0	8.2	40.5	40.5	8.2	40.5	40.5
Actuated g/C Ratio	0.08	0.34	0.34	0.08	0.34	0.34	0.07	0.37	0.37	0.07	0.37	0.37
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	252	1662	517	252	1662	517	361	1819	566	249	1819	566
v/s Ratio Prot	0.05	c0.38		c0.15	0.29		c0.09	0.25		0.06	0.22	
v/s Ratio Perm			0.29			0.29			0.27			0.09
v/c Ratio	0.70	1.12	0.85	2.01	0.85	0.85	1.18	0.67	0.73	0.82	0.61	0.24
Uniform Delay, d1	49.6	36.5	34.0	50.9	34.0	33.9	50.9	29.2	30.0	50.2	28.3	24.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.0	63.6	16.4	469.1	5.7	15.9	107.1	2.0	8.1	18.5	1.5	1.0
Delay (s)	56.7	100.1	50.4	520.0	39.7	49.8	158.0	31.2	38.2	68.7	29.9	25.1
Level of Service	E	F	D	F	D	D	F	C	D	E	C	C
Approach Delay (s)		88.1			144.7			58.8			34.9	
Approach LOS		F			F			E			C	

Intersection Summary			
HCM Average Control Delay	87.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5036	1583	3433	5085	1583	3433	4970		3400	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5036	1583	3433	5085	1583	3433	4970		3400	5085	1583
Volume (vph)	430	639	138	250	591	403	203	1291	229	329	1518	462
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	462	687	148	269	635	433	216	1373	244	346	1598	486
RTOR Reduction (vph)	0	0	16	0	0	35	0	0	0	0	0	37
Lane Group Flow (vph)	462	687	132	269	635	398	216	1617	0	346	1598	449
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	10.0	17.6	17.6	19.5	27.1	27.1	7.0	32.9		10.0	35.9	35.9
Effective Green, g (s)	10.0	19.6	19.6	19.5	29.1	29.1	7.0	34.9		10.0	37.9	37.9
Actuated g/C Ratio	0.10	0.20	0.20	0.20	0.29	0.29	0.07	0.35		0.10	0.38	0.38
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	343	987	310	669	1480	461	240	1735		340	1927	600
v/s Ratio Prot	c0.13	0.14		0.08	0.12		0.06	c0.33		c0.10	0.31	
v/s Ratio Perm			0.09			0.27						0.31
v/c Ratio	1.35	0.70	0.43	0.40	0.43	0.86	0.90	0.93		1.02	0.83	0.75
Uniform Delay, d1	45.0	37.4	35.3	35.2	28.7	33.6	46.2	31.4		45.0	28.1	26.9
Progression Factor	1.00	1.14	1.18	1.00	1.00	1.00	1.00	1.00		0.91	0.97	1.00
Incremental Delay, d2	174.1	1.7	0.3	0.1	0.1	14.8	32.2	10.6		50.2	3.8	7.3
Delay (s)	219.2	44.5	41.8	35.3	28.8	48.3	78.4	42.0		91.1	31.0	34.2
Level of Service	F	D	D	D	C	D	E	D		F	C	C
Approach Delay (s)		106.4			36.4			46.3			40.2	
Approach LOS		F			D			D			D	

Intersection Summary			
HCM Average Control Delay	53.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Volume (vph)	49	2026	528	959	1788	17	250	35	272	31	72	25
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	51	2110	550	999	1862	18	272	38	296	37	86	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	51	2110	550	999	1862	18	272	38	296	37	86	30
Heavy Vehicles (%)	11%	5%	13%	10%	8%	13%	7%	8%	14%	7%	8%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	4.8	49.8	49.8	11.0	56.0	56.0	9.3	30.6	30.6	3.6	24.9	24.9
Effective Green, g (s)	7.1	52.1	52.1	13.3	58.3	58.3	11.5	32.8	32.8	5.8	27.1	27.1
Actuated g/C Ratio	0.06	0.43	0.43	0.11	0.49	0.49	0.10	0.27	0.27	0.05	0.23	0.23
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	187	2145	620	513	2333	694	456	1313	387	158	1085	329
v/s Ratio Prot	0.02	c0.43		c0.22	0.39		c0.06	0.01		0.01	0.02	
v/s Ratio Perm			0.38			0.01			0.21			0.02
v/c Ratio	0.27	0.98	0.89	1.95	0.80	0.03	0.60	0.03	0.76	0.23	0.08	0.09
Uniform Delay, d1	54.0	33.5	31.2	53.4	25.9	16.1	52.0	31.9	40.1	55.0	36.6	36.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	15.9	17.1	433.4	3.0	0.1	2.1	0.0	8.7	0.8	0.0	0.1
Delay (s)	54.8	49.5	48.3	486.8	28.9	16.1	54.1	31.9	48.8	55.7	36.6	36.8
Level of Service	D	D	D	F	C	B	D	C	D	E	D	D
Approach Delay (s)		49.3			187.7			50.1			41.3	
Approach LOS		D			F			D			D	

Intersection Summary			
HCM Average Control Delay	111.9	HCM Level of Service	F
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	1576		3433	5045		1770	4988	1583	1681	1662	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1752	1576		3433	5045		1770	4988	1583	1681	1662	2787
Volume (vph)	104	128	11	1252	932	51	88	1444	366	610	79	1118
Peak-hour factor, PHF	0.88	0.88	0.88	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	145	12	1318	981	54	93	1520	385	642	83	1177
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	61
Lane Group Flow (vph)	118	157	0	1318	1035	0	93	1520	360	371	354	1116
Heavy Vehicles (%)	3%	2%	8%	2%	2%	2%	2%	4%	2%	2%	7%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	9.0	9.0		28.8	51.3		7.7	30.2	30.2	23.7	23.7	52.5
Effective Green, g (s)	9.0	9.0		28.8	52.3		7.7	31.2	31.2	25.0	25.0	53.8
Actuated g/C Ratio	0.08	0.08		0.26	0.48		0.07	0.28	0.28	0.23	0.23	0.49
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	143	129		899	2399		124	1415	449	382	378	1464
v/s Ratio Prot	0.07	c0.10		c0.38	0.21		0.05	c0.30		c0.22	0.21	0.21
v/s Ratio Perm									0.24			0.21
v/c Ratio	0.83	1.22		1.47	0.43		0.75	1.07	0.80	0.97	0.94	0.76
Uniform Delay, d1	49.7	50.5		40.6	19.0		50.2	39.4	36.5	42.1	41.7	22.9
Progression Factor	1.00	1.00		0.66	0.71		1.19	0.65	0.62	1.00	1.00	1.00
Incremental Delay, d2	29.3	149.0		213.9	0.4		13.1	42.4	9.1	38.1	30.0	2.2
Delay (s)	79.0	199.5		240.6	13.9		72.8	67.9	31.8	80.3	71.7	25.0
Level of Service	E	F		F	B		E	E	C	F	E	C
Approach Delay (s)	147.8				140.9			61.2			44.5	
Approach LOS	F				F			E			D	

Intersection Summary			
HCM Average Control Delay	88.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4896		3273	4759	1583	3400	5011		3303	4893	1495
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4896		3273	4759	1583	3400	5011		3303	4893	1495
Volume (vph)	469	1137	239	150	1243	519	374	1087	102	429	1568	582
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	494	1197	252	158	1308	546	398	1156	109	447	1633	606
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	0	0	0	27
Lane Group Flow (vph)	494	1449	0	158	1308	503	398	1265	0	447	1633	579
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	14.0	36.7		8.0	30.7	30.7	11.0	32.7		14.0	35.7	35.7
Effective Green, g (s)	14.0	38.0		8.0	32.0	32.0	11.0	34.0		14.0	37.0	37.0
Actuated g/C Ratio	0.13	0.35		0.07	0.29	0.29	0.10	0.31		0.13	0.34	0.34
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	437	1691		238	1384	461	340	1549		420	1646	503
v/s Ratio Prot	c0.14	0.30		0.05	0.27		0.12	0.25		c0.14	0.33	
v/s Ratio Perm						0.34						0.41
v/c Ratio	1.13	0.86		0.66	0.95	1.09	1.17	0.82		1.06	0.99	1.15
Uniform Delay, d1	48.0	33.5		49.7	38.1	39.0	49.5	35.1		48.0	36.4	36.5
Progression Factor	1.00	1.00		0.69	0.29	0.20	1.00	1.00		0.54	0.54	0.51
Incremental Delay, d2	83.7	5.8		0.5	1.9	45.3	103.7	4.9		34.3	5.1	70.8
Delay (s)	131.7	39.3		34.7	13.0	52.9	153.2	40.0		60.2	24.8	89.3
Level of Service	F	D		C	B	D	F	D		E	C	F
Approach Delay (s)		62.8			25.5			67.1			45.3	
Approach LOS		E			C			E			D	

Intersection Summary			
HCM Average Control Delay	49.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00		1.00	0.87		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5084		1770	5066		1770	1619		1681	1529	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5084		1770	5066		1770	1619		1681	1529	
Volume (vph)	51	1719	4	31	2005	52	13	5	33	219	1	155
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	54	1809	4	33	2111	55	16	6	41	243	1	172
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	1813	0	33	2166	0	16	47	0	219	197	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	5.6	57.1		6.1	57.6		18.8	18.8		22.0	22.0	
Effective Green, g (s)	5.6	57.1		6.1	57.6		18.8	18.8		22.0	22.0	
Actuated g/C Ratio	0.05	0.48		0.05	0.48		0.16	0.16		0.18	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	2419		90	2432		277	254		308	280	
v/s Ratio Prot	0.03	c0.36		0.02	c0.43		0.01	c0.03		c0.13	0.13	
v/s Ratio Perm												
v/c Ratio	0.65	0.75		0.37	0.89		0.06	0.19		0.71	0.70	
Uniform Delay, d1	56.2	25.6		55.1	28.3		43.1	43.9		46.0	45.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.8	1.3		2.5	4.5		0.4	1.6		13.1	13.8	
Delay (s)	73.0	26.9		57.6	32.9		43.5	45.5		59.1	59.8	
Level of Service	E	C		E	C		D	D		E	E	
Approach Delay (s)		28.3			33.3			45.0			59.4	
Approach LOS		C			C			D			E	

Intersection Summary			
HCM Average Control Delay	33.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.98	
Satd. Flow (prot)	1770	3416		1770	3391			1787	1568		1799	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00		0.98	
Satd. Flow (perm)	1770	3416		1770	3391			1787	1568		1799	
Volume (vph)	26	1689	93	181	1754	70	88	38	230	71	106	18
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	27	1778	98	191	1846	74	98	42	256	81	120	20
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	27	1876	0	191	1920	0	0	140	239	0	221	0
Heavy Vehicles (%)	2%	5%	2%	2%	6%	2%	3%	2%	3%	3%	2%	3%
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	2.7	58.1		12.9	68.3			17.6	17.6		16.4	
Effective Green, g (s)	2.2	58.6		12.4	68.8			17.1	17.1		15.9	
Actuated g/C Ratio	0.02	0.49		0.10	0.57			0.14	0.14		0.13	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	32	1668		183	1944			255	223		238	
v/s Ratio Prot	0.02	c0.55		c0.11	c0.57			0.08			c0.12	
v/s Ratio Perm									0.16			
v/c Ratio	0.84	1.12		1.04	0.99			0.55	1.07		0.93	
Uniform Delay, d1	58.7	30.7		53.8	25.2			47.9	51.5		51.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	95.7	64.6		78.5	17.7			2.4	80.4		38.8	
Delay (s)	154.4	95.3		132.3	42.9			50.3	131.8		90.3	
Level of Service	F	F		F	D			D	F		F	
Approach Delay (s)		96.1			51.0			103.0			90.3	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM Average Control Delay	75.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5001		3433	5070		3433	5085	1560	3433	4946	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5001		3433	5070		3433	5085	1560	3433	4946	
Volume (vph)	370	1402	158	576	1356	25	78	879	243	19	1106	221
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	389	1476	166	606	1427	26	84	945	261	20	1177	235
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	10	0	0	0
Lane Group Flow (vph)	389	1642	0	606	1453	0	84	945	251	20	1412	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	15.0	36.3		19.0	40.3		4.8	33.3	33.3	2.8	31.3	
Effective Green, g (s)	15.0	37.6		19.0	41.6		4.8	34.6	34.6	2.8	32.6	
Actuated g/C Ratio	0.14	0.34		0.17	0.38		0.04	0.31	0.31	0.03	0.30	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	468	1709		593	1917		150	1599	491	87	1466	
v/s Ratio Prot	0.11	c0.33		c0.18	0.29		0.02	c0.19		0.01	c0.29	
v/s Ratio Perm									0.17			
v/c Ratio	0.83	0.96		1.02	0.76		0.56	0.59	0.51	0.23	0.96	
Uniform Delay, d1	46.3	35.5		45.5	29.8		51.6	31.7	30.8	52.5	38.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.4	14.3		42.6	2.9		2.8	0.4	0.4	0.5	15.4	
Delay (s)	57.7	49.7		88.1	32.7		54.4	32.1	31.2	53.0	53.5	
Level of Service	E	D		F	C		D	C	C	D	D	
Approach Delay (s)		51.3			49.0			33.4			53.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	47.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4975		3400	4988	1546	3433	3539	1546	3433	3539	1560
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	4975		3400	4988	1546	3433	3539	1546	3433	3539	1560
Volume (vph)	108	1549	110	414	1569	242	163	334	535	318	401	158
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	100%	100%	100%	100%	127%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	114	1631	116	436	2098	255	175	359	575	342	431	170
RTOR Reduction (vph)	0	0	0	0	0	40	0	0	76	0	0	8
Lane Group Flow (vph)	114	1747	0	436	2098	215	175	359	499	342	431	162
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	2%	2%	3%	4%	3%	2%	2%	3%	2%	2%	2%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	5.0	35.3		11.0	41.3	41.3	27.4	34.7	34.7	10.0	17.3	17.3
Effective Green, g (s)	5.0	37.0		11.0	43.0	43.0	27.4	36.0	36.0	10.0	18.6	18.6
Actuated g/C Ratio	0.05	0.34		0.10	0.39	0.39	0.25	0.33	0.33	0.09	0.17	0.17
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	156	1673		340	1950	604	855	1158	506	312	598	264
v/s Ratio Prot	0.03	c0.35		c0.13	c0.42		0.05	0.10		c0.10	0.12	
v/s Ratio Perm						0.16			0.37			0.11
v/c Ratio	0.73	1.04		1.28	1.08	0.36	0.20	0.31	0.99	1.10	0.72	0.61
Uniform Delay, d1	51.8	36.5		49.5	33.5	23.7	32.7	27.7	36.8	50.0	43.2	42.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.0	34.5		147.7	44.3	1.6	0.0	0.1	36.0	79.2	3.6	2.9
Delay (s)	65.9	71.0		197.2	77.8	25.4	32.7	27.8	72.8	129.2	46.9	45.3
Level of Service	E	E		F	E	C	C	C	E	F	D	D
Approach Delay (s)		70.7			91.6			51.9			76.4	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM Average Control Delay	77.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		*0.75	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		0.99					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.95					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		5534	1583		4741					3433		2760
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		5534	1583		4741					3433		2760
Volume (vph)	0	1952	450	0	885	495	0	0	0	690	0	1340
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	150%
Adj. Flow (vph)	0	2033	469	0	932	521	0	0	0	726	0	2116
RTOR Reduction (vph)	0	0	166	0	112	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	2033	303	0	1341	0	0	0	0	726	0	2106
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		24.7	24.7		24.7					53.4		53.4
Effective Green, g (s)		27.0	27.0		27.0					55.0		55.0
Actuated g/C Ratio		0.30	0.30		0.30					0.61		0.61
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		1660	475		1422					2098		1687
v/s Ratio Prot		c0.37			0.31					0.21		
v/s Ratio Perm			0.30									0.77
v/c Ratio		1.22	0.64		0.94					0.35		1.25
Uniform Delay, d1		31.5	27.3		30.7					8.6		17.5
Progression Factor		1.00	1.00		1.00					1.00		1.00
Incremental Delay, d2		106.7	3.4		13.0					0.1		116.8
Delay (s)		138.2	30.6		43.8					8.7		134.3
Level of Service		F	C		D					A		F
Approach Delay (s)		118.0			43.8			0.0			102.2	
Approach LOS		F			D			A			F	

Intersection Summary			
HCM Average Control Delay	95.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	105.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.95	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4551	1335		5085	1550	1752		1538			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4551	1335		5085	1550	1752		1538			
Volume (vph)	0	1187	1455	0	998	555	383	0	302	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1236	1516	0	1062	590	416	0	328	0	0	0
RTOR Reduction (vph)	0	133	0	0	0	0	0	0	20	0	0	0
Lane Group Flow (vph)	0	1671	948	0	1062	590	416	0	308	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	3%	2%	5%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		29.2	58.2		29.2	58.2	18.9		18.9			
Effective Green, g (s)		30.1	58.2		30.1	58.2	20.1		20.1			
Actuated g/C Ratio		0.52	1.00		0.52	1.00	0.35		0.35			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2354	1335		2630	1550	605		531			
v/s Ratio Prot		0.40			0.21		0.24					
v/s Ratio Perm			0.71			0.38			0.21			
v/c Ratio		0.71	0.71		0.40	0.38	0.69		0.58			
Uniform Delay, d1		10.7	0.0		8.6	0.0	16.4		15.6			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		1.8	3.2		0.5	0.7	4.4		2.7			
Delay (s)		12.6	3.2		9.0	0.7	20.7		18.3			
Level of Service		B	A		A	A	C		B			
Approach Delay (s)		9.3			6.1			19.7			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	0.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
65: White Lane & Hughes Lane

7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4914		1770	5002		1770	3539	1553	1770	3173	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4914		1770	5002		1770	3539	1553	1770	3173	
Volume (vph)	272	948	243	120	964	106	244	183	91	131	191	323
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	289	1009	259	129	1037	114	265	199	99	142	208	351
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	289	1268	0	129	1151	0	265	199	95	142	559	0
Confl. Peds. (#/hr)			2			3			5			3
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	19.2	36.7		16.2	33.7		17.0	12.3	12.3	26.2	21.5	
Effective Green, g (s)	19.2	38.0		16.2	35.0		17.0	13.6	13.6	26.2	22.8	
Actuated g/C Ratio	0.17	0.35		0.15	0.32		0.15	0.12	0.12	0.24	0.21	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	309	1698		261	1592		274	438	192	422	658	
v/s Ratio Prot	c0.16	c0.26		0.07	0.23		c0.15	0.06		c0.08	c0.18	
v/s Ratio Perm									0.06			
v/c Ratio	0.94	0.75		0.49	0.72		0.97	0.45	0.49	0.34	1.09dr	
Uniform Delay, d1	44.8	31.8		43.1	33.2		46.2	44.8	45.0	34.7	41.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	34.0	3.0		0.5	2.9		44.6	0.3	0.7	0.2	9.6	
Delay (s)	78.8	34.8		43.7	36.1		90.9	45.0	45.7	34.9	51.6	
Level of Service	E	C		D	D		F	D	D	C	D	
Approach Delay (s)		43.0			36.9			66.7			48.2	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM Average Control Delay	45.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3265		1736	3241		1703	3139		1770	3471	1500
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3265		1736	3241		1703	3139		1770	3471	1500
Volume (vph)	91	710	136	166	795	63	215	37	45	62	69	174
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	98	763	146	178	855	68	244	42	51	69	77	193
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	98	909	0	178	923	0	244	93	0	69	77	181
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	10.6	35.2		15.1	39.7		17.8	34.5		6.6	23.3	23.3
Effective Green, g (s)	10.6	36.5		15.1	41.0		17.8	35.8		6.6	24.6	24.6
Actuated g/C Ratio	0.10	0.33		0.14	0.37		0.16	0.33		0.06	0.22	0.22
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	171	1083		238	1208		276	1022		106	776	335
v/s Ratio Prot	0.06	c0.28		c0.10	c0.28		c0.14	0.03		0.04	0.02	
v/s Ratio Perm												0.13
v/c Ratio	0.57	0.84		0.75	0.76		0.88	0.09		0.65	0.10	0.54
Uniform Delay, d1	47.5	34.0		45.6	30.3		45.1	25.8		50.6	33.9	37.7
Progression Factor	1.00	1.00		0.82	1.20		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	6.1		8.9	2.6		26.0	0.2		10.4	0.3	6.2
Delay (s)	50.4	40.1		46.3	38.9		71.1	26.0		61.0	34.2	43.9
Level of Service	D	D		D	D		E	C		E	C	D
Approach Delay (s)		41.1			40.1			58.6			45.1	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM Average Control Delay	43.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3254		1719	3182		1626	3353		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3254		1719	3182		1626	3353		1736	3471	1474
Volume (vph)	129	528	103	138	699	27	78	508	56	52	871	226
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	139	568	111	148	752	29	84	546	60	55	927	240
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	139	679	0	148	781	0	84	606	0	55	927	226
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	11.5	42.3		10.6	41.4		7.3	32.9		6.0	31.6	31.6
Effective Green, g (s)	11.5	43.2		10.6	42.3		7.3	34.2		6.0	32.9	32.9
Actuated g/C Ratio	0.10	0.39		0.10	0.38		0.07	0.31		0.05	0.30	0.30
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	181	1278		166	1224		108	1042		95	1038	441
v/s Ratio Prot	0.08	0.21		c0.09	c0.25		c0.05	0.18		0.03	c0.27	
v/s Ratio Perm												0.16
v/c Ratio	0.77	0.53		0.89	0.64		0.78	0.58		0.58	0.89	0.51
Uniform Delay, d1	48.0	25.6		49.1	27.6		50.6	31.9		50.8	36.9	31.9
Progression Factor	1.44	0.30		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.3	1.1		39.5	2.6		26.7	0.5		5.2	9.7	0.4
Delay (s)	80.6	8.7		88.6	30.2		77.3	32.4		56.0	46.5	32.3
Level of Service	F	A		F	C		E	C		E	D	C
Approach Delay (s)		20.9			39.5			37.9			44.2	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	36.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2038 NO-BUILD

AM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	312	306	98%	6.4	A	
EB - Stockdale Hwy	45	45	100%	0.0	A	A
WB - Stockdale Hwy	148	127	86%	0.0	A	
Intersection Total	***505***	***478***	***95%***			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	72	71	100%	4.0	A	
EB - Stockdale Hwy	354	349	99%	0.0	A	A
WB - Stockdale Hwy	533	434	81%	0.0	A	
Intersection Total	***959***	***861***	***90%***			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	181	179	99%	13.5	B	
SB - Enos Ln	311	311	100%	64.6	E	C
EB - Stockdale Hwy	362	362	100%	14.0	B	
WB - Stockdale Hwy	712	672	94%	13.8	B	
Intersection Total	***1,566***	***1,524***	***97%***	***24.2***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	239	250	105%	0.2	A	
SB - SR-43	777	774	100%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	70	74	106%	3.4	A	
Intersection Total	***1,086***	***1,098***	***101%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	212	213	100%	0.0	A	
SB - SR-43	597	573	96%	0.1	A	A
EB - I-5 SB Ramp - STOP Control	40	40	100%	5.7	A	
Intersection Total	***849***	***836***	***98%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	468	465	99%	7.7	A	
SB - Nord Rd	127	123	97%	32.6	C	C
EB - Stockdale Hwy	440	405	92%	42.5	D	
WB - Stockdale Hwy	955	929	97%	39.1	D	
Intersection Total	***1,990***	***1,922***	***97%***	***31.8***		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	1,000	996	100%	29.2	C	
SB - Heath Rd	354	353	100%	37.8	D	C
EB - Stockdale Hwy	1,348	1,308	97%	19.5	B	
WB - Stockdale Hwy	1,737	1,669	96%	35.1	D	
Intersection Total	***4,439***	***4,326***	***97%***	***29.2***		
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	434	435	100%	23.1	C	
EB - Stockdale Hwy	2,513	2,475	98%	6.8	A	A
WB - WSP	1,550	1,480	95%	4.4	A	
Intersection Total	***4,497***	***4,390***	***98%***	***7.6***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
11. West Beltway @ WSP WB Ramps						
NB - West Beltway	1,616	1,652	102%	4.1	A	
SB - West Beltway	2,311	2,313	100%	5.4	A	A
WB - WSP WB Off Ramp	1,060	1,026	97%	13.0	B	
Intersection Total	***4,987***	***4,991***	***100%***	***6.5***		
12. West Beltway @ WSP EB Ramps						
NB - West Beltway	2,226	2,220	100%	9.3	A	
SB - West Beltway	1,151	1,135	99%	4.6	A	B
EB - WSP EB off Ramp	800	805	101%	26.0	C	
Intersection Total	***4,177***	***4,160***	***100%***	***11.2***		
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	1,106	1,066	96%	27.3	C	
SB - Allen Rd	1,375	1,358	99%	30.2	C	C
EB - Brihmall Rd	728	730	100%	16.9	B	
WB - Brihmall Rd	335	334	100%	23.7	C	
Intersection Total	***3,544***	***3,488***	***98%***	***25.9***		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	695	702	101%	21.9	C	
SB - Allen Rd	1,706	1,687	99%	13.3	B	B
WB - Off Ramp/On Ramp WSP WB	850	805	95%	12.7	B	
Intersection Total	***3,251***	***3,194***	***98%***	***15.0***		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	1,611	1,618	100%	2.9	A	
SB - Allen Rd	1,920	1,866	97%	15.9	B	B
EB - WSP EB off Ramp	195	188	96%	17.1	B	
Intersection Total	***3,726***	***3,672***	***99%***	***10.2***		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	1,177	1,155	98%	26.7	C	
SB - Allen Rd	1,085	1,016	94%	25.3	C	C
EB - Stockdale Hwy	1,246	1,255	101%	37.7	D	
WB - Stockdale Hwy	871	873	100%	27.7	C	
Intersection Total	***4,379***	***4,299***	***98%***	***29.8***		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	1,495	1,444	97%	26.4	C	
SB - Calloway Dr	1,413	1,411	100%	34.5	C	C
EB - Brimhall Rd	1,408	1,410	100%	26.3	C	
WB - Brimhall Rd	813	808	99%	34.4	C	
Intersection Total	***5,129***	***5,073***	***99%***	***29.9***		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	1,361	1,342	99%	13.3	B	
SB - Calloway Dr	1,835	1,820	99%	7.2	A	B
EB - WSP WB on Ramp	580	532	92%	11.0	B	
WB - WSP WB Off Ramp	312	294	94%	4.8	A	
Intersection Total	***4,088***	***3,988***	***98%***	***10.8***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	1,027	1,018	99%	18.1	B	
SB - Calloway Dr	1,644	1,604	98%	19.3	B	B
EB - WSP EB off Ramp	1,108	1,094	99%	10.3	B	
Intersection Total	***3,779***	***3,716***	***98%***	***18.4***		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,630	1,634	100%	47.0	D	
SB - Calloway Dr	2,418	2,374	98%	51.6	D	D
EB - Stockdale Hwy	1,720	1,718	100%	53.6	D	
WB - Stockdale Hwy	652	653	100%	43.1	D	
Intersection Total	***6,420***	***6,379***	***99%***	***52.3***		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,589	1,638	103%	26.5	C	
SB - Coffee Rd	1,464	1,461	100%	32.6	C	C
EB - Brimhall Rd	957	961	100%	19.3	B	
WB - Brimhall Rd	1,185	1,212	102%	28.2	C	
Intersection Total	***5,195***	***5,272***	***101%***	***27.3***		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	2,152	2,149	100%	38.9	D	
SB - Coffee Rd	1,511	1,579	105%	29.7	C	C
EB - WSP EB off Ramp	2,185	2,090	96%	17.5	B	
Intersection Total	***5,848***	***5,818***	***99%***	***28.7***		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	2,350	2,351	100%	22.7	C	
SB - Coffee Rd	2,770	2,761	100%	19.0	B	C
WB - Truxtun Ave	808	811	100%	19.4	B	
Intersection Total	***5,928***	***5,923***	***100%***	***20.5***		
31. Mohawk St @ WSP WB Ramps						
NB - Mohawk St						
SB - Mohawk St						
Intersection Total						
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,258	1,307	104%	51.6	D	
SB - Mohawk St	634	627	99%	22.7	C	C
EB - WSP EB off Ramp	1,900	1,975	104%	7.0	A	
Intersection Total	***3,792***	***3,909***	***103%***	***24.4***		
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,767	1,760	100%	28.9	C	
SB - Mohawk St	2,034	2,062	101%	39.0	D	C
EB - Truxtun Ave	1,515	1,517	100%	23.2	C	
WB - Truxtun Ave	853	897	105%	30.4	C	
Intersection Total	***6,169***	***6,236***	***101%***	***31.1***		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,489	1,208	81%	13.7	B	
SB - Airport Dr	1,684	1,683	100%	22.4	C	C
EB - State Rd	233	231	99%	18.0	B	
WB - SR204 WB Off Ramp	968	1,003	104%	25.0	C	
Intersection Total	***4,374***	***4,125***	***94%***	***20.2***		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,750	1,289	74%	8.4	A	A
WB - Buck Owens Blvd	510	507	99%	3.7	A	
Intersection Total	***2,260***	***1,796***	***79%***	***7.1***		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	524	519	99%	26.6	C	
SB - Buck Owens Blvd	117	88	75%	28.6	C	C
EB - Rio Mirada Dr	851	801	94%	33.1	C	
WB - Rio Mirada Dr	161	160	99%	17.3	B	
Intersection Total	***1,653***	***1,568***	***95%***	***29.1***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	1,110	1,014	91%	36.3	D	D
SB - Buck Owens Blvd	498	483	97%	50.3	D	
EB - SR99 NB Off Ramp	825	687	83%	28.1	C	
WB - Sillect Ave	243	244	100%	43.3	D	
Intersection Total	***2,676***	***2,428***	***91%***	***37.5***		
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	344	345	100%	55.3	E	C
SB - Camino del Rio Ct	185	187	101%	51.7	D	
EB - Rosedale Hwy	3,194	3,091	97%	19.3	B	
WB - Rosedale Hwy	3,223	3,317	103%	17.1	B	
Intersection Total	***6,946***	***6,940***	***100%***	***20.9***		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	1,075	1,059	99%	45.8	D	C
EB - Rosedale Hwy	1,825	1,689	93%	11.6	B	
WB - Rosedale Hwy	2,494	2,619	105%	20.5	C	
Intersection Total	***5,394***	***5,367***	***99%***	***22.7***		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	2,440	1,977	81%	49.3	D	C
SB - Buck Owens Blvd	583	554	95%	13.2	B	
EB - Rosedale Hwy	2,171	2,065	95%	23.6	C	
WB - 24th St	2,699	2,729	101%	15.2	B	
Intersection Total	***7,893***	***7,325***	***93%***	***26.6***		
43. 24th St & Oak St						
NB - Oak St	1,442	1,423	99%	32.4	C	D
SB - Oak St	85	83	98%	63.1	E	
EB - 24th St	3,162	2,841	90%	39.7	D	
WB - 24th St	3,380	3,417	101%	22.8	C	
Intersection Total	***8,069***	***7,764***	***96%***	***37.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
45. Oak St @ Truxtun Ave						
NB - Oak St	1,602	1,647	103%	68.9	E	E
SB - Oak St	1,473	1,471	100%	29.6	C	
EB - Truxtun Ave	2,450	2,166	88%	71.4	E	
WB - Truxtun Ave	1,069	1,057	99%	76.2	E	
Intersection Total	***6,594***	***6,341***	***96%***	***61.9***		
46. California Ave & Chester Ln						
NB - Chester Ln	169	170	101%	33.1	C	C
SB - Chester Ln	175	178	102%	28.9	C	
EB - California Ave	1,419	1,405	99%	21.3	C	
WB - California Ave	1,880	1,853	99%	24.2	C	
Intersection Total	***3,643***	***3,606***	***99%***	***23.7***		
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	370	364	98%	32.0	D	D
SB - SR99 SB Off Ramp	1,200	1,221	102%	30.5	D	
EB - California Ave	1,555	1,572	101%	33.7	D	
WB - California Ave	1,336	1,331	100%	63.7	E	
Intersection Total	***4,461***	***4,488***	***101%***	***54.6***		
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	1,180	979	83%	14.5	B	C
SB - Extended Stay Hotel	63	63	100%	25.3	C	
EB - California Ave	1,095	1,225	112%	31.1	C	
WB - California Ave	1,378	1,356	98%	36.5	D	
Intersection Total	***3,716***	***3,623***	***97%***	***28.5***		
49. California Ave & Oak St						
NB - Oak St	984	979	99%	36.6	D	C
SB - Oak St	1,017	1,039	102%	37.7	D	
EB - California Ave	1,829	1,842	101%	21.4	C	
WB - California Ave	873	873	100%	22.6	C	
Intersection Total	***4,703***	***4,733***	***101%***	***28.3***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
51. Stockdale Hwy & Real Rd						
NB - Real Rd	813	803	99%	63.8	E	D
SB - Real Rd	397	396	100%	53.3	D	
EB - Stockdale Hwy	2,070	1,981	96%	47.7	D	
WB - Stockdale Hwy	1,690	1,628	96%	40.3	D	
Intersection Total	***4,970***	***4,808***	***97%***	***48.3***		
52. Stockdale @SR-99 SB Ramps						
SB- SR-99 SB Off-Ramp	450	442	98%	24.1	C	B
EB - Stockdale Hwy	1,243	1,209	97%	17.8	B	
WB- Stockdale	1,363	1,302	96%	12.4	B	
Intersection Total	***3,056***	***2,953***	***97%***	***16.8***		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	1,229	1,015	83%	26.8	C	C
SB - Oak St	428	427	100%	29.7	C	
EB - Stockdale Hwy	1,339	1,277	95%	33.4	C	
WB - Stockdale Hwy	798	805	101%	37.1	D	
Intersection Total	***3,794***	***3,524***	***93%***	***31.9***		
54. SR58 Ramps & Real Rd						
NB - Real Rd	921	920	100%	25.5	C	C
SB - Real Rd	1,234	1,195	97%	21.4	C	
WB - SR58 WB	930	933	100%	18.6	B	
Intersection Total	***3,085***	***3,048***	***99%***	***21.8***		
55. SR99 NB Ramps & Wible Rd						
NB - Wible Rd	825	733	89%	10.5	B	B
SB - Wible Rd	569	501	88%	15.1	B	
EB - SR99 NB Off Ramp	760	593	78%	21.9	C	
Intersection Total	***2,154***	***1,827***	***85%***	***15.5***		
57. Ming Ave & Real Rd						
NB - Real Rd	372	371	100%	27.4	C	C
SB - Real Rd	488	488	100%	38.0	D	
EB - Ming Ave	1,919	1,916	100%	22.8	C	
WB - Ming Ave	1,544	1,479	96%	23.9	C	
Intersection Total	***4,323***	***4,254***	***98%***	***25.3***		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	2,149	2,144	100%	0.4	A	A
WB - Ming Ave	977	886	91%	10.0	B	
Intersection Total	***3,126***	***3,030***	***97%***	***3.2***		
59. Ming Ave & Wible Rd						
NB - Wible Rd	742	735	99%	24.4	C	C
SB - Wible Rd	275	273	99%	30.9	C	
EB - Ming Ave	2,123	2,091	98%	25.7	C	
WB - Ming Ave	1,001	902	90%	14.0	B	

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YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served In Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
Intersection Total	*4,141*	*4,001*	*97%*	*23.2*		
60. Ming Ave & SR99 NB Ramps						
NB - Sears	69	69	100%	31.9	C	D
SB - SR99 SB Off Ramp	790	624	79%	23.7	C	
EB - Ming Ave	2,060	2,093	102%	48.5	D	
WB - Ming Ave	923	932	101%	18.0	B	
Intersection Total	*3,842*	*3,718*	*97%*	*36.4*		
61. Ming Ave & Castro Ln						
NB - Castro Ln	79	78	99%	30.2	C	C
SB - Castro Ln	169	169	100%	22.3	C	
EB - Ming Ave	1,150	1,126	98%	18.4	B	
WB - Ming Ave	864	864	100%	34.5	C	
Intersection Total	*2,262*	*2,237*	*99%*	*25.3*		
66. Brundage Ln & H St						
NB - H St	1,183	1,206	102%	24.4	C	C
SB - H St	437	434	99%	29.9	C	
EB - Brundage Ln	815	812	100%	28.5	C	
WB - Brundage Ln	606	594	98%	39.3	D	
Intersection Total	*3,041*	*3,046*	*100%*	*29.2*		
67. SR58 WB Ramp & H St						
NB - H St	1,124	1,084	96%	3.1	A	C
SB - H St	659	663	101%	17.9	B	
WB - Richland St	486	648	133%	52.8	D	
Intersection Total	*2,269*	*2,395*	*106%*	*20.6*		
68. SR58 EB Ramp & H St						
NB - H St	1,058	1,051	99%	43.0	D	D
SB - H St	660	676	102%	26.4	C	
EB - SR58 EB Off Ramp	546	485	89%	42.6	D	
Intersection Total	*2,264*	*2,212*	*98%*	*40.0*		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	948	750	79%	16.5	B	C
SB - Chester Ave	629	628	100%	30.2	C	
EB - Brundage Ln	797	785	98%	20.3	C	
WB - Brundage Ln	454	457	101%	29.7	C	
Intersection Total	*2,828*	*2,620*	*93%*	*23.2*		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	744	698	94%	2.3	A	C
SB - Chester Ave	762	723	95%	44.0	D	
WB - Richland St	735	751	102%	30.6	C	
Intersection Total	*2,241*	*2,172*	*97%*	*26.0*		
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	779	785	101%	34.3	C	C
SB - Chester Ave	825	782	95%	19.7	B	
EB - Frontage Rd	526	521	99%	43.4	D	
Intersection Total	*2,130*	*2,088*	*98%*	*30.7*		

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YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
74. Brundage Ln & Union Ave						
NB - Union Ave	1,989	1,873	94%	79.8	E	D
SB - Union Ave	1,619	1,617	100%	31.7	C	
EB - Brundage Ln	414	414	100%	31.9	C	
WB - Brundage Ln	1,190	1,226	103%	21.5	C	
Intersection Total	***5,212***	***5,130***	***98%***	***46.8***		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	880	938	107%	9.7	A	C
SB - Liggett St	77	74	96%	32.2	C	
EB - Brundage Ln	538	502	93%	53.7	D	
WB - Brundage Ln	416	412	99%	60.2	E	
Intersection Total	***1,911***	***1,926***	***101%***	***23.4***		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	1,643	1,637	100%	19.7	B	B
SB - Union Ave	1,145	1,201	105%	15.9	B	
EB - SR58 EB Off Ramp	915	795	87%	18.7	B	
Intersection Total	***3,703***	***3,633***	***98%***	***18.0***		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	792	739	93%	20.8	C	C
SB - Cottonwood Rd	212	455	215%	31.5	C	
EB - Brundage Ln	211	210	100%	27.3	C	
WB - Brundage Ln	553	545	99%	51.1	D	
Intersection Total	***1,768***	***1,949***	***110%***	***28.8***		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	255	234	92%	22.7	C	C
SB - Driveway	13	12	92%	17.0	B	
EB - Brundage Ln	588	596	101%	27.4	C	
WB - Brundage Ln	422	421	100%	30.1	C	
Intersection Total	***1,278***	***1,263***	***99%***	***27.3***		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	702	703	100%	13.5	B	B
SB - Cottonwood Rd	495	644	130%	18.4	B	
EB - SR-58 EB off Ramp	550	504	92%	15.8	B	
Intersection Total	***1,747***	***1,851***	***106%***	***15.8***		

HCM Signalized Intersection Capacity Analysis
1: Stockdale Hwy & I-5 SB Off-ramp

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	0.95						1.00	
Frt		0.99		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.95	
Satd. Flow (prot)		3492		1770	3539						1770	
Flt Permitted		1.00		0.72	1.00						0.95	
Satd. Flow (perm)		3492		1339	3539						1770	
Volume (vph)	0	41	4	21	127	0	0	0	0	312	0	0
Peak-hour factor, PHF	0.80	0.80	0.80	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	51	5	25	151	0	0	0	0	347	0	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	52	0	25	151	0	0	0	0	0	347	0
Turn Type				Perm						Split		
Protected Phases		4			8					6	6	
Permitted Phases				8								
Actuated Green, G (s)		7.5		7.5	7.5						44.5	
Effective Green, g (s)		7.5		7.5	7.5						44.5	
Actuated g/C Ratio		0.12		0.12	0.12						0.74	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		437		167	442						1313	
v/s Ratio Prot		0.02			c0.04						c0.20	
v/s Ratio Perm				0.02								
v/c Ratio		0.12		0.15	0.34						0.26	
Uniform Delay, d1		23.3		23.4	24.0						2.5	
Progression Factor		1.00		1.16	1.09						1.00	
Incremental Delay, d2		0.1		0.4	0.5						0.5	
Delay (s)		23.4		27.5	26.6						3.0	
Level of Service		C		C	C						A	
Approach Delay (s)		23.4			26.7			0.0			3.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1717	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1717	
Volume (vph)	6	890	20	79	946	85	10	20	250	196	10	11
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	6	957	22	85	1017	91	11	23	284	223	11	12
RTOR Reduction (vph)	0	0	6	0	0	11	0	0	40	0	5	0
Lane Group Flow (vph)	6	957	16	85	1017	80	11	23	244	223	18	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	0.8	42.3	42.3	14.7	56.2	56.2	7.4	24.7	24.7	22.3	39.6	
Effective Green, g (s)	0.8	42.3	42.3	14.7	56.2	56.2	7.4	24.7	24.7	22.3	39.6	
Actuated g/C Ratio	0.01	0.35	0.35	0.12	0.47	0.47	0.06	0.21	0.21	0.19	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	12	1247	558	217	1657	741	109	383	326	329	567	
v/s Ratio Prot	0.00	c0.27		c0.05	c0.29		0.01	0.01		c0.13	0.01	
v/s Ratio Perm			0.01			0.06			0.18			
v/c Ratio	0.50	0.77	0.03	0.39	0.61	0.11	0.10	0.06	0.75	0.68	0.03	
Uniform Delay, d1	59.4	34.5	25.4	48.5	23.8	17.9	53.2	38.3	44.7	45.5	27.2	
Progression Factor	0.78	0.49	0.32	0.62	0.26	0.09	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.4	2.4	0.0	0.9	0.5	0.0	0.4	0.3	14.6	5.5	0.1	
Delay (s)	70.9	19.3	8.2	31.0	6.8	1.7	53.6	38.6	59.4	51.0	27.3	
Level of Service	E	B	A	C	A	A	D	D	E	D	C	
Approach Delay (s)		19.4			8.1			57.7			48.8	
Approach LOS		B			A			E			D	

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
13: Rosedale Hwy & Allen Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4759	1524	3213	3167	1468	3273	4732		3183	4990	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4759	1524	3213	3167	1468	3273	4732		3183	4990	
Volume (vph)	112	762	98	214	477	173	113	603	228	303	993	46
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	120	819	105	230	513	186	122	648	245	322	1056	49
RTOR Reduction (vph)	0	0	9	0	0	19	0	0	0	0	0	0
Lane Group Flow (vph)	120	819	96	230	513	167	122	893	0	322	1105	0
Heavy Vehicles (%)	2%	9%	6%	9%	14%	10%	7%	4%	8%	10%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.0	31.8	31.8	6.0	31.8	31.8	6.6	25.7		7.1	26.2	
Effective Green, g (s)	7.3	34.8	34.8	7.3	34.8	34.8	7.5	28.7		8.0	29.2	
Actuated g/C Ratio	0.08	0.37	0.37	0.08	0.37	0.37	0.08	0.30		0.08	0.31	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	264	1747	559	247	1163	539	259	1433		269	1537	
v/s Ratio Prot	0.03	c0.17		c0.07	0.16		0.04	0.19		c0.10	c0.22	
v/s Ratio Perm			0.07			0.13						
v/c Ratio	0.45	0.47	0.17	0.93	0.44	0.31	0.47	0.62		1.20	0.72	
Uniform Delay, d1	41.8	22.9	20.3	43.5	22.7	21.4	41.8	28.4		43.4	29.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.9	0.7	38.4	1.2	1.5	0.5	0.9		119.0	1.5	
Delay (s)	42.3	23.8	20.9	81.9	23.9	22.9	42.2	29.3		162.4	30.6	
Level of Service	D	C	C	F	C	C	D	C		F	C	
Approach Delay (s)		25.7			38.1			30.8			60.4	
Approach LOS		C			D			C			E	

Intersection Summary			
HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	94.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: san juan & Allen Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.96		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1729		1770	1584		1770	5085	1583	1770	5085	1583
Flt Permitted		0.40		0.67	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		714		1239	1584		1770	5085	1583	1770	5085	1583
Volume (vph)	123	1	50	67	1	218	50	1270	81	186	969	65
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	140	1	57	76	1	248	53	1351	86	200	1042	70
RTOR Reduction (vph)	0	15	0	0	191	0	0	0	13	0	0	4
Lane Group Flow (vph)	0	183	0	76	58	0	53	1351	73	200	1042	66
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		25.3		25.3	25.3		6.8	52.6	52.6	20.1	65.9	65.9
Effective Green, g (s)		25.3		25.3	25.3		6.8	52.6	52.6	20.1	65.9	65.9
Actuated g/C Ratio		0.23		0.23	0.23		0.06	0.48	0.48	0.18	0.60	0.60
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		164		285	364		109	2432	757	323	3046	948
v/s Ratio Prot					0.16		0.03	c0.27		c0.11	0.20	
v/s Ratio Perm		c0.28		0.06					0.05			0.04
v/c Ratio		1.11		0.27	0.16		0.49	0.56	0.10	0.62	0.34	0.07
Uniform Delay, d1		42.4		34.7	33.9		49.9	20.4	15.7	41.4	11.1	9.2
Progression Factor		1.00		1.00	1.00		1.02	0.39	0.37	0.98	0.88	0.83
Incremental Delay, d2		103.9		0.5	0.2		2.5	0.7	0.2	3.4	0.3	0.1
Delay (s)		146.3		35.2	34.1		53.6	8.6	5.9	44.1	10.1	7.8
Level of Service		F		D	C		D	A	A	D	B	A
Approach Delay (s)		146.3			34.3			10.0			15.2	
Approach LOS		F			C			B			B	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3367	4673	1509	3155	4550	1429	3019	4561		3242	4940	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3367	4673	1509	3155	4550	1429	3019	4561		3242	4940	1455
Volume (vph)	152	1515	246	259	806	115	182	654	281	305	975	101
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	160	1595	259	278	867	124	196	703	302	324	1037	107
RTOR Reduction (vph)	0	0	23	0	0	13	0	0	0	0	0	10
Lane Group Flow (vph)	160	1595	236	278	867	111	196	1005	0	324	1037	97
Heavy Vehicles (%)	4%	11%	7%	11%	14%	13%	16%	8%	10%	8%	5%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	8.8	35.1	35.1	6.7	33.0	33.0	7.7	34.0		7.8	34.1	34.1
Effective Green, g (s)	11.1	38.0	38.0	9.0	35.9	35.9	9.9	37.0		10.0	37.1	37.1
Actuated g/C Ratio	0.10	0.35	0.35	0.08	0.33	0.33	0.09	0.34		0.09	0.34	0.34
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	340	1614	521	258	1485	466	272	1534		295	1666	491
v/s Ratio Prot	0.05	c0.34		c0.09	0.19		0.06	c0.22		c0.10	0.21	
v/s Ratio Perm			0.17			0.09						0.07
v/c Ratio	0.47	0.99	0.45	1.08	0.58	0.24	0.72	0.66		1.10	0.62	0.20
Uniform Delay, d1	46.7	35.8	27.9	50.5	30.8	27.1	48.7	31.1		50.0	30.6	25.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	19.6	1.7	78.2	1.2	0.8	7.7	2.2		81.3	1.8	0.9
Delay (s)	47.1	55.4	29.7	128.7	32.1	27.9	56.4	33.3		131.3	32.3	26.8
Level of Service	D	E	C	F	C	C	E	C		F	C	C
Approach Delay (s)		51.4			52.8			37.0			53.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	49.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
24: Rosedale Hwy & Coffee Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Volume (vph)	217	1816	210	333	1133	136	402	925	618	295	898	50
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	228	1912	221	354	1205	145	423	974	651	317	966	54
RTOR Reduction (vph)	0	0	32	0	0	16	0	0	46	0	0	16
Lane Group Flow (vph)	228	1912	189	354	1205	129	423	974	606	317	966	38
Heavy Vehicles (%)	10%	9%	10%	9%	11%	8%	11%	4%	8%	6%	5%	16%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	9.2	40.0	40.0	7.7	38.5	38.5	6.0	38.5	38.5	6.8	39.3	39.3
Effective Green, g (s)	11.5	43.0	43.0	10.0	41.5	41.5	8.2	42.0	42.0	9.0	42.8	42.8
Actuated g/C Ratio	0.10	0.36	0.36	0.08	0.35	0.35	0.07	0.35	0.35	0.08	0.36	0.36
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	305	1705	526	268	1616	517	313	1746	523	248	1762	496
v/s Ratio Prot	0.07	c0.40		c0.11	0.26		0.09	0.20		c0.10	0.20	
v/s Ratio Perm			0.15			0.10			0.44			0.04
v/c Ratio	0.75	1.12	0.36	1.32	0.75	0.25	1.35	0.56	1.16	1.28	0.55	0.08
Uniform Delay, d1	52.8	38.5	28.4	55.0	34.6	28.1	55.9	31.5	39.0	55.5	30.9	25.5
Progression Factor	1.00	1.00	1.00	0.85	0.73	0.57	0.88	0.56	0.64	1.00	1.00	1.00
Incremental Delay, d2	8.5	63.1	1.9	160.6	2.1	0.8	175.4	1.1	88.5	152.6	1.2	0.3
Delay (s)	61.3	101.6	30.3	207.2	27.2	16.7	224.3	18.8	113.5	208.1	32.1	25.8
Level of Service	E	F	C	F	C	B	F	B	F	F	C	C
Approach Delay (s)		91.0			63.7			91.3			73.6	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM Average Control Delay	81.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
29: Stockdale Highway & Coffee Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	5007		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	5007		3400	4988	1553
Volume (vph)	504	1068	71	247	610	318	254	1590	169	494	1256	325
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	536	1136	76	266	656	342	267	1674	178	520	1322	342
RTOR Reduction (vph)	0	0	9	0	0	27	0	0	0	0	0	38
Lane Group Flow (vph)	536	1136	67	266	656	315	267	1852	0	520	1322	304
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	17.2	31.0	31.0	11.4	25.2	25.2	15.0	40.6		17.0	42.6	42.6
Effective Green, g (s)	17.2	33.0	33.0	11.4	27.2	27.2	15.0	42.6		17.0	44.6	44.6
Actuated g/C Ratio	0.14	0.28	0.28	0.10	0.23	0.23	0.12	0.36		0.14	0.37	0.37
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	492	1372	411	320	1120	339	429	1777		482	1854	577
v/s Ratio Prot	c0.16	0.23		0.08	0.13		0.08	c0.37		c0.15	0.27	
v/s Ratio Perm			0.05			0.23						0.22
v/c Ratio	1.09	0.83	0.16	0.83	0.59	0.93	0.62	1.04		1.08	0.71	0.53
Uniform Delay, d1	51.4	40.8	33.0	53.4	41.4	45.5	49.8	38.7		51.5	32.2	29.5
Progression Factor	0.72	0.50	0.42	1.00	1.00	1.00	1.00	1.00		0.93	0.98	1.01
Incremental Delay, d2	61.6	3.0	0.1	15.9	0.5	30.5	2.0	33.3		61.3	2.1	3.0
Delay (s)	98.5	23.6	14.0	69.3	41.9	75.9	51.8	72.0		109.1	33.5	32.8
Level of Service	F	C	B	E	D	E	D	E		F	C	C
Approach Delay (s)		46.2			56.8			69.4			51.4	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM Average Control Delay	56.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
30: Rosedale Hwy & Mohawk Street

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Volume (vph)	52	2349	324	593	1628	204	154	433	350	428	740	57
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	2447	338	624	1714	215	166	466	376	460	796	61
RTOR Reduction (vph)	0	0	23	0	0	19	0	0	36	0	0	8
Lane Group Flow (vph)	54	2447	315	624	1714	196	166	466	340	460	796	53
Heavy Vehicles (%)	11%	5%	13%	10%	8%	13%	7%	8%	14%	7%	8%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	4.8	47.8	47.8	8.0	51.0	51.0	6.0	32.4	32.4	6.8	33.2	33.2
Effective Green, g (s)	7.1	50.1	50.1	10.3	53.3	53.3	8.2	34.6	34.6	9.0	35.4	35.4
Actuated g/C Ratio	0.06	0.42	0.42	0.09	0.44	0.44	0.07	0.29	0.29	0.08	0.29	0.29
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	187	2062	597	397	2133	635	325	1385	409	245	1417	429
v/s Ratio Prot	0.02	c0.50		c0.13	0.36		0.03	0.10		c0.14	0.17	
v/s Ratio Perm			0.24			0.15			0.27			0.04
v/c Ratio	0.29	1.19	0.53	1.57	0.80	0.31	0.51	0.34	0.83	1.88	0.56	0.12
Uniform Delay, d1	54.0	35.0	26.1	54.9	28.8	21.5	54.0	33.7	40.0	55.5	35.7	30.9
Progression Factor	1.23	0.40	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	84.5	0.3	269.2	3.3	1.3	1.4	0.1	13.5	410.0	0.5	0.1
Delay (s)	66.3	98.4	9.0	324.1	32.2	22.7	55.3	33.8	53.5	465.5	36.3	31.1
Level of Service	E	F	A	F	C	C	E	C	D	F	D	C
Approach Delay (s)		87.1			102.7			44.7			186.0	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM Average Control Delay	103.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
34: Mohawk Street & California Avenue

7/25/2012

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	1560		3433	5022		1770	4988	1583	1681	1657	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1752	1560		3433	5022		1770	4988	1583	1681	1657	2787
Volume (vph)	39	37	13	1563	1064	96	80	770	414	871	148	857
Peak-hour factor, PHF	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	46	44	15	1628	1108	100	85	819	440	917	156	902
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	26	0	0	50
Lane Group Flow (vph)	46	59	0	1628	1208	0	85	819	414	549	524	852
Heavy Vehicles (%)	3%	2%	8%	2%	2%	2%	2%	4%	2%	2%	7%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	4.8	4.8		37.8	58.6		7.6	28.4	28.4	30.7	30.7	68.5
Effective Green, g (s)	4.8	4.8		37.8	59.6		7.6	29.4	29.4	32.0	32.0	69.8
Actuated g/C Ratio	0.04	0.04		0.31	0.50		0.06	0.24	0.24	0.27	0.27	0.58
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	70	62		1081	2494		112	1222	388	448	442	1714
v/s Ratio Prot	0.03	c0.04		c0.47	0.24		0.05	0.16		c0.33	0.32	0.17
v/s Ratio Perm									0.28			0.16
v/c Ratio	0.66	0.95		1.51	0.48		0.76	0.67	1.07	1.23	1.19	0.50
Uniform Delay, d1	56.8	57.5		41.1	20.0		55.3	40.9	45.3	44.0	44.0	14.8
Progression Factor	1.00	1.00		0.56	0.30		0.98	0.32	0.29	1.00	1.00	1.00
Incremental Delay, d2	15.7	96.0		230.4	0.4		19.7	2.5	60.9	119.9	104.3	0.1
Delay (s)	72.4	153.5		253.4	6.3		73.8	15.4	74.1	163.9	148.3	14.9
Level of Service	E	F		F	A		E	B	E	F	F	B
Approach Delay (s)	118.0				148.2			38.3			91.7	
Approach LOS	F				F			D			F	

Intersection Summary			
HCM Average Control Delay	106.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
35: Stockdale Highway & California Avenue

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4928		3273	4759	1583	3400	5036		3303	4893	1495
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4928		3273	4759	1583	3400	5036		3303	4893	1495
Volume (vph)	600	1249	194	127	1000	717	235	1433	87	432	758	332
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	632	1315	204	134	1053	755	247	1508	92	450	790	346
RTOR Reduction (vph)	0	0	0	0	0	38	0	0	0	0	0	29
Lane Group Flow (vph)	632	1519	0	134	1053	717	247	1600	0	450	790	317
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	15.0	48.7		9.0	42.7	42.7	11.0	31.7		12.0	32.7	32.7
Effective Green, g (s)	15.0	50.0		9.0	44.0	44.0	11.0	33.0		12.0	34.0	34.0
Actuated g/C Ratio	0.12	0.42		0.08	0.37	0.37	0.09	0.28		0.10	0.28	0.28
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	429	2053		245	1745	580	312	1385		330	1386	424
v/s Ratio Prot	c0.18	0.31		0.04	0.22		0.07	c0.32		c0.14	0.16	
v/s Ratio Perm						0.48						0.23
v/c Ratio	1.47	0.74		0.55	0.60	1.24	0.79	1.16		1.36	0.57	0.75
Uniform Delay, d1	52.5	29.5		53.5	30.9	38.0	53.4	43.5		54.0	36.8	39.1
Progression Factor	1.00	1.00		0.57	0.76	0.72	1.00	1.00		0.65	0.59	0.53
Incremental Delay, d2	225.3	2.4		0.7	0.8	113.8	12.0	78.5		179.4	1.4	9.8
Delay (s)	277.8	32.0		31.2	24.2	141.3	65.4	122.0		214.5	23.1	30.6
Level of Service	F	C		C	C	F	E	F		F	C	C
Approach Delay (s)		104.2			70.2			114.4			79.1	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM Average Control Delay	92.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
44: Empire & Truxtun Ave 7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	0.86		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5082		1770	5057		1770	1593		1681	1568	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5082		1770	5057		1770	1593		1681	1568	
Volume (vph)	120	2523	10	40	2105	80	28	3	91	46	3	25
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	125	2628	10	42	2216	84	33	4	108	55	4	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	125	2638	0	42	2300	0	33	112	0	46	43	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	10.7	68.8		4.0	62.1		15.2	15.2		16.0	16.0	
Effective Green, g (s)	10.7	68.8		4.0	62.1		15.2	15.2		16.0	16.0	
Actuated g/C Ratio	0.09	0.57		0.03	0.52		0.13	0.13		0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	158	2914		59	2617		224	202		224	209	
v/s Ratio Prot	0.07	c0.52		0.02	c0.45		0.02	c0.07		0.03	c0.03	
v/s Ratio Perm												
v/c Ratio	0.79	0.91		0.71	0.88		0.15	0.55		0.21	0.21	
Uniform Delay, d1	53.6	22.7		57.4	25.6		46.6	49.2		46.3	46.3	
Progression Factor	1.00	1.00		0.66	0.30		1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.1	4.5		3.7	0.4		1.4	10.5		2.1	2.2	
Delay (s)	76.6	27.2		41.3	8.2		48.0	59.8		48.4	48.6	
Level of Service	E	C		D	A		D	E		D	D	
Approach Delay (s)		29.4			8.8			57.1			48.5	
Approach LOS		C			A			E			D	

Intersection Summary

HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
50: Stockdale Hwy & Stine Rd

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	3423		1770	3388			1784	1568		1783	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	3423		1770	3388			1784	1568		1783	
Volume (vph)	21	1751	68	197	1856	89	83	31	229	87	92	26
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	22	1863	72	207	1954	94	92	34	254	99	105	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	22	1935	0	207	2048	0	0	126	237	0	234	0
Heavy Vehicles (%)	2%	5%	2%	2%	6%	2%	3%	2%	3%	3%	2%	3%
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	2.7	57.1		13.9	68.3			17.5	17.5		16.5	
Effective Green, g (s)	2.2	57.6		13.4	68.8			17.0	17.0		16.0	
Actuated g/C Ratio	0.02	0.48		0.11	0.57			0.14	0.14		0.13	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	32	1643		198	1942			253	222		238	
v/s Ratio Prot	0.01	c0.57		0.12	c0.60			0.07			c0.13	
v/s Ratio Perm									0.16			
v/c Ratio	0.69	1.18		1.05	1.05			0.50	1.07		0.98	
Uniform Delay, d1	58.6	31.2		53.3	25.6			47.6	51.5		51.9	
Progression Factor	1.04	0.74		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	39.3	85.4		76.4	36.6			1.5	79.2		53.3	
Delay (s)	100.3	108.4		129.7	62.2			49.1	130.7		105.1	
Level of Service	F	F		F	E			D	F		F	
Approach Delay (s)		108.4			68.4			103.6			105.1	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM Average Control Delay	89.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
56: Ming Avenue & New Stine Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5013		3433	4976		3433	5085	1560	3433	4854	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5013		3433	4976		3433	5085	1560	3433	4854	
Volume (vph)	668	1582	149	115	1050	159	299	1493	90	83	643	247
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	703	1665	157	122	1117	169	315	1572	95	89	691	266
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	10	0	0	0
Lane Group Flow (vph)	703	1822	0	122	1286	0	315	1572	85	89	957	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	23.0	46.9		6.0	29.9		11.9	33.7	33.7	4.8	26.6	
Effective Green, g (s)	23.0	48.2		6.0	31.2		11.9	35.0	35.0	4.8	27.9	
Actuated g/C Ratio	0.21	0.44		0.05	0.28		0.11	0.32	0.32	0.04	0.25	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	718	2197		187	1411		371	1618	496	150	1231	
v/s Ratio Prot	c0.20	0.36		0.04	c0.26		c0.09	c0.31		0.03	0.20	
v/s Ratio Perm									0.06			
v/c Ratio	0.98	0.83		0.65	0.91		0.85	0.97	0.17	0.59	0.78	
Uniform Delay, d1	43.3	27.3		51.0	38.1		48.2	37.0	27.0	51.6	38.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	28.0	3.8		6.1	10.4		15.8	16.0	0.1	4.1	2.9	
Delay (s)	71.2	31.1		57.1	48.5		63.9	53.0	27.1	55.8	41.0	
Level of Service	E	C		E	D		E	D	C	E	D	
Approach Delay (s)		42.2			49.2			53.5			42.3	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	46.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
62: White Lane & Wible Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	4810		3400	4848	1561	2968	3505	1546	3242	3374	1487
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	4810		3400	4848	1561	2968	3505	1546	3242	3374	1487
Volume (vph)	120	1916	98	397	1649	215	83	242	473	312	203	97
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	126	2017	103	418	1736	226	89	260	509	339	221	105
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	80	0	0	8
Lane Group Flow (vph)	126	2120	0	418	1736	189	89	260	429	339	221	97
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	4%	6%	2%	3%	7%	2%	18%	3%	3%	8%	7%	7%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	5.0	41.0		10.0	46.0	46.0	21.3	31.2	31.2	8.8	18.7	18.7
Effective Green, g (s)	5.0	42.7		10.0	47.7	47.7	21.3	32.5	32.5	8.8	20.0	20.0
Actuated g/C Ratio	0.05	0.39		0.09	0.43	0.43	0.19	0.30	0.30	0.08	0.18	0.18
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	153	1867		309	2102	677	575	1036	457	259	613	270
v/s Ratio Prot	0.04	c0.44		c0.12	0.36		0.03	0.07		c0.10	0.07	
v/s Ratio Perm						0.14			0.33			0.07
v/c Ratio	0.82	1.14		1.35	0.83	0.28	0.15	0.25	0.94	1.31	0.36	0.36
Uniform Delay, d1	52.1	33.6		50.0	27.5	20.1	36.9	29.5	37.8	50.6	39.4	39.4
Progression Factor	1.00	1.00		1.08	1.04	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.6	68.2		171.6	2.4	0.6	0.0	0.0	26.9	164.0	0.1	0.3
Delay (s)	79.6	101.9		225.6	30.9	22.7	36.9	29.5	64.7	214.6	39.5	39.7
Level of Service	E	F		F	C	C	D	C	E	F	D	D
Approach Delay (s)		100.6			64.3			51.2			128.8	
Approach LOS		F			E			D			F	

Intersection Summary			
HCM Average Control Delay	82.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
63: White Lane & SR-99 SB Ramps

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.98					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6225	1509		4668					3433		2707
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6225	1509		4668					3433		2707
Volume (vph)	0	2240	460	0	1162	210	0	0	0	397	0	1098
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	0	2333	479	0	1236	223	0	0	0	422	0	1168
RTOR Reduction (vph)	0	0	132	0	22	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	2333	347	0	1437	0	0	0	0	422	0	1149
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	5%	7%	2%	8%	9%	2%	2%	2%	2%	2%	5%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		47.5	47.5		47.5					50.6		50.6
Effective Green, g (s)		49.8	49.8		49.8					52.2		52.2
Actuated g/C Ratio		0.45	0.45		0.45					0.47		0.47
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2818	683		2113					1629		1285
v/s Ratio Prot		c0.37			0.31					0.12		
v/s Ratio Perm			0.32									0.43
v/c Ratio		0.83	0.51		0.68					0.26		0.89
Uniform Delay, d1		26.3	21.4		23.8					17.3		26.4
Progression Factor		1.16	1.36		0.93					1.00		1.00
Incremental Delay, d2		0.3	0.2		1.2					0.1		8.4
Delay (s)		30.8	29.3		23.5					17.4		34.8
Level of Service		C	C		C					B		C
Approach Delay (s)		30.6			23.5			0.0			30.2	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
64: White Lane & SR-99 NB Ramps

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.94	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4319	1286		4848	1492	1703		1455			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4319	1286		4848	1492	1703		1455			
Volume (vph)	0	1031	1605	0	675	695	697	0	368	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	0	1074	1672	0	718	739	749	0	396	0	0	0
RTOR Reduction (vph)	0	107	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	0	1664	975	0	718	739	749	0	379	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	6%	8%	2%	7%	6%	6%	2%	11%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		52.1	110.0		52.1	110.0	47.8		47.8			
Effective Green, g (s)		53.0	110.0		53.0	110.0	49.0		49.0			
Actuated g/C Ratio		0.48	1.00		0.48	1.00	0.45		0.45			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2081	1286		2336	1492	759		648			
v/s Ratio Prot		c0.41			0.15		c0.44					
v/s Ratio Perm			0.76			0.50			0.27			
v/c Ratio		0.88dr	0.76		0.31	0.50	0.99		0.59			
Uniform Delay, d1		24.0	0.0		17.3	0.0	30.2		22.9			
Progression Factor		0.94	1.00		0.37	1.00	1.00		1.00			
Incremental Delay, d2		2.7	2.3		0.3	0.9	29.3		2.2			
Delay (s)		25.2	2.3		6.8	0.9	59.5		25.1			
Level of Service		C	A		A	A	E		C			
Approach Delay (s)		17.1			3.8			47.6			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
65: White Lane & Hughes Lane

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	4717		1752	4782		1752	3471	1389	1736	3136	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	4717		1752	4782		1752	3471	1389	1736	3136	
Volume (vph)	224	941	229	95	832	54	321	195	56	73	128	170
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	238	1001	244	102	895	58	349	212	61	81	142	189
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	3	0	0	0
Lane Group Flow (vph)	238	1245	0	102	953	0	349	212	58	81	331	0
Confl. Peds. (#/hr)			2			3			5			3
Heavy Vehicles (%)	4%	7%	4%	3%	7%	13%	3%	4%	14%	4%	6%	3%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	18.1	42.7		8.3	32.9		23.6	33.4	33.4	7.0	16.8	
Effective Green, g (s)	18.1	44.0		8.3	34.2		23.6	34.7	34.7	7.0	18.1	
Actuated g/C Ratio	0.16	0.40		0.08	0.31		0.21	0.32	0.32	0.06	0.16	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	286	1887		132	1487		376	1095	438	110	516	
v/s Ratio Prot	c0.14	0.26		c0.06	c0.20		c0.20	0.06		0.05	c0.11	
v/s Ratio Perm									0.04			
v/c Ratio	0.83	0.66		0.77	0.64		0.93	0.19	0.13	0.74	0.64	
Uniform Delay, d1	44.5	26.9		49.9	32.6		42.4	27.4	26.9	50.6	42.9	
Progression Factor	0.83	0.80		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.1	1.2		22.1	2.1		28.3	0.0	0.0	19.6	2.0	
Delay (s)	48.9	22.8		72.0	34.7		70.6	27.5	26.9	70.2	45.0	
Level of Service	D	C		E	C		E	C	C	E	D	
Approach Delay (s)		27.0			38.4			51.6			49.9	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	37.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
69: Ming Avenue & H Street

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3334		1736	3213		1703	3423		1770	3471	1500
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3334		1736	3213		1703	3423		1770	3471	1500
Volume (vph)	149	573	35	127	384	55	52	642	87	46	411	103
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	160	616	38	138	417	60	56	690	94	50	447	112
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	8
Lane Group Flow (vph)	160	654	0	138	477	0	56	784	0	50	447	104
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	18.4	29.1		13.0	23.7		7.0	53.1		6.2	52.3	52.3
Effective Green, g (s)	18.4	30.4		13.0	25.0		7.0	54.4		6.2	53.6	53.6
Actuated g/C Ratio	0.15	0.25		0.11	0.21		0.06	0.45		0.05	0.45	0.45
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	271	845		188	669		99	1552		91	1550	670
v/s Ratio Prot	0.09	c0.20		c0.08	0.15		c0.03	c0.23		0.03	0.13	
v/s Ratio Perm												0.07
v/c Ratio	0.59	0.77		0.73	0.71		0.57	0.51		0.55	0.29	0.15
Uniform Delay, d1	47.3	41.6		51.8	44.2		55.0	23.3		55.5	21.1	19.7
Progression Factor	1.00	1.00		0.88	0.57		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.3	4.7		11.3	3.6		4.4	1.2		3.6	0.5	0.5
Delay (s)	49.6	46.3		56.9	28.7		59.4	24.4		59.1	21.6	20.2
Level of Service	D	D		E	C		E	C		E	C	C
Approach Delay (s)		47.0			35.0			26.8			24.4	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	33.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
73: Ming Avenue & Chester Avenue

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3225		1719	3149		1626	3385		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3225		1719	3149		1626	3385		1736	3471	1474
Volume (vph)	188	403	102	66	312	49	123	537	35	28	390	147
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	438	111	73	347	54	134	584	38	30	424	160
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	204	549	0	73	401	0	134	622	0	30	424	143
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	25.0	59.8		8.4	43.2		14.5	30.0		3.6	19.1	19.1
Effective Green, g (s)	25.0	60.7		8.4	44.1		14.5	31.3		3.6	20.4	20.4
Actuated g/C Ratio	0.21	0.51		0.07	0.37		0.12	0.26		0.03	0.17	0.17
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	362	1631		120	1157		196	883		52	590	251
v/s Ratio Prot	c0.12	c0.17		0.04	0.13		0.08	c0.18		0.02	c0.12	
v/s Ratio Perm												0.11
v/c Ratio	0.56	0.34		0.61	0.35		0.68	0.70		0.58	0.72	0.57
Uniform Delay, d1	42.6	17.7		54.2	27.5		50.6	40.2		57.4	47.1	45.8
Progression Factor	0.60	0.20		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.4		5.9	0.8		7.6	2.1		9.3	3.5	1.9
Delay (s)	26.5	3.9		60.1	28.3		58.2	42.3		66.7	50.6	47.7
Level of Service	C	A		E	C		E	D		E	D	D
Approach Delay (s)		10.0			33.2			45.1			50.6	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	34.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

2038 NO-BUILD

PM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	544	458	84%	92.0	F	
EB - Stockdale Hwy	193	190	98%	0.0	A	F
WB - Stockdale Hwy	85	70	82%	0.5	A	
Intersection Total	***822***	***718***	87%			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	69	54	78%	14.0	B	
EB - Stockdale Hwy	706	618	88%	0.0	A	A
WB - Stockdale Hwy	411	372	91%	0.0	A	
Intersection Total	***1,186***	***1,044***	88%			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	469	472	101%	16.4	B	
SB - Enos Ln	266	259	97%	51.8	D	C
EB - Stockdale Hwy	771	659	85%	21.0	C	
WB - Stockdale Hwy	498	484	97%	16.8	B	
Intersection Total	***2,004***	***1,874***	***94%***	***23.0***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	787	773	98%	0.1	A	
SB - SR-43	479	479	100%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	110	79	72%	10.7	B	
Intersection Total	***1,376***	***1,331***	***97%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	572	570	100%	0.0	A	
SB - SR-43	400	383	96%	1.0	A	A
EB - I-5 SB Ramp - STOP Control	245	231	94%	19.8	C	
Intersection Total	***1,217***	***1,184***	***97%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	434	434	100%	15.6	B	
SB - Nord Rd	120	119	99%	31.9	C	C
EB - Stockdale Hwy	988	852	86%	22.0	C	
WB - Stockdale Hwy	1,168	1,137	97%	19.9	B	
Intersection Total	***2,710***	***2,542***	***94%***	***29.1***		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	911	904	99%	33.0	C	
SB - Heath Rd	230	225	98%	123.8	F	C
EB - Stockdale Hwy	1,723	1,560	91%	20.1	C	
WB - Stockdale Hwy	2,411	2,333	97%	21.2	C	
Intersection Total	***5,275***	***5,022***	***95%***	***27.6***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	341	339	99%	29.6	C	
EB - Stockdale Hwy	2,608	2,448	94%	8.3	A	A
WB - WSP	2,305	2,222	96%	6.6	A	
Intersection Total	***5,254***	***5,009***	***95%***	***9.0***		
11. West Beltway @ WSP WB Ramps						
NB - West Beltway	1,834	1,822	99%	17.0	B	
SB - West Beltway	2,464	2,450	99%	18.8	B	B
WB - WSP WB Off Ramp	1,875	1,776	95%	6.7	A	
Intersection Total	***6,173***	***6,048***	***98%***	***14.7***		
12. West Beltway @ WSP EB Ramps						
NB - West Beltway	2,134	2,121	99%	14.7	B	
SB - West Beltway	1,828	1,794	98%	16.3	B	B
EB - WSP EB off Ramp	955	926	97%	30.1	C	
Intersection Total	***4,917***	***4,841***	***98%***	***18.2***		
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	1,920	1,845	96%	33.4	C	
SB - Allen Rd	1,400	1,403	100%	39.9	D	C
EB - Brihmall Rd	417	415	100%	17.2	B	
WB - Brihmall Rd	797	795	100%	30.8	C	
Intersection Total	***4,534***	***4,458***	***98%***	***33.5***		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	986	952	97%	49.0	D	
SB - Allen Rd	1,631	1,625	100%	34.8	C	C
WB - Off Ramp/On Ramp WSP WB	1,881	1,788	95%	10.6	B	
Intersection Total	***4,498***	***4,365***	***97%***	***28.0***		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	1,865	1,813	97%	4.4	A	
SB - Allen Rd	2,247	2,183	97%	2.3	A	A
EB - WSP EB off Ramp	180	163	91%	14.1	B	
Intersection Total	***4,292***	***4,159***	***97%***	***3.7***		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	1,064	1,063	100%	31.1	C	
SB - Allen Rd	1,458	1,357	93%	35.6	D	C
EB - Stockdale Hwy	1,001	1,000	100%	37.1	D	
WB - Stockdale Hwy	1,638	1,630	100%	28.1	C	
Intersection Total	***5,161***	***5,050***	***98%***	***32.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	2,232	2,209	99%	28.1	C	C
SB - Calloway Dr	1,615	1,613	100%	26.4	C	
EB - Brimhall Rd	674	677	100%	20.7	C	
WB - Brimhall Rd	1,635	1,627	100%	34.5	C	
Intersection Total	*6,156*	*6,126*	*100%*	*28.5*		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	2,175	2,163	99%	29.9	C	C
SB - Calloway Dr	1,960	1,970	101%	18.5	B	
EB - WSP WB on Ramp	1,015	933	92%	12.4	B	
WB - WSP WB Off Ramp	510	524	103%	18.6	B	
Intersection Total	*5,660*	*5,590*	*99%*	*20.5*		
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	1,780	1,774	100%	7.0	A	A
SB - Calloway Dr	2,063	2,034	99%	9.3	A	
EB - WSP EB off Ramp	929	917	99%	11.8	B	
Intersection Total	*4,772*	*4,725*	*99%*	*8.9*		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,991	1,999	100%	33.1	C	D
SB - Calloway Dr	2,596	2,534	98%	53.6	D	
EB - Stockdale Hwy	1,785	1,775	99%	41.9	D	
WB - Stockdale Hwy	1,977	1,978	100%	26.7	C	
Intersection Total	*8,349*	*8,286*	*99%*	*39.7*		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,777	1,794	101%	43.0	D	D
SB - Coffee Rd	2,073	2,050	99%	44.6	D	
EB - Brimhall Rd	1,218	1,219	100%	32.6	C	
WB - Brimhall Rd	1,215	1,098	90%	52.9	D	
Intersection Total	*6,283*	*6,161*	*98%*	*43.2*		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	2,867	2,873	100%	24.5	C	B
SB - Coffee Rd	1,869	1,905	102%	12.2	B	
EB - WSP EB off Ramp	1,704	1,634	96%	17.2	B	
Intersection Total	*6,440*	*6,412*	*100%*	*19.0*		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	2,395	2,386	100%	25.7	C	C
SB - Coffee Rd	2,778	2,755	99%	21.3	C	
WB - Truxtun Ave	1,868	1,863	100%	27.7	C	
Intersection Total	*7,041*	*7,004*	*99%*	*24.5*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
31. Mohawk St @ WSP WB Ramps						
NB - Mohawk St						
SB - Mohawk St						
Intersection Total						
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,633	1,614	99%	29.7	C	
SB - Mohawk St	1,206	1,217	101%	18.3	B	B
EB - WSP EB off Ramp	1,545	1,493	97%	9.4	A	
Intersection Total	*4,384*	*4,324*	*99%*	*19.5*		
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	2,270	2,269	100%	38.3	D	
SB - Mohawk St	2,356	2,225	94%	88.4	F	E
EB - Truxtun Ave	1,475	1,414	96%	78.2	E	
WB - Truxtun Ave	1,637	1,534	94%	33.0	C	
Intersection Total	*7,738*	*7,442*	*96%*	*59.8*		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,986	1,856	93%	18.3	B	
SB - Airport Dr	1,778	1,775	100%	21.6	C	C
EB - State Rd	249	248	100%	16.9	B	
WB - SR204 WB Off Ramp	1,320	1,336	101%	28.2	C	
Intersection Total	*5,333*	*5,215*	*98%*	*21.9*		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,415	1,220	86%	8.5	A	B
WB - Buck Owens Blvd	865	879	102%	13.6	B	
Intersection Total	*2,280*	*2,099*	*92%*	*10.6*		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	802	799	100%	38.9	D	
SB - Buck Owens Blvd	65	58	89%	23.7	C	C
EB - Rio Mirada Dr	554	329	59%	13.6	B	
WB - Rio Mirada Dr	401	400	100%	21.2	C	
Intersection Total	*1,822*	*1,586*	*87%*	*28.6*		
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	1,252	1,073	86%	34.3	C	
SB - Buck Owens Blvd	665	647	97%	48.1	D	D
EB - SR99 NB Off Ramp	550	454	83%	35.4	D	
WB - Sillect Ave	697	695	100%	69.7	E	
Intersection Total	*3,164*	*2,869*	*91%*	*46.2*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	454	355	78%	180.5	F	D
SB - Camino del Rio Ct	489	278	57%	303.6	F	
EB - Rosedale Hwy	3,047	2,584	85%	23.7	C	
WB - Rosedale Hwy	3,494	3,175	91%	14.3	B	
Intersection Total	*7,484*	*6,392*	*85%*	*49.9*		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	1,095	943	86%	99.8	F	D
EB - Rosedale Hwy	1,988	1,603	81%	11.8	B	
WB - Rosedale Hwy	2,618	2,439	93%	30.6	C	
Intersection Total	*5,701*	*4,985*	*87%*	*37.6*		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	2,090	1,991	95%	57.2	E	C
SB - Buck Owens Blvd	1,150	1,090	95%	29.3	C	
EB - Rosedale Hwy	2,210	1,795	81%	24.4	C	
WB - 24th St	2,956	2,930	99%	15.2	B	
Intersection Total	*8,406*	*7,806*	*93%*	*30.0*		
43. 24th St & Oak St						
NB - Oak St	1,781	1,795	101%	38.6	D	C
SB - Oak St	106	106	100%	65.4	E	
EB - 24th St	3,101	2,759	89%	29.3	C	
WB - 24th St	3,139	3,112	99%	23.2	C	
Intersection Total	*8,127*	*7,772*	*96%*	*29.5*		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,420	1,367	96%	74.0	E	E
SB - Oak St	2,077	1,699	82%	97.1	F	
EB - Truxtun Ave	2,815	2,480	88%	37.7	D	
WB - Truxtun Ave	1,844	1,770	96%	102.1	F	
Intersection Total	*8,156*	*7,316*	*90%*	*73.9*		
46. California Ave & Chester Ln						
NB - Chester Ln	191	195	102%	32.3	C	C
SB - Chester Ln	577	575	100%	32.7	C	
EB - California Ave	1,764	1,767	100%	21.0	C	
WB - California Ave	1,949	1,948	100%	37.4	D	
Intersection Total	*4,481*	*4,485*	*100%*	*30.1*		
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	421	420	100%	34.9	C	E
SB - SR99 SB Off Ramp	1,190	1,168	98%	26.8	C	
EB - California Ave	2,169	2,068	95%	68.5	E	
WB - California Ave	1,494	1,498	100%	89.3	F	
Intersection Total	*5,274*	*5,154*	*98%*	*76.1*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	879	799	91%	28.2	C	D
SB - Extended Stay Hotel	107	106	99%	23.5	C	
EB - California Ave	1,432	1,536	107%	91.8	F	
WB - California Ave	1,913	1,819	95%	29.3	C	
Intersection Total	*4,331*	*4,260*	*98%*	*51.5*		
49. California Ave & Oak St						
NB - Oak St	958	960	100%	39.1	D	E
SB - Oak St	1,845	1,655	90%	48.3	D	
EB - California Ave	1,819	1,815	100%	75.2	E	
WB - California Ave	1,469	1,469	100%	35.2	D	
Intersection Total	*6,091*	*5,899*	*97%*	*61.5*		
51. Stockdale Hwy & Real Rd						
NB - Real Rd	889	815	92%	90.0	F	F
SB - Real Rd	650	412	63%	194.7	F	
EB - Stockdale Hwy	2,649	2,239	85%	45.4	D	
WB - Stockdale Hwy	2,102	2,107	100%	52.1	D	
Intersection Total	*6,290*	*5,573*	*89%*	*94.0*		
52. Stockdale @SR-99 SB Ramps						
SB- SR-99 SB Off-Ramp	560	548	98%	27.9	C	B
EB - Stockdale Hwy	1,689	1,439	85%	14.5	B	
WB- Stockdale	1,717	1,696	99%	7.8	A	
Intersection Total	*3,966*	*3,683*	*93%*	*18.0*		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	1,246	1,011	81%	28.7	C	D
SB - Oak St	1,201	1,197	100%	33.8	C	
EB - Stockdale Hwy	1,860	1,569	84%	32.7	C	
WB - Stockdale Hwy	1,101	1,106	100%	68.7	E	
Intersection Total	*5,408*	*4,883*	*90%*	*40.3*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
54. SR58 Ramps & Real Rd						
NB - Real Rd	990	908	92%	49.3	D	
SB - Real Rd	1,445	1,157	80%	34.8	C	D
WB - SR58 WB	1,085	1,025	94%	35.4	D	
Intersection Total	***3,520***	***3,090***	***88%***	***39.3***		
55. SR99 NB Ramps & Wible Rd						
NB - Wible Rd	932	734	79%	14.5	B	
SB - Wible Rd	1,317	1,211	92%	34.3	C	C
EB - SR99 NB Off Ramp	645	546	85%	33.9	C	
Intersection Total	***2,894***	***2,491***	***86%***	***28.4***		
57. Ming Ave & Real Rd						
NB - Real Rd	427	426	100%	49.9	D	
SB - Real Rd	816	803	98%	53.9	D	E
EB - Ming Ave	2,106	2,104	100%	66.3	E	
WB - Ming Ave	2,435	2,286	94%	56.0	E	
Intersection Total	***5,784***	***5,619***	***97%***	***64.5***		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	2,330	2,313	99%	14.3	B	B
WB - Ming Ave	1,697	1,615	95%	18.7	B	
Intersection Total	***4,027***	***3,928***	***98%***	***15.6***		
59. Ming Ave & Wible Rd						
NB - Wible Rd	969	967	100%	32.5	C	
SB - Wible Rd	918	913	99%	43.4	D	C
EB - Ming Ave	2,501	2,398	96%	17.7	B	
WB - Ming Ave	1,693	1,604	95%	19.2	B	
Intersection Total	***6,081***	***5,882***	***97%***	***24.5***		
60. Ming Ave & SR99 NB Ramps						
NB - Sears	363	360	99%	43.4	D	
SB - SR99 SB Off Ramp	820	680	83%	17.2	B	C
EB - Ming Ave	2,297	2,312	101%	31.2	C	
WB - Ming Ave	1,591	1,615	102%	25.6	C	
Intersection Total	***5,071***	***4,967***	***98%***	***28.3***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
61. Ming Ave & Castro Ln						
NB - Castro Ln	399	396	99%	35.8	D	C
SB - Castro Ln	262	261	100%	23.9	C	
EB - Ming Ave	1,438	1,389	97%	19.7	B	
WB - Ming Ave	1,339	1,336	100%	37.4	D	
Intersection Total	***3,438***	***3,382***	***98%***	***38.9***		
66. Brundage Ln & H St						
NB - H St	1,064	968	91%	44.5	D	E
SB - H St	1,071	1,056	99%	126.4	F	
EB - Brundage Ln	1,065	1,072	101%	37.9	D	
WB - Brundage Ln	855	860	101%	60.2	E	
Intersection Total	***4,055***	***3,956***	***98%***	***68.0***		
67. SR58 WB Ramp & H St						
NB - H St	949	914	96%	56.3	D	E
SB - H St	1,318	1,309	99%	79.4	E	
WB - Richland St	756	713	94%	53.6	D	
Intersection Total	***3,023***	***2,936***	***97%***	***64.3***		
68. SR58 EB Ramp & H St						
NB - H St	935	941	101%	33.9	C	C
SB - H St	1,364	1,275	93%	28.0	C	
EB - SR58 EB Off Ramp	475	438	92%	40.4	D	
Intersection Total	***2,774***	***2,654***	***96%***	***29.0***		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	836	791	95%	55.8	E	E
SB - Chester Ave	1,400	1,402	100%	70.2	E	
EB - Brundage Ln	993	977	98%	76.9	E	
WB - Brundage Ln	681	670	98%	54.2	D	
Intersection Total	***3,910***	***3,840***	***98%***	***68.0***		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	831	783	94%	20.7	C	C
SB - Chester Ave	1,525	1,500	98%	23.7	C	
WB - Richland St	645	611	95%	40.3	D	
Intersection Total	***3,001***	***2,894***	***96%***	***28.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 NO-BUILD INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	836	825	99%	28.2	C	
SB - Chester Ave	1,434	1,406	98%	14.3	B	C
EB - Frontage Rd	500	457	91%	57.7	E	
Intersection Total	*2,770*	*2,688*	*97%*	*25.7*		
74. Brundage Ln & Union Ave						
NB - Union Ave	1,897	1,876	99%	21.0	C	
SB - Union Ave	2,350	2,319	99%	46.7	D	D
EB - Brundage Ln	754	758	101%	42.1	D	
WB - Brundage Ln	1,052	1,049	100%	27.1	C	
Intersection Total	*6,053*	*6,002*	*99%*	*43.4*		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	595	564	95%	22.6	C	
SB - Liggett St	104	103	99%	26.1	C	D
EB - Brundage Ln	889	870	98%	41.6	D	
WB - Brundage Ln	624	626	100%	59.3	E	
Intersection Total	*2,212*	*2,163*	*98%*	*41.0*		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	2,153	2,137	99%	21.0	C	
SB - Union Ave	1,412	1,220	86%	16.4	B	B
EB - SR58 EB Off Ramp	645	602	93%	19.3	B	
Intersection Total	*4,210*	*3,959*	*94%*	*15.8*		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	831	769	93%	13.7	B	
SB - Cottonwood Rd	457	461	101%	40.4	D	C
EB - Brundage Ln	461	467	101%	28.7	C	
WB - Brundage Ln	578	600	104%	34.4	C	
Intersection Total	*2,327*	*2,297*	*99%*	*27.5*		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	240	259	108%	26.0	C	
SB - Driveway	39	39	100%	16.3	B	C
EB - Brundage Ln	699	661	95%	33.1	C	
WB - Brundage Ln	518	510	98%	37.4	D	
Intersection Total	*1,496*	*1,469*	*98%*	*32.9*		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	822	818	100%	17.9	B	
SB - Cottonwood Rd	844	872	103%	12.7	B	B
EB - SR-58 EB off Ramp	600	524	87%	17.4	B	
Intersection Total	*2,266*	*2,214*	*98%*	*15.7*		

HCM Signalized Intersection Capacity Analysis
1: Stockdale Hwy & I-5 SB Off-ramp

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	0.95						1.00	
Frt		0.98		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.95	
Satd. Flow (prot)		3457		1770	3539						1774	
Flt Permitted		1.00		0.61	1.00						0.95	
Satd. Flow (perm)		3457		1145	3539						1774	
Volume (vph)	0	163	30	27	58	0	0	0	0	543	0	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.84	0.84	0.84	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	185	34	32	69	0	0	0	0	590	0	1
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	190	0	32	69	0	0	0	0	0	591	0
Turn Type				Perm						Split		
Protected Phases		4			8					6	6	
Permitted Phases				8								
Actuated Green, G (s)		9.4		9.4	9.4						42.6	
Effective Green, g (s)		9.4		9.4	9.4						42.6	
Actuated g/C Ratio		0.16		0.16	0.16						0.71	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		542		179	554						1260	
v/s Ratio Prot		c0.06			0.02						c0.33	
v/s Ratio Perm				0.03								
v/c Ratio		0.35		0.18	0.12						0.47	
Uniform Delay, d1		22.6		22.0	21.8						3.8	
Progression Factor		1.00		1.22	1.11						1.00	
Incremental Delay, d2		0.4		0.5	0.1						1.3	
Delay (s)		23.0		27.3	24.2						5.0	
Level of Service		C		C	C						A	
Approach Delay (s)		23.0			25.2			0.0			5.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
8: Stockdale Highway & Wegis Ave

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1813	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1813	
Volume (vph)	16	1345	20	52	1124	136	10	20	200	159	20	4
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	17	1431	21	55	1196	145	11	23	227	181	23	5
RTOR Reduction (vph)	0	0	4	0	0	10	0	0	42	0	6	0
Lane Group Flow (vph)	17	1431	17	55	1196	135	11	23	186	181	22	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	2.0	58.1	58.1	6.2	62.3	62.3	5.0	20.4	20.4	19.3	34.7	
Effective Green, g (s)	2.0	58.1	58.1	6.2	62.3	62.3	5.0	20.4	20.4	19.3	34.7	
Actuated g/C Ratio	0.02	0.48	0.48	0.05	0.52	0.52	0.04	0.17	0.17	0.16	0.29	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	30	1713	766	91	1837	822	74	317	269	285	524	
v/s Ratio Prot	0.01	c0.40		0.03	c0.34		0.01	0.01		c0.10	0.02	
v/s Ratio Perm			0.01			0.09			0.14			
v/c Ratio	0.57	0.84	0.02	0.60	0.65	0.16	0.15	0.07	0.69	0.64	0.04	
Uniform Delay, d1	58.6	26.8	16.1	55.7	21.0	15.2	55.4	41.9	46.8	47.1	30.7	
Progression Factor	0.63	0.55	0.14	1.26	0.90	0.96	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.2	0.3	0.0	6.7	0.5	0.1	0.9	0.4	13.6	4.6	0.2	
Delay (s)	39.2	15.1	2.3	76.7	19.5	14.6	56.4	42.3	60.4	51.6	30.8	
Level of Service	D	B	A	E	B	B	E	D	E	D	C	
Approach Delay (s)		15.2			21.2			58.6			48.9	
Approach LOS		B			C			E			D	

Intersection Summary			
HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
13: Rosedale Hwy & Allen Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4759	1524	3213	3167	1468	3273	4824		3183	4911	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4759	1524	3213	3167	1468	3273	4824		3183	4911	
Volume (vph)	140	706	114	386	850	418	202	1082	229	321	956	131
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	151	759	123	411	904	445	215	1151	244	341	1017	139
RTOR Reduction (vph)	0	0	17	0	0	38	0	0	0	0	0	0
Lane Group Flow (vph)	151	759	106	411	904	407	215	1395	0	341	1156	0
Heavy Vehicles (%)	2%	9%	6%	9%	14%	10%	7%	4%	8%	10%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.0	31.4	31.4	12.7	38.1	38.1	8.8	31.0		10.7	32.9	
Effective Green, g (s)	7.3	34.4	34.4	14.0	41.1	41.1	9.7	34.0		11.6	35.9	
Actuated g/C Ratio	0.07	0.31	0.31	0.13	0.37	0.37	0.09	0.31		0.11	0.33	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	228	1488	477	409	1183	548	289	1491		336	1603	
v/s Ratio Prot	0.04	c0.16		c0.13	0.29		0.07	c0.29		c0.11	0.24	
v/s Ratio Perm			0.08			0.30						
v/c Ratio	0.66	0.51	0.22	1.00	0.76	0.74	0.74	0.94		1.01	0.72	
Uniform Delay, d1	50.1	30.9	27.9	48.0	30.2	29.9	48.9	36.9		49.2	32.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.5	1.3	1.1	45.7	4.7	8.8	8.7	11.3		52.9	1.5	
Delay (s)	55.6	32.2	29.0	93.7	34.9	38.7	57.7	48.2		102.1	34.1	
Level of Service	E	C	C	F	C	D	E	D		F	C	
Approach Delay (s)		35.2			49.6			49.5			49.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	47.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Allen Road & San Juan Ave 7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.96		1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1732		1770	1618		1770	5085	1583	1770	5085	1583
Flt Permitted		0.33		0.66	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		589		1226	1618		1770	5085	1583	1770	5085	1583
Volume (vph)	133	1	50	87	37	264	50	1467	78	226	1320	149
Peak-hour factor, PHF	0.88	0.88	0.88	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	151	1	57	97	41	293	53	1561	83	240	1404	159
RTOR Reduction (vph)	0	13	0	0	209	0	0	0	6	0	0	13
Lane Group Flow (vph)	0	196	0	97	125	0	53	1561	77	240	1404	146
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		34.6		34.6	34.6		7.2	53.6	53.6	19.8	66.2	66.2
Effective Green, g (s)		34.6		34.6	34.6		7.2	53.6	53.6	19.8	66.2	66.2
Actuated g/C Ratio		0.29		0.29	0.29		0.06	0.45	0.45	0.17	0.55	0.55
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		170		353	467		106	2271	707	292	2805	873
v/s Ratio Prot					0.21		0.03	c0.31		c0.14	0.28	
v/s Ratio Perm		c0.35		0.08					0.05			0.10
v/c Ratio		1.15		0.27	0.27		0.50	0.69	0.11	0.82	0.50	0.17
Uniform Delay, d1		42.7		33.0	32.9		54.7	26.5	19.3	48.4	16.7	13.3
Progression Factor		1.00		1.00	1.00		0.83	0.73	0.65	1.00	0.78	0.73
Incremental Delay, d2		116.5		0.4	0.3		2.3	1.1	0.2	15.6	0.6	0.4
Delay (s)		159.2		33.4	33.3		47.9	20.6	12.8	63.9	13.6	10.1
Level of Service		F		C	C		D	C	B	E	B	B
Approach Delay (s)		159.2			33.3			21.0			20.0	
Approach LOS		F			C			C			B	

Intersection Summary

HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3367	4673	1509	3155	4550	1429	3019	4568		3242	4940	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3367	4673	1509	3155	4550	1429	3019	4568		3242	4940	1455
Volume (vph)	189	1144	196	300	1630	383	263	1026	422	248	1035	160
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	201	1217	209	316	1716	403	280	1091	449	264	1101	170
RTOR Reduction (vph)	0	0	14	0	0	19	0	0	0	0	0	12
Lane Group Flow (vph)	201	1217	195	316	1716	384	280	1540	0	264	1101	158
Heavy Vehicles (%)	4%	11%	7%	11%	14%	13%	16%	8%	10%	8%	5%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.0	35.5	35.5	13.0	42.5	42.5	9.9	37.0		8.1	35.2	35.2
Effective Green, g (s)	8.3	38.4	38.4	15.3	45.4	45.4	12.1	40.0		10.3	38.2	38.2
Actuated g/C Ratio	0.07	0.32	0.32	0.13	0.38	0.38	0.10	0.33		0.09	0.32	0.32
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	233	1495	483	402	1721	541	304	1523		278	1573	463
v/s Ratio Prot	0.06	0.26		c0.10	c0.38		c0.09	c0.34		0.08	0.22	
v/s Ratio Perm			0.14			0.28						0.12
v/c Ratio	0.86	0.81	0.40	0.79	1.00	0.71	0.92	1.01		0.95	0.70	0.34
Uniform Delay, d1	55.3	37.5	31.9	50.8	37.2	31.7	53.5	40.0		54.6	35.9	31.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.7	4.2	1.5	9.0	21.0	6.7	31.4	25.8		39.6	2.6	2.0
Delay (s)	80.9	41.7	33.4	59.8	58.2	38.4	84.9	65.8		94.2	38.5	33.3
Level of Service	F	D	C	E	E	D	F	E		F	D	C
Approach Delay (s)		45.5			55.1			68.8			47.5	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Volume (vph)	341	1824	317	625	1826	293	410	1187	494	193	1142	253
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	359	1920	334	651	1902	305	432	1249	520	205	1215	269
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	359	1920	334	651	1902	305	432	1249	520	205	1215	269
Heavy Vehicles (%)	10%	9%	10%	9%	11%	8%	11%	4%	8%	6%	5%	16%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	12.4	44.5	44.5	17.7	49.8	49.8	8.8	39.8	39.8	6.0	37.0	37.0
Effective Green, g (s)	14.7	47.5	47.5	20.0	52.8	52.8	11.0	43.3	43.3	8.2	40.5	40.5
Actuated g/C Ratio	0.11	0.35	0.35	0.15	0.39	0.39	0.08	0.32	0.32	0.06	0.30	0.30
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	347	1674	517	476	1828	585	374	1600	480	201	1482	418
v/s Ratio Prot	0.11	c0.40		c0.20	0.41		c0.09	0.25		0.06	0.25	
v/s Ratio Perm			0.23			0.20			0.35			0.19
v/c Ratio	1.03	1.15	0.65	1.37	1.04	0.52	1.16	0.78	1.08	1.02	0.82	0.64
Uniform Delay, d1	60.1	43.8	36.7	57.5	41.1	31.4	62.0	41.5	45.9	63.4	43.9	41.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	57.5	73.7	3.5	178.5	32.4	1.5	95.9	3.9	65.4	68.7	5.2	7.4
Delay (s)	117.7	117.4	40.2	236.0	73.5	33.0	157.9	45.4	111.3	132.1	49.1	48.4
Level of Service	F	F	D	F	E	C	F	D	F	F	D	D
Approach Delay (s)		107.6			106.2			83.0			59.0	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM Average Control Delay	92.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	4938		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	4938		3400	4988	1553
Volume (vph)	430	996	278	250	1091	655	251	1260	279	499	1870	512
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	457	1060	296	263	1148	689	264	1326	294	520	1948	533
RTOR Reduction (vph)	0	0	14	0	0	34	0	0	0	0	0	40
Lane Group Flow (vph)	457	1060	282	263	1148	656	264	1620	0	520	1948	493
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	10.0	25.7	25.7	15.3	31.0	31.0	7.0	29.0		10.0	32.0	32.0
Effective Green, g (s)	10.0	27.7	27.7	15.3	33.0	33.0	7.0	31.0		10.0	34.0	34.0
Actuated g/C Ratio	0.10	0.28	0.28	0.15	0.33	0.33	0.07	0.31		0.10	0.34	0.34
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	343	1382	414	515	1630	493	240	1531		340	1696	528
v/s Ratio Prot	c0.13	0.21		0.08	0.23		0.08	0.33		c0.15	c0.39	
v/s Ratio Perm			0.20			0.46						0.34
v/c Ratio	1.33	0.77	0.68	0.51	0.70	1.33	1.10	1.06		1.53	1.15	0.93
Uniform Delay, d1	45.0	33.2	32.2	38.9	29.2	33.5	46.5	34.5		45.0	33.0	31.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.06	1.15	1.17
Incremental Delay, d2	168.3	2.3	3.6	0.4	1.1	161.8	87.5	40.1		247.3	71.6	18.4
Delay (s)	213.3	35.5	35.8	39.3	30.4	195.3	134.0	74.6		295.0	109.5	55.9
Level of Service	F	D	D	D	C	F	F	E		F	F	E
Approach Delay (s)		80.4			85.6			82.9			132.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	99.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Volume (vph)	136	2020	485	773	2056	210	173	420	294	216	1344	88
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	142	2104	505	805	2142	219	186	452	316	232	1445	95
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	142	2104	505	805	2142	219	186	452	316	232	1445	95
Heavy Vehicles (%)	11%	5%	13%	10%	8%	13%	7%	8%	14%	7%	8%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	6.0	41.1	41.1	8.7	43.8	43.8	6.0	39.2	39.2	6.0	39.2	39.2
Effective Green, g (s)	8.3	43.4	43.4	11.0	46.1	46.1	8.2	41.4	41.4	8.2	41.4	41.4
Actuated g/C Ratio	0.07	0.36	0.36	0.09	0.38	0.38	0.07	0.34	0.34	0.07	0.34	0.34
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	218	1787	517	424	1845	549	325	1657	489	224	1657	502
v/s Ratio Prot	0.05	c0.43		c0.17	0.45		0.04	0.09		c0.07	c0.30	
v/s Ratio Perm			0.35			0.15			0.22			0.07
v/c Ratio	0.65	1.18	0.98	1.90	1.16	0.40	0.57	0.27	0.65	1.04	0.87	0.19
Uniform Delay, d1	54.4	38.3	37.8	54.5	37.0	26.9	54.2	28.4	33.1	55.9	36.8	27.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	86.0	34.2	413.1	78.9	2.2	2.4	0.1	2.9	69.8	5.4	0.2
Delay (s)	61.2	124.3	72.0	467.6	115.8	29.0	56.6	28.5	36.1	125.7	42.2	27.7
Level of Service	E	F	E	F	F	C	E	C	D	F	D	C
Approach Delay (s)		111.5			199.3			36.5			52.3	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM Average Control Delay	123.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
34: Mohawk Street & California Avenue

7/25/2012

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	1577		3433	5046		1770	4988	1583	1681	1663	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1752	1577		3433	5046		1770	4988	1583	1681	1663	2787
Volume (vph)	104	148	11	1700	932	51	88	1344	587	756	90	1680
Peak-hour factor, PHF	0.88	0.88	0.88	0.96	0.96	0.96	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	118	168	12	1771	971	53	93	1415	618	788	94	1750
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	59
Lane Group Flow (vph)	118	180	0	1771	1024	0	93	1415	593	451	431	1691
Heavy Vehicles (%)	3%	2%	8%	2%	2%	2%	2%	4%	2%	2%	7%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	9.0	9.0		33.8	59.0		8.0	33.2	33.2	25.7	25.7	59.5
Effective Green, g (s)	9.0	9.0		33.8	60.0		8.0	34.2	34.2	27.0	27.0	60.8
Actuated g/C Ratio	0.08	0.08		0.28	0.50		0.07	0.29	0.29	0.22	0.22	0.51
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	131	118		967	2523		118	1422	451	378	374	1505
v/s Ratio Prot	0.07	c0.11		c0.52	0.20		0.05	0.28		0.27	0.26	c0.33
v/s Ratio Perm									0.39			0.30
v/c Ratio	0.90	1.53		1.83	0.41		0.79	1.00	1.31	1.19	1.15	1.12
Uniform Delay, d1	55.1	55.5		43.1	18.8		55.2	42.8	42.9	46.5	46.5	29.6
Progression Factor	1.00	1.00		0.70	0.55		1.16	0.54	0.51	1.00	1.00	1.00
Incremental Delay, d2	48.8	274.6		376.4	0.3		19.5	18.7	152.4	110.1	94.9	64.9
Delay (s)	103.9	330.1		406.8	10.6		83.3	41.8	174.3	156.6	141.4	94.5
Level of Service	F	F		F	B		F	D	F	F	F	F
Approach Delay (s)	240.5				261.6			82.2			112.8	
Approach LOS	F				F			F			F	

Intersection Summary			
HCM Average Control Delay	162.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	117.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4867		3273	4759	1583	3400	5024		3303	4893	1495
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4867		3273	4759	1583	3400	5024		3303	4893	1495
Volume (vph)	544	1298	346	200	1548	568	384	1323	102	571	1872	657
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	573	1366	364	211	1629	598	404	1393	107	595	1950	684
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	0	0	0	26
Lane Group Flow (vph)	573	1730	0	211	1629	556	404	1500	0	595	1950	658
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	16.0	40.7		9.0	33.7	33.7	12.0	35.7		16.0	39.7	39.7
Effective Green, g (s)	16.0	42.0		9.0	35.0	35.0	12.0	37.0		16.0	41.0	41.0
Actuated g/C Ratio	0.13	0.35		0.08	0.29	0.29	0.10	0.31		0.13	0.34	0.34
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	458	1703		245	1388	462	340	1549		440	1672	511
v/s Ratio Prot	c0.17	0.36		0.06	0.34		0.12	0.30		c0.18	0.40	
v/s Ratio Perm						0.38						0.46
v/c Ratio	1.25	1.02		0.86	1.17	1.20	1.19	0.97		1.35	1.17	1.29
Uniform Delay, d1	52.0	39.0		54.9	42.5	42.5	54.0	40.9		52.0	39.5	39.5
Progression Factor	1.00	1.00		0.75	0.36	0.26	1.00	1.00		0.78	0.37	0.31
Incremental Delay, d2	130.0	25.8		2.9	78.9	93.1	110.4	16.5		159.9	75.5	130.6
Delay (s)	182.0	64.8		44.4	94.1	104.2	164.4	57.4		200.6	90.0	142.8
Level of Service	F	E		D	F	F	F	E		F	F	F
Approach Delay (s)		94.0			92.2			80.1			121.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	99.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
44: Empire & Truxtun Ave

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00		1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5084		1770	5073		1770	1583		1681	1531	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5084		1770	5073		1770	1583		1681	1531	
Volume (vph)	50	2729	3	31	3063	52	9	0	33	219	1	150
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	52	2843	3	32	3191	54	11	0	41	243	1	167
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	52	2846	0	32	3245	0	11	41	0	217	194	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	5.0	95.0		3.8	93.8		17.0	17.0		19.0	19.0	
Effective Green, g (s)	5.0	95.0		3.8	93.8		17.0	17.0		19.0	19.0	
Actuated g/C Ratio	0.03	0.63		0.03	0.62		0.11	0.11		0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	59	3203		45	3155		200	178		212	193	
v/s Ratio Prot	0.03	c0.56		0.02	c0.64		0.01	c0.03		c0.13	0.13	
v/s Ratio Perm												
v/c Ratio	0.88	0.89		0.71	1.03		0.06	0.23		1.02	1.01	
Uniform Delay, d1	72.6	23.5		73.0	26.5		59.7	60.9		65.9	65.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	75.7	3.4		41.4	23.9		0.5	3.0		68.1	66.1	
Delay (s)	148.3	26.8		114.3	52.4		60.3	63.9		134.0	132.0	
Level of Service	F	C		F	D		E	E		F	F	
Approach Delay (s)		29.0			53.0			63.2			133.1	
Approach LOS		C			D			E			F	

Intersection Summary

HCM Average Control Delay	47.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	150.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
50: Stockdale Hwy & Stine Rd

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3420		1770	3386			1797	1568		1778	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (perm)	1770	3420		1770	3386			1797	1568		1778	
Volume (vph)	29	2235	102	458	2165	120	89	58	265	71	146	58
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	31	2353	107	477	2255	125	99	64	294	81	166	66
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	31	2460	0	477	2380	0	0	163	277	0	313	0
Heavy Vehicles (%)	2%	5%	2%	2%	6%	2%	3%	2%	3%	3%	2%	3%
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	2.7	49.1		18.9	65.3			18.5	18.5		18.5	
Effective Green, g (s)	2.2	49.6		18.4	65.8			18.0	18.0		18.0	
Actuated g/C Ratio	0.02	0.41		0.15	0.55			0.15	0.15		0.15	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	32	1414		271	1857			270	235		267	
v/s Ratio Prot	0.02	c0.72		c0.27	0.70			0.09			c0.18	
v/s Ratio Perm									0.19			
v/c Ratio	0.97	1.74		1.76	1.28			0.60	1.18		1.17	
Uniform Delay, d1	58.9	35.2		50.8	27.1			47.7	51.0		51.0	
Progression Factor	1.02	0.66		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	107.0	334.6		356.8	131.0			3.8	115.6		109.9	
Delay (s)	167.1	357.8		407.6	158.1			51.4	166.6		160.9	
Level of Service	F	F		F	F			D	F		F	
Approach Delay (s)		355.5			199.8			125.5			160.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	255.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	122.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
56: Ming Avenue & New Stine Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5000		3433	5069		3433	5085	1559	3433	4911	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5000		3433	5069		3433	5085	1559	3433	4911	
Volume (vph)	492	1661	187	240	1645	33	70	1043	243	19	1440	378
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	518	1748	197	253	1732	35	74	1110	259	20	1516	398
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	9	0	0	0
Lane Group Flow (vph)	518	1945	0	253	1767	0	74	1110	250	20	1914	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	20.0	57.7		11.0	48.7		6.0	55.7	55.7	3.6	53.3	
Effective Green, g (s)	20.0	59.0		11.0	50.0		6.0	57.0	57.0	3.6	54.6	
Actuated g/C Ratio	0.14	0.40		0.08	0.34		0.04	0.39	0.39	0.02	0.37	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	468	2012		258	1729		141	1977	606	84	1829	
v/s Ratio Prot	c0.15	c0.39		0.07	c0.35		c0.02	0.22		0.01	c0.39	
v/s Ratio Perm									0.17			
v/c Ratio	1.11	0.97		0.98	1.02		0.52	0.56	0.41	0.24	1.05	
Uniform Delay, d1	63.3	42.8		67.7	48.3		68.9	35.0	32.6	70.2	46.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	74.0	13.6		50.3	27.4		1.6	0.2	0.2	0.5	34.4	
Delay (s)	137.3	56.4		118.0	75.7		70.5	35.2	32.8	70.7	80.4	
Level of Service	F	E		F	E		E	D	C	E	F	
Approach Delay (s)		73.4			81.0			36.6			80.3	
Approach LOS		E			F			D			F	

Intersection Summary			
HCM Average Control Delay	70.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	146.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
62: White Lane & Wible Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4983		3400	4988	1546	3433	3539	1546	3433	3539	1560
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	4983		3400	4988	1546	3433	3539	1546	3433	3539	1560
Volume (vph)	123	1855	110	507	1872	319	178	391	597	417	414	173
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	100%	100%	100%	100%	120%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	129	1953	116	528	2340	332	191	420	642	448	445	186
RTOR Reduction (vph)	0	0	0	0	0	40	0	0	76	0	0	8
Lane Group Flow (vph)	129	2069	0	528	2340	292	191	420	566	448	445	178
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	2%	2%	3%	4%	3%	2%	2%	3%	2%	2%	2%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	5.0	35.3		11.0	41.3	41.3	27.1	34.7	34.7	10.0	17.6	17.6
Effective Green, g (s)	5.0	37.0		11.0	43.0	43.0	27.1	36.0	36.0	10.0	18.9	18.9
Actuated g/C Ratio	0.05	0.34		0.10	0.39	0.39	0.25	0.33	0.33	0.09	0.17	0.17
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	156	1676		340	1950	604	846	1158	506	312	608	268
v/s Ratio Prot	0.04	0.42		c0.16	c0.47		0.06	0.12		c0.13	0.13	
v/s Ratio Perm						0.21			0.42			0.12
v/c Ratio	0.83	1.23		1.55	1.20	0.48	0.23	0.36	1.12	1.44	0.73	0.66
Uniform Delay, d1	52.1	36.5		49.5	33.5	25.2	33.1	28.2	37.0	50.0	43.2	42.6
Progression Factor	1.00	1.00		1.02	1.06	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.5	110.9		250.2	90.5	0.3	0.0	0.1	76.7	213.6	3.9	4.7
Delay (s)	79.6	147.4		300.7	126.2	27.3	33.1	28.3	113.7	263.6	47.1	47.3
Level of Service	E	F		F	F	C	C	C	F	F	D	D
Approach Delay (s)		143.4			144.7			72.8			137.0	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM Average Control Delay	131.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	115.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		0.99					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.96					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6346	1583		4789					3433		2760
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6346	1583		4789					3433		2760
Volume (vph)	0	2195	675	0	1358	575	0	0	0	690	0	1340
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	150%
Adj. Flow (vph)	0	2286	703	0	1429	605	0	0	0	726	0	2116
RTOR Reduction (vph)	0	0	207	0	69	0	0	0	0	0	0	3
Lane Group Flow (vph)	0	2286	496	0	1965	0	0	0	0	726	0	2113
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		35.7	35.7		35.7					62.4		62.4
Effective Green, g (s)		38.0	38.0		38.0					64.0		64.0
Actuated g/C Ratio		0.35	0.35		0.35					0.58		0.58
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2192	547		1654					1997		1606
v/s Ratio Prot		0.36			0.42					0.21		
v/s Ratio Perm			0.44									0.77
v/c Ratio		1.04	0.91		1.19					0.36		1.32
Uniform Delay, d1		36.0	34.3		36.0					12.2		23.0
Progression Factor		1.03	1.09		0.70					1.00		1.00
Incremental Delay, d2		21.0	2.7		88.8					0.1		146.7
Delay (s)		58.1	40.2		114.1					12.3		169.7
Level of Service		E	D		F					B		F
Approach Delay (s)		53.9			114.1			0.0			129.5	
Approach LOS		D			F			A			F	

Intersection Summary			
HCM Average Control Delay	96.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	116.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
64: White Lane & SR-99 NB Ramps

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.95	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4558	1335		5085	1550	1752		1538			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4558	1335		5085	1550	1752		1538			
Volume (vph)	0	1240	1645	0	1217	610	717	0	379	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	0	1292	1714	0	1281	642	771	0	408	0	0	0
RTOR Reduction (vph)	0	71	0	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	1790	1145	0	1281	642	771	0	392	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	3%	2%	5%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		48.5	110.0		48.5	110.0	51.4		51.4			
Effective Green, g (s)		49.4	110.0		49.4	110.0	52.6		52.6			
Actuated g/C Ratio		0.45	1.00		0.45	1.00	0.48		0.48			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2047	1335		2284	1550	838		735			
v/s Ratio Prot		0.41			0.25		0.44					
v/s Ratio Perm			0.86			0.41			0.27			
v/c Ratio		0.87	0.86		0.56	0.41	0.92		0.53			
Uniform Delay, d1		27.5	0.0		22.3	0.0	26.7		20.1			
Progression Factor		1.06	1.00		0.53	1.00	1.00		1.00			
Incremental Delay, d2		4.2	0.7		0.4	0.3	15.9		1.5			
Delay (s)		33.4	0.7		12.1	0.3	42.7		21.6			
Level of Service		C	A		B	A	D		C			
Approach Delay (s)		21.0			8.2			35.4			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
65: White Lane & Hughes Lane

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4914		1770	4996		1770	3539	1553	1770	3159	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4914		1770	4996		1770	3539	1553	1770	3159	
Volume (vph)	306	999	258	242	1132	134	259	190	193	197	205	384
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	326	1063	274	257	1204	143	282	207	210	212	220	413
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	326	1337	0	257	1347	0	282	207	206	212	633	0
Confl. Peds. (#/hr)			2			3			5			3
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	20.9	33.9		16.9	29.9		18.0	18.0	18.0	22.6	22.6	
Effective Green, g (s)	20.9	35.2		16.9	31.2		18.0	19.3	19.3	22.6	23.9	
Actuated g/C Ratio	0.19	0.32		0.15	0.28		0.16	0.18	0.18	0.21	0.22	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	336	1572		272	1417		290	621	272	364	686	
v/s Ratio Prot	c0.18	0.27		0.15	c0.27		c0.16	0.06		0.12	c0.20	
v/s Ratio Perm									0.14			
v/c Ratio	0.97	0.85		0.94	0.95		0.97	0.33	0.76	0.58	1.22dr	
Uniform Delay, d1	44.2	34.9		46.1	38.6		45.8	39.7	43.1	39.4	42.1	
Progression Factor	1.15	1.40		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	29.7	3.6		39.2	14.7		44.9	0.1	10.2	1.5	17.8	
Delay (s)	80.5	52.5		85.3	53.4		90.6	39.8	53.3	41.0	59.9	
Level of Service	F	D		F	D		F	D	D	D	E	
Approach Delay (s)		58.0			58.5			64.4			55.2	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM Average Control Delay	58.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
69: Ming Avenue & H Street

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3283		1736	3252		1703	2955		1770	3471	1500
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3283		1736	3252		1703	2955		1770	3471	1500
Volume (vph)	91	877	136	207	934	53	215	41	204	63	63	105
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	98	943	146	223	1004	57	234	45	222	72	72	119
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	98	1089	0	223	1061	0	234	267	0	72	72	107
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	8.4	42.0		18.1	51.7		20.8	34.4		6.9	20.5	20.5
Effective Green, g (s)	8.4	43.3		18.1	53.0		20.8	35.7		6.9	21.8	21.8
Actuated g/C Ratio	0.07	0.36		0.15	0.44		0.17	0.30		0.06	0.18	0.18
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	124	1185		262	1436		295	879		102	631	273
v/s Ratio Prot	0.06	c0.33		c0.13	0.33		c0.14	0.09		c0.04	0.02	
v/s Ratio Perm												0.08
v/c Ratio	0.79	0.92		0.85	0.74		0.79	0.30		0.71	0.11	0.39
Uniform Delay, d1	54.9	36.7		49.6	27.8		47.5	32.6		55.6	41.0	43.3
Progression Factor	1.00	1.00		0.82	0.31		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	26.5	11.5		13.1	1.2		12.8	0.9		16.6	0.4	4.2
Delay (s)	81.4	48.1		54.1	9.9		60.3	33.4		72.1	41.4	47.4
Level of Service	F	D		D	A		E	C		E	D	D
Approach Delay (s)		50.9			17.5			46.0			52.5	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
73: Ming Avenue & Chester Avenue

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3288		1719	3180		1626	3351		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3288		1719	3180		1626	3351		1736	3471	1474
Volume (vph)	227	784	103	151	792	35	131	591	66	53	1051	233
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	244	843	111	162	852	38	141	635	71	56	1118	248
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	244	954	0	162	890	0	141	706	0	56	1118	235
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	17.0	39.3		12.0	34.3		11.8	44.3		6.2	38.7	38.7
Effective Green, g (s)	17.0	40.2		12.0	35.2		11.8	45.6		6.2	40.0	40.0
Actuated g/C Ratio	0.14	0.34		0.10	0.29		0.10	0.38		0.05	0.33	0.33
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	246	1101		172	933		160	1273		90	1157	491
v/s Ratio Prot	0.14	c0.29		0.09	c0.28		c0.09	0.21		0.03	c0.32	
v/s Ratio Perm												0.17
v/c Ratio	0.99	0.87		0.94	0.95		0.88	0.55		0.62	0.97	0.48
Uniform Delay, d1	51.4	37.4		53.7	41.6		53.4	29.2		55.8	39.3	31.7
Progression Factor	0.56	0.39		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	42.5	5.9		51.2	20.2		38.2	0.3		9.2	18.6	0.3
Delay (s)	71.2	20.6		104.8	61.8		91.6	29.5		65.0	57.9	32.0
Level of Service	E	C		F	E		F	C		E	E	C
Approach Delay (s)		30.9			68.4			39.9			53.7	
Approach LOS		C			E			D			D	

Intersection Summary			
HCM Average Control Delay	48.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

ALTERNATIVE A

CORSIM
MAINLINE DATA

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 Build Alt. A - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	7,075	7,087	100%	55	6	59	31	D	55	6310	107	11	1772	0	0	0	4,648	8234513	27
White Ln Off Ramp to White Ln Loop On Ramp	5,950	5,848	98%	20	1	61	24	C	74	1959	32	2	1462	0	0	0	1,768	2584993	8
White Ln Loop On Ramp to White Ln Direct On Ramp	7,590	7,162	94%	8	2	47	38	E	82	755	16	5	1791	0	0	0	555	993728	4
White Ln Direct On Ramp to Ming Ave Off Ramp	8,285	8,015	97%	80	8	58	32	D	162	10357	178	18	1603	0	0	0	6,844	10971514	41
Ming Ave Off Ramp to C-D (SR58 WB) Off Ramp	7,370	7,373	100%	11	1	60	25	C	174	1411	24	2	1475	0	0	0	1,009	1487871	5
SR58 WB Off Ramp to SR58 EB Off Ramp	6,245	6,117	98%	27	2	60	23	C	201	2783	46	3	1359	0	0	0	2,414	3281350	10
SR58 EB Off Ramp to Ming Ave On Ramp	4,990	4,994	100%	25	1	62	20	C	226	2167	35	1	1249	0	0	0	2,292	2861677	9
Ming Ave On Ramp to SR 58 On Ramp	5,990	5,888	98%	8	1	60	25	C	234	754	13	1	1472	0	0	0	676	995021	3
SR 58 On Ramp to California Off Ramp	7,175	7,163	100%	40	5	58	30	D	274	4660	81	9	1791	0	0	0	3,410	6106088	19
California Off Ramp to California Ave Loop On Ramp	6,025	6,026	100%	16	1	62	24	C	291	1701	28	1	1506	0	0	0	1,491	2246154	7
California Ave Loop On Ramp to California Ave Direct On Ramp	7,075	6,780	96%	9	1	58	29	D	300	1008	17	2	1695	0	0	0	785	1330477	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	7,555	6,881	91%	33	3	57	28	D	333	3572	62	6	1529	0	0	0	2,800	4281553	15
Rosedale Hwy Off Ramp to Buck Owens/Sillect Ave Off Ramp	5,590	5,192	93%	17	1	61	21	C	349	1475	24	1	1298	0	0	0	1,500	1947038	6
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	4,795	4,432	92%	24	1	63	18	B	373	1842	29	1	1108	0	0	0	2,194	2431171	7
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	5,515	5,124	93%	35	3	59	22	C	408	2914	49	4	1281	0	0	0	3,000	3843113	12
Airport Dr Off Ramp to SR99 NB north end of the network	3,775	3,556	94%	41	1	63	14	B	448	2512	40	1	889	0	0	0	3,726	3312740	10
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	4,035	4,055	101%	48	1	64	16	B	48	3460	54	1	1014	0	0	0	4,498	4560354	14
Airport Dr On Ramp to Rosedale Hwy Off Ramp	5,485	5,450	99%	32	3	60	22	C	80	2919	49	4	1211	0	0	0	2,800	3390966	12
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,110	4,113	100%	25	1	63	16	B	105	1769	28	1	1028	0	0	0	2,271	2335042	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,210	5,253	101%	10	1	55	21	C	115	796	14	2	1313	0	0	0	800	1050640	3
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	6,045	6,073	100%	38	5	57	26	D	153	3676	65	8	1518	0	0	0	3,200	4858720	16
California Ave Off Ramp to California Ave On Ramp	4,550	4,615	101%	13	1	62	19	C	167	1074	17	1	1154	0	0	0	1,229	1417805	4
California Ave On Ramp to SR58 EB Off Ramp	5,110	5,197	102%	28	2	60	21	C	194	2399	40	3	1299	0	0	0	2,433	3161217	10
SR58 EB Off Ramp to Ming Ave Off Ramp	4,155	4,231	102%	28	1	62	17	B	223	2053	33	1	1058	0	0	0	2,561	2708578	8
Ming Ave Off Ramp to SR58 WB On Ramp	3,220	3,299	102%	22	1	63	13	B	244	1257	20	1	825	0	0	0	2,012	1659372	5
SR58 WB On Ramp to Ming Ave On Ramp	5,745	5,792	101%	52	3	62	18	B	296	5174	84	4	1287	0	0	0	4,715	6068275	16
Ming Ave On Ramp to White Ln Off Ramp	6,530	6,516	100%	63	6	59	27	D	360	6749	115	11	1629	0	0	0	5,403	8801217	27
White Ln Off Ramp to White Ln Loop On Ramp	4,860	4,841	100%	19	1	63	19	C	379	1623	26	1	1076	0	0	0	1,770	1904087	6
White Ln Loop On Ramp to White Ln Direct On Ramp	5,120	4,953	97%	10	0	62	20	C	389	839	13	1	1238	0	0	0	894	1107085	3
White Ln Direct On Ramp to SR99 SB south end of the network	5,565	5,193	93%	52	2	62	21	C	441	4696	75	3	1298	0	0	0	4,777	6201143	19
WSP EB Mainline																			
WSP west end of the network to West Beltway Off Ramp	2,230	2,279	102%	6	2	47	24	C	6	186	4	1	1140	0	0	0	431	491211	2
West Beltway Off Ramp to West Beltway Loop On Ramp	1,485	1,487	100%	14	1	61	12	B	20	349	6	0	743	0	0	0	1,239	921135	3
West Beltway Loop On Ramp to West Beltway Direct On Ramp	3,010	2,796	93%	9	1	61	15	B	29	436	7	0	932	0	0	0	824	767831	2
West Beltway Direct On Ramp to Allen Rd Off Ramp	3,300	3,073	93%	57	2	62	16	B	86	3023	49	2	1024	0	0	0	5,195	5321354	16
Allen Rd Off Ramp to Allen Rd On Ramp	2,920	2,699	92%	33	1	63	14	B	119	1537	24	1	900	0	0	0	3,006	2704649	8
Allen Rd On Ramp to Calloway Dr Off Ramp	4,920	4,665	95%	61	4	60	26	C	180	4745	79	6	1555	0	0	0	5,338	8299843	26
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	3,960	3,796	96%	25	1	63	20	C	204	1645	26	1	1265	0	0	0	2,288	2895388	9
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	4,900	4,653	95%	11	1	59	26	D	216	882	15	1	1551	0	0	0	1,000	1551133	5
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	6,050	5,867	97%	51	5	59	32	D	267	4956	84	8	1956	0	0	0	4,373	8551868	27
Coffee Dr Off Ramp to Mohawk St/Truxtun Ave Off Ramp	5,025	4,836	96%	59	3	61	21	C	326	4821	79	4	1382	0	0	0	5,275	7288328	21
Mohawk St/Truxtun Ave Off Ramp to Coffee Dr On Ramps	1,935	1,839	95%	32	1	63	15	B	358	1026	16	0	919	0	0	0	2,945	2707839	8
Coffee Dr On Ramps to SR99 SB & Ming Ave C-D Off Ramp	3,810	3,700	97%	111	6	61	20	C	468	6972	114	6	1233	0	0	0	9,938	12257032	37
SR99 SB & Ming Ave C-D Off Ramp to H St Off Ramp	1,930	1,836	95%	23	1	63	15	B	491	729	12	0	918	0	0	0	2,098	1925544	6
H St Off Ramp to SR 99 NB&SB On Ramp	1,648	1,564	95%	30	1	63	12	B	522	830	13	0	782	0	0	0	2,802	2191619	7
SR99 NB&SB On Ramp to Chester Ave On Ramp	3,535	3,408	96%	47	4	60	12	B	569	2662	45	4	974	0	0	0	4,076	3968918	9
Chester Ave On Ramp to Union Ave Off Ramp	4,560	4,401	97%	27	2	61	18	C	596	2022	33	2	1257	0	0	0	2,419	3041651	8
Union Ave Off Ramp to Union Ave Loop On Ramp	3,525	3,405	97%	17	1	63	18	C	613	989	16	1	1135	0	0	0	1,533	1739955	5
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,865	3,698	96%	8	0	62	20	C	621	518	8	0	1233	0	0	0	739	911015	3
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	4,190	4,044	97%	31	2	62	22	C	652	2149	35	2	1348	0	0	0	2,800	3774618	12
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	3,560	3,445	97%	28	1	63	18	C	680	1666	27	1	1148	0	0	0	2,553	2931950	9
Cottonwood Rd On Ramp to SR58 east end of the network	3,870	3,739	97%	25	1	62	20	C	705	1631	26	1	1246	0	0	0	2,304	2871245	9

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 Build Alt. A - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	5,270	5,303	101%	26	1	63	28	D	26	2411	38	1	1768	0	0	0	2,401	4244168	13
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	5,035	5,063	101%	18	1	62	27	D	44	1555	25	1	1688	0	0	0	1,622	2737341	8
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	5,350	5,355	100%	44	7	56	33	D	88	3657	65	10	1785	0	0	0	3,491	6230970	21
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	4,170	4,082	98%	17	1	61	22	C	105	1205	20	1	1361	0	0	0	1,558	2120023	7
Brundage Ln On(Union Ave) Ramp to Union Ave On Ramp	4,535	4,409	97%	12	1	61	24	C	117	904	15	1	1470	0	0	0	1,082	1590288	5
Union Ave On Ramp to Chester Ave Off Ramp	5,100	4,963	97%	23	1	61	20	C	140	1931	32	2	1418	0	0	0	2,060	2920923	8
Chester Ave Off Ramp to H St On Ramp	4,070	3,952	97%	38	2	62	21	C	178	2573	42	2	1317	0	0	0	3,439	4530481	14
H St On Ramp to SR 99 NB Off Ramp	4,705	4,612	98%	25	1	61	19	C	203	1920	32	2	1318	0	0	0	2,200	2899223	8
SR 99 NB Off Ramp to SR 99 SB Off Ramp	3,520	3,444	98%	21	1	61	19	C	224	1253	20	1	1148	0	0	0	1,923	2207828	7
SR 99 SB Off Ramp to SR 99 NB On Ramp	2,320	2,218	96%	24	1	62	18	B	248	913	15	1	1109	0	0	0	2,175	2411966	7
SR 99 NB On Ramp to Coffee Dr Off Ramp	3,820	3,753	98%	107	6	61	20	C	355	6842	111	6	1251	0	0	0	9,612	12026081	37
Coffee Dr Off Ramp to Mohawk St/Truxtun Ave On Ramp	1,870	1,843	99%	23	1	63	15	B	378	748	12	0	921	0	0	0	2,144	1975224	6
Mohawk St/Truxtun Ave On Ramp to Coffee Dr Loop On Ramp	4,030	3,966	98%	53	2	63	16	B	431	3688	59	2	991	0	0	0	4,911	4869011	15
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	4,180	4,101	98%	12	0	63	16	B	444	893	14	0	1025	0	0	0	1,150	1179066	4
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	4,480	4,348	97%	48	2	62	17	B	492	3653	59	2	1087	0	0	0	4,423	4807536	14
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	3,830	3,689	96%	11	0	62	15	B	503	699	11	0	922	0	0	0	1,000	922175	3
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	2,920	2,800	96%	24	1	63	15	B	528	1197	19	1	933	0	0	0	2,258	2107730	6
Calloway Dr On Ramp to Allen Rd Off Ramp	3,420	3,287	96%	58	3	62	18	B	586	3270	53	3	1096	0	0	0	5,238	5739312	18
Allen Rd Off Ramp to Allen Rd On Ramp	2,270	2,168	96%	27	1	64	11	B	612	1016	16	0	723	0	0	0	2,473	1787155	5
Allen Rd On Ramp to West Beltway Off Ramp	2,620	2,492	95%	57	2	62	13	B	669	2460	39	1	831	0	0	0	5,215	4332332	13
West Beltway Off Ramp to West Beltway Loop On Ramp	1,120	1,090	97%	22	0	64	9	A	692	433	7	0	545	0	0	0	2,099	1144060	3
West Beltway Loop On Ramp to West Beltway Direct On Ramp	1,440	1,318	92%	6	0	62	11	A	698	131	2	0	659	0	0	0	526	346608	1
West Beltway Direct On Ramp to WSP west end of the network	1,745	1,600	92%	6	0	60	13	B	703	154	3	0	800	0	0	0	507	405625	1
SR99 NB C-D																			
Ming Ave On Ramp to SR99 NB C-D On Ramp	1,375	1,395	101%	8	1	43	24	C	8	140	3	0	1395	0	0	0	533	743668	2
SR99 NB C-D On Ramp to WSP C-D Off Ramp	2,500	2,543	102%	18	1	53	16	B	26	674	13	0	1017	0	0	0	1,400	1423996	4
WSP C-D Off Ramp to SR99 C-D Off Ramp	1,000	1,010	101%	31	2	51	20	C	57	442	9	1	1010	0	0	0	2,315	2339076	9
SR99 SB C-D																			
SR58 WB C-D On Ramp to WSP C-D On Ramp	1,200	1,222	102%	8	1	42	29	D	8	117	3	0	1222	0	0	0	504	615661	3
WSP C-D On Ramp to SR99 SB C-D Off Ramp	2,525	2,526	100%	7	1	45	19	C	16	235	5	0	1263	0	0	0	492	621433	2
WSP EB C-D 1																			
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	915	928	101%	12	1	49	19	C	12	149	3	0	928	0	0	0	846	785469	3
Coffee Dr Direct On Ramp to WSP EB C-D Off Ramp	1,875	1,876	100%	62	2	53	18	B	73	1699	32	1	938	0	0	0	4,778	4482433	16
WSP EB C-D 2																			
WSP EB C-D On Ramp to Mohawk St Off Ramp	3,090	3,030	98%	28	1	52	23	C	28	1243	24	1	1212	0	0	0	2,161	2619175	9
Mohawk St Off Ramp to Mohawk St On Ramp	1,580	1,536	97%	26	1	54	14	B	55	600	11	0	768	0	0	0	2,064	1585152	6
Mohawk St On Ramp to Truxtun Ave Off Ramp	1,580	1,530	97%	33	1	50	15	B	87	700	14	0	765	0	0	0	2,440	1866936	7
WSP EB C-D 3																			
WSP EB C-D On Ramp to SR 99 SB Off Ramp	1,880	1,851	98%	6	0	52	15	B	6	151	3	0	926	0	0	0	432	399881	1
SR 99 SB Off Ramp to SR 99 SB C-D On Ramp	555	546	98%	26	1	47	7	A	32	184	4	0	546	0	0	0	1,780	971213	2
SR 99 SB C-D On Ramp to Ming Ave Off Ramp	1,490	1,468	99%	28	1	48	15	B	60	551	11	0	734	0	0	0	1,982	1455259	6
WSP WB C-D																			
Truxtun Ave On Ramp to Mohawk St Loop On Ramp	800	780	98%	14	0	64	6	A	14	195	3	0	390	0	0	0	1,320	514998	2
Mohawk St Loop On Ramp to Mohawk St Direct On Ramp	1,305	1,270	97%	14	1	62	10	A	28	314	5	0	635	0	0	0	1,300	825533	3
Mohawk St Direct On Ramp to WSP WB Off Ramp	2,160	2,127	98%	17	1	61	14	B	45	604	10	1	1063	0	0	0	1,500	1595100	4

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 Build Alt. A - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	6,655	6,657	100%	51	2	62	27	D	51	5839	94	4	1664	0	0	0	4,648	7735957	24
White Ln Off Ramp to White Ln Loop On Ramp	5,575	5,566	100%	20	1	62	23	C	70	1864	30	2	1392	0	0	0	1,768	2460216	8
White Ln Loop On Ramp to White Ln Direct On Ramp	7,230	6,686	92%	7	2	51	33	D	78	703	14	3	1672	0	0	0	555	927683	3
White Ln Direct On Ramp to Ming Ave Off Ramp	7,915	7,395	93%	84	12	56	30	D	161	9530	172	24	1479	0	0	0	6,844	10121728	40
Ming Ave Off Ramp to C-D (SR58 WB) Off Ramp	7,065	6,781	96%	13	2	53	26	C	175	1310	25	4	1356	0	0	0	1,009	1368426	5
SR58 WB Off Ramp to SR58 EB Off Ramp	5,935	5,456	92%	27	2	60	21	C	202	2484	42	3	1212	0	0	0	2,414	2926760	9
SR58 EB Off Ramp to Ming Ave On Ramp	4,270	4,065	95%	25	1	63	16	B	227	1765	28	1	1016	0	0	0	2,292	2329474	7
Ming Ave On Ramp to SR 58 On Ramp	5,120	4,836	94%	8	0	61	20	C	234	619	10	1	1209	0	0	0	676	817301	3
SR 58 On Ramp to California Off Ramp	6,240	6,016	96%	39	3	60	24	C	273	3897	65	5	1504	0	0	0	3,410	5128299	16
California Off Ramp to California Ave Loop On Ramp	5,530	5,308	96%	16	1	62	21	C	290	1499	24	1	1327	0	0	0	1,491	1978557	6
California Ave Loop On Ramp to California Ave Direct On Ramp	6,905	6,108	88%	9	1	57	27	D	299	911	16	2	1527	0	0	0	785	1198675	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	7,805	6,598	85%	36	6	53	30	D	335	3459	66	11	1466	0	0	0	2,800	4105464	16
Rosedale Hwy Off Ramp to Buck Owens/Sillect Ave Off Ramp	6,005	5,209	87%	16	1	62	21	C	352	1480	24	1	1302	0	0	0	1,500	1953375	6
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	5,605	4,859	87%	24	1	63	19	C	375	2019	32	1	1215	0	0	0	2,194	2664942	8
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	6,395	5,618	88%	34	3	60	24	C	410	3193	53	4	1404	0	0	0	3,000	4213313	13
Airport Dr Off Ramp to SR99 NB north end of the network	5,030	4,446	88%	41	2	62	18	B	450	3140	50	2	1112	0	0	0	3,726	4141868	13
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	4,735	4,758	100%	48	1	63	19	C	48	4062	64	2	1189	0	0	0	4,498	5350146	16
Airport Dr On Ramp to Rosedale Hwy Off Ramp	6,805	6,904	101%	35	6	55	30	D	84	3763	68	11	1534	0	0	0	2,800	4296050	16
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	5,495	5,664	103%	26	2	60	24	C	110	2438	41	3	1416	0	0	0	2,271	3215793	10
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	6,870	6,931	101%	13	5	42	36	E	123	1059	25	9	1733	0	0	0	800	1386240	6
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	8,210	8,151	99%	54	20	40	51	F	177	4868	122	45	2038	1	122	0	3,200	6520453	31
California Ave Off Ramp to California Ave On Ramp	6,555	6,442	98%	14	1	60	27	D	191	1500	25	2	1611	0	0	0	1,229	1979305	6
California Ave On Ramp to SR58 EB Off Ramp	7,495	7,202	96%	29	3	58	30	D	220	3329	58	6	1800	0	0	0	2,433	4380434	14
SR58 EB Off Ramp to Ming Ave Off Ramp	6,055	5,814	96%	28	2	61	24	C	248	2820	46	2	1454	0	0	0	2,561	3722542	12
Ming Ave Off Ramp to SR58 WB On Ramp	4,850	4,617	95%	22	1	62	18	C	270	1758	28	1	1154	0	0	0	2,012	2322502	7
SR58 WB On Ramp to Ming Ave On Ramp	7,590	7,109	94%	67	17	49	28	D	337	6495	131	33	1580	0	0	0	4,715	7448338	25
Ming Ave On Ramp to White Ln Off Ramp	8,435	7,514	89%	115	57	34	56	F	452	8095	240	120	1878	1	202	37	5,403	10148961	57
White Ln Off Ramp to White Ln Loop On Ramp	6,365	5,629	88%	20	1	61	23	C	471	1887	31	2	1251	0	0	0	1,770	2213955	8
White Ln Loop On Ramp to White Ln Direct On Ramp	6,915	6,129	89%	10	1	61	25	C	481	1038	17	1	1532	0	0	0	894	1369876	4
White Ln Direct On Ramp to SR99 SB south end of the network	7,560	6,506	86%	53	3	61	27	D	534	5879	96	5	1627	0	0	0	4,777	7769791	24
WSP EB Mainline																			
WSP west end of the network to West Beltway Off Ramp	2,220	2,217	100%	7	2	44	25	C	7	181	4	1	1109	0	0	0	431	477764	2
West Beltway Off Ramp to West Beltway Loop On Ramp	1,350	1,267	94%	14	1	60	11	A	21	297	5	0	634	0	0	0	1,239	784907	2
West Beltway Loop On Ramp to West Beltway Direct On Ramp	2,690	2,586	96%	9	1	61	14	B	30	404	7	0	862	0	0	0	824	710398	2
West Beltway Direct On Ramp to Allen Rd Off Ramp	2,965	2,835	96%	57	2	63	15	B	87	2788	44	1	945	0	0	0	5,195	4908640	15
Allen Rd Off Ramp to Allen Rd On Ramp	2,655	2,543	96%	32	1	63	13	B	119	1448	23	1	848	0	0	0	3,006	2547986	8
Allen Rd On Ramp to Calloway Dr Off Ramp	4,530	4,351	96%	60	4	61	24	C	179	4423	73	5	1450	0	0	0	5,338	7741310	24
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	3,730	3,606	97%	25	1	63	19	C	204	1563	25	1	1202	0	0	0	2,288	2750481	8
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	4,770	4,558	96%	12	1	58	26	D	216	863	15	1	1519	0	0	0	1,000	1519333	5
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	5,880	5,703	97%	50	4	60	31	D	266	4776	79	6	1901	0	0	0	4,373	8313685	25
Coffee Dr Off Ramp to Truxtun Ave/Mohawk St Off Ramp	5,055	4,869	96%	58	3	62	21	C	324	4857	79	3	1391	0	0	0	5,275	7338365	21
Truxtun Ave Off Ramp to Coffee Dr On Ramps	2,355	2,296	97%	32	1	63	18	C	356	1280	20	1	1148	0	0	0	2,945	3380212	10
Coffee Dr On Ramps to SR99 SB & Ming Ave C-D Off Ramp	4,525	4,438	98%	111	7	61	24	C	467	8361	137	8	1479	0	0	0	9,938	14700041	45
SR99 SB Off Ramp(and C-D Ming Ave) to H St Off Ramp	2,355	2,309	98%	23	1	62	19	C	490	917	15	1	1154	0	0	0	2,098	2421617	7
H St Off Ramp to SR 99 NB&SB On Ramp	2,047	1,986	97%	30	1	63	16	B	521	1053	17	1	993	0	0	0	2,802	2781931	8
SR99 NB&SB On Ramp to Chester Ave On Ramp	4,745	4,275	90%	49	6	58	16	B	570	3357	58	7	1221	0	0	0	4,076	4978630	12
Chester Ave On Ramp to Union Ave Off Ramp	5,935	5,410	91%	28	2	60	23	C	598	2487	42	3	1546	0	0	0	2,419	3739037	10
Union Ave Off Ramp to Union Ave Loop On Ramp	4910	4,517	92%	17	1	62	24	C	614	1312	21	1	1506	0	0	0	1,533	2308289	7
Union Ave Loop On Ramp to Union Ave Direct On Ramp	5,575	5,086	91%	9	1	59	29	D	623	712	12	1	1695	0	0	0	739	1252851	4
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	6,150	5,727	93%	32	3	59	32	D	655	3047	51	4	1909	0	0	0	2,800	5345387	17
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	5,245	4,893	93%	28	1	62	26	D	683	2366	38	2	1631	0	0	0	2,553	4163603	13
Cottonwood Rd On Ramp to SR58 east end of the network	5,545	5,172	93%	26	1	61	28	D	709	2256	37	2	1724	0	0	0	2,304	3971942	12

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2038 Build Alt. A - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	5,030	5,064	101%	26	1	63	27	D	26	2302	37	1	1688	0	0	0	2,401	4052568	12
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	4,725	4,717	100%	18	1	62	25	C	44	1449	23	1	1572	0	0	0	1,622	2550541	8
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	5,255	5,219	99%	39	3	60	29	D	83	3451	57	4	1740	0	0	0	3,491	6073331	19
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	4,265	4,222	99%	17	1	62	23	C	101	1246	20	1	1407	0	0	0	1,558	2192677	7
Brundage Ln On(Union Ave) Ramp to Union Ave On Ramp	4,625	4,545	98%	12	1	60	25	C	113	931	15	1	1515	0	0	0	1,082	1639194	5
Union Ave On Ramp to Chester Ave Off Ramp	5,395	5,323	99%	23	1	60	22	C	136	2071	34	2	1521	0	0	0	2,060	3133044	9
Chester Ave Off Ramp to H St On Ramp	4,280	4,249	99%	38	2	62	23	C	174	2767	45	2	1416	0	0	0	3,439	4870254	15
H St On Ramp to SR 99 NB Off Ramp	4,940	4,901	99%	25	2	60	20	C	199	2041	34	2	1400	0	0	0	2,200	3080482	8
SR 99 NB Off Ramp to SR 99 SB Off Ramp	3,820	3,795	99%	21	1	61	21	C	220	1379	23	1	1265	0	0	0	1,923	2432403	8
SR 99 SB Off Ramp to SR 99 NB On Ramp	2,595	2,581	99%	24	1	62	21	C	244	1063	17	1	1291	0	0	0	2,175	2807338	9
SR 99 NB On Ramp to Coffee Dr Off Ramp	4,225	4,290	102%	108	7	61	23	C	352	7819	128	8	1430	0	0	0	9,612	13744546	43
Coffee Dr Off Ramp to Mohawk St/Truxtun Ave On Ramp	2,650	2,686	101%	24	1	62	22	C	375	1091	18	1	1343	0	0	0	2,144	2878899	9
Mohawk St/Truxtun Ave On Ramp to Coffee Dr Loop On Ramp	6,430	6,355	99%	54	2	62	26	C	429	5911	95	4	1589	0	0	0	4,911	7801942	24
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	6,670	6,556	98%	13	1	61	27	D	442	1428	23	1	1639	0	0	0	1,150	1884922	6
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	7,220	7,073	98%	50	4	60	29	D	493	5967	99	7	1768	0	0	0	4,423	7821257	24
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	6,225	6,091	98%	11	1	61	25	C	504	1154	19	1	1523	0	0	0	1,000	1522675	5
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	4,875	4,764	98%	25	1	62	26	C	529	2037	33	2	1588	0	0	0	2,258	3585704	11
Calloway Dr On Ramp to Allen Rd Off Ramp	5,755	5,589	97%	63	8	58	32	D	591	5615	97	12	1863	0	0	0	5,238	9757696	32
Allen Rd Off Ramp to Allen Rd On Ramp	3,525	3,454	98%	27	1	63	18	C	618	1618	26	1	1151	0	0	0	2,473	2847289	9
Allen Rd On Ramp to West Beltway Off Ramp	3,895	3,792	97%	58	3	61	21	C	676	3747	61	3	1264	0	0	0	5,215	6592455	20
West Beltway Off Ramp to West Beltway Loop On Ramp	1,510	1,468	97%	23	0	63	12	B	699	583	9	0	734	0	0	0	2,099	1540246	5
West Beltway Loop On Ramp to West Beltway Direct On Ramp	1,935	1,842	95%	6	0	61	15	B	705	184	3	0	921	0	0	0	526	484525	1
West Beltway Direct On Ramp to WSP west end of the network	2,280	2,184	96%	6	1	59	19	C	711	210	4	0	1092	0	0	0	507	553619	2
SR99 NB C-D																			
Ming Ave On Ramp to SR99 NB C-D On Ramp	1,350	1,337	99%	8	1	44	23	C	8	134	3	0	1337	0	0	0	533	712594	2
SR99 NB C-D On Ramp to WSP C-D Off Ramp	2,480	2,553	103%	18	1	53	16	B	26	677	13	0	1021	0	0	0	1,400	1429708	4
WSP C-D Off Ramp to the end of C-D network	850	846	100%	30	2	52	16	B	57	370	7	0	846	0	0	0	2,315	1958027	7
SR99 SB C-D																			
SR58 WB C-D On Ramp to WSP C-D On Ramp	1,225	1,213	99%	8	1	42	29	D	8	116	3	0	1213	0	0	0	504	611201	3
WSP C-D On Ramp to SR99 SB C-D On Ramp	2,740	2,662	97%	8	1	42	21	C	16	251	6	1	1331	0	0	0	492	654729	2
WSP EB C-D 1																			
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	1,100	1,106	101%	12	1	49	23	C	12	178	4	0	1106	0	0	0	846	935507	4
Coffee Dr Direct On Ramp to WSP EB C-D Off Ramp	2,170	2,155	99%	62	2	53	20	C	74	1952	37	1	1078	0	0	0	4,778	5148916	18
WSP EB C-D 2																			
WSP EB C-D On Ramp to Mohawk St Off Ramp	2,700	2,608	97%	28	1	53	20	C	28	1070	20	1	1043	0	0	0	2,161	2254744	8
Mohawk St Off Ramp to Mohawk St On Ramp	1,300	1,250	96%	26	1	54	12	B	54	489	9	0	625	0	0	0	2,064	1289794	5
Mohawk St On Ramp to Truxtun Ave Off Ramp	1,300	1,247	96%	33	1	51	12	B	87	571	11	0	624	0	0	0	2,440	1521371	6
WSP EB C-D 3																			
WSP EB C-D On Ramp to SR 99 SB Off Ramp	2,170	2,107	97%	6	0	51	17	B	6	173	3	0	1053	0	0	0	432	455069	1
SR 99 SB Off Ramp to SR 99 SB C-D On Ramp	655	626	96%	26	1	47	8	A	32	212	5	0	626	0	0	0	1,780	1114948	3
SR 99 SB C-D On Ramp to Ming Ave Off Ramp	1,860	1,805	97%	34	7	44	23	C	66	756	17	4	903	0	0	0	1,982	1788953	9
WSP WB C-D																			
Truxtun Ave On Ramp to Mohawk St Loop On Ramp	1,710	1,653	97%	14	0	64	13	B	14	414	7	0	826	0	0	0	1,320	1090782	3
Mohawk St Loop On Ramp to Mohawk St Direct On Ramp	2,735	2,620	96%	15	1	60	22	C	29	648	11	1	1310	0	0	0	1,300	1703065	5
Mohawk St Direct On Ramp to WSP WB Off Ramp	3,780	3,672	97%	17	2	59	25	C	46	1043	18	2	1836	0	0	0	1,500	2753925	7

Year 2038 Build - Alt.A- CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

AM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 WB Off			SR-58 EB Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB								
			Node #	298			303			304			306			151			96			128			98			164								
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume						
SR-99 NB	163	7075		1125	16	5950	798	11	5152	786	11	4365	877	12	3488	728	10	2761	865	12	1895	270	4	1626	566	8	1060	1060	15	0						
White Ln Loop On	533	1640			X	1640	82	5	1558	238	15	1320	265	16	1055	220	13	835	262	16	573	82	5	492	171	10	321	321	20	0						
White Ln Direct On	299	695			X	695	35	5	660	101	15	559	112	16	447	93	13	354	111	16	243	35	5	208	72	10	136	136	20	0						
Ming Ave On	187	1000			X	1000		X	1000		X	1000		X	1000	50	5	950	298	30	652	93	9	559	195	19	365	365	36	0						
SR-58 WB On	310	1185			X	1185		X	1185		X	1185		X	1185	59	5	1126	353	30	773	110	9	663	231	19	432	432	36	0						
California Ave Loop On	132	1050			X	1050		X	1050		X	1050		X	1050		X	1050	53	5	998	142	14	856	298	28	558	558	53	0						
California Ave Direct On	130	480			X	480		X	480		X	480		X	480		X	480	24	5	456	65	14	391	136	28	255	255	53	0						
Buck-Owens Blvd On	97	720			X	720		X	720		X	720		X	720		X	720		X	720		X	720	72	10	648	648	90	0						
				1125			915			1125			1255			1150			1965			795			1740			3775								
check				1125			915			1125			1255			1150			1965			795			1740			3775			0			0		
				0			0			0			0			0			0			0			0			0			0			0		

AM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB Off			Ming Ave Off			White Ln Off			SR-99 SB																	
			Node #	102			105			313			314			322			95																	
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	4035		1303	32	2733	930	23	1803	356	9	1447	326	8	1121	318	8	803	803	20	0															
Airport Dr On	101	1450		73	5	1378	469	32	909	180	12	729	164	11	565	160	11	405	405	28	0															
Rosedale Hwy Loop On	103	1100			X	1100	55	5	1045	206	19	839	189	17	650	184	17	465	465	42	0															
Rosedale Hwy Direct On	104	835			X	835	42	5	793	157	19	637	143	17	493	140	17	353	353	42	0															
California Ave On	137	560			X	560		X	560	56	10	504	113	20	391	111	20	280	280	50	0															
Westside Pkwy EB/SR-58 WB On	555	2525			X	2525		X	2525		X	2525		X	2525	717	28	1808	1808	72	0															
Ming Ave On	318	785			X	785		X	785		X	785		X	785	39	5	746	746	95	0															
White Ln Loop On	323	260			X	260		X	260		X	260		X	260		X	260	260	100	0															
White Ln Direct On	324	445			X	445		X	445		X	445		X	445		X	445	445	100	0															
				1375			1495			955			935			1670			5565																	
check				1375			1495			955			935			1670			5565			0			0			0			0			0		
				0			0			0			0			0			0			0			0			0			0			0		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood Rd.

AM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	West Beltway Off			Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St/Truxtun Ave Off			SR-99 SB/Ming Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB					
			Node #	569			574			581			589			596			613			617			375			385			169					
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	2230		745	33	1485	289	13	1196	352	16	844	196	9	647	398	18	249	123	6	126	18	1	108	30	1	78	13	1	65	65	3	0			
West Beltway Loop On	570	1525			X	1525	76	5	1449	427	28	1022	238	16	784	482	32	302	149	10	153	22	1	131	36	2	94	16	1	78	78	5	0			
West Beltway Direct On	571	290			X	290	15	5	276	81	28	194	45	16	149	92	32	57	28	10	29	4	1	25	7	2	18	3	1	15	15	5	0			
Allen Rd On	576	2000			X	2000		X	2000	100	5	1900	442	22	1458	897	45	562	277	14	284	42	2	243	68	3	175	30	1	146	146	7	0			
Calloway Dr Loop On	583	940			X	940		X	940		X	940	47	5	893	549	58	344	170	18	174	25	3	149	41	4	107	18	2	89	89	9	0			
Calloway Dr Direct On	584	1150			X	1150		X	1150		X	1150	58	5	1093	672	58	421	208	18	213	31	3	182	51	4	131	22	2	109	109	9	0			
Coffee Rd Loop/Direct On	601	1875			X	1875		X	1875		X	1875		X	1875		X	1875	925	49	950	139	7	811	226	12	585	99	5	486	486	26	0			
SR-99 NB&SB On	369	1887			X	1887		X	1887		X	1887		X	1887		X	1887		X	1887		X	1887	525	28	1362	231	12	1131	1131	60	0			
Chester Ave On	372	1025			X	1025		X	1025		X	1025		X	1025		X	1025		X	1025		X	1025	51	5	974	165	16	809	809	79	0			
Union Ave Loop On	376	340			X	340		X	340		X	340		X	340		X	340		X	340		X	340		X	340	17	5	323	323	95	0			
Union Ave Direct On	377	325			X	325		X	325		X	325		X	325		X	325		X	325		X	325		X	325	16	5	309	309	95	0			
Cottonwood Rd	386	310			X	310		X	310		X	310		X	310		X	310		X	310		X	310		X	310		X	310	310	100	0			
				745			380			960			1025			3090			1880			282			1035			630			3870					
check				745			380			960			1025			3090			1880			282			1035			630			3870			0		
				0			0			0			0			0			0			0			0			0			0			0		
																			1930																	

AM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Brundage Ln Off (Cottonwood Rd)			Brundage Ln Off (Union Ave)			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Coffee Rd Off			Calloway Dr Direct Off			Calloway Dr Loop Off			Allen Rd Off			West Beltway Off			Westside Pkwy WB		
			Node #	404			390			395			399			10			27			61			62			69			74			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-58 WB	162	5270		235	4	5035	1164	22	3871	855	16	3016	760	14	2256	769	15	1487	759	14	728	113	2	615	160	3	454	175	3	279	182	3	97	97	2	0
Brundage Ln On (Cottonwood Rd)	387	315			X	315	16	5	299	66	21	233	59	19	174	59	19	115	59	19	56	9	3	48	12	4	35	14	4	22	14	4	7	7	2	0
Brundage Ln On (Union Ave)	391	365			X	365		X	365	81	22	284	72	20	213	73	20	140	72	20	69	11	3	58	15	4	43	17	5	26	17	5	9	9	3	0
Union Ave On	392	565			X	565		X	565	28	5	537	135	24	402	137	24	265	135	24	130	20	4	109	29	5	81	31	6	50	32	6	17	17	3	0
H St on	397	635			X	635		X	635		X	635	160	25	475	162	26	313	160	25	153	24	4	129	34	5	96	37	6	59	38	6	20	20	3	0
SR-99 NB On	15	1500			X	1500		X	1500		X	1500		X	1500		X	1500	766	51	734	114	8	620	162	11	458	177	12	282	184	12	98	98	7	0
Mohawk St & Truxtun Ave On	32	2160			X	2160		X	2160		X	2160		X	2160		X	2160		X	2160	336	16	1824	476	22	1348	519	24	829	541	25	287	287	13	0
Coffee Rd Loop On	54	150			X	150		X	150		X	150		X	150		X	150		X	150	8	5	143	8	5	135	52	35	83	54	36	29	29	19	0
Coffee Rd Direct On	56	300			X	300		X	300		X	300		X	300		X	300		X	300	15	5	285	15	5	270	104	35	166	108	36	58	58	19	0
Calloway Dr On	64	500			X	500		X	500		X	500		X	500		X	500		X	500		X	500		X	500	25	5	475	310	62	165	165	33	0
Allen Rd On	71	350			X	350		X	350		X	350		X	350		X	350		X	350		X	350		X	350		X	350	18	5	333	333	95	0
West Beltway Loop On	75	320			X	320		X	320		X	320		X	320		X	320		X	320		X	320		X	320		X	320		X	320	320	100	0
West Beltway Direct On	76	305			X	305		X	305		X	305		X	305		X	305		X	305		X	305		X	305		X	305		X	305	305	100	0
				235			1180			1030			1185			1200			1950			650			910			1150			1500			1745		
check				235			1180			1030			1185			1200			1950			650			910			1150			1500			1745		
				0			0			0			0			0			0			0			0			0			0			0		

Year 2038 Build - Alt.A- CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

PM PEAK

SR-99 NB — Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 WB Off			SR-58 EB Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB								
			Node #	298			303			304			306			151			96			128			98			164								
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume						
SR-99 NB	163	6655		1080	16	5575	733	11	4842	774	12	4068	1141	17	2926	419	6	2507	765	11	1743	116	2	1627	373	6	1253	1253	19	0						
White Ln Loop On	533	1655			X	1655	83	5	1572	251	15	1321	371	22	950	136	8	814	248	15	566	38	2	528	121	7	407	407	25	0						
White Ln Direct On	299	685			X	685	34	5	651	104	15	547	153	22	393	56	8	337	103	15	234	16	2	219	50	7	168	168	25	0						
Ming Ave On	187	850			X	850		X	850		X	850		X	850	43	5	808	246	29	561	37	4	524	120	14	404	404	47	0						
SR-58 WB On	310	1120			X	1120		X	1120		X	1120		X	1120	56	5	1064	324	29	740	49	4	690	158	14	532	532	47	0						
California Ave Loop On	132	1375			X	1375		X	1375		X	1375		X	1375		X	1375	69	5	1306	87	6	1219	280	20	939	939	68	0						
California Ave Direct On	130	900			X	900		X	900		X	900		X	900		X	900	45	5	855	57	6	798	183	20	615	615	68	0						
Buck-Owens Blvd On	97	790			X	790		X	790		X	790		X	790		X	790		X	790		X	790	79	10	711	711	90	0						
				1080			850			1130			1665			710			1800			400			1365			5030								
check				1080			850			1130			1665			710			1800			400			1365			5030			0			0		
				0			0			0			0			0			0			0			0			0			0			0		

PM PEAK

SR-99 SB — Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB Off			Ming Ave Off			White Ln Off			SR-99 SB																	
			Node #	102			105			313			314			322			95																	
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	4735		1207	25	3529	976	21	2553	524	11	2029	404	9	1625	434	9	1191	1191	25	0															
Airport Dr On	101	2070		104	5	1967	544	26	1423	292	14	1131	225	11	906	242	12	664	664	32	0															
Rosedale Hwy Loop On	103	1375			X	1375	69	5	1306	268	20	1038	207	15	831	222	16	609	609	44	0															
Rosedale Hwy Direct On	104	1340			X	1340	67	5	1273	261	20	1012	201	15	810	216	16	594	594	44	0															
California Ave On	137	940			X	940		X	940	94	10	846	168	18	678	181	19	497	497	53	0															
Westside Pkwy EB/SR-58 WB On	555	2740			X	2740		X	2740		X	2740		X	2740	732	27	2008	2008	73	0															
Ming Ave On	318	845			X	845		X	845		X	845		X	845	42	5	803	803	95	0															
White Ln Loop On	323	550			X	550		X	550		X	550		X	550		X	550	550	100	0															
White Ln Direct On	324	645			X	645		X	645		X	645		X	645		X	645	645	100	0															
				1310			1655			1440			1205			2070			7560																	
check				1310			1655			1440			1205			2070			7560			0			0			0			0			0		
				0			0			0			0			0			0			0			0			0			0			0		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood Rd.

PM PEAK

WSP/SR-58 EB — Exit Location

Entry Location			Name	West Beltway Off			Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St/Truxtun Ave Off			SR-99 SB/Ming Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB					
			Node #	569			574			581			589			596			613			617			375			385			169					
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	2220		870	39	1350	229	10	1121	298	13	823	158	7	664	355	16	310	148	7	161	21	1	140	28	1	112	19	1	92	92	4	0			
West Beltway Loop On	570	1340			X	1340	67	5	1273	339	25	934	180	13	755	403	30	352	169	13	183	24	2	159	32	2	127	22	2	105	105	8	0			
West Beltway Direct On	571	275			X	275	14	5	261	69	25	192	37	13	155	83	30	72	35	13	38	5	2	33	7	2	26	4	2	22	22	8	0			
Allen Rd On	576	1875			X	1875		X	1875	94	5	1781	343	18	1439	768	41	670	321	17	349	46	2	303	62	3	241	41	2	200	200	11	0			
Calloway Dr Loop On	583	1040			X	1040		X	1040		X	1040	52	5	988	528	51	460	221	21	240	31	3	208	42	4	166	28	3	137	137	13	0			
Calloway Dr Direct On	584	1110			X	1110		X	1110		X	1110	56	5	1055	563	51	491	236	21	256	33	3	222	45	4	177	30	3	147	147	13	0			
Coffee Rd Loop/Direct On	601	2170			X	2170		X	2170		X	2170		X	2170		X	2170	1041	48	1129	148	7	982	200	9	782	134	6	648	648	30	0			
SR-99 NB&SB On	369	2698			X	2698		X	2698		X	2698		X	2698		X	2698		X	2698		X	2698	549	20	2149	369	14	1780	1780	66	0			
Chester Ave On	372	1190			X	1190		X	1190		X	1190		X	1190		X	1190		X	1190		X	1190	60	5	1131	194	16	936	936	79	0			
Union Ave Loop On	376	665			X	665		X	665		X	665		X	665		X	665		X	665		X	665		X	665	33	5	632	632	95	0			
Union Ave Direct On	377	575			X	575		X	575		X	575		X	575		X	575		X	575		X	575		X	575	29	5	546	546	95	0			
Cottonwood Rd	386	300			X	300		X	300		X	300		X	300		X	300		X	300		X	300		X	300		X	300	300	100	0			
				870			310			800			825			2700			2170			308			1025			905			5545					
check				870			310			800			825			2700			2170			308			1025			905			5545			0		
				0			0			0			0			0			0			0			0			0			0			0		
																			2355																	

PM PEAK

WSP/SR-58 WB — Exit Location

Entry Location			Name	Brundage Ln Off (Cottonwood Rd)			Brundage Ln Off (Union Ave)			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Coffee Rd Off			Calloway Dr Direct Off			Calloway Dr Loop Off			Allen Rd Off			West Beltway Off			Westside Pkwy WB		
			Node #	404			390			395			399			10			27			61			62			69			74			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-58 WB	162	5030		305	6	4725	964	19	3762	876	17	2886	654	13	2232	716	14	1516	565	11	951	141	3	810	194	4	616	276	5	340	228	5	112	112	2	0
Brundage Ln On (Cottonwood Rd)	387	530			X	530	27	5	504	117	22	386	88	17	299	96	18	203	76	14	127	19	4	108	26	5	82	37	7	45	31	6	15	15	3	0
Brundage Ln On (Union Ave)	391	360			X	360		X	360	84	23	276	63	17	214	68	19	145	54	15	91	14	4	77	19	5	59	26	7	33	22	6	11	11	3	0
Union Ave On	392	770			X	770		X	770	39	5	732	166	22	566	181	24	384	143	19	241	36	5	205	49	6	156	70	9	86	58	8	28	28	4	0
H St on	397	660			X	660		X	660		X	660	150	23	510	164	25	347	129	20	217	32	5	185	44	7	141	63	10	78	52	8	26	26	4	0
SR-99 NB On	15	1630			X	1630		X	1630		X	1630		X	1630		X	1630	608	37	1022	152	9	870	208	13	662	297	18	365	245	15	120	120	7	0
Mohawk St & Truxtun Ave On	32	3780			X	3780		X	3780		X	3780		X	3780		X	3780		X	3780	562	15	3218	770	20	2448	1098	29	1350	906	24	444	444	12	0
Coffee Rd Loop On	54	240			X	240		X	240		X	240		X	240		X	240		X	240	12	5	228	12	5	216	97	40	119	80	33	39	39	16	0
Coffee Rd Direct On	56	550			X	550		X	550		X	550		X	550		X	550		X	550	26	5	523	28	5	495	222	40	273	183	33	90	90	16	0
Calloway Dr On	64	880			X	880		X	880		X	880		X	880		X	880		X	880		X	880		X	880	44	5	836	561	64	275	275	31	0
Allen Rd On	71	370			X	370		X	370		X	370		X	370		X	370		X	370		X	370		X	370		X	370	19	5	352	352	95	0
West Beltway Loop On	75	425			X	425		X	425		X	425		X	425		X	425		X	425		X	425		X	425		X	425		X	426	425	100	0
West Beltway Direct On	76	345			X	345		X	345		X	345		X	345		X	345		X	345		X	345		X	345		X	345		X	345	345	100	0
				305			990			1115			1120			1225			1575			995			1350			2230			2385			2280		
check				305			990			1115			1120			1225			1575			995			1350			2230			2385			2280		
				0			0			0			0			0			0			0			0			0			0			0		

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 Build Alt. A - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	5,070	5,082	100%	50	1	63	20	C	50	4462	71	2	1271	0	0	0	4,648	5905284	18
White Ln Off Ramp to White Ln Loop On Ramp	4,390	4,400	100%	19	1	63	18	B	69	1473	24	1	1100	0	0	0	1,768	1944800	6
White Ln Loop On Ramp to White Ln Direct On Ramp	6,020	5,845	97%	7	1	53	28	D	77	614	12	2	1461	0	0	0	555	810994	3
White Ln Direct On Ramp to Ming Ave Off Ramp	6,724	6,623	99%	77	5	60	25	C	154	8566	142	9	1325	0	0	0	6,844	9065905	33
Ming Ave Off Ramp to C-D (SR58 WB) Off Ramp	5,985	6,100	102%	11	1	61	20	C	165	1166	19	1	1220	0	0	0	1,009	1230980	4
SR58 WB Off Ramp to SR58 EB Off Ramp	5,140	5,185	101%	27	1	61	19	C	192	2362	39	2	1152	0	0	0	2,414	2781196	9
SR58 EB Off Ramp to Ming Ave On Ramp	4,114	4,204	102%	25	1	63	17	B	217	1824	29	1	1051	0	0	0	2,292	2406606	7
Ming Ave On Ramp to SR 58 On Ramp	4,915	4,951	101%	8	1	61	20	C	224	634	10	1	1238	0	0	0	676	836719	3
SR 58 On Ramp to California Off Ramp	6,014	6,092	101%	39	3	59	25	C	264	3951	67	6	1523	0	0	0	3,410	5193430	16
California Off Ramp to California Ave Loop On Ramp	5,044	5,041	100%	16	1	62	20	C	280	1424	23	1	1260	0	0	0	1,491	1879033	6
California Ave Loop On Ramp to California Ave Direct On Ramp	5,904	5,691	96%	9	1	60	24	C	289	846	14	1	1423	0	0	0	785	1116859	4
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	6,273	5,842	93%	32	2	60	23	C	320	3060	51	3	1298	0	0	0	2,800	3634815	12
Rosedale Hwy Off Ramp to Buck Owens/Sillect Ave Off Ramp	4,394	4,227	96%	16	1	63	17	B	337	1201	19	1	1057	0	0	0	1,500	1585125	5
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,824	3,722	97%	24	1	63	15	B	361	1547	25	1	931	0	0	0	2,194	2041517	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	4,224	4,088	97%	34	2	61	17	B	394	2324	38	2	1022	0	0	0	3,000	3065625	10
Airport Dr Off Ramp to SR99 NB north end of the network	2,719	2,609	96%	40	1	63	10	A	434	1842	29	1	652	0	0	0	3,726	2430284	7
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,210	3,225	100%	48	1	64	13	B	48	2749	43	1	806	0	0	0	4,498	3625950	11
Airport Dr On Ramp to Rosedale Hwy Off Ramp	4,490	4,491	100%	31	2	62	18	B	79	2393	39	2	998	0	0	0	2,800	2794193	9
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	3,830	3,836	100%	25	1	63	15	B	104	1650	26	1	959	0	0	0	2,271	2177889	7
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	4,775	4,800	101%	10	1	57	18	C	113	727	13	1	1200	0	0	0	800	960000	3
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	5,510	5,538	101%	37	3	59	23	C	150	3361	57	5	1385	0	0	0	3,200	4430667	14
California Ave Off Ramp to California Ave On Ramp	4,340	4,341	100%	13	0	62	17	B	164	1011	16	1	1085	0	0	0	1,229	1333772	4
California Ave On Ramp to SR58 EB Off Ramp	4,805	4,808	100%	27	2	61	19	C	191	2218	37	2	1202	0	0	0	2,433	2924669	9
SR58 EB Off Ramp to Ming Ave Off Ramp	3,900	3,825	98%	28	1	62	15	B	219	1856	30	1	956	0	0	0	2,561	2448956	7
Ming Ave Off Ramp to SR58 WB On Ramp	3,029	2,995	99%	22	1	63	12	B	241	1141	18	0	749	0	0	0	2,012	1506485	5
SR58 WB On Ramp to Ming Ave On Ramp	4,614	4,530	98%	51	2	63	14	B	292	4048	65	2	1007	0	0	0	4,715	4746783	12
Ming Ave On Ramp to White Ln Off Ramp	5,129	5,041	98%	60	3	61	20	C	352	5172	84	4	1260	0	0	0	5,403	6808793	20
White Ln Off Ramp to White Ln Loop On Ramp	3,709	3,625	98%	19	0	63	14	B	371	1215	19	0	806	0	0	0	1,770	1425833	5
White Ln Loop On Ramp to White Ln Direct On Ramp	3,884	3,791	98%	10	0	63	15	B	381	642	10	0	948	0	0	0	894	847289	3
White Ln Direct On Ramp to SR99 SB south end of the network	4,254	4,008	94%	52	2	63	16	B	433	3626	58	2	1002	0	0	0	4,777	4786554	14
WSP EB Mainline																			
WSP west end of the network to Allen Rd off ramp	1,015	1,009	99%	83	3	61	8	A	83	1425	23	1	504	0	0	0	7,689	3878002	11
Allen Rd Off Ramp to Allen Rd On Ramp	956	981	103%	32	0	64	5	A	115	559	9	0	327	0	0	0	3,006	982962	3
Allen Rd On Ramp to Calloway Dr Off Ramp	2,665	2,668	100%	59	3	62	14	B	174	2706	44	2	889	0	0	0	5,338	4747261	14
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	2,140	2,138	100%	24	0	64	11	B	198	926	14	0	713	0	0	0	2,288	1630581	5
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	2,880	2,833	98%	11	1	61	15	B	209	536	9	1	944	0	0	0	1,000	944333	3
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	3,940	3,907	99%	49	3	61	21	C	258	3273	53	3	1302	0	0	0	4,373	5695687	17
Coffee Dr Off Ramp to Truxtun Ave/Mohawk St Off Ramp	3,299	3,223	98%	58	2	62	13	B	316	3214	51	2	921	0	0	0	5,275	4857306	13
Truxtun Ave Off Ramp to Coffee Dr On Ramps	909	886	97%	31	0	65	7	A	347	494	8	0	443	0	0	0	2,945	1304930	4
Coffee Dr On Ramps to SR99 SB & Ming Ave C-D Off Ramp	2,311	2,254	98%	108	3	63	12	B	455	4247	68	2	751	0	0	0	9,938	7465370	22
SR99 SB Off Ramp(and C-D Ming Ave) to H St Off Ramp	1,181	1,134	96%	23	0	63	9	A	478	451	7	0	567	0	0	0	2,098	1189304	4
H St Off Ramp to SR 99 NB&SB On Ramp	921	872	95%	30	0	64	7	A	507	463	7	0	436	0	0	0	2,802	1221322	4
SR99 NB&SB On Ramp to Chester Ave On Ramp	2,486	2,512	101%	46	4	61	9	A	554	1959	32	2	718	0	0	0	4,076	2924821	7
Chester Ave On Ramp to Union Ave Off Ramp	3,236	3,245	100%	27	1	62	13	B	580	1490	24	1	927	0	0	0	2,419	2242528	6
Union Ave Off Ramp to Union Ave Loop On Ramp	2,521	2,534	101%	17	0	63	13	B	597	736	12	0	845	0	0	0	1,533	1294874	4
Union Ave Loop On Ramp to Union Ave Direct On Ramp	2,841	2,797	98%	8	0	62	15	B	605	391	6	0	932	0	0	0	739	688994	2
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	3,185	3,165	99%	31	1	62	17	B	636	1681	27	1	1055	0	0	0	2,800	2954000	9
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	2,771	2,746	99%	28	1	63	14	B	663	1328	21	1	915	0	0	0	2,553	2336846	7
Cottonwood Rd On Ramp to SR58 east end of the network	3,071	3,061	100%	25	1	63	16	B	688	1336	21	1	1020	0	0	0	2,304	2350848	7

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 Build Alt. A - AM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	3,475	3,494	101%	26	1	64	18	C	26	1589	25	0	1165	0	0	0	2,401	2796365	8
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	3,220	3,215	100%	18	1	63	17	B	43	968	16	0	1072	0	0	0	1,622	1738243	5
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	3,480	3,453	99%	38	1	62	18	C	81	2285	37	1	1151	0	0	0	3,491	4017753	12
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	2,811	2,793	99%	17	1	63	15	B	98	824	13	0	931	0	0	0	1,558	1450496	4
Brundage Ln On(Union Ave) Ramp to Union Ave On Ramp	3,195	3,121	98%	12	1	62	17	B	110	639	10	1	1040	0	0	0	1,082	1125641	3
Union Ave On Ramp to Chester Ave Off Ramp	3,761	3,717	99%	23	1	62	15	B	133	1446	24	1	1062	0	0	0	2,060	2187916	6
Chester Ave Off Ramp to H St On Ramp	2,785	2,804	101%	37	1	63	15	B	170	1826	29	1	935	0	0	0	3,439	3213746	10
H St On Ramp to SR 99 NB Off Ramp	3,480	3,468	100%	24	1	61	14	B	195	1443	24	1	991	0	0	0	2,200	2179686	6
SR 99 NB Off Ramp to SR 99 SB Off Ramp	2,381	2,387	100%	21	1	62	13	B	216	870	14	0	796	0	0	0	1,923	1529747	5
SR 99 SB Off Ramp to SR 99 NB On Ramp	1,356	1,383	102%	23	1	64	11	A	239	570	9	0	692	0	0	0	2,175	1504230	4
SR 99 NB On Ramp to Coffee Dr Off Ramp	2,566	2,600	101%	105	3	63	14	B	344	4741	76	3	867	0	0	0	9,612	8328798	25
Coffee Dr Off Ramp to Mohawk St/Truxtun Ave On Ramp	896	921	103%	23	0	64	7	A	367	374	6	0	460	0	0	0	2,144	987096	3
Mohawk St/Truxtun Ave On Ramp to Coffee Dr Loop On Ramp	2,516	2,473	98%	53	1	64	10	A	420	2301	36	1	618	0	0	0	4,911	3036226	9
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	2,646	2,584	98%	12	0	64	10	A	432	563	9	0	646	0	0	0	1,150	742756	2
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	2,901	2,800	97%	48	1	63	11	A	480	2357	37	1	700	0	0	0	4,423	3096100	9
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	2,251	2,185	97%	11	0	61	9	A	491	414	7	0	546	0	0	0	1,000	546250	2
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	1,301	1,234	95%	24	0	64	6	A	515	528	8	0	411	0	0	0	2,258	928791	3
Calloway Dr On Ramp to Allen Rd Off Ramp	1,621	1,552	96%	57	2	63	8	A	572	1545	25	1	517	0	0	0	5,238	2709443	8
Allen Rd Off Ramp to Allen Rd On Ramp	536	560	104%	26	0	65	3	A	598	262	4	0	187	0	0	0	2,473	461215	1
Allen Rd On Ramp to WSP to west end of the network	656	690	105%	89	1	64	5	A	687	1091	17	0	230	0	0	0	8,347	1920207	7
SR99 NB C-D																			
Ming Ave On Ramp to SR99 NB C-D On Ramp	1,165	1,220	105%	8	1	44	21	C	8	122	3	0	1220	0	0	0	533	650260	2
SR99 NB C-D On Ramp to WSP C-D Off Ramp	2,010	2,057	102%	18	1	53	13	B	26	546	10	0	823	0	0	0	1,400	1151640	3
WSP C-D Off Ramp to the end of C-D network	800	831	104%	31	2	51	16	B	57	364	7	0	831	0	0	0	2,315	1924537	7
SR99 SB C-D																			
SR58 WB C-D On Ramp to WSP C-D On Ramp	1,025	1,003	98%	8	1	42	24	C	8	96	2	0	1003	0	0	0	504	505260	2
WSP C-D On Ramp to SR99 SB C-D On Ramp	1,585	1,547	98%	7	0	47	11	A	15	145	3	0	773	0	0	0	492	380439	1
WSP EB C-D 1																			
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	830	833	100%	12	1	49	22	C	12	134	3	0	833	0	0	0	846	704718	4
Coffee Dr Direct On Ramp to WSP EB C-D Off Ramp	1,400	1,378	98%	62	2	53	21	C	73	1248	24	1	689	0	0	0	4,778	3292998	19
WSP EB C-D 2																			
WSP EB C-D On Ramp to Mohawk St Off Ramp	2,390	2,353	98%	28	1	53	20	C	28	966	18	1	941	0	0	0	2,161	2033933	8
Mohawk St Off Ramp to Mohawk St On Ramp	1,185	1,182	100%	26	0	54	11	B	54	462	9	0	591	0	0	0	2,064	1219308	4
Mohawk St On Ramp to Truxtun Ave Off Ramp	1,185	1,185	100%	32	1	51	12	B	87	543	11	0	593	0	0	0	2,440	1446005	6
WSP EB C-D 3																			
WSP EB C-D On Ramp to SR 99 SB Off Ramp	1,130	1,106	98%	6	0	52	17	B	6	90	2	0	553	0	0	0	432	238788	1
SR 99 SB Off Ramp to SR 99 SB C-D On Ramp	570	557	98%	26	1	47	8	A	32	188	4	0	557	0	0	0	1,780	991460	3
SR 99 SB C-D On Ramp to Ming Ave Off Ramp	1,440	1,373	95%	28	1	48	18	C	60	515	11	0	687	0	0	0	1,982	1360643	7
WSP WB C-D																			
Truxtun Ave On Ramp to Mohawk St Loop On Ramp	780	749	96%	14	0	64	13	B	14	187	3	0	374	0	0	0	1,320	494010	3
Mohawk St Loop On Ramp to Mohawk St Direct On Ramp	1,225	1,180	96%	15	1	60	22	C	29	292	5	0	590	0	0	0	1,300	767000	5
Mohawk St Direct On Ramp to WSP WB Off Ramp	1,620	1,555	96%	17	1	59	24	C	46	442	7	1	778	0	0	0	1,500	1166250	7

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 Build Alt. A - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
WSP WB Mainline																			
SR58 east end of the network to Brundage Ln Off Ramp(Cottonwood Rd)	3,790	3,817	101%	26	1	64	20	C	26	1736	27	1	1272	0	0	0	2,401	3054872	9
Brundage Ln Off Ramp(Cottonwood Rd) to Brundage Ln On Ramp(Cottonwood Rd)	3,531	3,528	100%	18	1	63	19	C	43	1084	17	1	1176	0	0	0	1,622	1907472	6
Brundage Ln On Ramp(Cottonwood Rd) to Brundage Ln Off Ramp(Union Ave)	3,941	3,932	100%	39	2	62	21	C	82	2600	42	2	1311	0	0	0	3,491	4575537	14
Brundage Ln Off Ramp(Union Ave) to Brundage Ln On Ramp(Union Ave)	3,041	3,040	100%	17	1	63	16	B	99	897	14	0	1013	0	0	0	1,558	1578773	5
Brundage Ln On(Union Ave) Ramp to Union Ave On Ramp	3,386	3,354	99%	12	1	62	18	C	111	688	11	1	1118	0	0	0	1,082	1209676	4
Union Ave On Ramp to Chester Ave Off Ramp	4,116	4,119	100%	23	1	61	17	B	134	1603	26	1	1177	0	0	0	2,060	2424522	7
Chester Ave Off Ramp to H St On Ramp	3,216	3,243	101%	37	1	63	17	B	171	2112	34	1	1081	0	0	0	3,439	3717559	11
H St On Ramp to SR 99 NB Off Ramp	4,092	4,070	99%	25	1	61	17	B	196	1695	28	1	1163	0	0	0	2,200	2558076	7
SR 99 NB Off Ramp to SR 99 SB Off Ramp	3,151	3,120	99%	21	1	62	17	B	217	1137	18	1	1040	0	0	0	1,923	1999920	6
SR 99 SB Off Ramp to SR 99 NB On Ramp	1,902	1,854	97%	23	1	63	15	B	241	763	12	0	927	0	0	0	2,175	2015790	6
SR 99 NB On Ramp to Coffee Dr Off Ramp	3,122	3,068	98%	106	4	62	16	B	346	5591	90	4	1023	0	0	0	9,612	9828804	30
Coffee Dr Off Ramp to Mohawk St/Truxtun Ave On Ramp	1,267	1,254	99%	23	1	63	10	A	369	509	8	0	627	0	0	0	2,144	1343859	4
Mohawk St/Truxtun Ave On Ramp to Coffee Dr Loop On Ramp	3,866	3,707	96%	53	1	63	15	B	422	3448	55	1	927	0	0	0	4,911	4551269	14
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	4,136	3,924	95%	13	0	63	16	B	435	855	14	0	981	0	0	0	1,150	1128006	3
Coffee Dr Direct On Ramp to Calloway Dr Direct Off Ramp	4,551	4,328	95%	49	2	62	17	B	484	3644	59	3	1082	0	0	0	4,423	4785907	14
Calloway Dr Direct Off Ramp to Calloway Dr Loop Off Ramp	3,666	3,484	95%	11	0	62	14	B	495	660	11	0	871	0	0	0	1,000	871000	3
Calloway Dr Loop Off Ramp to Calloway Dr On Ramp	2,431	2,285	94%	24	0	63	12	B	519	977	15	0	762	0	0	0	2,258	1719843	5
Calloway Dr On Ramp to Allen Rd Off Ramp	2,916	2,800	96%	58	3	62	14	B	577	2792	45	2	933	0	0	0	5,238	4888451	14
Allen Rd Off Ramp to Allen Rd On Ramp	1,101	1,055	96%	26	0	64	5	A	604	494	8	0	352	0	0	0	2,473	869672	3
Allen Rd On Ramp to WSP to west end of the network	1,166	1,117	96%	89	1	64	8	A	693	1758	28	0	372	0	0	0	8,347	3107866	12
SR99 NB C-D																			
Ming Ave On Ramp to SR99 NB C-D On Ramp	1,095	1,114	102%	8	1	45	19	C	8	112	2	0	1114	0	0	0	533	593762	2
SR99 NB C-D On Ramp to WSP C-D Off Ramp	1,925	1,948	101%	18	0	53	12	B	26	517	10	0	779	0	0	0	1,400	1090880	3
WSP C-D Off Ramp to the end of C-D network	705	717	102%	30	1	52	14	B	56	314	6	0	717	0	0	0	2,315	1659083	6
SR99 SB C-D																			
SR58 WB C-D On Ramp to WSP C-D On Ramp	1,250	1,255	100%	8	1	42	30	D	8	120	3	0	1255	0	0	0	504	632520	3
WSP C-D On Ramp to SR99 SB C-D On Ramp	1,925	2,046	106%	7	0	47	15	B	15	191	4	0	1023	0	0	0	492	503193	1
WSP EB C-D 1																			
Coffee Dr Loop On Ramp to Coffee Dr Direct On Ramp	905	899	99%	12	1	49	22	C	12	144	3	0	899	0	0	0	846	760554	4
Coffee Dr Direct On Ramp to WSP EB C-D Off Ramp	1,650	1,656	100%	62	2	53	21	C	73	1499	28	1	828	0	0	0	4,778	3955228	19
WSP EB C-D 2																			
WSP EB C-D On Ramp to Mohawk St Off Ramp	1,760	1,726	98%	28	1	53	20	C	28	708	13	1	690	0	0	0	2,161	1491522	8
Mohawk St Off Ramp to Mohawk St On Ramp	825	942	114%	26	0	54	11	B	54	368	7	0	471	0	0	0	2,064	972144	4
Mohawk St On Ramp to Truxtun Ave Off Ramp	935	944	101%	32	1	51	12	B	87	432	8	0	472	0	0	0	2,440	1151070	6
WSP EB C-D 3																			
WSP EB C-D On Ramp to SR 99 SB Off Ramp	1,420	1,356	95%	6	0	52	17	B	6	111	2	0	678	0	0	0	432	292788	1
SR 99 SB Off Ramp to SR 99 SB C-D On Ramp	615	567	92%	26	1	47	8	A	32	191	4	0	567	0	0	0	1,780	1009705	3
SR 99 SB C-D On Ramp to Ming Ave Off Ramp	1,735	1,668	96%	28	1	48	18	C	60	625	13	0	834	0	0	0	1,982	1652493	7
WSP WB C-D																			
Truxtun Ave On Ramp to Mohawk St Loop On Ramp	1,190	1,124	94%	14	0	64	13	B	14	281	4	0	562	0	0	0	1,320	741510	3
Mohawk St Loop On Ramp to Mohawk St Direct On Ramp	2,014	1,909	95%	15	1	60	22	C	29	472	8	1	955	0	0	0	1,300	1240850	5
Mohawk St Direct On Ramp to WSP WB Off Ramp	2,599	2,459	95%	17	1	59	24	C	46	699	12	1	1230	0	0	0	1,500	1844250	7

CENTENNIAL CORSIM ANALYSIS RESULTS

Year 2018 Build Alt. A - PM

Freeway Segment	SOV																		
	Demand	Served	% Served	Travel Time	Delay Time	Speed	Density	LOS	Cumulative Time	Veh - Miles	Veh - Hours	Veh - Delay	CORSIM Served Volumes/Lane	Speed Ratio	Veh-Hours (40 MPH)	Veh-Delay (<40 MPH)	Length	Length*CORSIM Served Volumes/Lane	Length*Density
	(vph)	(vph)		(sec/veh)	(sec/veh)	(MPH)	(veh/ln/mi)	(HCM 2000)	(sec/veh)	(VMT)	(VHT)	(VHD)	(vphl)	40	(VHT)	(VHD)	(ft)		5280
SR-99 NB Mainline																			
SR-99 NB south end of the network to White Ln Off Ramp	4,665	4,675	100%	50	1	63	18	C	50	4106	65	2	1169	0	0	0	4,648	5431769	16
White Ln Off Ramp to White Ln Loop On Ramp	3,975	3,985	100%	19	1	63	16	B	69	1334	21	1	996	0	0	0	1,768	1761370	5
White Ln Loop On Ramp to White Ln Direct On Ramp	5,460	5,249	96%	7	1	56	24	C	76	552	10	1	1312	0	0	0	555	728299	2
White Ln Direct On Ramp to Ming Ave Off Ramp	6,065	5,919	98%	76	4	61	22	C	152	7657	125	7	1184	0	0	0	6,844	8101243	29
Ming Ave Off Ramp to C-D (SR58 WB) Off Ramp	5,231	5,224	100%	11	1	61	17	B	163	998	16	1	1045	0	0	0	1,009	1054203	3
SR58 WB Off Ramp to SR58 EB Off Ramp	4,401	4,332	98%	27	1	62	16	B	190	1976	32	1	963	0	0	0	2,414	2323609	7
SR58 EB Off Ramp to Ming Ave On Ramp	3,246	3,260	100%	25	1	63	13	B	215	1415	22	1	815	0	0	0	2,292	1867960	6
Ming Ave On Ramp to SR 58 On Ramp	3,951	3,915	99%	7	0	62	16	B	222	501	8	0	979	0	0	0	676	661635	2
SR 58 On Ramp to California Off Ramp	4,891	4,936	101%	38	2	61	19	C	260	3191	52	3	1234	0	0	0	3,410	4207656	13
California Off Ramp to California Ave Loop On Ramp	4,261	4,305	101%	16	1	63	17	B	276	1215	19	1	1076	0	0	0	1,491	1604689	5
California Ave Loop On Ramp to California Ave Direct On Ramp	5,166	4,956	96%	9	1	60	21	C	285	737	12	1	1239	0	0	0	785	972615	3
California Ave Direct On Ramp to Rosedale Hwy Off Ramp	5,826	5,384	92%	32	2	60	21	C	317	2833	48	3	1196	0	0	0	2,800	3350044	11
Rosedale Hwy Off Ramp to Buck Owens/Sillect Ave Off Ramp	4,066	3,787	93%	16	0	63	15	B	333	1076	17	0	947	0	0	0	1,500	1420125	4
Buck Owens Blvd/Sillect Ave Off Ramp to Buck Owens Blvd/Sillect Ave On Ramp	3,701	3,410	92%	24	1	63	13	B	357	1417	22	1	853	0	0	0	2,194	1870385	6
Buck Owens Blvd/Sillect Ave On Ramp to Airport Dr Off Ramp	4,416	4,124	93%	34	2	61	17	B	391	2343	39	2	1031	0	0	0	3,000	3092625	10
Airport Dr Off Ramp to SR99 NB north end of the network	3,051	2,839	93%	40	1	63	11	B	431	2004	32	1	710	0	0	0	3,726	2644529	8
SR-99 SB Mainline																			
SR99 SB north end of the network to Airport Dr On Ramp	3,550	3,567	100%	48	1	64	14	B	48	3042	48	1	892	0	0	0	4,498	4010529	12
Airport Dr On Ramp to Rosedale Hwy Off Ramp	5,314	5,280	99%	32	3	60	21	C	80	2824	47	4	1173	0	0	0	2,800	3285333	11
Rosedale Hwy Off Ramp to Rosedale Hwy Loop On Ramp	4,604	4,585	100%	25	1	62	18	C	105	1972	32	1	1146	0	0	0	2,271	2603134	8
Rosedale Hwy Loop On Ramp to Rosedale Hwy Direct On Ramp	5,938	5,924	100%	11	2	50	26	C	116	897	18	4	1481	0	0	0	800	1184800	4
Rosedale Hwy Direct On Ramp to California Ave Off Ramp	7,044	7,012	100%	40	6	55	31	D	155	4272	77	11	1753	0	0	0	3,200	5609600	19
California Ave Off Ramp to California Ave On Ramp	5,649	5,640	100%	14	1	62	23	C	169	1312	21	1	1410	0	0	0	1,229	1732890	5
California Ave On Ramp to SR58 EB Off Ramp	6,570	6,462	98%	29	3	57	27	D	198	2989	52	6	1615	0	0	0	2,433	3930309	12
SR58 EB Off Ramp to Ming Ave Off Ramp	5,195	5,102	98%	28	1	62	21	C	226	2475	40	2	1276	0	0	0	2,561	3266556	10
Ming Ave Off Ramp to SR58 WB On Ramp	4,075	4,009	98%	22	1	63	16	B	248	1527	24	1	1002	0	0	0	2,012	2016527	6
SR58 WB On Ramp to Ming Ave On Ramp	6,130	6,037	98%	52	2	62	18	C	300	5392	87	4	1341	0	0	0	4,715	6325085	16
Ming Ave On Ramp to White Ln Off Ramp	6,780	6,685	99%	63	6	59	27	D	363	6898	117	11	1671	0	0	0	5,403	9029426	28
White Ln Off Ramp to White Ln Loop On Ramp	4,765	4,678	98%	19	1	63	19	C	382	1568	25	1	1040	0	0	0	1,770	1840013	6
White Ln Loop On Ramp to White Ln Direct On Ramp	5,275	5,140	97%	10	0	62	21	C	392	870	14	1	1285	0	0	0	894	1148790	4
White Ln Direct On Ramp to SR99 SB south end of the network	5,755	5,449	95%	52	2	62	22	C	444	4926	79	3	1362	0	0	0	4,777	6506871	20
WSP EB Mainline																			
WSP west end of the network to Allen Rd off ramp	895	872	97%	83	3	61	7	A	83	1232	20	1	436	0	0	0	7,689	3353502	10
Allen Rd Off Ramp to Allen Rd On Ramp	810	815	101%	32	0	64	4	A	115	464	7	0	272	0	0	0	3,006	816630	2
Allen Rd On Ramp to Calloway Dr Off Ramp	2,091	1,982	95%	58	2	63	10	A	173	2007	32	1	661	0	0	0	5,338	3526995	11
Calloway Dr Off Ramp to Calloway Dr Loop On Ramp	1,615	1,516	94%	24	0	64	8	A	197	656	10	0	505	0	0	0	2,288	1155821	3
Calloway Dr Loop On Ramp to Calloway Dr Direct On Ramp	2,331	2,161	93%	11	1	61	12	B	208	409	7	0	720	0	0	0	1,000	720333	2
Calloway Dr Direct On Ramp to Coffee Dr Off Ramp	3,305	3,163	96%	48	2	62	16	B	256	2631	42	2	1054	0	0	0	4,373	4610891	14
Coffee Dr Off Ramp to Truxtun Ave/Mohawk St Off Ramp	2,710	2,604	96%	57	1	63	11	A	313	2599	41	1	744	0	0	0	5,275	3924169	11
Truxtun Ave Off Ramp to Coffee Dr On Ramps	950	889	94%	31	0	64	7	A	345	496	8	0	444	0	0	0	2,945	1308464	4
Coffee Dr On Ramps to SR99 SB & Ming Ave C-D Off Ramp	2,600	2,543	98%	109	4	62	13	B	453	4793	77	3	848	0	0	0	9,938	8424863	25
SR99 SB Off Ramp(and C-D Ming Ave) to H St Off Ramp	1,180	1,180	100%	23	0	63	9	A	476	470	7	0	590	0	0	0	2,096	1237558	4
H St Off Ramp to SR 99 NB&SB On Ramp	890	865	97%	30	0	64	7	A	506	459	7	0	432	0	0	0	2,802	1211515	4
SR99 NB&SB On Ramp to Chester Ave On Ramp	3,010	2,906	97%	47	4	60	10	A	553	2270	38	3	830	0	0	0	4,076	3383662	8
Chester Ave On Ramp to Union Ave Off Ramp	3,999	3,836	96%	27	1	61	16	B	580	1762	29	1	1096	0	0	0	2,419	2650994	7
Union Ave Off Ramp to Union Ave Loop On Ramp	3,219	3,079	96%	17	1	63	16	B	597	894	14	0	1026	0	0	0	1,533	1573369	5
Union Ave Loop On Ramp to Union Ave Direct On Ramp	3,780	3,569	94%	8	0	61	19	C	605	499	8	0	1190	0	0	0	739	879164	3
Union Ave Direct On Ramp to Cottonwood Rd Off Ramp	4,195	4,016	96%	31	1	62	22	C	636	2134	35	2	1339	0	0	0	2,800	3747956	12
Cottonwood Rd Off Ramp to Cottonwood Rd On Ramp	3,755	3,598	96%	28	1	63	19	C	664	1740	28	1	1199	0	0	0	2,553	3061898	9
Cottonwood Rd On Ramp to SR58 east end of the network	4,145	3,981	96%	25	1	62	21	C	689	1737	28	1	1327	0	0	0	2,304	3057408	9

Year 2018 Build - Alt. A- CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

AM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 WB off			SR-58 EB Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB		
			Node #	298			303			304			306			151			96			128			98			164		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 NB	163	5070		680	13	4390	623	12	3767	532	10	3235	645	13	2590	551	11	2039	735	14	1304	169	3	1135	435	9	700	700	14	0
White Ln Loop On	533	1630			X	1630	82	5	1549	219	13	1330	265	16	1065	226	14	838	302	19	536	70	4	467	179	11	288	288	18	0
White Ln Dia On	299	705			X	705	35	5	670	95	13	575	115	16	460	98	14	363	131	19	232	30	4	202	77	11	125	124	18	0
Ming Ave On	187	800			X	800		X	800		X	800		X	800	40	5	760	274	34	486	63	8	423	162	20	261	261	33	0
SR-58 WB On	310	1100			X	1100		X	1100		X	1100		X	1100	55	5	1045	377	34	668	87	8	582	223	20	359	359	33	0
California Ave Loop On	132	860			X	860		X	860		X	860		X	860		X	860	43	5	817	106	12	711	272	32	439	439	51	0
California Ave On	130	370			X	370		X	370		X	370		X	370		X	370	19	5	352	46	12	306	117	32	189	189	51	0
Buck-Owens Blvd On	97	400			X	400		X	400		X	400		X	400		X	400		X	400		X	400	40	10	360	360	90	0
				680			740			845			1025			970			1880			570			1505			2719		
check				680			740			845			1025			970			1880			570			1505			2719		
				0			0			0			0			0			0			0			0			0		

AM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB Off			Ming Ave Off			White Ln Off			SR-99 SB		
			Node #	102			105			313			314			322			95		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	3210		596	19	2614	741	23	1873	370	12	1502	335	10	1167	353	11	815	814	25	0
Airport Dr On	101	1280		64	5	1216	345	27	871	172	13	699	156	12	543	164	13	379	379	30	0
Rosedale Hwy Loop On	103	945			X	945	47	5	898	178	19	720	161	17	560	169	18	390	390	41	0
Rosedale Hwy Dia On	104	735			X	735	37	5	698	138	19	560	125	17	435	131	18	304	304	41	0
California Ave On	137	465			X	465		X	465	47	10	419	93	20	325	98	21	227	227	49	0
Westside Pkwy EB/SR-58 WB On	555	1585			X	1585		X	1585		X	1585		X	1585	479	30	1106	1106	70	0
Ming Ave On	318	515			X	515		X	515		X	515		X	515	26	5	489	489	95	0
White Ln Loop On	323	175			X	175		X	175		X	175		X	175		X	175	175	100	0
White Ln Dia On	324	370			X	370		X	370		X	370		X	370		X	370	370	100	0
				660			1170			905			870			1420			4254		
check				660			1170			905			870			1420			4254		
				0			0			0			0			0			0		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood

AM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St/Truxtun Ave Off			SR-99 SB/Ming Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB		
			Node #	574			581			589			596			613			617			375			385			169		
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	1015		60	6	955	440	43	516	132	13	383	277	27	106	52	5	54	12	1	42	11	1	31	5	0	26	26	3	0
Allen Rd On	576	1710			X	1710	86	5	1625	418	24	1207	874	51	333	163	10	170	37	2	133	36	2	96	15	1	82	82	5	0
Calloway Dr Loop On	583	740			X	740		X	740	37	5	703	509	69	194	95	13	99	22	3	77	21	3	56	9	1	48	48	6	0
Calloway Dr Dia On	584	1060			X	1060		X	1060	53	5	1007	729	69	278	136	13	142	31	3	111	30	3	80	12	1	68	68	6	0
Coffee Rd Loop/Dia On	601	1400			X	1400		X	1400		X	1400		X	1400	685	49	715	158	11	558	152	11	406	61	4	344	344	25	0
SR-99 NB&SB On	369	1565			X	1565		X	1565		X	1565		X	1565		X	1565		X	1565	427	27	1138	172	11	966	966	62	0
Chester Ave On	372	750			X	750		X	750		X	750		X	750		X	750		X	750	38	5	713	108	14	605	605	81	0
Union Ave Loop On	376	320			X	320		X	320		X	320		X	320		X	320		X	320		X	320	16	5	304	304	95	0
Union Ave Dia On	377	345			X	345		X	345		X	345		X	345		X	345		X	345		X	345	17	5	328	328	95	0
Cottonwood Rd	386	300			X	300		X	300		X	300		X	300		X	300		X	300		X	300		X	300	300	100	0
				60			525			640			2390			1130			260			715			415			3071		
check				60			525			640			2390			1130			260			715			415			3071		
				0			0			0			0			0			0			0			0			0		
													1180																	

AM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Cottonwood Rd			Brundage Ln Off			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Coffee Rd Off			Calloway Dr Dia Off			Calloway Dr Loop Off			Allen Rd Off			Westside Pkwy WB		
			Node #	404			390			395			399			10			27			61			62			69			77		
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-58 WB	162	3475		255	7	3220	657	19	2563	759	22	1804	570	16	1233	531	15	702	457	13	245	61	2	184	91	3	93	76	2	17	17	0	0
Cottonwood/MLK On	387	260			X	260	13	5	247	73	28	174	55	21	119	51	20	68	44	17	24	6	2	18	9	3	9	7	3	2	2	1	0
Brundage Ln On	391	385			X	385		X	385	114	30	271	86	22	185	80	21	105	69	18	37	9	2	28	14	4	14	11	3	2	2	1	0
Union Ave On	392	565			X	565		X	565	28	5	537	170	30	367	158	28	209	136	24	73	18	3	55	27	5	28	23	4	5	5	1	0
H St on	397	695			X	695		X	695		X	695	220	32	475	205	29	271	176	25	94	24	3	71	35	5	36	29	4	6	6	1	0
SR-99 NB On	15	1210			X	1210		X	1210		X	1210		X	1210		X	1210	788	65	422	106	9	316	156	13	160	132	11	28	28	2	0
Mohawk St Loop /Dia On & Truxtun On	32	1620			X	1620		X	1620		X	1620		X	1620		X	1620		X	1620	406	25	1214	600	37	614	505	31	109	109	7	0
Coffee Rd Loop On	54	130			X	130		X	130		X	130		X	130		X	130		X	130	7	5	124	7	5	117	96	74	21	21	16	0
Coffee Rd Dia On	56	255			X	255		X	255		X	255		X	255		X	255		X	255	13	5	242	13	5	230	189	74	41	41	16	0
Calloway Dr On	64	320			X	320		X	320		X	320		X	320		X	320		X	320		X	320		X	320	16	5	304	304	95	0
Allen Rd On	71	120			X	120		X	120		X	120		X	120		X	120		X	120		X	120		X	120		X	120	120	100	0
				255			670			975			1100			1025			1670			650			950			1085			656		
check				255			670			975			1100			1025			1670			650			950			1085			656		
				0			0			0			0			0			0			0			0			0			0		

Year 2018 Build - Alt.A . - CORSIM ORIGIN-DESTINATION (O.D.) TABLE

SR-99 Traffic Operations - White Ln. to Airport Dr.

PM PEAK

SR-99 NB

Exit Location

Entry Location			Name	White Ln Off			Ming Ave Off			SR-58 WB off			SR-58 EB Off			California Ave Off			Rosedale Hwy Off			Buck Owens Blvd Off			Airport Dr Off			SR-99 NB								
			Node #	298			303			304			306			151			96			128			98			164									
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume							
SR-99 NB	163	4665		690	15	3975	731	16	3245	515	11	2730	717	15	2013	340	7	1673	661	14	1013	91	2	922	322	7	600	600	13	0							
White Ln Loop On	533	1485			X	1485	74	5	1411	224	15	1187	312	21	875	148	10	728	287	19	440	40	3	401	140	9	261	261	18	0							
White Ln Dia On	299	605			X	605	30	5	575	91	15	484	127	21	357	60	10	296	117	19	179	16	3	163	57	9	106	106	18	0							
Ming Ave On	187	705			X	705		X	705		X	705		X	705	35	5	670	264	38	405	36	5	369	129	18	240	240	34	0							
SR-58 WB On	310	940			X	940		X	940		X	940		X	940	47	5	893	353	38	540	49	5	492	172	18	320	320	34	0							
California Ave Loop On	132	905			X	905		X	905		X	905		X	905		X	905	45	5	860	77	9	783	274	30	509	509	56	0							
California Ave Dia On	130	660			X	660		X	660		X	660		X	660		X	660	33	5	627	56	9	571	200	30	371	371	56	0							
Buck-Owens Blvd On	97	715			X	715		X	715		X	715		X	715		X	715		X	715		X	715	72	10	644	644	90	0							
				690			835			830			1155			630			1760			365			1365			3051									
check				690 0			835 0			830 0			1155 0			630 0			1760 0			365 0			1365 0			3051 0			0 0			0 0			

PM PEAK

SR-99 SB

Exit Location

Entry Location			Name	Rosedale Hwy Off			California Ave Off			SR-58 EB Off			Ming Ave Off			White Ln Off			SR-99 SB																	
			Node #	102			105			313			314			322			95																	
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-99 SB	100	3550		622	18	2928	809	23	2119	481	14	1638	353	10	1285	415	12	869	869	24	0															
Airport Dr On	101	1765		88	5	1677	464	26	1213	276	16	938	202	11	736	238	13	498	498	28	0															
Rosedale Hwy Loop On	103	1335			X	1335	67	5	1268	288	22	980	211	16	769	249	19	520	520	39	0															
Rosedale Hwy Dia On	104	1105			X	1105	55	5	1050	238	22	811	175	16	636	206	19	431	431	39	0															
California Ave On	137	920			X	920		X	920	92	10	828	179	19	649	210	23	439	439	48	0															
Westside Pkwy EB/SR-58 WB On	555	2055			X	2055		X	2055		X	2055		X	2055	665	32	1390	1390	68	0															
Ming Ave On	318	650			X	650		X	650		X	650		X	650	33	5	618	618	95	0															
White Ln Loop On	323	510			X	510		X	510		X	510		X	510		X	510	510	100	0															
White Ln Dia On	324	480			X	480		X	480		X	480		X	480		X	480	480	100	0															
				710			1395			1375			1120			2015			5755																	
check				710 0			1395 0			1375 0			1120 0			2015 0			5755 0			0 0			0 0			0 0			0 0			0 0		

Westside Parkway/SR-58 Traffic Operations - West Beltway to Cottonwood

PM PEAK

WSP/SR-58 EB

Exit Location

Entry Location			Name	Allen Rd Off			Calloway Dr Off			Coffee Rd Off			Mohawk St/Truxtun Ave Off			SR-99 SB/Ming Ave Off			H St Off			Union Ave Off			Cottonwood Rd Off			SR-58 EB								
			Node #	574			581			589			596			613			617			375			385			169								
Name	Node #	Volume		Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
Westside Pkwy EB	568	895		85	9	810	411	46	399	126	14	273	177	20	96	52	6	43	11	1	33	8	1	25	3	0	22	22	2	0						
Allen Rd On	576	1280			X	1280	64	5	1216	384	30	832	540	42	292	159	12	132	33	3	100	24	2	76	9	1	66	66	5	0						
Calloway Dr Loop On	583	715			X	715		X	715	36	5	679	441	62	238	130	18	108	27	4	82	20	3	62	8	1	54	54	8	0						
Calloway Dr Dia On	584	975			X	975		X	975	49	5	926	602	62	325	177	18	147	36	4	111	27	3	84	10	1	74	74	8	0						
Coffee Rd Loop/Dia On	601	1650			X	1650		X	1650		X	1650		X	1650	901	55	749	184	11	565	137	8	428	52	3	376	376	23	0						
SR-99 NB&SB On	369	2120			X	2120		X	2120		X	2120		X	2120		X	2120		X	2120	515	24	1605	195	9	1410	1410	67	0						
Chester Ave On	372	990			X	990		X	990		X	990		X	990		X	990		X	990	50	5	941	114	12	826	826	83	0						
Union Ave Loop On	376	560			X	560		X	560		X	560		X	560		X	560		X	560		X	560	28	5	532	532	95	0						
Union Ave Dia On	377	415			X	415		X	415		X	415		X	415		X	415		X	415		X	415	21	5	394	394	95	0						
Cottonwood Rd	386	390			X	390		X	390		X	390		X	390		X	390		X	390		X	390		X	390	390	100	0						
				85			475			595			1760			1420			290			780			440			4145								
check				85 0			475 0			595 0			1760 0			1420 0			290 0			780 0			440 0			4145 0			0 0			0 0		

PM PEAK

WSP/SR-58 WB

Exit Location

Entry Location			Name	Cottonwood Rd			Brundage Ln Off			Chester Ave Off			SR-99 NB Off			SR-99 SB Off			Coffee Rd Off			Calloway Dr Dia Off			Calloway Dr Loop Off			Allen Rd Off			Westside Pkwy WB					
			Node #	404			390			395			399			10			27			61			62			69			77					
Name	Node #	Volume		Volume	Vol%	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume	Volume	Vol %	New Volume
SR-58 WB	162	3790		260	7	3530	880	23	2651	676	18	1974	454	12	1521	603	16	917	545	14	372	82	2	290	116	3	174	129	3	46	46	1	0			
Cottonwood/MLK On	387	410			X	410	21	5	390	99	24	290	67	16	223	89	22	135	80	20	55	12	3	43	17	4	26	19	5	7	7	2	0			
Brundage Ln On	391	345			X	345		X	345	88	26	257	59	17	198	79	23	119	71	21	48	11	3	38	15	4	23	17	5	6	6	2	0			
Union Ave On	392	730			X	730		X	730	37	5	694	159	22	534	212	29	322	192	26	131	29	4	102	41	6	61	45	6	16	16	2	0			
H St on	397	875			X	875		X	875		X	875	201	23	674	267	31	406	242	28	165	36	4	129	51	6	77	57	7	20	20	2	0			
SR-99 NB On	15	1220			X	1220		X	1220		X	1220		X	1220		X	1220	725	59	495	109	9	386	154	13	232	171	14	61	61	5	0			
Mohawk St Loop /Dia On & Truxtun On	32	2599			X	2599		X	2599		X	2599		X	2599		X	2599		X	2599	572	22	2027	808	31	1219	899	35	320	321	12	-1			
Coffee Rd Loop On	54	270			X	270		X	270		X	270		X	270		X	270		X	270	14	5	257	14	5	243	179	66	64	64	24	0			
Coffee Rd Dia On	56	415			X	415		X	415		X	415		X	415		X	415		X	415	21	5	394	21	5	374	275	66	98	98	24	0			
Calloway Dr On	64	485			X	485		X	485		X	485		X	485		X	485		X	485		X	485		X	485	24	5	461	462	95	-1			
Allen Rd On	71	65			X	65		X	65		X	65		X	65		X	65		X	65		X	65		X	65		X	65	65	100	0			
				260			900			900			940			1250			1855			885			1235			1815			1166					
check				260 0			900 0			900 0			940 0			1250 0			1855 0			885 0			1235 0			1815 0			1166 0					

CORSIM OUPUT DATA

2018 ALTERNATIVE A

AM Peak

CENTENNIAL 2018 AL-A AM PEAK

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	VEHICLES OUT	LANE CHNG	CURR CONT	AVG CONT	VEH-MILES	VEH-MIN	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE MOVE TIME	SECONDS/VEHICLE DELAY TIME	VEH-MIN/VEH-MILE M/T	VEH-MIN/VEH-MILE TOTAL	VEH-MIN/VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	6002	5997	1044	32	24.3	1477.6	1459.0	14.6	13.8	0.7	0.95	0.99	0.05	1000.2	16.5	60.76	FRWY
(563, 98)	3986	3990	2513	14	19.0	1133.5	1139.0	17.1	15.9	1.2	0.93	1.00	0.07	798.0	13.4	59.71	FRWY
(154, 101)	3210	3201	491	33	27.0	1724.5	1619.4	30.3	29.8	0.5	0.98	0.94	0.02	641.5	10.0	63.90	FRWY
(103, 104)	4842	4833	1582	25	12.6	732.5	756.4	9.4	8.4	1.0	0.90	1.03	0.11	859.5	14.8	58.10	FRWY
(158, 105)	5555	5552	771	31	26.7	1575.2	1601.9	17.3	15.8	1.5	0.91	1.02	0.09	1108.9	18.8	59.00	FRWY
(128, 97)	3614	3619	453	17	23.8	1502.5	1428.4	23.7	23.1	0.6	0.97	0.95	0.02	723.2	11.5	63.11	FRWY
(156, 102)	4507	4509	934	11	17.9	1109.7	1076.9	14.3	13.7	0.6	0.96	0.97	0.04	825.2	13.3	61.83	FRWY
(109,7001)	1863	1859	0	4	1.1	60.3	68.7	2.2	2.1	0.1	0.96	1.14	0.04	930.6	17.7	52.67	RAMP
(102, 103)	3859	3854	575	34	26.4	1661.1	1583.7	24.6	23.9	0.8	0.97	0.95	0.03	772.4	12.3	62.93	FRWY
(160,7002)	650	650	0	0	0.5	26.3	28.9	2.7	2.7	0.0	0.99	1.10	0.01	325.0	5.9	54.62	RAMP
(7003, 106)	985	985	415	0	2.4	85.6	146.4	8.6	6.7	1.9	0.78	1.71	0.37	513.4	14.6	35.06	RAMP
(106, 103)	985	988	154	0	3.1	114.7	186.2	11.3	7.7	3.7	0.68	1.62	0.53	792.5	21.5	36.94	RAMP
(7004, 107)	735	736	77	0	0.9	37.9	52.3	4.0	3.1	0.8	0.79	1.38	0.29	395.0	9.1	43.39	RAMP
(107, 104)	736	738	405	0	1.8	69.0	105.7	8.6	6.1	2.5	0.71	1.53	0.44	458.5	11.7	39.18	RAMP
(110, 109)	1865	1863	48	2	1.2	65.7	74.3	2.4	2.3	0.1	0.97	1.13	0.04	932.2	17.6	53.06	RAMP
(96, 110)	1864	1865	42	1	0.9	47.3	53.5	1.7	1.7	0.1	0.97	1.13	0.04	932.3	17.6	53.08	RAMP

(127, 97)	373	373	239	0	1.2	41.9	71.1	11.4	7.4	4.0	0.65	1.70	0.60	319.2	9.0	35.37	RAMP
(96, 128)	4133	4128	1171	13	18.8	1173.2	1127.8	16.4	15.9	0.5	0.97	0.96	0.03	825.9	13.2	62.41	FRWY
(128, 129)	514	516	1	1	1.7	88.2	101.2	11.8	11.3	0.5	0.96	1.15	0.05	511.8	9.8	52.32	RAMP
(132, 130)	5741	5741	1162	12	14.3	853.6	859.7	9.0	8.3	0.7	0.92	1.01	0.08	1030.2	17.3	59.58	FRWY
(131, 130)	263	262	0	1	0.2	11.3	13.5	3.1	2.9	0.2	0.93	1.19	0.09	262.2	5.2	50.40	RAMP
(151, 132)	5040	5025	499	33	23.0	1422.0	1378.0	16.4	15.7	0.7	0.96	0.97	0.04	1007.2	16.3	61.92	FRWY
(105, 137)	4356	4357	736	18	16.2	1014.3	973.1	13.4	12.9	0.5	0.96	0.96	0.03	871.5	13.9	62.54	FRWY
(98, 138)	1412	1412	8	5	2.6	137.4	158.8	6.8	6.4	0.4	0.95	1.16	0.06	1373.8	26.5	51.90	RAMP
(138, 139)	1412	1412	121	0	1.0	53.5	60.7	2.6	2.5	0.1	0.96	1.13	0.04	706.0	13.4	52.86	RAMP
(141, 140)	1303	1303	390	0	3.1	104.4	183.2	8.4	5.2	3.2	0.62	1.76	0.66	651.5	19.1	34.18	RAMP
(140, 101)	1303	1302	0	1	4.0	184.3	239.3	11.0	9.3	1.8	0.84	1.30	0.21	1302.8	28.2	46.21	RAMP
(105, 143)	1196	1198	0	0	1.4	70.3	81.6	4.1	3.8	0.3	0.94	1.16	0.07	1196.9	23.2	51.64	RAMP
(7005, 127)	373	373	13	0	0.3	8.6	17.1	2.3	1.6	0.8	0.67	1.99	0.65	220.3	7.3	30.10	RAMP
(129,7006)	516	515	0	1	0.6	23.0	34.0	4.0	3.4	0.6	0.85	1.47	0.21	257.6	6.3	40.68	RAMP
(147, 148)	443	442	0	1	0.7	34.8	44.1	6.0	5.6	0.3	0.94	1.27	0.07	442.2	9.3	47.32	RAMP
(148, 137)	442	442	0	0	0.5	25.6	30.1	4.1	3.8	0.3	0.93	1.18	0.09	442.0	8.7	51.04	RAMP
(163, 149)	5069	5054	1811	54	47.9	3038.3	2874.9	33.8	33.1	0.8	0.98	0.95	0.02	1019.2	16.1	63.41	FRWY
(311, 150)	6096	6094	578	18	23.0	1377.1	1377.3	13.5	12.5	1.0	0.93	1.00	0.07	1220.0	20.3	59.99	FRWY
(152, 153)	6005	6002	513	6	3.9	227.4	233.9	2.3	2.1	0.2	0.90	1.03	0.10	1091.3	18.7	58.33	FRWY
(130, 152)	6003	6005	4739	22	24.7	1478.5	1483.8	14.8	13.7	1.1	0.92	1.00	0.08	1123.3	18.8	59.79	FRWY
(100, 154)	3210	3210	243	15	15.9	1020.4	951.2	17.6	17.4	0.2	0.99	0.93	0.01	649.5	10.1	64.37	FRWY
(101, 155)	4503	4503	1938	14	18.5	1109.3	1108.6	14.8	13.7	1.1	0.93	1.00	0.07	842.8	14.0	60.04	FRWY

(155, 156)	4503	4507	917	1	2.7	170.6	164.5	2.2	2.1	0.1	0.96	0.96	0.04	901.0	14.5	62.23	FRWY
(104, 157)	5571	5558	3136	29	27.2	1582.0	1632.8	17.6	15.8	1.8	0.90	1.03	0.11	1044.1	18.0	58.13	FRWY
(157, 158)	5558	5555	215	7	3.6	210.5	214.9	2.3	2.1	0.2	0.91	1.02	0.10	1111.6	18.9	58.79	FRWY
(137, 159)	4799	4802	1572	11	14.2	848.2	849.7	10.6	9.8	0.8	0.92	1.00	0.08	867.1	14.5	59.89	FRWY
(150, 151)	6094	6085	259	13	13.8	828.0	830.9	8.2	7.6	0.6	0.93	1.00	0.07	1217.8	20.4	59.79	FRWY
(325, 95)	4031	4022	795	37	39.8	2498.9	2386.5	35.6	34.5	1.1	0.97	0.96	0.03	805.3	12.8	62.82	FRWY
(102, 160)	650	650	7	0	0.9	51.7	56.9	5.2	5.2	0.0	0.99	1.10	0.01	325.0	6.0	54.56	RAMP
(98, 99)	2578	2571	302	22	17.4	1094.5	1041.2	24.3	23.6	0.6	0.97	0.95	0.02	515.1	8.2	63.07	FRWY
(99, 164)	2571	2569	193	11	11.4	721.2	681.8	15.9	15.6	0.3	0.98	0.95	0.02	513.9	8.1	63.47	FRWY
(295, 200)	2432	2431	462	6	5.7	269.4	343.9	8.5	8.4	0.1	0.98	1.28	0.02	967.8	20.6	47.01	FRWY
(203, 201)	2436	2434	33	3	1.4	84.6	81.0	1.8	1.7	0.1	0.96	0.96	0.03	1354.3	21.6	62.66	FRWY
(200, 199)	2184	2183	93	5	4.1	180.2	246.3	6.8	6.6	0.2	0.98	1.37	0.03	1091.3	24.9	43.90	FRWY
(179, 178)	1316	1314	53	4	2.3	124.6	139.2	6.3	6.2	0.1	0.98	1.12	0.02	658.1	12.3	53.71	FRWY
(180, 179)	1313	1316	180	0	4.6	249.0	277.4	12.7	12.4	0.2	0.98	1.11	0.02	536.5	10.0	53.86	FRWY
(181, 180)	1224	1221	37	3	2.1	115.0	127.8	6.3	6.2	0.1	0.98	1.11	0.02	611.0	11.3	54.00	FRWY
(199, 198)	2183	2182	155	7	5.2	226.8	311.9	8.6	8.3	0.3	0.97	1.38	0.04	1092.5	25.0	43.62	FRWY
(198, 197)	2435	2437	562	8	10.9	559.5	654.7	16.1	15.0	1.1	0.93	1.17	0.08	1027.8	20.0	51.27	FRWY
(197, 196)	2884	2882	747	14	15.8	818.9	949.0	19.8	18.6	1.1	0.94	1.16	0.07	1253.2	24.2	51.77	FRWY
(196, 195)	2882	2883	510	28	27.1	1410.3	1624.9	33.8	32.1	1.7	0.95	1.15	0.06	1442.5	27.7	52.07	FRWY
(182, 181)	1218	1224	139	5	7.3	395.8	439.5	21.6	21.2	0.4	0.98	1.11	0.02	611.4	11.3	54.04	FRWY
(183, 182)	1919	1919	196	11	10.2	545.5	611.9	19.1	18.6	0.5	0.97	1.12	0.03	960.0	17.9	53.49	FRWY
(184, 183)	1919	1919	485	12	12.9	704.0	776.8	24.1	23.8	0.3	0.99	1.10	0.01	968.5	17.8	54.38	FRWY
(205, 204)	450	448	0	2	0.4	15.7	21.8	2.9	2.8	0.1	0.96	1.39	0.06	449.2	10.4	43.01	RAMP

(204, 197)	448	447	0	2	0.6	26.1	36.2	4.9	4.7	0.2	0.97	1.39	0.05	447.6	10.3	43.29	RAMP
(182, 193)	701	702	94	1	1.4	78.1	82.1	7.0	6.2	0.9	0.88	1.05	0.13	470.8	8.2	57.07	RAMP
(193, 194)	702	700	42	2	0.8	50.6	50.2	4.3	4.0	0.3	0.93	0.99	0.07	336.8	5.6	60.47	RAMP
(208, 209)	92	92	0	0	0.2	7.9	9.9	6.5	6.2	0.2	0.97	1.25	0.04	92.0	1.9	47.91	RAMP
(207, 198)	253	253	0	0	0.4	16.0	22.4	5.3	5.1	0.2	0.95	1.40	0.06	253.0	5.9	42.79	RAMP
(206, 207)	252	253	0	0	0.2	7.2	11.7	2.8	2.6	0.2	0.92	1.64	0.13	252.0	6.9	36.61	RAMP
(200, 210)	247	247	0	0	0.3	12.8	17.4	4.2	4.2	0.1	0.98	1.36	0.02	247.0	5.6	44.03	RAMP
(210, 211)	247	247	0	0	0.2	10.1	14.9	3.6	3.6	0.0	1.00	1.47	0.00	247.0	6.1	40.73	RAMP
(178, 202)	1314	1313	10	2	0.7	38.3	42.2	1.9	1.6	0.3	0.84	1.10	0.18	657.0	12.0	54.54	FRWY
(139,7009)	1412	1411	0	2	0.8	44.4	50.4	2.1	2.1	0.1	0.96	1.14	0.04	705.6	13.4	52.84	RAMP
(7010, 141)	1305	1303	377	2	2.4	111.8	146.6	6.5	5.4	1.1	0.83	1.31	0.22	680.2	14.9	45.77	RAMP
(211,7011)	247	246	0	1	0.3	11.1	19.7	4.8	4.6	0.2	0.97	1.77	0.06	247.0	7.3	33.90	RAMP
(7012, 206)	252	252	0	0	0.2	6.3	11.4	2.3	2.2	0.1	0.95	1.81	0.10	294.5	8.9	33.19	RAMP
(7014, 205)	450	450	0	1	0.6	22.7	33.1	4.1	3.8	0.3	0.92	1.46	0.12	483.9	11.8	41.16	RAMP
(194,7015)	700	699	0	1	0.4	22.5	23.9	2.0	1.8	0.3	0.87	1.06	0.14	233.3	4.1	56.56	RAMP
(201, 295)	2434	2432	33	8	6.0	343.4	361.8	8.9	8.9	0.1	0.99	1.05	0.01	1216.7	21.4	56.94	FRWY
(149, 298)	5054	5060	394	20	23.0	1438.0	1379.2	16.3	15.8	0.6	0.96	0.96	0.03	1012.4	16.2	62.56	FRWY
(533, 299)	6121	6124	2398	4	13.2	643.5	793.0	7.8	6.0	1.8	0.77	1.23	0.28	1053.5	21.6	48.68	FRWY
(299, 300)	6815	6808	1997	42	34.2	1934.0	2054.1	18.1	15.8	2.3	0.87	1.06	0.13	1284.5	22.7	56.49	FRWY
(300, 301)	6808	6805	1093	57	54.6	3345.3	3274.8	28.9	27.3	1.6	0.95	0.98	0.05	1361.3	22.2	61.29	FRWY
(301, 302)	6805	6813	3973	28	26.4	1611.0	1582.2	13.9	13.1	0.8	0.94	0.98	0.06	1224.8	20.0	61.09	FRWY
(302, 303)	6813	6812	6199	32	31.7	1934.8	1903.4	16.8	15.8	0.9	0.94	0.98	0.05	972.9	16.0	60.99	FRWY

(303, 304)	6055	6052	1983	16	18.8	1157.2	1127.9	11.2	10.7	0.5	0.96	0.97	0.04	1009.3	16.4	61.56	FRWY
(304, 305)	5251	5243	1651	14	15.0	908.1	898.5	10.3	9.6	0.7	0.94	0.99	0.06	1023.7	16.9	60.64	FRWY
(305, 306)	5243	5253	868	18	24.0	1491.7	1442.5	16.5	15.9	0.6	0.96	0.97	0.03	875.1	14.1	62.04	FRWY
(306, 307)	4177	4173	533	23	23.7	1485.3	1419.2	20.4	19.8	0.6	0.97	0.96	0.03	834.8	13.3	62.80	FRWY
(187, 310)	5025	5027	1197	8	10.9	643.4	655.1	7.8	7.1	0.7	0.91	1.02	0.09	887.0	15.1	58.93	FRWY
(310, 311)	6083	6096	3464	25	29.5	1730.6	1770.9	17.4	15.8	1.6	0.91	1.02	0.10	1114.3	19.0	58.63	FRWY
(159, 312)	4802	4805	169	6	8.4	515.9	505.1	6.3	6.0	0.3	0.94	0.98	0.05	960.8	15.7	61.28	FRWY
(312, 313)	4805	4804	241	12	13.8	848.9	828.4	10.3	9.9	0.5	0.96	0.98	0.04	960.8	15.6	61.49	FRWY
(248, 314)	3877	3870	287	21	17.7	1100.7	1064.4	16.5	15.9	0.6	0.96	0.97	0.04	774.9	12.5	62.04	FRWY
(314, 315)	2980	2980	149	6	6.5	410.3	389.8	7.8	7.6	0.2	0.97	0.95	0.02	595.9	9.4	63.15	FRWY
(555, 316)	4554	4539	1581	41	30.4	1906.8	1825.8	24.1	23.3	0.8	0.97	0.96	0.03	658.4	10.5	62.66	FRWY
(316, 317)	4539	4528	1250	24	13.6	858.6	816.6	10.8	10.5	0.3	0.97	0.95	0.03	755.5	12.0	63.08	FRWY
(317, 318)	4528	4523	539	14	20.6	1286.2	1237.7	16.4	15.8	0.6	0.96	0.96	0.04	848.9	13.6	62.35	FRWY
(318, 319)	5068	5084	1161	17	23.7	1441.6	1422.5	16.8	15.8	1.0	0.94	0.99	0.06	957.4	15.7	60.81	FRWY
(319, 320)	5084	5088	245	2	11.3	707.9	680.7	8.0	7.7	0.3	0.96	0.96	0.04	1017.0	16.3	62.40	FRWY
(320, 321)	5088	5082	2501	28	26.3	1606.4	1575.6	18.6	17.5	1.1	0.94	0.98	0.06	1017.0	16.6	61.18	FRWY
(321, 322)	5082	5077	1019	23	23.5	1443.5	1412.7	16.7	15.9	0.8	0.96	0.98	0.04	881.1	14.4	61.31	FRWY
(322, 323)	3664	3654	367	17	19.5	1227.3	1170.2	19.2	18.6	0.6	0.97	0.95	0.03	732.2	11.6	62.93	FRWY
(323, 324)	3834	3827	408	17	10.4	648.1	622.2	9.8	9.4	0.4	0.96	0.96	0.03	695.5	11.1	62.50	FRWY
(324, 325)	4039	4031	639	24	18.3	1147.4	1099.5	16.3	15.8	0.6	0.97	0.96	0.03	762.0	12.2	62.61	FRWY
(7023, 147)	443	443	0	0	0.5	17.1	27.1	3.3	2.8	0.5	0.84	1.58	0.25	487.8	12.9	37.88	RAMP
(143,7025)	1198	1199	0	0	0.8	34.5	46.3	2.3	2.0	0.3	0.87	1.34	0.18	1198.3	26.8	44.70	RAMP
(144, 131)	263	263	0	0	0.2	7.3	9.0	2.1	2.0	0.1	0.98	1.23	0.03	263.0	5.4	48.59	RAMP

(7022, 144)	265	263	0	2	0.2	9.3	12.7	2.6	2.3	0.3	0.89	1.35	0.14	292.1	6.6	44.28	RAMP
(347, 348)	932	933	41	0	0.7	38.5	44.8	2.9	2.8	0.0	0.99	1.16	0.01	466.5	9.0	51.60	RAMP
(348, 349)	933	935	63	0	1.2	59.9	73.5	4.7	4.6	0.1	0.98	1.23	0.03	466.8	9.5	48.94	RAMP
(560, 370)	2487	2489	503	4	3.7	235.6	220.8	5.3	5.3	0.1	0.99	0.94	0.01	414.6	6.5	64.02	FRWY
(370, 371)	2489	2494	770	8	8.4	520.6	502.5	12.1	11.6	0.5	0.96	0.97	0.04	421.9	6.8	62.16	FRWY
(371, 372)	2494	2492	853	13	11.2	695.3	671.1	16.2	15.5	0.7	0.96	0.97	0.04	532.7	8.6	62.16	FRWY
(372, 373)	3248	3248	1586	5	9.3	565.2	560.4	10.4	9.7	0.7	0.93	0.99	0.07	649.5	10.7	60.51	FRWY
(373, 374)	3248	3250	149	3	5.7	357.6	342.8	6.3	6.1	0.2	0.97	0.96	0.03	649.9	10.4	62.58	FRWY
(374, 375)	3250	3251	223	3	9.1	565.6	547.4	10.1	9.8	0.3	0.97	0.97	0.03	649.9	10.5	61.99	FRWY
(375, 376)	2530	2523	227	17	11.6	733.7	696.8	16.5	16.1	0.4	0.97	0.95	0.02	631.8	10.0	63.18	FRWY
(376, 377)	2812	2811	482	5	6.3	393.4	379.7	8.1	7.8	0.3	0.96	0.97	0.04	609.9	9.8	62.17	FRWY
(377, 378)	3164	3168	1090	11	12.6	779.4	758.6	14.4	13.7	0.7	0.95	0.97	0.05	728.4	11.8	61.64	FRWY
(381, 382)	997	996	22	1	1.0	41.3	59.3	3.6	3.5	0.0	0.99	1.43	0.01	498.2	11.9	41.83	RAMP
(378, 384)	3168	3168	43	2	1.9	120.0	114.8	2.2	2.1	0.1	0.97	0.96	0.03	792.0	12.6	62.71	FRWY
(384, 385)	3168	3174	211	10	12.5	780.6	747.7	14.2	13.7	0.4	0.97	0.96	0.03	792.6	12.7	62.64	FRWY
(385, 386)	2770	2774	380	11	21.1	1338.6	1267.2	27.5	26.8	0.6	0.98	0.95	0.02	692.1	10.9	63.38	FRWY
(402, 403)	1056	1057	479	1	3.2	145.7	193.3	11.0	9.8	1.2	0.89	1.33	0.14	528.2	11.7	45.22	RAMP
(401, 381)	997	997	15	1	0.8	39.1	46.5	2.8	2.8	0.0	1.00	1.19	0.01	498.7	9.9	50.45	RAMP
(395, 396)	2722	2723	199	5	9.5	595.6	569.9	12.6	12.2	0.4	0.97	0.96	0.03	680.7	10.9	62.70	FRWY
(394, 395)	3709	3712	117	6	6.4	393.4	386.7	6.3	6.0	0.2	0.96	0.98	0.04	741.9	12.2	61.05	FRWY
(393, 394)	3710	3709	320	13	10.6	660.5	635.2	10.3	9.9	0.4	0.96	0.96	0.04	742.0	11.9	62.40	FRWY
(392, 393)	3711	3710	1027	4	6.5	393.5	389.6	6.3	5.9	0.4	0.93	0.99	0.06	742.0	12.2	60.60	FRWY

(391, 392)	3130	3125	1594	14	10.4	640.2	622.9	12.0	11.4	0.6	0.95	0.97	0.05	707.5	11.5	61.67	FRWY
(390, 391)	2769	2771	291	9	13.0	817.7	781.5	16.9	16.4	0.5	0.97	0.96	0.03	692.8	11.0	62.78	FRWY
(389, 390)	3464	3465	310	13	15.9	983.8	954.0	16.5	15.9	0.6	0.96	0.97	0.04	865.8	14.0	61.88	FRWY
(388, 389)	3468	3464	114	7	5.2	322.4	309.7	5.4	5.2	0.2	0.96	0.96	0.03	866.7	13.9	62.46	FRWY
(387, 388)	3463	3468	1397	11	15.8	984.8	948.9	16.4	15.8	0.6	0.96	0.96	0.04	806.2	12.9	62.27	FRWY
(166, 404)	3470	3473	162	9	7.8	493.3	470.8	8.1	7.9	0.2	0.98	0.95	0.02	868.2	13.8	62.87	FRWY
(404, 387)	3222	3221	355	17	15.7	990.0	942.6	17.6	17.1	0.5	0.97	0.95	0.03	805.6	12.8	63.01	FRWY
(306, 405)	1076	1077	72	2	1.9	100.6	112.4	6.3	6.1	0.1	0.98	1.12	0.03	538.5	10.0	53.66	RAMP
(558, 406)	1077	1079	61	1	1.5	67.3	89.7	5.0	4.9	0.1	0.98	1.33	0.03	467.8	10.4	45.06	FRWY
(351, 408)	936	938	229	1	1.3	56.2	79.8	5.1	4.8	0.3	0.94	1.42	0.09	468.3	11.1	42.28	RAMP
(408, 409)	938	937	103	3	2.7	110.8	160.5	10.3	9.4	0.8	0.92	1.45	0.12	633.3	15.3	41.44	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1080	1073	93	8	3.5	155.6	211.5	11.8	11.6	0.2	0.98	1.36	0.02	537.8	12.2	44.15	FRWY
(349, 350)	935	935	116	2	4.2	205.8	250.7	16.1	15.8	0.2	0.98	1.22	0.02	467.5	9.5	49.25	RAMP
(350, 351)	935	936	73	0	3.5	155.1	207.1	13.3	13.1	0.2	0.99	1.33	0.02	467.6	10.4	44.95	RAMP
(559, 407)	2008	2013	733	12	12.0	584.1	722.0	21.5	20.9	0.6	0.97	1.24	0.04	670.6	13.8	48.55	FRWY
(407, 411)	399	400	0	0	0.6	31.1	38.0	5.7	5.6	0.1	0.98	1.22	0.02	399.5	8.1	49.15	FRWY
(406, 413)	1079	1080	75	5	2.0	87.1	118.8	6.6	6.5	0.1	0.98	1.36	0.03	539.9	12.3	44.01	FRWY
(161,7031)	686	685	0	1	0.9	40.5	51.3	4.5	4.2	0.2	0.95	1.27	0.07	342.7	7.2	47.40	FRWY
(7032, 435)	755	755	0	1	0.8	36.3	49.2	3.6	3.2	0.4	0.88	1.36	0.16	814.8	18.4	44.24	RAMP
(435, 436)	755	756	0	0	0.7	31.6	39.5	3.1	3.0	0.1	0.96	1.25	0.05	755.3	15.7	48.02	RAMP
(436, 372)	756	756	0	0	0.8	41.5	49.7	3.9	3.6	0.3	0.91	1.20	0.11	756.0	15.1	50.14	RAMP
(395, 437)	990	992	46	0	1.9	100.9	112.0	6.8	6.7	0.1	0.98	1.11	0.02	495.2	9.2	54.08	RAMP

(437,7033)	992	989	0	3	1.5	73.2	89.5	5.4	5.2	0.2	0.96	1.22	0.05	495.5	10.1	49.06	RAMP
(7034, 440)	667	667	0	0	0.7	29.0	39.2	3.2	2.9	0.4	0.89	1.35	0.15	725.9	16.3	44.42	RAMP
(440, 441)	667	667	0	0	0.5	23.9	29.5	2.7	2.6	0.1	0.97	1.24	0.04	667.0	13.7	48.52	RAMP
(7035, 443)	289	290	0	1	0.3	11.6	20.5	3.9	2.9	1.0	0.75	1.77	0.44	317.4	9.4	33.89	RAMP
(443, 444)	290	292	0	0	0.3	11.5	15.4	3.2	2.8	0.3	0.90	1.34	0.14	291.0	6.5	44.76	RAMP
(444, 376)	292	289	0	5	0.7	38.9	44.4	9.1	8.8	0.4	0.96	1.14	0.05	291.0	5.5	52.63	RAMP
(375, 442)	721	720	14	1	0.9	49.5	55.1	4.6	4.5	0.1	0.98	1.11	0.02	360.3	6.7	53.91	RAMP
(442,7036)	720	720	0	1	0.7	34.1	40.8	3.4	3.3	0.1	0.97	1.20	0.04	359.9	7.2	50.13	RAMP
(7037, 454)	350	350	0	0	0.4	16.5	21.9	3.5	3.1	0.3	0.90	1.33	0.13	378.6	8.4	45.17	RAMP
(454, 455)	350	351	0	0	0.3	16.6	20.3	3.5	3.4	0.1	0.98	1.22	0.02	350.1	7.1	49.21	RAMP
(455, 377)	351	353	0	0	0.5	25.4	29.2	5.0	4.7	0.3	0.95	1.15	0.06	351.5	6.7	52.21	RAMP
(390, 458)	696	695	0	5	1.7	90.7	103.6	8.9	8.6	0.4	0.96	1.14	0.04	696.1	13.2	52.54	RAMP
(456, 457)	359	359	0	0	0.2	10.9	14.4	2.4	2.2	0.2	0.91	1.32	0.12	359.0	7.9	45.44	RAMP
(457, 391)	359	359	0	0	0.2	9.9	12.3	2.1	1.8	0.2	0.89	1.24	0.14	359.0	7.4	48.55	RAMP
(7038, 456)	359	359	0	0	0.2	9.3	14.2	2.1	1.6	0.4	0.79	1.52	0.32	414.8	10.5	39.37	RAMP
(458,7039)	695	693	0	2	0.6	27.7	34.3	3.0	2.8	0.2	0.94	1.24	0.07	693.3	14.3	48.54	RAMP
(7040, 466)	587	586	0	1	0.6	26.5	36.3	3.4	3.0	0.4	0.88	1.37	0.17	637.1	14.5	43.87	RAMP
(466, 467)	586	585	0	2	0.5	24.3	30.1	3.1	3.0	0.1	0.96	1.24	0.04	585.3	12.1	48.37	RAMP
(467, 392)	585	586	0	1	0.6	32.9	38.9	4.0	3.7	0.3	0.92	1.18	0.09	585.7	11.5	50.86	RAMP
(309,7043)	1451	1452	0	3	2.3	108.9	135.7	5.6	5.4	0.2	0.97	1.25	0.04	726.3	15.1	48.17	FRWY
(7044, 483)	548	545	0	4	0.9	42.4	55.9	5.9	5.3	0.5	0.91	1.32	0.12	572.8	12.6	45.54	RAMP
(484, 318)	545	545	0	1	0.7	36.9	43.5	4.8	4.4	0.4	0.92	1.18	0.09	544.9	10.7	50.96	RAMP

(483, 484)	545	545	0	0	0.5	26.7	33.0	3.6	3.5	0.1	0.97	1.23	0.04	545.0	11.2	48.61	RAMP
(303, 487)	757	757	0	0	0.8	42.7	48.6	3.8	3.7	0.1	0.96	1.14	0.04	757.0	14.3	52.78	RAMP
(487, 488)	757	757	0	0	1.5	71.3	87.2	6.9	6.7	0.2	0.97	1.22	0.04	757.0	15.4	49.00	RAMP
(488,7046)	757	756	0	1	0.9	41.8	53.3	4.2	4.0	0.2	0.95	1.28	0.07	756.0	16.1	47.05	RAMP
(489, 490)	1219	1218	95	1	2.0	68.3	121.4	6.0	4.1	1.9	0.68	1.78	0.57	910.4	27.0	33.74	RAMP
(7047, 489)	1220	1219	589	1	1.6	53.5	94.3	4.3	2.9	1.3	0.68	1.76	0.56	663.3	19.5	34.06	RAMP
(7045, 531)	694	692	126	2	0.9	33.3	56.8	4.6	2.5	2.1	0.54	1.70	0.78	374.1	10.6	35.20	RAMP
(531, 532)	692	692	4	0	0.6	27.3	36.0	3.1	2.2	0.9	0.70	1.32	0.39	467.3	10.3	45.47	RAMP
(532, 299)	692	691	0	1	0.5	27.2	31.5	2.7	2.2	0.5	0.80	1.16	0.23	691.2	13.3	51.92	RAMP
(322, 522)	1413	1412	18	2	1.2	63.4	70.1	3.0	2.9	0.0	0.99	1.11	0.02	705.8	13.0	54.21	RAMP
(7049, 523)	180	180	0	0	0.2	6.8	10.7	3.3	3.1	0.2	0.94	1.58	0.09	198.3	5.2	37.95	RAMP
(523, 524)	180	181	0	0	0.3	14.2	18.8	6.2	5.6	0.6	0.90	1.32	0.13	180.6	4.0	45.31	RAMP
(524, 323)	181	180	0	3	0.3	13.7	15.7	5.2	4.9	0.3	0.95	1.14	0.06	181.5	3.5	52.42	RAMP
(298, 533)	4402	4397	640	30	23.6	1473.1	1415.5	19.3	18.6	0.7	0.96	0.96	0.04	879.9	14.1	62.44	FRWY
(7050, 529)	1724	1724	758	0	2.2	63.9	130.2	4.1	3.0	1.1	0.74	2.04	0.53	953.3	32.4	29.46	RAMP
(529, 530)	1724	1724	117	0	1.8	53.2	108.9	3.8	2.2	1.6	0.59	2.05	0.84	959.1	32.7	29.32	RAMP
(530, 533)	1724	1724	0	0	3.9	162.9	236.4	8.2	6.2	2.0	0.75	1.45	0.36	1724.0	41.7	41.36	RAMP
(7051, 525)	212	212	0	0	0.2	9.6	12.5	3.3	3.0	0.3	0.91	1.31	0.11	230.4	5.0	45.74	RAMP
(525, 526)	212	212	0	0	0.3	16.0	19.4	5.5	5.4	0.1	0.99	1.22	0.02	212.0	4.3	49.36	RAMP
(526, 324)	212	212	0	0	0.4	21.0	23.7	6.7	6.5	0.3	0.96	1.13	0.04	212.0	4.0	53.04	RAMP
(298, 534)	658	659	0	2	1.0	60.8	59.3	5.4	5.1	0.3	0.94	0.98	0.05	659.1	10.7	61.50	RAMP
(534,7052)	659	659	0	1	0.6	33.3	34.8	3.2	2.8	0.4	0.88	1.05	0.12	658.9	11.5	57.39	RAMP
(313, 347)	934	932	40	2	1.4	72.1	81.3	5.2	5.1	0.2	0.97	1.13	0.04	737.4	13.9	53.20	RAMP

(522,7048)	1412	1412	0	1	1.3	66.3	77.6	3.3	3.2	0.1	0.98	1.17	0.02	705.9	13.8	51.30	RAMP
(405, 558)	1077	1077	7	0	0.8	42.6	49.3	2.7	2.7	0.0	0.99	1.16	0.01	359.0	6.9	51.90	FRWY
(409, 559)	2010	2008	175	2	2.9	125.2	171.3	5.1	5.0	0.1	0.98	1.37	0.03	669.8	15.3	43.86	FRWY
(369, 560)	2484	2487	233	6	7.6	470.9	456.5	11.0	10.5	0.5	0.95	0.97	0.04	414.4	6.7	61.89	FRWY
(97, 563)	3992	3986	769	18	18.2	1133.4	1090.4	16.4	15.8	0.6	0.96	0.96	0.04	752.7	12.1	62.36	FRWY
(10, 11)	1331	1330	39	3	2.3	148.8	140.5	6.3	6.2	0.1	0.98	0.94	0.02	443.2	7.0	63.54	FRWY
(11, 12)	1330	1334	46	3	2.3	145.1	137.0	6.2	6.1	0.1	0.98	0.94	0.02	444.1	7.0	63.53	FRWY
(12, 13)	1334	1333	15	1	1.3	83.8	79.2	3.6	3.5	0.1	0.98	0.94	0.02	444.5	7.0	63.55	FRWY
(13, 14)	1333	1332	22	2	1.3	84.4	79.7	3.6	3.5	0.1	0.98	0.94	0.02	444.5	7.0	63.50	FRWY
(14, 15)	1332	1331	22	1	1.4	86.5	81.7	3.7	3.6	0.1	0.98	0.95	0.02	443.7	7.0	63.48	FRWY
(15, 16)	2507	2510	381	5	7.9	474.9	471.2	11.3	10.5	0.7	0.93	0.99	0.07	626.9	10.4	60.47	FRWY
(16, 17)	2510	2511	74	3	3.8	237.8	226.4	5.4	5.3	0.1	0.97	0.95	0.02	627.9	10.0	63.05	FRWY
(17, 18)	2511	2511	152	5	7.5	475.0	451.8	10.8	10.5	0.3	0.97	0.95	0.02	627.6	10.0	63.08	FRWY
(18, 19)	2511	2508	143	8	6.7	424.9	404.0	9.7	9.4	0.2	0.98	0.95	0.02	627.4	9.9	63.11	FRWY
(19, 20)	2508	2508	131	3	5.9	370.4	352.5	8.4	8.2	0.2	0.97	0.95	0.02	626.9	9.9	63.05	FRWY
(20, 21)	2508	2512	135	2	5.9	373.6	355.8	8.5	8.3	0.2	0.97	0.95	0.03	627.4	10.0	63.00	FRWY
(21, 22)	2512	2512	92	4	4.2	263.1	250.4	6.0	5.8	0.2	0.97	0.95	0.02	627.9	10.0	63.04	FRWY
(22, 23)	2512	2512	197	8	8.9	561.7	534.2	12.8	12.4	0.3	0.97	0.95	0.02	627.8	10.0	63.08	FRWY
(24, 25)	2508	2499	313	13	6.0	372.3	359.8	8.6	8.3	0.4	0.96	0.97	0.04	626.1	10.1	62.08	FRWY
(25, 26)	2499	2498	80	4	3.8	236.5	226.3	5.4	5.3	0.2	0.97	0.96	0.03	624.5	10.0	62.73	FRWY
(26, 27)	2498	2502	105	10	7.8	473.1	469.2	11.3	10.9	0.4	0.97	0.99	0.03	624.5	10.3	60.49	FRWY
(190, 255)	767	766	44	1	2.3	145.1	136.3	10.7	10.5	0.2	0.98	0.94	0.02	383.1	6.0	63.87	FRWY

(255, 257)	1202	1207	568	1	3.0	182.5	179.3	8.9	8.4	0.5	0.94	0.98	0.06	469.9	7.7	61.07	FRWY
(257, 280)	1207	1208	43	1	1.8	114.3	108.7	5.4	5.3	0.1	0.97	0.95	0.03	603.5	9.6	63.08	FRWY
(280, 282)	1578	1586	503	3	7.2	449.9	432.6	16.4	15.8	0.6	0.96	0.96	0.04	625.1	10.0	62.39	FRWY
(282, 32)	1586	1586	91	0	3.6	226.2	215.3	8.1	7.9	0.2	0.97	0.95	0.03	793.0	12.6	63.03	RAMP
(32, 33)	2500	2497	133	7	5.6	354.8	335.3	8.1	7.9	0.2	0.98	0.94	0.02	499.6	7.9	63.50	FRWY
(33, 34)	2497	2490	134	9	5.6	354.5	334.3	8.0	7.9	0.1	0.98	0.94	0.02	499.1	7.8	63.61	FRWY
(34, 35)	2490	2491	100	3	5.6	357.1	336.5	8.1	8.0	0.1	0.98	0.94	0.02	498.2	7.8	63.68	FRWY
(35, 36)	2491	2494	101	3	5.8	372.4	350.7	8.4	8.3	0.1	0.98	0.94	0.02	498.4	7.8	63.70	FRWY
(36, 37)	2494	2496	130	2	6.4	410.9	386.9	9.3	9.1	0.2	0.98	0.94	0.02	499.3	7.8	63.72	FRWY
(37, 54)	2496	2490	148	13	7.4	470.4	442.8	10.7	10.5	0.2	0.98	0.94	0.02	498.7	7.8	63.74	FRWY
(54, 55)	2601	2604	219	4	5.1	320.4	303.6	7.0	6.8	0.2	0.98	0.95	0.02	457.2	7.2	63.32	FRWY
(55, 56)	2604	2603	80	2	3.9	246.5	232.6	5.4	5.3	0.1	0.98	0.94	0.02	520.7	8.2	63.59	FRWY
(56, 57)	2812	2815	425	6	8.4	532.8	506.6	10.8	10.5	0.3	0.97	0.95	0.02	516.2	8.2	63.10	FRWY
(57, 58)	2815	2817	71	2	4.2	266.6	251.6	5.4	5.3	0.1	0.98	0.94	0.02	563.1	8.9	63.58	FRWY
(58, 59)	2817	2818	731	3	4.9	309.5	291.9	6.2	6.1	0.1	0.98	0.94	0.02	563.6	8.9	63.62	FRWY
(59, 60)	2818	2809	385	14	7.1	449.1	426.9	9.1	8.9	0.2	0.97	0.95	0.02	562.6	8.9	63.13	FRWY
(60, 61)	2809	2812	1881	7	12.9	798.7	776.0	16.6	15.9	0.7	0.96	0.97	0.04	562.3	9.1	61.76	FRWY
(61, 62)	2168	2166	49	4	6.7	410.4	400.6	11.1	10.7	0.3	0.97	0.98	0.03	433.3	7.1	61.46	FRWY
(62, 63)	1207	1207	75	0	4.0	253.5	237.5	11.8	11.7	0.1	0.99	0.94	0.01	301.7	4.7	64.04	FRWY
(63, 64)	1207	1209	78	3	4.1	263.2	246.4	12.2	12.1	0.1	0.99	0.94	0.01	302.3	4.7	64.07	FRWY
(64, 65)	1530	1531	467	6	4.7	289.6	279.8	11.0	10.5	0.4	0.96	0.97	0.04	343.7	5.5	62.10	FRWY
(65, 66)	1531	1534	46	0	2.3	145.1	137.0	5.4	5.3	0.1	0.98	0.94	0.02	383.0	6.0	63.56	FRWY
(66, 67)	1534	1532	821	13	4.3	272.0	256.2	10.0	9.9	0.2	0.98	0.94	0.02	382.8	6.0	63.69	FRWY

(67, 68)	1532	1534	116	2	6.1	377.5	365.1	14.3	13.7	0.6	0.96	0.97	0.04	383.3	6.2	62.04	FRWY
(68, 69)	1534	1536	406	3	7.1	436.0	423.7	16.6	16.2	0.4	0.98	0.97	0.02	315.3	5.1	61.73	FRWY
(69, 70)	542	540	25	2	2.7	173.9	162.2	18.0	17.8	0.1	0.99	0.93	0.01	135.5	2.1	64.36	FRWY
(70, 71)	540	540	8	1	1.2	79.6	74.0	8.2	8.2	0.0	0.99	0.93	0.00	135.0	2.1	64.52	FRWY
(71, 72)	668	670	182	5	3.0	190.0	178.6	16.0	15.8	0.2	0.98	0.94	0.01	155.5	2.4	63.82	FRWY
(72, 73)	670	668	306	3	4.4	280.3	261.1	23.4	23.3	0.2	0.99	0.93	0.01	167.0	2.6	64.42	FRWY
(73, 74)	668	671	79	3	3.0	190.3	178.3	16.0	15.8	0.2	0.99	0.94	0.01	182.7	2.9	64.06	FRWY
(74, 75)	671	666	54	6	4.1	265.4	248.0	22.3	22.1	0.2	0.99	0.93	0.01	222.5	3.5	64.20	FRWY
(75, 76)	666	669	8	0	1.0	66.5	62.2	5.6	5.5	0.1	0.99	0.94	0.01	222.5	3.5	64.16	FRWY
(76, 77)	669	670	5	1	0.6	40.7	38.1	3.4	3.4	0.0	0.99	0.93	0.01	223.2	3.5	64.19	FRWY
(568, 569)	1057	1057	19	0	0.7	40.0	41.1	2.3	2.1	0.3	0.89	1.03	0.11	352.3	6.0	58.39	FRWY
(569, 570)	1057	1055	53	3	3.9	247.8	236.6	13.4	12.9	0.5	0.96	0.95	0.04	351.9	5.6	62.84	FRWY
(570, 571)	1055	1052	28	4	2.6	164.4	155.1	8.8	8.6	0.2	0.97	0.94	0.03	351.2	5.5	63.62	FRWY
(571, 572)	1052	1048	103	16	4.7	299.1	282.0	16.1	15.6	0.4	0.97	0.94	0.03	287.1	4.5	63.63	FRWY
(572, 573)	1048	1047	232	1	6.8	435.6	407.9	23.4	22.9	0.5	0.98	0.94	0.02	262.0	4.1	64.08	FRWY
(573, 574)	1047	1048	73	1	4.6	297.5	278.1	15.9	15.7	0.3	0.98	0.93	0.01	261.8	4.1	64.17	FRWY
(574, 575)	986	987	61	4	3.7	236.7	220.6	13.4	13.2	0.2	0.99	0.93	0.01	246.8	3.8	64.38	FRWY
(575, 576)	987	987	72	5	5.1	325.7	303.4	18.4	18.2	0.3	0.99	0.93	0.01	247.1	3.8	64.40	FRWY
(576, 577)	2719	2717	2400	14	13.0	772.5	780.7	17.2	15.7	1.5	0.91	1.01	0.09	632.3	10.7	59.37	FRWY
(577, 578)	2717	2718	175	4	10.3	656.7	620.9	13.7	13.4	0.4	0.97	0.95	0.02	679.3	10.7	63.46	FRWY
(578, 579)	2718	2719	876	9	8.7	546.9	524.7	11.6	11.1	0.5	0.96	0.96	0.04	679.8	10.9	62.53	FRWY
(579, 580)	2719	2715	104	4	4.1	257.2	245.6	5.4	5.2	0.2	0.96	0.95	0.03	679.1	10.8	62.84	FRWY

(580, 581)	2715	2717	170	5	8.2	514.1	493.5	10.9	10.6	0.4	0.97	0.96	0.03	678.6	10.9	62.50	FRWY
(581, 582)	2168	2166	132	11	6.7	429.0	403.8	11.2	11.0	0.2	0.98	0.94	0.02	541.8	8.5	63.73	FRWY
(582, 583)	2166	2164	163	17	8.0	509.7	479.6	13.3	13.0	0.3	0.98	0.94	0.02	541.3	8.5	63.77	FRWY
(583, 584)	2928	2925	1176	9	9.1	554.2	547.4	11.2	10.5	0.7	0.93	0.99	0.06	657.6	10.8	60.74	FRWY
(584, 585)	3984	4003	2481	20	19.4	1133.7	1165.2	17.5	15.8	1.7	0.90	1.03	0.10	880.3	15.1	58.38	FRWY
(585, 586)	4003	4008	229	3	8.9	544.8	534.0	8.0	7.5	0.5	0.94	0.98	0.06	1001.6	16.4	61.22	FRWY
(586, 587)	4008	4011	118	5	8.0	497.4	478.1	7.2	6.9	0.3	0.96	0.96	0.04	1002.4	16.1	62.43	FRWY
(587, 588)	4011	4016	99	2	6.1	380.1	364.9	5.5	5.2	0.2	0.96	0.96	0.04	1003.6	16.1	62.51	FRWY
(588, 589)	4016	4020	224	6	12.3	760.7	737.1	11.0	10.5	0.5	0.96	0.97	0.04	1004.2	16.2	61.92	FRWY
(589, 590)	3422	3424	188	4	8.4	527.5	502.6	8.8	8.5	0.3	0.97	0.95	0.03	826.4	13.1	62.97	FRWY
(590, 591)	3424	3419	218	9	6.3	398.0	377.1	6.6	6.4	0.2	0.97	0.95	0.02	684.6	10.8	63.33	FRWY
(591, 592)	3419	3410	184	9	7.0	441.7	417.3	7.3	7.2	0.2	0.98	0.94	0.02	683.0	10.8	63.51	FRWY
(592, 593)	3410	3396	2936	19	10.2	645.2	611.6	10.8	10.5	0.3	0.97	0.95	0.03	681.4	10.8	63.30	FRWY
(593, 594)	3396	3395	419	9	5.2	321.5	314.8	5.6	5.2	0.3	0.94	0.98	0.06	679.1	11.1	61.28	FRWY
(594, 595)	3395	3387	268	15	10.3	642.4	615.6	10.9	10.5	0.4	0.96	0.96	0.04	678.4	10.8	62.61	FRWY
(595, 596)	3387	3399	20	3	7.2	426.7	432.8	7.7	7.3	0.3	0.96	1.01	0.04	678.6	11.5	59.16	FRWY
(596, 597)	966	972	40	1	2.0	130.4	122.4	7.6	7.5	0.1	0.98	0.94	0.02	322.9	5.1	63.92	FRWY
(597, 598)	972	971	35	4	2.4	151.4	142.1	8.8	8.6	0.1	0.98	0.94	0.01	323.8	5.1	63.92	FRWY
(598, 599)	971	971	28	1	1.2	79.4	74.6	4.6	4.5	0.1	0.98	0.94	0.02	323.5	5.1	63.91	FRWY
(600, 601)	970	970	24	2	1.7	108.7	102.1	6.3	6.2	0.1	0.98	0.94	0.01	323.3	5.1	63.93	FRWY
(601, 602)	2319	2323	1073	2	5.6	329.8	338.3	8.7	7.9	0.8	0.90	1.03	0.10	504.8	8.6	58.50	FRWY
(602, 603)	2323	2320	109	11	5.3	329.4	315.5	8.2	7.9	0.3	0.97	0.96	0.03	579.8	9.3	62.64	FRWY
(603, 604)	2320	2323	58	6	4.4	282.3	266.8	6.9	6.7	0.1	0.98	0.94	0.02	580.5	9.1	63.50	FRWY

(604, 605)	2323	2321	105	9	5.0	319.5	302.7	7.8	7.6	0.2	0.98	0.95	0.02	580.2	9.2	63.34	FRWY
(605, 606)	2321	2313	108	10	6.6	417.8	395.7	10.2	10.0	0.2	0.98	0.95	0.02	579.3	9.1	63.35	FRWY
(606, 607)	2313	2316	104	2	5.2	331.4	314.3	8.1	7.9	0.2	0.98	0.95	0.02	578.6	9.1	63.26	FRWY
(607, 608)	2316	2308	104	9	4.6	288.2	273.3	7.1	6.9	0.2	0.97	0.95	0.02	578.1	9.1	63.25	FRWY
(608, 609)	2308	2304	112	5	5.6	356.2	338.0	8.8	8.6	0.2	0.98	0.95	0.02	576.3	9.1	63.24	FRWY
(609, 610)	2304	2301	123	7	6.4	404.1	383.4	10.0	9.7	0.2	0.98	0.95	0.02	575.5	9.1	63.24	FRWY
(610, 611)	2301	2304	827	2	4.9	311.4	296.2	7.7	7.5	0.2	0.97	0.95	0.03	575.7	9.1	63.08	FRWY
(611, 612)	2304	2303	261	2	5.2	325.4	315.0	8.2	7.8	0.4	0.96	0.97	0.04	575.8	9.3	61.99	FRWY
(612, 613)	2303	2303	316	6	10.6	654.5	636.2	16.6	16.0	0.5	0.97	0.97	0.03	576.0	9.3	61.72	FRWY
(613, 614)	1162	1163	23	0	1.1	68.4	65.4	3.4	3.3	0.1	0.97	0.96	0.03	387.3	6.2	62.78	FRWY
(614, 615)	1163	1163	15	0	1.0	63.2	59.7	3.1	3.0	0.1	0.98	0.95	0.02	387.7	6.1	63.48	FRWY
(615, 616)	1163	1162	13	1	1.7	110.1	103.4	5.3	5.3	0.1	0.98	0.94	0.02	387.4	6.1	63.85	FRWY
(616, 617)	1162	1161	38	3	3.5	220.1	210.3	10.9	10.6	0.2	0.98	0.96	0.02	387.4	6.2	62.80	FRWY
(617, 618)	874	872	35	2	2.6	164.4	153.9	10.6	10.5	0.1	0.99	0.94	0.01	291.1	4.5	64.09	FRWY
(618, 619)	872	868	34	4	2.3	147.9	138.3	9.5	9.5	0.1	0.99	0.94	0.01	289.9	4.5	64.16	FRWY
(619, 620)	868	868	12	1	1.1	68.7	64.2	4.4	4.4	0.0	0.99	0.93	0.01	289.3	4.5	64.20	FRWY
(599, 600)	971	970	13	1	1.1	71.2	66.8	4.1	4.1	0.1	0.98	0.94	0.01	323.6	5.1	63.92	FRWY
(77,7053)	670	670	0	0	0.4	23.6	22.1	2.0	2.0	0.0	0.99	0.93	0.01	223.3	3.5	64.20	FRWY
(7054, 568)	1057	1057	42	0	0.9	50.1	56.9	3.0	2.4	0.6	0.81	1.14	0.22	381.7	7.2	52.83	FRWY
(396, 397)	2723	2725	1196	20	18.8	1178.3	1126.1	24.8	24.0	0.8	0.97	0.96	0.03	681.0	10.8	62.78	FRWY
(397, 398)	3392	3393	888	4	7.4	450.0	441.4	7.8	7.4	0.4	0.94	0.98	0.05	678.8	11.1	61.17	FRWY
(398, 564)	3393	3392	202	4	8.2	513.9	490.6	8.7	8.4	0.3	0.97	0.95	0.03	678.3	10.8	62.85	FRWY

(620, 369)	868	869	11	2	1.3	81.1	75.8	5.2	5.2	0.0	0.99	0.93	0.01	289.9	4.5	64.17	FRWY
(617, 114)	287	286	0	1	0.6	35.4	38.9	8.1	8.0	0.1	0.99	1.10	0.01	286.7	5.3	54.51	RAMP
(114, 115)	286	285	0	1	0.9	45.5	54.7	11.5	11.3	0.2	0.98	1.20	0.02	285.8	5.7	49.97	RAMP
(117, 416)	284	284	0	0	0.7	34.4	42.2	8.9	8.7	0.2	0.98	1.23	0.03	284.0	5.8	48.97	RAMP
(399, 402)	1053	1056	102	3	6.1	329.2	365.0	20.8	20.5	0.3	0.99	1.11	0.01	527.4	9.7	54.11	RAMP
(625, 132)	718	716	0	4	0.6	28.0	38.2	3.2	2.6	0.6	0.80	1.37	0.27	717.2	16.3	43.91	RAMP
(626, 627)	772	772	15	0	1.0	61.3	58.1	4.5	4.4	0.1	0.97	0.95	0.03	386.0	6.1	63.31	FRWY
(627, 190)	772	767	6	5	0.7	46.6	43.7	3.4	3.4	0.1	0.98	0.94	0.02	384.3	6.0	63.94	FRWY
(629, 255)	434	436	0	0	0.6	27.9	35.3	4.9	4.2	0.7	0.86	1.27	0.17	435.2	9.2	47.31	RAMP
(628, 629)	436	434	0	2	0.7	28.5	42.9	5.9	5.3	0.7	0.89	1.50	0.17	434.7	10.9	39.88	RAMP
(631, 280)	372	370	0	2	0.7	34.9	40.6	6.6	6.2	0.4	0.94	1.16	0.06	371.0	7.2	51.67	RAMP
(630, 631)	370	372	0	0	0.6	30.1	37.3	6.0	5.9	0.1	0.98	1.24	0.03	371.3	7.7	48.44	RAMP
(632, 633)	1590	1589	73	1	3.7	196.0	221.3	8.3	8.1	0.2	0.97	1.13	0.03	795.0	15.0	53.16	RAMP
(635, 54)	111	111	0	0	0.3	13.2	15.6	8.4	7.8	0.6	0.93	1.18	0.09	111.0	2.2	50.93	RAMP
(634, 635)	111	111	0	0	0.2	9.8	14.2	7.7	7.1	0.6	0.92	1.44	0.11	111.0	2.7	41.59	RAMP
(637, 56)	206	209	0	0	0.5	25.3	28.1	8.2	8.0	0.1	0.98	1.11	0.02	206.8	3.8	54.04	RAMP
(636, 637)	206	206	0	1	0.3	17.5	19.6	5.7	5.6	0.1	0.97	1.12	0.03	206.0	3.8	53.61	RAMP
(61, 638)	644	646	0	0	1.0	54.7	61.7	5.7	5.6	0.2	0.97	1.13	0.03	645.1	12.1	53.26	RAMP
(638, 639)	646	645	53	1	0.8	41.3	46.8	4.4	4.2	0.2	0.97	1.13	0.04	378.7	7.2	52.93	RAMP
(62, 640)	959	959	0	0	1.4	73.6	83.5	5.2	5.0	0.2	0.96	1.14	0.04	959.0	18.2	52.83	RAMP
(640, 641)	959	959	66	0	0.8	40.0	45.5	2.8	2.7	0.1	0.96	1.14	0.05	620.5	11.8	52.68	RAMP
(643, 64)	323	321	0	2	0.7	35.6	40.9	7.6	7.3	0.3	0.95	1.15	0.05	321.7	6.2	52.21	RAMP
(642, 643)	326	323	26	3	0.6	29.3	36.3	6.7	5.9	0.8	0.88	1.24	0.14	228.4	4.7	48.37	RAMP

(69, 644)	994	994	22	0	1.2	66.1	73.6	4.4	4.4	0.1	0.98	1.11	0.02	497.0	9.2	53.89	RAMP
(644, 645)	994	993	7	1	0.9	46.6	54.5	3.3	3.3	0.0	0.99	1.17	0.01	382.4	7.5	51.32	RAMP
(647, 71)	127	128	0	0	0.3	17.0	20.2	9.5	8.7	0.8	0.92	1.19	0.09	127.6	2.5	50.55	RAMP
(646, 647)	126	127	0	1	0.3	12.0	17.4	8.3	7.6	0.7	0.92	1.46	0.12	125.9	3.1	41.20	RAMP
(574, 660)	62	62	0	0	0.0	2.6	2.9	2.8	2.7	0.1	0.98	1.10	0.02	62.0	1.1	54.72	RAMP
(660, 661)	62	61	0	1	0.0	2.4	2.8	2.8	2.7	0.1	0.97	1.16	0.03	61.2	1.2	51.91	RAMP
(663, 576)	1729	1732	78	3	4.1	163.5	248.3	8.6	6.2	2.4	0.72	1.52	0.43	1441.3	36.5	39.52	RAMP
(662, 663)	1724	1729	258	0	3.2	109.2	192.9	6.7	4.5	2.2	0.68	1.77	0.57	863.5	25.4	33.98	RAMP
(581, 664)	549	548	0	1	1.1	60.2	66.8	7.3	7.1	0.2	0.98	1.11	0.03	548.9	10.1	54.10	RAMP
(664, 665)	548	549	0	0	0.4	23.4	26.2	2.9	2.8	0.1	0.96	1.12	0.04	548.5	10.3	53.43	RAMP
(667, 583)	770	764	0	6	2.7	125.2	160.6	12.6	10.7	1.9	0.85	1.28	0.19	765.8	16.4	46.77	RAMP
(666, 667)	771	770	0	1	0.9	31.1	54.7	4.3	4.1	0.1	0.97	1.76	0.05	770.4	22.6	34.11	RAMP
(669, 584)	1063	1059	26	6	2.5	117.3	148.1	8.4	7.3	1.1	0.87	1.26	0.17	905.5	19.1	47.52	RAMP
(668, 669)	1063	1063	97	0	1.4	64.0	83.2	4.7	3.9	0.7	0.84	1.30	0.21	531.5	11.5	46.19	RAMP
(589, 670)	598	597	0	1	0.5	25.8	29.2	2.9	2.8	0.1	0.97	1.13	0.04	597.5	11.3	53.01	RAMP
(670, 671)	597	597	0	0	0.5	24.5	27.8	2.8	2.7	0.1	0.97	1.13	0.04	597.0	11.3	53.05	RAMP
(672, 673)	820	821	0	0	1.5	68.7	87.6	6.4	6.0	0.4	0.94	1.28	0.08	820.9	17.4	47.05	FRWY
(674, 675)	539	537	0	4	0.6	30.9	35.4	3.9	3.8	0.2	0.96	1.15	0.05	538.1	10.3	52.40	RAMP
(676, 677)	2427	2435	736	12	13.2	690.7	789.2	19.5	18.7	0.8	0.96	1.14	0.05	985.7	18.8	52.52	FRWY
(677, 680)	1197	1202	118	2	5.6	304.2	338.7	17.0	16.6	0.3	0.98	1.11	0.02	599.3	11.1	53.90	FRWY
(677, 678)	1238	1239	27	1	1.8	88.5	107.5	5.2	5.1	0.1	0.99	1.22	0.02	619.5	12.6	49.36	RAMP
(678, 679)	1239	1240	26	0	2.0	96.3	117.6	5.7	5.6	0.1	0.98	1.22	0.02	619.9	12.6	49.11	RAMP

(680, 681)	1202	1202	46	4	3.1	164.9	183.2	9.1	9.0	0.2	0.98	1.11	0.02	601.3	11.1	54.00	FRWY
(681, 682)	1202	1198	62	4	3.2	170.5	189.4	9.5	9.3	0.2	0.98	1.11	0.02	461.6	8.5	54.00	FRWY
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(686, 111)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(685, 681)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(682, 683)	1198	1197	36	1	3.1	170.1	188.9	9.5	9.3	0.2	0.98	1.11	0.02	598.7	11.1	54.03	FRWY
(687, 688)	1189	1185	49	5	2.3	104.4	138.9	7.0	6.9	0.1	0.98	1.33	0.03	594.1	13.2	45.09	FRWY
(688,7027)	1185	1183	0	2	1.5	59.4	90.0	4.6	4.5	0.0	0.99	1.51	0.01	591.7	14.9	39.61	FRWY
(7056, 626)	771	772	46	0	1.1	64.6	67.4	5.0	4.4	0.6	0.88	1.04	0.12	403.1	7.0	57.45	FRWY
(679,7058)	1240	1241	0	0	1.1	53.3	66.1	3.2	3.1	0.1	0.97	1.24	0.04	620.2	12.8	48.43	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	438	436	0	2	0.6	19.2	33.9	4.3	4.2	0.1	0.97	1.76	0.05	474.6	13.9	34.08	RAMP
(7061, 630)	373	370	0	3	0.5	24.4	31.6	4.8	4.5	0.3	0.93	1.29	0.09	392.8	8.5	46.37	RAMP
(7062, 674)	539	539	0	0	0.4	18.8	23.5	2.4	2.1	0.3	0.88	1.25	0.15	599.1	12.4	48.15	RAMP
(7063, 672)	819	820	0	0	1.8	73.2	106.5	7.5	6.8	0.6	0.91	1.45	0.12	853.6	20.7	41.28	FRWY
(671,7064)	597	598	0	0	0.4	20.6	23.7	2.4	2.3	0.1	0.95	1.15	0.06	597.5	11.5	52.14	RAMP
(633,7065)	1589	1587	0	2	1.9	99.8	112.8	4.3	4.1	0.1	0.97	1.13	0.03	794.0	15.0	53.10	RAMP
(7066, 634)	111	111	0	0	0.1	4.8	8.3	4.1	4.0	0.1	0.98	1.73	0.03	121.5	3.5	34.75	RAMP
(7067, 636)	205	206	0	1	0.3	15.5	18.6	5.2	4.7	0.5	0.91	1.20	0.11	215.9	4.3	50.08	RAMP
(665,7068)	549	549	0	0	0.4	21.3	24.6	2.7	2.5	0.2	0.93	1.16	0.08	549.0	10.6	51.91	RAMP
(7069, 666)	774	771	0	3	0.8	28.5	47.9	3.4	3.3	0.1	0.98	1.68	0.03	854.3	24.0	35.67	RAMP
(7070, 668)	1068	1063	463	5	1.3	67.0	79.6	4.2	3.9	0.3	0.92	1.19	0.10	564.8	11.2	50.47	RAMP
(639,7071)	645	645	0	0	0.4	20.2	23.7	2.2	2.1	0.2	0.93	1.18	0.08	322.5	6.3	51.00	RAMP

(7072, 642)	327	326	113	1	0.2	10.7	13.7	2.2	1.9	0.3	0.86	1.27	0.18	183.0	3.9	47.16	RAMP
(641,7073)	959	960	0	0	0.6	31.6	37.5	2.3	2.3	0.0	1.00	1.19	0.00	479.9	9.5	50.58	RAMP
(661,7074)	61	61	0	0	0.0	2.2	2.8	2.7	2.5	0.2	0.94	1.26	0.08	61.0	1.3	47.52	RAMP
(7075, 662)	1720	1724	587	1	2.2	99.7	131.4	4.3	3.9	0.4	0.91	1.32	0.12	916.9	20.1	45.52	RAMP
(645,7076)	993	993	0	0	0.9	44.4	55.3	3.3	3.2	0.1	0.97	1.25	0.04	331.0	6.9	48.13	RAMP
(7077, 646)	126	126	0	0	0.1	4.3	7.4	3.2	3.1	0.1	0.97	1.75	0.05	140.6	4.1	34.33	RAMP
(7084, 857)	236	236	0	0	0.2	9.2	11.1	2.6	2.3	0.2	0.91	1.20	0.11	258.7	5.2	49.97	RAMP
(857, 858)	236	236	0	0	0.3	13.9	15.6	4.0	3.9	0.1	0.97	1.12	0.03	236.0	4.4	53.75	RAMP
(859,7085)	321	321	0	0	0.6	29.4	33.1	6.2	6.0	0.2	0.97	1.13	0.03	321.0	6.0	53.33	RAMP
(7086, 860)	17	17	0	0	0.0	1.6	1.7	5.9	5.8	0.0	0.99	1.11	0.01	17.7	0.3	54.09	RAMP
(860, 861)	17	17	0	0	0.0	1.5	1.6	5.7	5.7	0.0	1.00	1.10	0.00	17.0	0.3	54.30	RAMP
(866,7087)	56	56	0	0	0.1	3.2	3.5	3.8	3.7	0.0	0.99	1.08	0.01	56.0	1.0	55.38	RAMP
(873,7088)	58	58	0	0	0.1	6.1	6.6	6.9	6.9	0.0	1.00	1.09	0.00	58.0	1.1	55.04	RAMP
(7089, 874)	92	92	0	0	0.1	5.4	6.2	3.8	3.6	0.2	0.95	1.15	0.06	98.2	1.9	52.04	RAMP
(874, 875)	92	92	0	0	0.1	5.1	5.7	3.7	3.6	0.1	0.99	1.11	0.02	92.0	1.7	54.01	RAMP
(876,7090)	161	161	0	0	0.3	14.4	16.0	6.0	5.9	0.1	0.99	1.11	0.01	161.0	3.0	54.01	RAMP
(7091, 877)	56	56	0	0	0.1	3.3	5.0	5.1	3.7	1.4	0.72	1.51	0.42	59.7	1.5	39.65	RAMP
(877, 878)	56	56	0	0	0.1	3.7	4.3	4.6	4.3	0.3	0.94	1.16	0.07	56.0	1.1	51.63	RAMP
(879, 880)	1999	1998	105	8	7.8	502.2	468.5	13.9	13.7	0.1	0.99	0.93	0.01	1013.6	15.8	64.31	FRWY
(880, 881)	1998	1999	181	13	11.1	705.1	663.5	19.9	19.5	0.4	0.98	0.94	0.02	999.8	15.7	63.77	FRWY
(881, 882)	1999	1999	217	10	9.1	575.3	546.1	16.4	16.0	0.4	0.97	0.95	0.03	998.6	15.8	63.21	FRWY
(882, 883)	1999	2000	190	8	9.0	567.3	541.1	16.3	15.8	0.5	0.97	0.95	0.03	998.4	15.9	62.90	FRWY

(883, 884)	1942	1938	144	7	7.0	441.2	421.4	13.0	12.6	0.4	0.97	0.96	0.03	969.9	15.4	62.82	FRWY
(883, 873)	58	58	0	0	0.1	6.6	7.2	7.4	7.4	0.0	1.00	1.09	0.00	58.0	1.1	55.16	RAMP
(884, 885)	1938	1939	136	4	6.5	406.8	389.7	12.1	11.6	0.4	0.96	0.96	0.03	969.4	15.5	62.64	FRWY
(885, 886)	1939	1942	189	6	8.1	504.5	483.7	14.9	14.4	0.5	0.96	0.96	0.03	972.1	15.5	62.57	FRWY
(886, 887)	2033	2033	310	10	9.3	577.7	556.1	16.4	15.8	0.7	0.96	0.96	0.04	884.1	14.2	62.33	FRWY
(887, 888)	2033	2037	192	8	9.5	594.6	571.7	16.9	16.2	0.7	0.96	0.96	0.04	1017.4	16.3	62.40	FRWY
(875, 886)	92	91	0	1	0.1	7.4	8.1	5.3	5.3	0.0	0.99	1.10	0.01	91.3	1.7	54.50	RAMP
(888, 889)	2037	2032	208	14	10.4	645.0	621.4	18.3	17.6	0.7	0.96	0.96	0.04	1016.6	16.3	62.28	FRWY
(889, 890)	2032	2035	133	6	6.8	425.6	410.7	12.1	11.6	0.5	0.96	0.96	0.04	1015.8	16.3	62.18	FRWY
(890, 891)	2035	2028	252	15	10.8	669.2	646.4	19.1	18.3	0.8	0.96	0.97	0.04	1014.7	16.3	62.12	FRWY
(891, 892)	2028	2032	170	6	8.1	503.2	485.2	14.3	13.7	0.6	0.96	0.96	0.04	1014.8	16.3	62.22	FRWY
(892, 893)	2032	2033	383	16	19.0	1179.6	1137.4	33.6	32.2	1.4	0.96	0.96	0.04	1016.0	16.3	62.22	FRWY
(893, 894)	2033	2015	496	37	22.3	1388.0	1339.2	39.6	38.0	1.7	0.96	0.96	0.04	1013.6	16.3	62.18	FRWY
(894, 895)	2015	2026	276	6	13.6	847.4	816.5	24.2	23.2	1.0	0.96	0.96	0.04	1010.4	16.2	62.27	FRWY
(895, 896)	2026	2024	439	28	21.3	1324.9	1279.5	37.9	36.2	1.6	0.96	0.97	0.04	1013.5	16.3	62.13	FRWY
(896, 897)	2024	2032	497	17	22.8	1416.2	1369.0	40.6	38.8	1.8	0.96	0.97	0.04	1011.5	16.3	62.07	FRWY
(897, 898)	2032	2025	259	14	12.6	783.7	757.6	22.4	21.4	1.0	0.96	0.97	0.04	1014.2	16.3	62.07	FRWY
(898, 899)	2025	2019	190	13	9.3	575.2	557.5	16.5	15.8	0.8	0.95	0.97	0.04	1012.4	16.4	61.90	FRWY
(899, 900)	1963	1974	188	7	9.9	614.2	594.5	18.1	17.3	0.8	0.95	0.97	0.04	984.6	15.9	61.99	FRWY
(899, 866)	56	56	0	0	0.1	6.6	7.1	7.6	7.6	0.0	0.99	1.08	0.01	56.0	1.0	55.51	RAMP
(900, 901)	1974	1974	264	9	11.7	723.9	701.7	21.3	20.3	1.0	0.95	0.97	0.05	987.7	16.0	61.90	FRWY
(901, 902)	2206	2206	485	5	10.4	626.5	621.4	16.9	15.8	1.2	0.93	0.99	0.07	958.8	15.8	60.49	FRWY
(902, 903)	2206	2195	177	11	10.2	629.4	610.8	16.7	15.9	0.8	0.95	0.97	0.05	1099.7	17.8	61.83	FRWY

(858, 901)	236	232	0	4	0.7	35.3	39.5	10.1	9.9	0.3	0.97	1.12	0.03	233.8	4.4	53.63	RAMP
(903, 904)	2195	2190	209	19	11.6	717.8	697.6	19.1	18.2	0.9	0.95	0.97	0.05	1094.7	17.7	61.74	FRWY
(904, 905)	2190	2183	176	11	9.0	555.0	540.0	14.8	14.1	0.7	0.95	0.97	0.05	1094.2	17.7	61.66	FRWY
(906, 907)	2502	2499	154	13	10.1	648.7	609.0	14.4	14.2	0.2	0.98	0.94	0.02	1267.7	19.8	63.92	FRWY
(907, 908)	2499	2499	412	15	15.3	964.8	915.9	22.0	21.4	0.6	0.97	0.95	0.03	1249.1	19.8	63.20	FRWY
(908, 909)	2499	2493	256	17	11.4	709.1	684.4	16.5	15.8	0.6	0.96	0.97	0.04	1248.0	20.1	62.17	FRWY
(909, 910)	2172	2176	178	3	8.7	545.3	523.2	14.4	13.9	0.5	0.96	0.96	0.04	1087.3	17.4	62.54	FRWY
(909, 859)	321	321	0	0	0.9	46.3	51.4	9.6	9.5	0.1	0.99	1.11	0.02	321.0	5.9	54.07	RAMP
(910, 911)	2176	2176	208	14	10.5	657.1	631.0	17.4	16.7	0.7	0.96	0.96	0.04	1088.9	17.4	62.48	FRWY
(911, 912)	2176	2182	192	6	9.7	603.6	581.8	16.0	15.4	0.7	0.96	0.96	0.04	1089.3	17.5	62.25	FRWY
(861, 912)	17	17	0	0	0.0	1.6	1.8	6.3	6.3	0.0	1.00	1.10	0.00	17.0	0.3	54.44	RAMP
(912, 913)	2199	2195	229	10	10.1	624.0	603.2	16.5	15.8	0.7	0.96	0.97	0.04	955.0	15.4	62.07	FRWY
(913, 914)	2195	2195	222	10	10.5	653.6	632.4	17.3	16.5	0.8	0.96	0.97	0.04	1097.6	17.7	62.01	FRWY
(914, 915)	2195	2188	425	27	20.8	1285.4	1245.5	34.1	32.5	1.6	0.95	0.97	0.04	1095.7	17.7	61.92	FRWY
(915, 916)	2188	2190	396	22	21.0	1295.6	1259.1	34.5	32.8	1.7	0.95	0.97	0.05	1095.6	17.7	61.74	FRWY
(916, 917)	2190	2198	397	7	19.1	1178.7	1145.8	31.3	29.8	1.5	0.95	0.97	0.05	1096.8	17.8	61.72	FRWY
(917, 918)	2198	2203	303	14	15.0	922.7	898.4	24.6	23.3	1.2	0.95	0.97	0.05	1097.3	17.8	61.62	FRWY
(918, 919)	2203	2207	369	16	19.4	1195.8	1164.8	31.6	30.0	1.6	0.95	0.97	0.05	1104.2	17.9	61.60	FRWY
(919, 920)	2207	2198	373	23	20.1	1236.7	1205.9	32.9	31.2	1.7	0.95	0.98	0.05	1100.8	17.9	61.54	FRWY
(920, 921)	2198	2192	227	16	12.2	753.4	734.5	20.1	19.1	1.0	0.95	0.97	0.05	1097.0	17.8	61.54	FRWY
(921, 922)	2192	2192	243	7	11.6	717.6	698.6	19.1	18.2	1.0	0.95	0.97	0.05	1096.9	17.8	61.63	FRWY
(922, 923)	2192	2191	232	19	11.7	721.9	702.9	19.2	18.3	1.0	0.95	0.97	0.05	1095.9	17.8	61.62	FRWY

(923, 924)	2191	2186	292	16	13.2	810.9	789.5	21.6	20.5	1.1	0.95	0.97	0.05	1095.6	17.8	61.62	FRWY
(924, 925)	2186	2173	272	17	12.4	761.0	744.8	20.5	19.4	1.1	0.95	0.98	0.05	1089.6	17.8	61.31	FRWY
(925, 926)	2013	2025	255	1	13.2	816.2	792.6	23.6	22.4	1.1	0.95	0.97	0.05	1009.3	16.3	61.79	FRWY
(925, 876)	160	161	0	0	0.5	24.5	27.1	10.1	10.0	0.1	0.99	1.11	0.01	160.6	3.0	54.16	RAMP
(926, 927)	2025	2022	186	12	9.7	601.2	583.4	17.3	16.5	0.8	0.95	0.97	0.05	1010.9	16.3	61.83	FRWY
(878, 927)	56	56	0	0	0.1	3.1	3.5	3.7	3.7	0.1	0.99	1.11	0.02	56.0	1.0	54.08	RAMP
(927, 928)	2078	2074	240	12	9.6	590.4	575.9	16.6	15.8	0.9	0.95	0.98	0.05	903.6	14.7	61.51	FRWY
(928, 929)	2074	2079	153	6	8.9	548.7	534.6	15.4	14.7	0.8	0.95	0.97	0.05	1038.3	16.9	61.58	FRWY
(929, 930)	2079	2070	220	17	11.0	676.6	659.2	19.1	18.1	1.0	0.95	0.97	0.05	1036.1	16.8	61.58	FRWY
(930, 931)	2070	2064	161	10	7.3	450.2	437.7	12.7	12.1	0.6	0.95	0.97	0.05	1033.5	16.7	61.72	FRWY
(683, 687)	1197	1189	26	8	2.1	107.7	128.8	6.5	6.4	0.1	0.98	1.20	0.02	597.1	11.9	50.14	FRWY
(407, 369)	1614	1615	109	2	2.2	112.5	129.7	4.8	4.6	0.3	0.94	1.15	0.06	538.2	10.3	52.04	RAMP
(411, 416)	400	400	0	0	0.4	20.8	25.2	3.8	3.7	0.0	0.99	1.21	0.02	400.0	8.1	49.43	FRWY
(115, 117)	285	284	0	1	1.1	53.9	65.8	13.9	13.6	0.3	0.98	1.22	0.03	284.5	5.8	49.10	RAMP
(382, 383)	996	995	20	1	1.1	37.5	67.1	4.0	3.8	0.2	0.94	1.79	0.11	497.5	14.8	33.53	RAMP
(412, 414)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(281, 937)	1575	1574	51	1	1.2	59.9	74.5	2.8	2.7	0.1	0.97	1.24	0.04	524.8	10.9	48.26	FRWY
(383, 414)	995	997	65	2	2.4	96.7	146.9	8.8	7.8	1.1	0.88	1.52	0.18	504.3	12.8	39.48	RAMP
(314, 553)	890	893	0	0	1.9	101.8	115.8	7.8	7.5	0.3	0.96	1.14	0.04	891.1	16.9	52.72	RAMP
(553, 933)	893	894	0	2	2.6	123.3	153.2	10.3	9.9	0.4	0.96	1.24	0.05	893.1	18.5	48.29	RAMP
(933, 934)	894	893	0	2	2.5	118.6	150.5	10.1	9.6	0.5	0.95	1.27	0.06	894.4	18.9	47.28	RAMP
(935, 936)	1461	1456	105	7	3.9	187.1	232.0	9.5	9.3	0.3	0.97	1.24	0.03	729.7	15.1	48.40	FRWY
(934, 935)	1462	1461	155	1	2.1	98.8	124.1	5.1	4.9	0.2	0.96	1.26	0.05	730.9	15.3	47.77	FRWY

(936, 309)	1456	1451	64	5	3.1	151.8	187.8	7.8	7.6	0.2	0.97	1.24	0.03	726.0	15.0	48.49	FRWY
(414, 415)	997	996	0	1	1.2	51.9	74.1	4.5	4.2	0.3	0.94	1.43	0.09	498.4	11.8	42.06	FRWY
(937, 555)	1573	1571	85	3	2.0	102.7	120.4	4.6	4.3	0.3	0.93	1.17	0.08	786.0	15.4	51.20	RAMP
(111, 676)	2430	2427	642	6	5.7	303.7	343.0	8.5	8.2	0.3	0.96	1.13	0.04	808.7	15.2	53.12	FRWY
(416, 161)	684	686	63	1	1.5	72.2	88.2	7.7	7.6	0.1	0.98	1.22	0.02	342.3	7.0	49.13	FRWY
(162, 165)	3471	3471	477	10	9.5	604.6	571.1	9.7	9.5	0.2	0.98	0.94	0.02	885.7	13.9	63.51	FRWY
(165, 166)	3471	3470	105	9	7.7	492.9	463.7	8.0	7.9	0.1	0.98	0.94	0.01	867.6	13.6	63.79	FRWY
(386, 167)	3099	3099	480	6	7.1	440.1	423.0	8.2	7.9	0.3	0.96	0.96	0.04	673.6	10.8	62.42	FRWY
(167, 168)	3099	3106	144	2	7.0	440.6	419.6	8.1	7.9	0.2	0.97	0.95	0.03	775.5	12.3	63.00	FRWY
(168, 169)	3106	3103	139	9	7.5	472.9	449.3	8.7	8.4	0.2	0.97	0.95	0.03	776.3	12.3	63.14	FRWY
(404, 170)	251	251	0	0	0.2	13.6	15.0	3.6	3.5	0.0	0.99	1.10	0.01	251.0	4.6	54.58	RAMP
(7018, 171)	242	242	0	0	0.2	9.3	12.7	2.9	2.5	0.3	0.88	1.36	0.16	266.1	6.0	44.03	RAMP
(171, 172)	242	243	0	0	0.2	8.5	10.4	2.6	2.5	0.1	0.97	1.23	0.03	242.7	5.0	48.93	RAMP
(172, 387)	243	242	0	1	0.2	9.1	10.8	2.7	2.5	0.2	0.92	1.18	0.09	242.6	4.8	50.73	RAMP
(7020, 174)	326	326	0	0	0.3	14.7	19.2	3.3	3.0	0.3	0.92	1.31	0.11	353.6	7.7	45.81	RAMP
(174, 175)	326	326	0	0	0.3	14.9	18.1	3.3	3.3	0.0	0.99	1.21	0.02	326.0	6.6	49.48	RAMP
(175, 386)	326	325	0	1	0.3	17.7	20.4	3.8	3.5	0.2	0.94	1.15	0.06	325.9	6.3	51.98	RAMP
(385, 173)	404	404	0	0	0.4	19.7	22.0	3.3	3.2	0.1	0.97	1.12	0.03	404.0	7.5	53.67	RAMP
(173,7019)	404	404	0	0	0.4	18.4	21.7	3.2	3.2	0.1	0.98	1.18	0.03	404.0	7.9	50.97	RAMP
(170,7017)	251	251	0	0	0.3	13.3	15.5	3.7	3.7	0.0	0.99	1.16	0.01	251.0	4.9	51.65	RAMP
(151, 344)	1045	1041	13	4	2.3	120.1	138.2	8.0	7.5	0.4	0.94	1.15	0.06	1029.4	19.7	52.13	RAMP
(344,7026)	1041	1040	0	1	0.9	41.2	52.7	3.0	2.8	0.3	0.91	1.28	0.11	520.5	11.1	46.94	RAMP

(7007, 208)	92	92	0	0	0.1	3.2	5.0	2.9	2.6	0.4	0.87	1.54	0.19	102.1	2.6	38.97	RAMP
(209, 180)	92	92	0	0	0.1	4.9	5.7	3.7	3.5	0.2	0.94	1.17	0.07	92.0	1.8	51.47	RAMP
(315, 555)	2980	2983	197	8	11.4	725.4	686.8	13.8	13.5	0.3	0.98	0.95	0.02	596.2	9.4	63.38	FRWY
(313, 248)	3870	3877	1363	17	12.5	778.0	748.9	11.6	11.2	0.4	0.96	0.96	0.04	774.3	12.4	62.33	FRWY
(258, 259)	1219	1220	0	0	1.6	73.7	98.1	4.8	4.4	0.5	0.90	1.33	0.13	928.1	20.6	45.04	FRWY
(259, 260)	2024	2025	416	2	5.2	275.7	314.3	9.3	8.9	0.4	0.96	1.14	0.05	674.9	12.8	52.63	FRWY
(260, 261)	2025	2034	11	4	4.9	261.8	294.7	8.7	8.5	0.2	0.97	1.13	0.03	676.5	12.7	53.30	FRWY
(261, 262)	860	855	0	9	3.9	202.5	235.0	16.4	15.5	0.9	0.94	1.16	0.07	858.7	16.6	51.71	FRWY
(262, 263)	855	856	0	3	1.6	82.6	96.6	6.8	6.3	0.4	0.94	1.17	0.07	856.9	16.7	51.33	FRWY
(263, 264)	856	855	0	4	1.8	90.9	106.7	7.5	7.0	0.5	0.93	1.17	0.08	855.9	16.7	51.14	FRWY
(7008, 625)	719	718	0	1	0.8	25.8	46.6	3.5	1.8	1.7	0.51	1.81	0.88	796.3	24.0	33.19	RAMP
(403, 310)	1057	1056	70	2	1.6	67.2	93.6	5.3	4.2	1.1	0.78	1.39	0.30	814.3	18.9	43.09	RAMP
(307, 187)	4173	4170	116	6	5.2	326.3	312.6	4.5	4.3	0.2	0.97	0.96	0.03	834.3	13.3	62.62	FRWY
(264, 187)	855	855	0	0	0.9	47.1	55.8	3.9	3.6	0.3	0.92	1.18	0.09	855.0	16.9	50.71	RAMP
(261, 189)	1174	1176	64	2	2.5	134.3	149.8	7.7	7.5	0.1	0.98	1.12	0.02	587.1	10.9	53.78	RAMP
(189, 265)	1176	1175	44	3	2.7	132.2	159.2	8.1	8.0	0.1	0.98	1.20	0.02	587.7	11.8	49.83	RAMP
(265, 266)	1175	1176	33	3	2.1	95.2	126.5	6.5	6.4	0.1	0.98	1.33	0.02	587.1	13.0	45.16	RAMP
(266, 267)	1176	1176	55	3	2.8	123.7	168.5	8.6	8.5	0.1	0.98	1.36	0.02	587.4	13.3	44.04	RAMP
(267, 268)	1176	1176	49	3	2.6	115.9	158.1	8.1	7.9	0.1	0.98	1.36	0.03	588.2	13.4	43.97	RAMP
(268, 269)	1176	1176	545	2	4.3	200.2	256.2	13.1	12.3	0.8	0.94	1.28	0.08	587.8	12.5	46.88	RAMP
(441, 397)	667	667	0	0	0.6	32.3	38.5	3.5	3.2	0.3	0.92	1.19	0.10	667.0	13.2	50.43	RAMP
(564, 399)	3392	3384	1407	11	7.4	449.2	443.3	7.8	7.6	0.3	0.96	0.99	0.04	677.7	11.1	60.80	FRWY
(399, 400)	2331	2328	51	6	3.0	186.7	180.4	4.6	4.5	0.2	0.96	0.97	0.04	582.5	9.4	62.09	FRWY

(269, 15)	1176	1176	131	1	1.8	78.6	106.0	5.4	4.4	1.0	0.81	1.35	0.25	635.6	14.3	44.49	RAMP
(10, 401)	996	997	48	2	2.5	130.4	150.1	9.0	8.6	0.4	0.95	1.15	0.06	880.5	16.9	52.14	RAMP
(400, 10)	2328	2327	101	12	10.7	661.1	641.4	16.5	16.0	0.5	0.97	0.97	0.03	581.8	9.4	61.85	FRWY
(270, 7)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(613, 7)	1141	1141	41	0	0.9	46.2	51.9	2.7	2.7	0.1	0.97	1.12	0.03	570.5	10.7	53.48	RAMP
(7, 8)	1141	1141	286	0	0.9	47.3	52.9	2.8	2.7	0.1	0.98	1.12	0.02	380.3	7.1	53.72	FRWY
(8, 9)	1141	1143	30	2	0.9	46.0	52.7	2.8	2.7	0.1	0.97	1.14	0.03	462.0	8.8	52.41	FRWY
(9, 273)	568	569	0	0	0.5	26.7	31.7	3.3	3.3	0.1	0.98	1.19	0.03	568.7	11.3	50.54	FRWY
(273, 274)	569	568	18	1	0.6	26.5	35.0	3.7	3.6	0.1	0.98	1.32	0.03	408.9	9.0	45.38	FRWY
(9, 271)	575	576	11	0	0.6	30.8	37.5	3.9	3.8	0.1	0.98	1.22	0.02	288.0	5.9	49.22	RAMP
(271, 272)	576	578	6	0	0.6	27.2	34.8	3.6	3.6	0.0	0.99	1.28	0.01	288.5	6.2	46.91	RAMP
(415, 276)	996	997	0	1	1.0	43.3	61.9	3.7	3.5	0.2	0.94	1.43	0.09	694.3	16.5	41.96	FRWY
(272, 276)	578	581	8	0	1.3	58.7	79.0	8.2	8.1	0.1	0.99	1.35	0.01	290.0	6.5	44.57	RAMP
(276, 281)	1578	1575	492	4	1.9	86.9	113.0	4.3	4.0	0.3	0.92	1.30	0.10	525.5	11.4	46.12	FRWY
(937, 277)	1	1	0	0	0.0	0.0	0.1	6.5	2.3	4.2	0.35	2.34	1.52	1.0	0.0	25.64	FRWY
(264, 279)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(274, 275)	568	569	27	1	0.9	37.1	51.3	5.4	5.2	0.2	0.97	1.38	0.05	284.4	6.6	43.34	FRWY
(275, 934)	569	569	39	4	2.2	101.3	129.2	13.6	12.9	0.8	0.94	1.27	0.07	371.0	7.9	47.06	FRWY
(490, 258)	1218	1219	0	1	1.2	49.4	70.5	3.5	2.9	0.5	0.84	1.43	0.22	609.3	14.5	42.03	FRWY
(304, 259)	801	804	23	2	2.0	110.9	122.5	9.2	9.1	0.1	0.99	1.10	0.01	400.6	7.4	54.31	RAMP
(278, 490)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(27, 28)	910	911	27	0	1.3	81.1	76.7	5.1	4.9	0.1	0.98	0.95	0.02	303.7	4.8	63.44	FRWY

(28, 29)	911	912	9	3	1.1	69.9	65.6	4.3	4.3	0.1	0.99	0.94	0.01	303.7	4.7	63.95	FRWY
(29, 30)	912	912	17	0	1.2	79.1	74.1	4.9	4.8	0.1	0.99	0.94	0.01	304.0	4.7	64.04	FRWY
(30, 31)	912	911	13	1	1.2	77.2	72.4	4.8	4.7	0.1	0.99	0.94	0.01	303.9	4.7	64.01	FRWY
(23, 24)	2512	2508	849	8	4.8	301.3	287.1	6.9	6.7	0.2	0.97	0.95	0.03	627.2	10.0	62.95	FRWY
(31, 32)	911	914	7	0	1.0	62.8	58.9	3.9	3.8	0.0	0.99	0.94	0.01	303.9	4.7	63.97	FRWY
(283, 632)	1594	1590	64	6	3.9	210.2	236.8	8.9	8.7	0.2	0.97	1.13	0.03	796.1	14.9	53.25	RAMP
(284, 283)	1598	1594	87	5	4.3	227.9	256.6	9.6	9.4	0.3	0.97	1.13	0.03	797.9	15.0	53.30	RAMP
(285, 284)	1595	1598	53	1	3.0	161.6	181.7	6.8	6.6	0.2	0.97	1.12	0.03	798.8	15.0	53.36	RAMP
(286, 285)	1588	1595	79	0	5.2	276.2	309.7	11.7	11.4	0.3	0.98	1.12	0.03	796.0	14.9	53.50	RAMP
(27, 286)	1592	1588	103	6	4.0	215.9	242.6	9.2	8.9	0.2	0.97	1.12	0.03	794.8	14.9	53.38	RAMP
(596, 111)	2433	2430	187	8	5.5	289.1	329.2	8.1	7.8	0.4	0.96	1.14	0.05	1215.4	23.1	52.69	RAMP
(673, 675)	821	817	0	4	1.2	62.7	73.5	5.4	5.0	0.4	0.93	1.17	0.09	818.8	16.0	51.11	FRWY
(675, 287)	1354	1355	175	1	3.6	192.4	216.9	9.6	9.3	0.3	0.97	1.13	0.03	677.4	12.7	53.24	FRWY
(287, 289)	1355	1353	73	2	3.6	192.3	215.8	9.6	9.3	0.2	0.97	1.12	0.03	676.9	12.7	53.48	FRWY
(289, 294)	1353	1350	97	4	4.8	257.7	289.6	12.9	12.5	0.4	0.97	1.12	0.03	675.6	12.7	53.39	FRWY
(294, 296)	1350	1349	93	3	4.4	232.1	261.1	11.6	11.3	0.3	0.97	1.12	0.03	674.1	12.6	53.34	FRWY
(296, 297)	1349	1346	75	4	6.5	347.3	391.1	17.4	16.9	0.5	0.97	1.13	0.03	673.1	12.6	53.27	FRWY
(297, 601)	1346	1349	94	0	3.6	193.3	219.0	9.7	9.4	0.3	0.97	1.13	0.04	674.0	12.7	52.96	RAMP
(282, 346)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(297, 352)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY

CENTENNIAL 2018 AL-A AM PEAK

NETWORK STATISTICS

VEHICLE-MILES = 188080.8, VEHICLE-MINUTES = 188422.4, MOVING/TOTAL TRIP TIME = 0.953,

AVERAGE CONTENT = 3140.4, CURRENT CONTENT = 3108.0, SPEED(MPH) = 59.89,

TOTAL DELAY (VEH-MIN) = 8891.47, TRAVEL TIME (MIN)/VEH-MILE = 1.00, DELAY TIME (MIN)/ VEH-MILE = 0.05

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

LINK	LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	CONT	VOLUME OF VEH/HR	TOTAL VIOLATORS	SEC./VEHICLE MOVE TIME	SEC./VEHICLE DELAY TIME	SEC./PERSON TOTAL TIME	SEC./PERSON MOVE TIME	SEC./PERSON DELAY TIME	SEC./PERSON SPEED TIME	MILES/HR
(153, 96)	1	SOV	---	---	4	767.0	-----	14.6	13.5	1.0	11.3	10.5	0.8	60.87
(153, 96)	2	SOV	---	---	9	1793.4	-----	14.9	14.1	0.8	11.6	10.9	0.7	59.38
(153, 96)	3	SOV	---	---	9	1206.5	-----	13.9	13.5	0.4	10.7	10.4	0.3	63.74
(153, 96)	4	SOV	---	---	6	728.2	-----	13.7	13.4	0.3	10.6	10.3	0.3	64.57
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	4	1506.2	-----	15.2	14.3	0.8	11.7	11.1	0.6	58.49
(563, 98)	1	SOV	---	---	8	1746.5	-----	17.9	16.1	1.8	13.8	12.4	1.4	57.26
(563, 98)	2	SOV	---	---	2	917.5	-----	17.5	16.1	1.4	13.6	12.5	1.1	58.28
(563, 98)	3	SOV	---	---	2	792.3	-----	16.0	15.6	0.4	12.4	12.0	0.3	63.75
(563, 98)	4	SOV	---	---	2	533.7	-----	15.6	15.3	0.3	12.0	11.8	0.2	65.48
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	5	493.3	-----	29.3	29.0	0.4	22.9	22.6	0.3	66.00
(154, 101)	2	SOV	---	---	9	934.4	-----	30.7	30.1	0.5	23.8	23.4	0.4	63.10
(154, 101)	3	SOV	---	---	11	854.1	-----	29.9	29.5	0.4	23.2	22.9	0.3	64.65
(154, 101)	4	SOV	---	---	8	925.7	-----	30.7	30.2	0.6	23.7	23.2	0.5	62.95
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	12	1673.1	-----	10.4	8.4	2.0	8.0	6.5	1.5	52.58
(103, 104)	2	SOV	---	---	8	1346.2	-----	9.0	8.4	0.6	6.9	6.5	0.4	60.94
(103, 104)	3	SOV	---	---	4	989.1	-----	8.5	8.3	0.2	6.6	6.4	0.2	64.00
(103, 104)	4	SOV	---	---	1	729.4	-----	8.7	8.5	0.2	6.7	6.5	0.2	62.85
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	0	96.0	-----	12.7	10.6	2.2	9.8	8.2	1.7	42.82

(158, 105)	1	SOV	---	---	14	2510.0	-----	18.6	16.0	2.6	14.4	12.4	2.0	54.88
(158, 105)	2	SOV	---	---	6	1430.8	-----	16.6	15.8	0.9	12.9	12.2	0.7	61.47
(158, 105)	3	SOV	---	---	6	972.0	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.38
(158, 105)	4	SOV	---	---	5	631.9	-----	16.0	15.7	0.3	12.3	12.1	0.2	64.08
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	1	628.8	-----	23.0	22.5	0.5	17.8	17.4	0.4	64.99
(128, 97)	2	SOV	---	---	6	1162.0	-----	24.9	24.0	0.8	19.3	18.7	0.6	60.16
(128, 97)	3	SOV	---	---	4	1084.4	-----	23.3	22.8	0.5	18.0	17.6	0.4	64.18
(128, 97)	4	SOV	---	---	6	740.6	-----	23.0	22.5	0.5	17.7	17.3	0.4	64.94
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	5	1645.4	-----	14.8	13.8	1.0	11.4	10.7	0.8	60.05
(156, 102)	2	SOV	---	---	1	1131.8	-----	14.1	13.6	0.5	10.9	10.5	0.4	62.81
(156, 102)	3	SOV	---	---	2	861.2	-----	13.8	13.5	0.3	10.7	10.4	0.2	64.23
(156, 102)	4	SOV	---	---	2	701.6	-----	14.1	13.8	0.3	10.9	10.6	0.2	62.70
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	9	SOV	---	---	1	167.0	-----	15.3	14.6	0.7	11.8	11.3	0.5	58.02
(109,7001)	1	SOV	---	---	2	1291.7	-----	2.3	2.2	0.1	1.7	1.7	0.1	51.51
(109,7001)	2	SOV	---	---	2	569.5	-----	2.1	2.1	0.0	1.6	1.6	0.0	55.51
(102, 103)	1	SOV	---	---	11	1068.7	-----	25.1	24.0	1.1	19.5	18.6	0.9	61.69
(102, 103)	2	SOV	---	---	10	1164.9	-----	24.5	23.8	0.8	19.0	18.4	0.6	63.12
(102, 103)	3	SOV	---	---	9	916.3	-----	24.1	23.6	0.5	18.6	18.3	0.4	64.30
(102, 103)	4	SOV	---	---	4	712.2	-----	24.7	24.1	0.6	19.0	18.5	0.4	62.81
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	0	342.0	-----	2.7	2.7	0.0	2.1	2.1	0.0	54.75
(160,7002)	2	SOV	---	---	0	308.0	-----	2.7	2.7	0.0	2.1	2.0	0.0	54.49
(7003, 106)	1	SOV	---	---	0	466.8	-----	9.0	6.6	2.4	6.9	5.1	1.9	33.33
(7003, 106)	2	SOV	---	---	0	560.0	-----	8.2	6.4	1.8	6.3	4.9	1.4	36.65
(106, 103)	1	SOV	---	---	0	798.6	-----	10.6	7.8	2.8	8.2	6.0	2.2	39.60
(106, 103)	2	SOV	---	---	0	182.7	-----	15.0	8.6	6.4	11.5	6.6	4.9	28.00
(7004, 107)	1	SOV	---	---	0	414.7	-----	4.2	3.0	1.2	3.2	2.3	1.0	41.05
(7004, 107)	2	SOV	---	---	0	375.3	-----	3.7	3.1	0.6	2.9	2.4	0.5	46.30
(107, 104)	1	SOV	---	---	0	445.7	-----	8.7	6.3	2.4	6.7	4.9	1.8	38.89
(107, 104)	2	SOV	---	---	0	290.2	-----	8.5	6.2	2.3	6.6	4.8	1.8	39.57
(110, 109)	1	SOV	---	---	1	1317.8	-----	2.4	2.4	0.1	1.9	1.8	0.1	52.00

(110, 109)	2	SOV	---	---	1	546.5	-----	2.3	2.2	0.1	1.8	1.7	0.0	55.79
(96, 110)	1	SOV	---	---	1	1359.3	-----	1.8	1.7	0.1	1.4	1.3	0.0	52.13
(96, 110)	2	SOV	---	---	0	505.2	-----	1.6	1.6	0.0	1.3	1.2	0.0	55.82
(127, 97)	1	SOV	---	---	0	332.0	-----	10.6	7.7	2.9	8.2	5.9	2.3	38.14
(127, 97)	2	SOV	---	---	0	39.3	-----	18.9	7.9	11.1	14.6	6.1	8.5	21.35
(96, 128)	1	SOV	---	---	1	937.2	-----	16.6	15.9	0.7	12.8	12.3	0.5	61.70
(96, 128)	2	SOV	---	---	6	1379.6	-----	17.0	16.3	0.7	13.2	12.6	0.5	60.20
(96, 128)	3	SOV	---	---	4	1110.4	-----	15.9	15.5	0.3	12.2	12.0	0.3	64.45
(96, 128)	4	SOV	---	---	2	702.6	-----	15.8	15.4	0.3	12.1	11.9	0.3	64.87
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	1	491.2	-----	11.8	11.3	0.4	9.1	8.7	0.3	52.51
(128, 129)	2	SOV	---	---	0	23.4	-----	12.7	10.7	2.0	9.8	8.2	1.6	48.59
(132, 130)	1	SOV	---	---	6	1825.5	-----	9.6	8.3	1.3	7.4	6.4	1.0	55.70
(132, 130)	2	SOV	---	---	4	1628.7	-----	8.9	8.4	0.5	6.9	6.5	0.4	60.42
(132, 130)	3	SOV	---	---	0	1301.8	-----	8.5	8.2	0.3	6.5	6.3	0.2	63.32
(132, 130)	4	SOV	---	---	2	915.8	-----	8.4	8.1	0.3	6.5	6.2	0.2	63.51
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	0	69.7	-----	12.8	9.8	3.0	9.9	7.6	2.3	41.86
(131, 130)	1	SOV	---	---	1	262.2	-----	3.1	2.9	0.2	2.4	2.2	0.1	50.40
(151, 132)	1	SOV	---	---	6	1312.2	-----	16.9	15.8	1.1	13.0	12.2	0.8	60.29
(151, 132)	2	SOV	---	---	11	1575.6	-----	16.6	15.9	0.7	12.9	12.3	0.5	61.26
(151, 132)	3	SOV	---	---	10	1267.8	-----	16.0	15.6	0.4	12.4	12.0	0.3	63.45
(151, 132)	4	SOV	---	---	6	880.2	-----	16.0	15.4	0.6	12.3	11.9	0.4	63.47
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	5	1188.0	-----	13.9	13.2	0.8	10.8	10.2	0.6	60.14
(105, 137)	2	SOV	---	---	7	1433.3	-----	13.5	13.0	0.5	10.4	10.0	0.4	62.27
(105, 137)	3	SOV	---	---	4	1054.2	-----	13.0	12.7	0.2	10.0	9.8	0.2	64.70
(105, 137)	4	SOV	---	---	2	682.2	-----	13.0	12.8	0.2	10.0	9.8	0.2	64.29
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	5	1411.1	-----	6.8	6.4	0.3	5.2	4.9	0.3	51.90
(98, 138)	2	SOV	---	---	0	0.1	-----	7.2	-4.2	11.4	5.5	-3.2	8.7	48.92
(138, 139)	1	SOV	---	---	0	1334.4	-----	2.6	2.5	0.1	2.0	1.9	0.1	52.90
(138, 139)	2	SOV	---	---	0	77.6	-----	2.6	2.3	0.3	2.0	1.8	0.3	52.25
(141, 140)	1	SOV	---	---	0	209.3	-----	11.5	5.9	5.6	8.9	4.6	4.4	25.03

(141, 140)	2	SOV	---	---	0	1084.2	-----	7.9	5.2	2.7	6.1	4.0	2.1	36.43
(140, 101)	1	SOV	---	---	1	1248.2	-----	11.0	9.3	1.7	8.5	7.2	1.3	46.36
(140, 101)	2	SOV	---	---	0	54.6	-----	11.8	11.8	0.0	9.1	9.1	0.0	43.17
(105, 143)	1	SOV	---	---	0	1196.9	-----	4.1	3.8	0.3	3.2	3.0	0.2	51.64
(7005, 127)	1	SOV	---	---	0	285.4	-----	2.5	1.3	1.2	1.9	1.0	0.9	28.03
(7005, 127)	2	SOV	---	---	0	155.1	-----	2.0	1.4	0.6	1.6	1.1	0.5	34.83
(129,7006)	1	SOV	---	---	0	1.0	-----	5.0	3.8	1.2	3.8	2.9	0.9	32.45
(129,7006)	2	SOV	---	---	1	514.2	-----	4.0	3.4	0.5	3.0	2.6	0.4	40.70
(147, 148)	1	SOV	---	---	1	442.2	-----	6.0	5.6	0.3	4.6	4.4	0.3	47.32
(148, 137)	1	SOV	---	---	0	442.0	-----	4.1	3.8	0.2	3.2	3.0	0.2	51.04
(163, 149)	1	SOV	---	---	10	1080.8	-----	33.6	32.8	0.8	26.1	25.5	0.6	63.95
(163, 149)	2	SOV	---	---	15	1403.4	-----	34.0	33.2	0.8	26.4	25.7	0.7	63.05
(163, 149)	3	SOV	---	---	14	1255.9	-----	33.5	32.8	0.7	26.0	25.4	0.5	64.08
(163, 149)	4	SOV	---	---	15	1356.2	-----	34.2	33.4	0.8	26.3	25.7	0.6	62.76
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	9	2568.1	-----	14.2	12.6	1.7	11.0	9.7	1.3	57.15
(311, 150)	2	SOV	---	---	6	1520.1	-----	13.4	12.7	0.7	10.4	9.9	0.5	60.73
(311, 150)	3	SOV	---	---	2	1184.7	-----	12.8	12.5	0.4	9.9	9.6	0.3	63.32
(311, 150)	4	SOV	---	---	1	827.3	-----	12.8	12.4	0.4	9.8	9.5	0.3	63.61
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	2	785.4	-----	2.5	2.3	0.3	2.0	1.8	0.2	54.10
(152, 153)	2	SOV	---	---	2	1890.9	-----	2.4	2.1	0.3	1.9	1.6	0.2	56.87
(152, 153)	3	SOV	---	---	1	1052.6	-----	2.2	2.0	0.1	1.7	1.6	0.1	62.44
(152, 153)	4	HOV	0	684	0	493.2	493.2	2.1	2.1	0.1	1.6	1.6	0.0	64.15
(152, 153)	9	SOV	---	---	1	1780.1	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.18
(130, 152)	1	SOV	---	---	8	1830.9	-----	15.4	13.7	1.7	11.9	10.6	1.3	57.49
(130, 152)	2	SOV	---	---	9	2021.5	-----	15.1	13.8	1.3	11.7	10.7	1.0	58.56
(130, 152)	3	SOV	---	---	3	1290.0	-----	14.0	13.5	0.5	10.8	10.4	0.4	63.14
(130, 152)	4	SOV	---	---	2	845.9	-----	13.9	13.5	0.5	10.7	10.4	0.4	63.70
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	16.8	-----	19.1	10.9	8.2	14.8	8.4	6.4	46.30
(100, 154)	1	SOV	---	---	3	439.9	-----	17.1	17.0	0.1	13.4	13.3	0.1	66.08
(100, 154)	2	SOV	---	---	4	1030.7	-----	17.7	17.5	0.2	13.7	13.6	0.2	63.80
(100, 154)	3	SOV	---	---	4	761.8	-----	17.5	17.3	0.1	13.6	13.4	0.1	64.75

(100, 154)	4	SOV	---	---	4	1015.2	-----	17.7	17.5	0.2	13.6	13.5	0.1	63.94
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	3	1508.8	-----	15.7	13.6	2.1	12.1	10.5	1.6	56.54
(101, 155)	2	SOV	---	---	6	1097.9	-----	14.4	13.7	0.7	11.2	10.6	0.5	61.64
(101, 155)	3	SOV	---	---	3	957.1	-----	13.8	13.5	0.3	10.7	10.4	0.2	64.19
(101, 155)	4	SOV	---	---	2	878.4	-----	14.2	13.8	0.4	10.9	10.7	0.3	62.38
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	0	60.0	-----	22.9	17.3	5.6	17.7	13.4	4.3	38.63
(155, 156)	1	SOV	---	---	1	1587.6	-----	2.2	2.1	0.2	1.7	1.6	0.1	60.72
(155, 156)	2	SOV	---	---	0	1221.5	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.82
(155, 156)	3	SOV	---	---	0	952.3	-----	2.1	2.1	0.1	1.6	1.6	0.0	63.95
(155, 156)	4	SOV	---	---	0	743.6	-----	2.2	2.1	0.1	1.7	1.6	0.0	62.39
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	16	2070.3	-----	19.2	15.9	3.4	14.9	12.3	2.6	53.16
(104, 157)	2	SOV	---	---	7	1604.1	-----	16.9	15.8	1.1	13.1	12.2	0.9	60.48
(104, 157)	3	SOV	---	---	3	1091.1	-----	16.1	15.5	0.5	12.4	12.0	0.4	63.64
(104, 157)	4	SOV	---	---	3	751.9	-----	16.2	15.8	0.4	12.5	12.2	0.3	62.98
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	0	50.9	-----	24.8	20.6	4.3	19.2	15.9	3.3	41.16
(157, 158)	1	SOV	---	---	5	2637.3	-----	2.5	2.1	0.4	1.9	1.6	0.3	54.92
(157, 158)	2	SOV	---	---	1	1394.1	-----	2.2	2.1	0.1	1.7	1.6	0.1	61.55
(157, 158)	3	SOV	---	---	1	909.2	-----	2.1	2.1	0.1	1.6	1.6	0.0	64.14
(157, 158)	4	SOV	---	---	0	617.3	-----	2.1	2.1	0.0	1.6	1.6	0.0	63.65
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	1	SOV	---	---	5	2017.8	-----	11.3	9.9	1.4	8.7	7.6	1.1	56.33
(137, 159)	2	SOV	---	---	4	1241.3	-----	10.3	9.9	0.5	8.0	7.6	0.4	61.56
(137, 159)	3	SOV	---	---	2	916.4	-----	9.8	9.6	0.2	7.6	7.4	0.2	64.60
(137, 159)	4	SOV	---	---	0	580.2	-----	9.8	9.7	0.2	7.6	7.4	0.1	64.63
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	0	44.6	-----	14.2	11.1	3.1	11.0	8.6	2.4	44.68
(150, 151)	1	SOV	---	---	7	2440.2	-----	8.7	7.7	1.0	6.7	6.0	0.8	56.44
(150, 151)	2	SOV	---	---	2	1576.4	-----	8.1	7.6	0.4	6.2	5.9	0.3	60.74
(150, 151)	3	SOV	---	---	3	1228.6	-----	7.7	7.5	0.2	6.0	5.8	0.2	63.39
(150, 151)	4	SOV	---	---	1	844.1	-----	7.7	7.4	0.3	5.9	5.7	0.2	63.60
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	9	1104.1	-----	36.9	35.2	1.7	28.5	27.2	1.3	60.61
(325, 95)	2	SOV	---	---	11	1119.5	-----	36.1	35.1	1.0	27.9	27.1	0.8	61.83
(325, 95)	3	SOV	---	---	9	1040.4	-----	34.6	33.9	0.7	26.8	26.2	0.5	64.49

(325, 95)	4	SOV	---	---	8	746.1	-----	34.1	33.3	0.8	26.2	25.6	0.6	65.51
(325, 95)	5	HOV	16	17	0	16.3	16.3	33.6	33.6	0.0	26.1	26.1	0.0	66.47
(102, 160)	1	SOV	---	---	0	339.8	-----	5.2	5.2	0.0	4.1	4.0	0.0	54.67
(102, 160)	2	SOV	---	---	0	310.2	-----	5.3	5.2	0.1	4.1	4.0	0.1	54.45
(98, 99)	1	SOV	---	---	5	543.0	-----	24.3	23.5	0.8	18.8	18.2	0.6	62.88
(98, 99)	2	SOV	---	---	7	784.5	-----	25.2	24.3	0.9	19.6	18.9	0.7	60.72
(98, 99)	3	SOV	---	---	4	718.6	-----	23.8	23.5	0.3	18.4	18.1	0.3	64.17
(98, 99)	4	SOV	---	---	6	529.2	-----	23.4	23.0	0.4	18.0	17.7	0.3	65.52
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	4	554.7	-----	15.8	15.5	0.3	12.2	12.0	0.2	63.94
(99, 164)	2	SOV	---	---	1	752.9	-----	16.5	16.1	0.4	12.8	12.5	0.3	61.20
(99, 164)	3	SOV	---	---	3	710.8	-----	15.8	15.5	0.2	12.1	12.0	0.2	64.13
(99, 164)	4	SOV	---	---	3	551.2	-----	15.4	15.2	0.3	11.9	11.7	0.2	65.45
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	4	1138.7	-----	8.4	8.3	0.1	6.5	6.4	0.1	47.31
(295, 200)	2	SOV	---	---	2	1160.3	-----	8.5	8.4	0.1	6.6	6.5	0.1	46.99
(295, 200)	9	SOV	---	---	0	132.9	-----	8.9	8.7	0.2	6.9	6.7	0.2	44.73
(203, 201)	1	SOV	---	---	2	1329.9	-----	1.8	1.7	0.1	1.4	1.3	0.1	62.71
(203, 201)	2	SOV	---	---	1	1378.7	-----	1.8	1.7	0.1	1.4	1.3	0.0	62.62
(200, 199)	1	SOV	---	---	2	1041.1	-----	6.8	6.6	0.2	5.2	5.1	0.1	44.00
(200, 199)	2	SOV	---	---	3	1141.6	-----	6.8	6.6	0.2	5.2	5.1	0.1	43.81
(179, 178)	1	SOV	---	---	2	662.0	-----	6.4	6.1	0.2	4.9	4.7	0.2	53.65
(179, 178)	2	SOV	---	---	2	654.3	-----	6.3	6.1	0.2	4.9	4.7	0.2	53.77
(180, 179)	1	SOV	---	---	0	657.0	-----	12.7	12.4	0.3	9.8	9.6	0.2	53.75
(180, 179)	2	SOV	---	---	0	653.1	-----	12.6	12.4	0.2	9.8	9.6	0.2	53.96
(180, 179)	9	SOV	---	---	0	4.4	-----	12.5	12.4	0.2	9.7	9.5	0.1	54.35
(181, 180)	1	SOV	---	---	2	568.4	-----	6.3	6.2	0.1	4.8	4.8	0.1	53.94
(181, 180)	2	SOV	---	---	1	653.7	-----	6.3	6.2	0.1	4.8	4.8	0.1	54.05
(199, 198)	1	SOV	---	---	3	1035.5	-----	8.5	8.2	0.4	6.6	6.3	0.3	43.75
(199, 198)	2	SOV	---	---	4	1149.5	-----	8.6	8.3	0.3	6.6	6.4	0.3	43.51
(198, 197)	1	SOV	---	---	2	1225.1	-----	16.1	15.1	1.1	12.5	11.7	0.8	51.21
(198, 197)	2	SOV	---	---	6	1202.1	-----	16.1	15.1	0.9	12.4	11.7	0.7	51.41
(198, 197)	9	SOV	---	---	0	10.1	-----	18.6	17.7	0.9	14.4	13.6	0.7	44.39

(197, 196)	1	SOV	---	---	6	1551.6	-----	19.9	18.7	1.3	15.4	14.4	1.0	51.31
(197, 196)	2	SOV	---	---	8	1311.9	-----	19.5	18.6	0.9	15.0	14.4	0.7	52.51
(197, 196)	9	SOV	---	---	0	19.1	-----	24.3	20.8	3.5	18.9	16.2	2.7	42.03
(196, 195)	1	SOV	---	---	14	1484.3	-----	34.0	32.2	1.8	26.3	24.9	1.4	51.80
(196, 195)	2	SOV	---	---	14	1400.7	-----	33.6	32.0	1.6	26.0	24.7	1.3	52.37
(182, 181)	1	SOV	---	---	2	552.6	-----	21.6	21.2	0.4	16.7	16.4	0.3	53.83
(182, 181)	2	SOV	---	---	3	670.3	-----	21.5	21.2	0.3	16.6	16.4	0.2	54.22
(183, 182)	1	SOV	---	---	7	1246.9	-----	19.3	18.6	0.7	14.9	14.4	0.5	53.05
(183, 182)	2	SOV	---	---	4	673.2	-----	18.8	18.5	0.3	14.5	14.3	0.2	54.33
(184, 183)	1	SOV	---	---	7	1059.7	-----	24.1	23.9	0.3	18.7	18.4	0.2	54.18
(184, 183)	2	SOV	---	---	5	877.3	-----	24.0	23.7	0.2	18.5	18.3	0.2	54.62
(205, 204)	1	SOV	---	---	2	449.2	-----	2.9	2.8	0.1	2.3	2.2	0.1	43.01
(204, 197)	1	SOV	---	---	2	447.6	-----	4.9	4.7	0.1	3.7	3.6	0.1	43.29
(182, 193)	1	SOV	---	---	0	336.1	-----	7.4	6.3	1.0	5.7	4.9	0.8	54.51
(182, 193)	2	SOV	---	---	1	365.3	-----	6.7	6.2	0.6	5.2	4.8	0.4	59.65
(193, 194)	1	SOV	---	---	0	118.0	-----	4.3	3.7	0.6	3.4	2.9	0.5	60.01
(193, 194)	2	SOV	---	---	2	582.8	-----	4.3	4.0	0.3	3.3	3.1	0.2	60.57
(193, 194)	3	SOV	---	---	0	0.2	-----	4.9	0.8	4.1	3.7	0.6	3.1	53.39
(208, 209)	1	SOV	---	---	0	92.0	-----	6.5	6.2	0.2	5.0	4.8	0.2	47.91
(207, 198)	1	SOV	---	---	0	253.0	-----	5.3	5.1	0.2	4.1	4.0	0.1	42.79
(206, 207)	1	SOV	---	---	0	252.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	36.61
(200, 210)	1	SOV	---	---	0	247.0	-----	4.2	4.2	0.1	3.3	3.2	0.0	44.03
(210, 211)	1	SOV	---	---	0	247.0	-----	3.6	3.6	0.0	2.8	2.8	0.0	40.73
(178, 202)	1	SOV	---	---	1	670.8	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.49
(178, 202)	2	SOV	---	---	1	643.2	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.60
(139,7009)	1	SOV	---	---	2	1284.2	-----	2.2	2.1	0.1	1.7	1.6	0.0	52.63
(139,7009)	2	SOV	---	---	0	127.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	55.07
(7010, 141)	1	SOV	---	---	1	698.3	-----	6.6	5.4	1.2	5.1	4.1	0.9	44.90
(7010, 141)	2	SOV	---	---	1	662.2	-----	6.3	5.2	1.1	4.9	4.0	0.9	46.72

(211,7011)	1	SOV	---	---	1	247.0	-----	4.8	4.6	0.2	3.7	3.6	0.1	33.90
(7012, 206)	1	SOV	---	---	0	294.5	-----	2.3	2.1	0.2	1.8	1.7	0.1	33.19
(7014, 205)	1	SOV	---	---	1	483.9	-----	4.1	3.7	0.4	3.2	2.9	0.3	41.16
(194,7015)	1	SOV	---	---	0	130.0	-----	2.0	1.8	0.3	1.6	1.4	0.2	57.35
(194,7015)	2	SOV	---	---	1	565.9	-----	2.1	1.9	0.2	1.6	1.4	0.2	56.43
(194,7015)	3	SOV	---	---	0	4.0	-----	2.3	1.8	0.5	1.8	1.4	0.4	49.34
(201, 295)	1	SOV	---	---	5	1195.1	-----	8.9	8.9	0.1	6.9	6.8	0.0	57.02
(201, 295)	2	SOV	---	---	3	1238.4	-----	8.9	8.9	0.1	6.9	6.9	0.0	56.87
(149, 298)	1	SOV	---	---	5	1489.9	-----	16.4	15.7	0.8	12.7	12.2	0.6	62.32
(149, 298)	2	SOV	---	---	4	1198.0	-----	16.4	15.9	0.5	12.7	12.3	0.4	62.48
(149, 298)	3	SOV	---	---	7	1220.2	-----	16.1	15.6	0.4	12.4	12.1	0.3	63.71
(149, 298)	4	SOV	---	---	4	1153.6	-----	16.6	16.0	0.6	12.7	12.3	0.5	61.75
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	0	1896.2	-----	10.1	5.7	4.3	7.8	4.4	3.4	37.55
(533, 299)	2	SOV	---	---	1	1464.1	-----	6.6	5.8	0.8	5.1	4.5	0.6	56.96
(533, 299)	3	SOV	---	---	2	1324.3	-----	6.0	5.8	0.3	4.7	4.5	0.2	62.74
(533, 299)	4	SOV	---	---	1	1111.5	-----	6.1	5.9	0.2	4.7	4.5	0.2	61.56
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	0	310.4	-----	12.6	9.5	3.2	9.8	7.3	2.4	29.92
(299, 300)	1	SOV	---	---	15	2170.7	-----	20.1	15.9	4.2	15.5	12.3	3.2	51.00
(299, 300)	2	SOV	---	---	11	1876.7	-----	17.8	15.9	2.0	13.8	12.3	1.5	57.34
(299, 300)	3	SOV	---	---	6	1530.9	-----	16.5	15.6	0.9	12.8	12.1	0.7	61.94
(299, 300)	4	SOV	---	---	8	1162.9	-----	16.6	15.9	0.7	12.8	12.2	0.5	61.53
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	2	64.7	-----	25.3	21.8	3.5	19.5	16.8	2.7	40.50
(300, 301)	1	SOV	---	---	15	2025.4	-----	29.4	27.4	2.1	22.8	21.2	1.6	60.14
(300, 301)	2	SOV	---	---	17	1896.3	-----	29.0	27.4	1.5	22.4	21.3	1.2	61.09
(300, 301)	3	SOV	---	---	14	1637.1	-----	28.2	27.0	1.2	21.8	20.9	0.9	62.69
(300, 301)	4	SOV	---	---	11	1248.5	-----	28.7	27.4	1.2	22.0	21.1	1.0	61.74
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	4	1027.0	-----	14.0	13.1	0.9	10.8	10.1	0.7	61.04
(301, 302)	2	SOV	---	---	9	1645.1	-----	13.8	13.2	0.6	10.7	10.2	0.5	61.69
(301, 302)	3	SOV	---	---	8	1642.0	-----	13.9	13.1	0.8	10.7	10.1	0.6	61.34
(301, 302)	4	HOV	0	1171	1	699.3	699.3	13.7	13.1	0.6	10.6	10.1	0.5	61.96
(301, 302)	9	SOV	---	---	6	1796.9	-----	14.2	13.3	0.9	11.0	10.3	0.7	60.05

(302, 303)	1	SOV	---	---	15	2036.4	-----	17.2	15.8	1.4	13.3	12.2	1.1	59.41
(302, 303)	2	SOV	---	---	5	1479.9	-----	16.6	15.9	0.7	12.9	12.3	0.6	61.51
(302, 303)	3	SOV	---	---	3	1292.1	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.70
(302, 303)	4	SOV	---	---	5	1026.4	-----	16.4	15.7	0.6	12.6	12.1	0.5	62.38
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	9	SOV	---	---	3	416.4	-----	16.5	15.7	0.8	12.7	12.2	0.6	62.04
(302, 303)	10	SOV	---	---	1	559.2	-----	17.5	16.5	1.0	13.5	12.8	0.7	58.50
(303, 304)	1	SOV	---	---	4	1835.8	-----	11.5	10.8	0.7	8.9	8.4	0.6	59.75
(303, 304)	2	SOV	---	---	4	1500.7	-----	11.1	10.7	0.4	8.6	8.2	0.3	62.09
(303, 304)	3	SOV	---	---	2	1283.7	-----	10.9	10.5	0.4	8.4	8.1	0.3	63.26
(303, 304)	4	SOV	---	---	5	1022.1	-----	11.0	10.6	0.4	8.5	8.2	0.3	62.35
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	9	SOV	---	---	1	413.3	-----	11.3	11.1	0.2	8.7	8.5	0.2	60.86
(304, 305)	1	SOV	---	---	5	1805.1	-----	10.7	9.7	0.9	8.3	7.5	0.7	58.39
(304, 305)	2	SOV	---	---	1	1331.8	-----	10.1	9.5	0.6	7.8	7.4	0.5	61.55
(304, 305)	3	SOV	---	---	2	923.8	-----	9.9	9.5	0.4	7.6	7.3	0.3	62.92
(304, 305)	4	HOV	0	885	0	155.5	155.5	9.9	9.5	0.3	7.6	7.3	0.3	63.08
(304, 305)	9	SOV	---	---	6	1029.9	-----	10.2	9.6	0.5	7.9	7.4	0.4	61.27
(305, 306)	1	SOV	---	---	3	545.1	-----	16.2	15.3	0.8	12.5	11.9	0.7	63.30
(305, 306)	2	SOV	---	---	5	1595.4	-----	16.8	16.1	0.6	13.0	12.5	0.5	60.90
(305, 306)	3	SOV	---	---	3	1255.1	-----	16.1	15.6	0.5	12.4	12.1	0.4	63.63
(305, 306)	4	SOV	---	---	1	915.8	-----	16.2	15.6	0.6	12.5	12.0	0.4	63.16
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	6	939.3	-----	17.0	16.5	0.5	13.1	12.7	0.4	60.22
(306, 307)	1	SOV	---	---	5	616.0	-----	19.4	19.1	0.4	15.0	14.7	0.3	65.95
(306, 307)	2	SOV	---	---	9	1368.1	-----	21.1	20.4	0.7	16.4	15.8	0.6	60.71
(306, 307)	3	SOV	---	---	6	1238.9	-----	20.2	19.6	0.6	15.6	15.1	0.4	63.44
(306, 307)	4	SOV	---	---	3	950.8	-----	20.3	19.5	0.7	15.6	15.0	0.6	63.15
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	1	SOV	---	---	1	1337.0	-----	8.5	7.0	1.5	6.5	5.4	1.2	54.32
(187, 310)	2	SOV	---	---	4	1342.0	-----	7.7	7.3	0.4	6.0	5.7	0.3	59.49
(187, 310)	3	SOV	---	---	3	1286.7	-----	7.3	7.1	0.2	5.6	5.5	0.2	63.12
(187, 310)	4	SOV	---	---	0	965.6	-----	7.3	7.0	0.3	5.6	5.4	0.2	62.96
(187, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	9	SOV	---	---	0	90.8	-----	12.1	9.1	3.0	9.4	7.1	2.3	38.09
(310, 311)	1	SOV	---	---	11	2274.7	-----	18.6	15.7	3.0	14.4	12.1	2.3	54.88
(310, 311)	2	SOV	---	---	6	1527.8	-----	17.2	16.1	1.1	13.4	12.5	0.9	59.38
(310, 311)	3	SOV	---	---	4	1282.0	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.84

(310, 311)	4	SOV	---	---	3	926.8	-----	16.2	15.6	0.7	12.5	12.0	0.5	62.98
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	1	80.2	-----	20.4	18.6	1.9	15.8	14.4	1.4	50.06
(159, 312)	1	SOV	---	---	4	2019.6	-----	6.6	6.0	0.6	5.1	4.7	0.5	58.45
(159, 312)	2	SOV	---	---	1	1254.4	-----	6.2	6.0	0.2	4.8	4.6	0.2	62.03
(159, 312)	3	SOV	---	---	0	934.2	-----	6.0	5.9	0.1	4.6	4.5	0.1	64.82
(159, 312)	4	SOV	---	---	1	595.9	-----	6.0	5.9	0.1	4.6	4.5	0.1	64.68
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	4	1961.6	-----	10.9	10.1	0.8	8.4	7.8	0.6	58.59
(312, 313)	2	SOV	---	---	4	1273.2	-----	10.2	9.9	0.3	7.9	7.6	0.3	62.29
(312, 313)	3	SOV	---	---	3	955.4	-----	9.8	9.6	0.2	7.6	7.4	0.1	64.85
(312, 313)	4	SOV	---	---	1	613.7	-----	9.8	9.6	0.2	7.6	7.4	0.1	64.77
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(248, 314)	1	SOV	---	---	5	1567.8	-----	17.2	16.2	1.0	13.3	12.5	0.8	59.33
(248, 314)	2	SOV	---	---	5	1000.0	-----	16.3	15.9	0.4	12.6	12.3	0.3	62.74
(248, 314)	3	SOV	---	---	7	787.5	-----	15.7	15.5	0.2	12.1	12.0	0.2	65.03
(248, 314)	4	SOV	---	---	4	519.1	-----	15.7	15.4	0.3	12.1	11.9	0.2	65.11
(248, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	1	683.8	-----	8.2	7.9	0.3	6.4	6.1	0.3	60.34
(314, 315)	2	SOV	---	---	3	967.5	-----	7.9	7.7	0.2	6.1	6.0	0.1	62.64
(314, 315)	3	SOV	---	---	1	795.8	-----	7.6	7.5	0.1	5.9	5.8	0.1	65.03
(314, 315)	4	SOV	---	---	1	532.5	-----	7.6	7.5	0.1	5.8	5.7	0.1	65.21
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	1	SOV	---	---	5	355.2	-----	24.5	23.6	0.9	19.0	18.3	0.7	61.61
(555, 316)	2	SOV	---	---	11	1086.1	-----	24.3	23.6	0.7	18.8	18.2	0.5	62.23
(555, 316)	3	SOV	---	---	4	834.0	-----	23.3	22.8	0.5	18.0	17.6	0.4	64.80
(555, 316)	4	SOV	---	---	6	506.8	-----	23.2	22.7	0.5	17.9	17.5	0.4	65.09
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	9	SOV	---	---	8	970.1	-----	24.4	23.3	1.1	18.9	18.0	0.8	61.83
(555, 316)	10	SOV	---	---	7	793.0	-----	24.7	23.7	1.1	19.1	18.3	0.8	61.13
(316, 317)	1	SOV	---	---	1	227.5	-----	10.6	10.3	0.3	8.2	8.0	0.2	64.33
(316, 317)	2	SOV	---	---	9	1497.6	-----	11.0	10.7	0.3	8.5	8.3	0.3	61.73
(316, 317)	3	SOV	---	---	5	948.0	-----	10.5	10.3	0.2	8.1	8.0	0.2	64.70
(316, 317)	4	SOV	---	---	2	593.1	-----	10.4	10.2	0.2	8.0	7.9	0.2	65.37
(316, 317)	5	HOV	17	17	0	17.0	17.0	10.5	10.3	0.1	8.1	8.0	0.1	65.03
(316, 317)	9	SOV	---	---	7	1250.0	-----	11.0	10.6	0.4	8.5	8.2	0.3	62.25
(317, 318)	1	SOV	---	---	4	1014.9	-----	16.8	16.1	0.7	13.0	12.4	0.6	60.88
(317, 318)	2	SOV	---	---	4	1212.7	-----	16.2	15.7	0.5	12.5	12.2	0.4	63.00

(317, 318)	3	SOV	---	---	1	773.1	-----	15.7	15.4	0.4	12.1	11.9	0.3	65.05
(317, 318)	4	SOV	---	---	1	200.9	-----	15.6	15.3	0.3	12.0	11.8	0.2	65.46
(317, 318)	5	HOV	17	0	0	5.1	5.1	15.5	15.5	0.1	12.1	12.0	0.0	65.86
(317, 318)	9	SOV	---	---	4	1320.6	-----	16.8	15.9	0.9	12.9	12.3	0.7	60.98
(318, 319)	1	SOV	---	---	7	1659.2	-----	17.9	15.9	2.0	13.8	12.3	1.5	57.25
(318, 319)	2	SOV	---	---	4	1488.5	-----	16.9	16.1	0.8	13.0	12.4	0.6	60.66
(318, 319)	3	SOV	---	---	3	1150.8	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.50
(318, 319)	4	SOV	---	---	2	727.8	-----	15.6	15.3	0.4	12.0	11.7	0.3	65.53
(318, 319)	5	HOV	17	16	1	16.0	16.0	15.4	15.4	0.0	11.9	11.9	0.0	66.51
(318, 319)	9	SOV	---	---	0	31.4	-----	24.1	19.0	5.1	18.6	14.7	3.9	42.48
(319, 320)	1	SOV	---	---	1	1611.6	-----	8.3	7.8	0.5	6.4	6.0	0.4	60.51
(319, 320)	2	SOV	---	---	0	1496.6	-----	8.2	7.9	0.3	6.3	6.1	0.2	61.28
(319, 320)	3	SOV	---	---	1	1183.0	-----	7.8	7.6	0.2	6.0	5.9	0.1	64.54
(319, 320)	4	SOV	---	---	0	778.0	-----	7.6	7.5	0.2	5.9	5.7	0.1	65.53
(319, 320)	5	HOV	16	16	0	16.0	16.0	7.5	7.5	0.0	5.8	5.8	0.0	66.51
(320, 321)	1	SOV	---	---	10	2007.7	-----	19.6	17.7	1.9	15.1	13.6	1.5	58.17
(320, 321)	2	SOV	---	---	7	1335.9	-----	18.6	17.8	0.7	14.4	13.8	0.6	61.22
(320, 321)	3	SOV	---	---	8	1042.2	-----	17.6	17.2	0.4	13.6	13.3	0.3	64.55
(320, 321)	4	SOV	---	---	3	683.4	-----	17.3	17.0	0.4	13.3	13.0	0.3	65.71
(320, 321)	5	HOV	16	16	0	16.0	16.0	17.1	17.1	0.0	13.3	13.3	0.0	66.51
(321, 322)	1	SOV	---	---	10	1808.3	-----	17.5	16.2	1.2	13.5	12.5	1.0	58.60
(321, 322)	2	SOV	---	---	6	1182.2	-----	16.6	16.0	0.6	12.8	12.4	0.5	61.56
(321, 322)	3	SOV	---	---	4	949.3	-----	15.8	15.5	0.3	12.2	12.0	0.2	64.83
(321, 322)	4	SOV	---	---	1	607.0	-----	15.5	15.3	0.3	12.0	11.7	0.2	65.77
(321, 322)	5	HOV	16	16	0	16.0	16.0	15.4	15.4	0.0	11.9	11.9	0.0	66.54
(321, 322)	9	SOV	---	---	2	518.2	-----	17.2	16.6	0.6	13.3	12.8	0.5	59.54
(322, 323)	1	SOV	---	---	5	897.4	-----	19.9	19.0	0.9	15.4	14.7	0.7	60.58
(322, 323)	2	SOV	---	---	6	1117.9	-----	19.6	19.0	0.6	15.1	14.7	0.4	61.72
(322, 323)	3	SOV	---	---	4	986.0	-----	18.6	18.3	0.4	14.4	14.1	0.3	64.82
(322, 323)	4	SOV	---	---	2	644.0	-----	18.4	18.0	0.4	14.1	13.8	0.3	65.69
(322, 323)	5	HOV	16	16	0	16.0	16.0	18.1	18.1	0.0	14.1	14.1	0.0	66.52
(323, 324)	1	SOV	---	---	2	1012.2	-----	10.2	9.6	0.6	7.9	7.4	0.5	59.79
(323, 324)	2	SOV	---	---	3	1100.4	-----	9.9	9.6	0.3	7.7	7.4	0.2	61.48
(323, 324)	3	SOV	---	---	7	1016.2	-----	9.4	9.2	0.2	7.3	7.1	0.2	64.65
(323, 324)	4	SOV	---	---	5	671.8	-----	9.3	9.1	0.2	7.1	7.0	0.2	65.61
(323, 324)	5	HOV	16	16	0	16.0	16.0	9.2	9.2	0.0	7.1	7.1	0.0	66.53
(323, 324)	9	SOV	---	---	0	11.2	-----	12.0	10.6	1.4	9.3	8.2	1.1	50.67
(324, 325)	1	SOV	---	---	9	1159.8	-----	17.0	16.1	0.9	13.1	12.4	0.7	60.27

(324, 325)	2	SOV	---	---	8	1121.9	-----	16.6	16.1	0.5	12.8	12.4	0.4	61.63
(324, 325)	3	SOV	---	---	6	1029.5	-----	15.8	15.5	0.3	12.2	12.0	0.3	64.59
(324, 325)	4	SOV	---	---	1	703.1	-----	15.6	15.2	0.4	12.0	11.7	0.3	65.62
(324, 325)	5	HOV	16	16	0	16.0	16.0	15.4	15.4	0.0	11.9	11.9	0.0	66.53
(324, 325)	9	SOV	---	---	0	8.4	-----	19.9	17.9	2.0	15.3	13.8	1.5	51.38
(7023, 147)	1	SOV	---	---	0	487.8	-----	3.3	2.7	0.6	2.6	2.1	0.5	37.88
(143,7025)	1	SOV	---	---	0	1194.0	-----	2.3	2.0	0.3	1.8	1.6	0.2	44.54
(144, 131)	1	SOV	---	---	0	263.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.59
(7022, 144)	1	SOV	---	---	2	292.1	-----	2.6	2.3	0.3	2.0	1.8	0.2	44.28
(347, 348)	1	SOV	---	---	0	55.6	-----	2.9	2.7	0.1	2.2	2.1	0.1	51.81
(347, 348)	2	SOV	---	---	0	877.3	-----	2.9	2.8	0.0	2.2	2.2	0.0	51.59
(348, 349)	1	SOV	---	---	0	116.2	-----	4.5	4.3	0.2	3.5	3.3	0.1	51.40
(348, 349)	2	SOV	---	---	0	817.3	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.61
(560, 370)	1	SOV	---	---	0	138.2	-----	5.1	5.0	0.0	3.9	3.9	0.0	66.93
(560, 370)	2	SOV	---	---	1	717.5	-----	5.3	5.3	0.1	4.1	4.1	0.1	63.78
(560, 370)	3	SOV	---	---	1	477.1	-----	5.4	5.4	0.1	4.2	4.1	0.0	62.88
(560, 370)	4	SOV	---	---	0	445.7	-----	5.2	5.1	0.1	4.0	4.0	0.0	65.79
(560, 370)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(560, 370)	9	SOV	---	---	2	708.9	-----	5.4	5.3	0.1	4.2	4.1	0.1	63.43
(370, 371)	1	SOV	---	---	2	125.3	-----	17.5	13.7	3.8	13.5	10.6	2.9	43.07
(370, 371)	2	SOV	---	---	2	736.8	-----	11.9	11.5	0.4	9.2	8.9	0.3	63.06
(370, 371)	3	SOV	---	---	1	489.6	-----	11.9	11.8	0.2	9.2	9.1	0.1	63.08
(370, 371)	4	SOV	---	---	1	388.2	-----	11.5	11.3	0.1	8.8	8.7	0.1	65.67
(370, 371)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(370, 371)	9	SOV	---	---	2	734.6	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.12
(371, 372)	1	SOV	---	---	3	482.5	-----	16.5	15.5	0.9	12.7	12.0	0.7	61.04
(371, 372)	2	SOV	---	---	6	1135.6	-----	16.4	15.6	0.8	12.7	12.0	0.6	61.30
(371, 372)	3	SOV	---	---	2	571.3	-----	15.9	15.5	0.4	12.3	11.9	0.3	63.30
(371, 372)	4	SOV	---	---	1	298.5	-----	15.4	15.2	0.2	11.9	11.7	0.2	65.35
(371, 372)	5	HOV	7	0	1	4.4	4.4	16.2	15.8	0.4	12.5	12.2	0.3	62.00
(372, 373)	1	SOV	---	---	3	1908.9	-----	10.6	9.8	0.9	8.2	7.5	0.7	58.97
(372, 373)	2	SOV	---	---	1	731.4	-----	10.0	9.6	0.4	7.7	7.4	0.3	62.93
(372, 373)	3	SOV	---	---	0	393.4	-----	9.6	9.4	0.2	7.4	7.3	0.1	65.46
(372, 373)	4	HOV	6	6	0	6.0	6.0	10.2	10.0	0.2	7.8	7.7	0.2	61.51
(372, 373)	9	SOV	---	---	1	207.5	-----	10.7	9.7	1.0	8.3	7.5	0.8	58.31

(373, 374)	1	SOV	---	---	1	1670.3	-----	6.5	6.2	0.3	5.0	4.8	0.2	60.76
(373, 374)	2	SOV	---	---	1	839.6	-----	6.2	6.0	0.1	4.8	4.7	0.1	64.16
(373, 374)	3	SOV	---	---	1	448.6	-----	6.0	5.9	0.1	4.7	4.6	0.1	65.66
(373, 374)	4	HOV	6	6	0	6.0	6.0	6.4	6.3	0.1	5.0	4.9	0.1	61.52
(373, 374)	9	SOV	---	---	0	285.1	-----	6.1	5.9	0.2	4.8	4.6	0.2	64.47
(374, 375)	1	SOV	---	---	2	1538.8	-----	10.5	10.0	0.5	8.1	7.7	0.4	59.62
(374, 375)	2	SOV	---	---	0	903.3	-----	9.7	9.5	0.2	7.5	7.4	0.1	64.55
(374, 375)	3	SOV	---	---	1	488.5	-----	9.5	9.4	0.1	7.3	7.2	0.1	65.99
(374, 375)	4	HOV	6	6	0	6.0	6.0	10.2	10.0	0.2	7.8	7.7	0.2	61.55
(374, 375)	9	SOV	---	---	0	313.0	-----	10.2	10.1	0.2	7.9	7.8	0.1	61.17
(375, 376)	1	SOV	---	---	9	1012.1	-----	17.3	16.6	0.7	13.3	12.8	0.5	60.46
(375, 376)	2	SOV	---	---	6	948.4	-----	16.2	15.9	0.3	12.5	12.3	0.2	64.50
(375, 376)	3	SOV	---	---	2	560.5	-----	15.8	15.5	0.2	12.2	12.0	0.2	66.27
(375, 376)	4	HOV	6	6	0	6.0	6.0	17.0	16.6	0.4	13.1	12.8	0.3	61.51
(376, 377)	1	SOV	---	---	2	1171.5	-----	8.5	8.0	0.6	6.6	6.2	0.4	59.07
(376, 377)	2	SOV	---	---	2	992.3	-----	7.9	7.7	0.2	6.1	5.9	0.1	64.05
(376, 377)	3	SOV	---	---	1	615.1	-----	7.6	7.5	0.1	5.9	5.8	0.1	66.32
(376, 377)	4	HOV	6	6	0	6.0	6.0	8.2	8.0	0.2	6.3	6.2	0.1	61.48
(376, 377)	9	SOV	---	---	0	26.0	-----	10.0	8.5	1.5	7.7	6.6	1.2	50.26
(377, 378)	1	SOV	---	---	5	1507.7	-----	15.1	14.0	1.1	11.6	10.8	0.8	58.89
(377, 378)	2	SOV	---	---	2	1012.6	-----	13.9	13.5	0.4	10.7	10.4	0.3	63.71
(377, 378)	3	SOV	---	---	4	618.4	-----	13.4	13.1	0.2	10.3	10.1	0.2	66.32
(377, 378)	4	HOV	6	6	0	6.0	6.0	14.4	14.1	0.3	11.1	10.9	0.2	61.52
(377, 378)	9	SOV	---	---	0	20.9	-----	18.6	15.0	3.6	14.4	11.6	2.8	47.62
(381, 382)	1	SOV	---	---	0	66.9	-----	3.4	3.3	0.1	2.6	2.6	0.0	44.42
(381, 382)	2	SOV	---	---	1	929.4	-----	3.6	3.5	0.0	2.8	2.7	0.0	41.65
(378, 384)	1	SOV	---	---	0	1503.6	-----	2.3	2.1	0.1	1.7	1.7	0.1	60.42
(378, 384)	2	SOV	---	---	1	1020.3	-----	2.1	2.1	0.0	1.6	1.6	0.0	64.10
(378, 384)	3	SOV	---	---	1	638.1	-----	2.1	2.0	0.0	1.6	1.6	0.0	66.34
(378, 384)	4	HOV	6	6	0	6.0	6.0	2.2	2.1	0.1	1.7	1.7	0.1	61.64
(384, 385)	1	SOV	---	---	5	1450.1	-----	14.8	14.1	0.7	11.4	10.9	0.5	60.03
(384, 385)	2	SOV	---	---	1	1035.6	-----	13.8	13.6	0.3	10.7	10.5	0.2	64.14
(384, 385)	3	SOV	---	---	4	678.7	-----	13.3	13.1	0.2	10.3	10.1	0.2	66.42
(384, 385)	4	HOV	6	6	0	6.0	6.0	14.4	14.1	0.3	11.1	10.9	0.2	61.49
(385, 386)	1	SOV	---	---	4	974.5	-----	28.7	27.8	0.9	22.1	21.5	0.7	60.67
(385, 386)	2	SOV	---	---	5	1036.0	-----	27.2	26.7	0.5	21.0	20.6	0.4	63.98

(385, 386)	3	SOV	---	---	2	752.1	-----	26.2	25.8	0.5	20.2	19.9	0.4	66.39
(385, 386)	4	HOV	6	6	0	6.0	6.0	28.3	27.7	0.6	21.8	21.3	0.5	61.49
(402, 403)	1	SOV	---	---	0	421.2	-----	11.2	9.5	1.8	8.7	7.3	1.4	44.19
(402, 403)	2	SOV	---	---	1	635.3	-----	10.8	9.8	1.0	8.3	7.6	0.7	45.92
(401, 381)	1	SOV	---	---	0	51.9	-----	2.8	2.8	0.0	2.2	2.1	0.0	50.57
(401, 381)	2	SOV	---	---	1	945.6	-----	2.8	2.8	0.0	2.2	2.1	0.0	50.44
(395, 396)	1	SOV	---	---	1	884.2	-----	12.9	12.3	0.6	10.0	9.5	0.4	60.96
(395, 396)	2	SOV	---	---	2	1078.3	-----	12.3	12.1	0.3	9.5	9.3	0.2	63.78
(395, 396)	3	SOV	---	---	2	760.3	-----	12.4	12.1	0.4	9.6	9.3	0.3	63.29
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	3	1550.5	-----	6.5	6.2	0.4	5.0	4.8	0.3	58.50
(394, 395)	2	SOV	---	---	1	1052.1	-----	6.0	5.8	0.2	4.6	4.5	0.1	63.67
(394, 395)	3	SOV	---	---	0	727.6	-----	6.0	5.9	0.2	4.7	4.5	0.1	63.20
(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	9	SOV	---	---	2	379.4	-----	6.3	6.2	0.1	4.8	4.8	0.1	60.94
(393, 394)	1	SOV	---	---	7	1644.3	-----	10.5	10.0	0.5	8.1	7.7	0.4	61.11
(393, 394)	2	SOV	---	---	3	1012.3	-----	10.1	9.8	0.3	7.8	7.6	0.2	63.37
(393, 394)	3	SOV	---	---	2	700.7	-----	10.2	9.9	0.3	7.9	7.6	0.2	62.99
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	9	SOV	---	---	1	352.8	-----	9.9	9.5	0.4	7.7	7.4	0.3	64.72
(392, 393)	1	SOV	---	---	2	1880.2	-----	6.4	5.9	0.5	5.0	4.6	0.4	59.23
(392, 393)	2	SOV	---	---	0	916.9	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.78
(392, 393)	3	SOV	---	---	0	670.1	-----	6.1	5.9	0.2	4.7	4.6	0.1	62.79
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	2	242.9	-----	6.6	5.9	0.7	5.1	4.5	0.6	57.87
(391, 392)	1	SOV	---	---	6	1205.5	-----	12.2	11.3	0.9	9.4	8.7	0.7	60.53
(391, 392)	2	SOV	---	---	4	1047.7	-----	11.7	11.4	0.3	9.1	8.8	0.3	62.87
(391, 392)	3	SOV	---	---	4	850.5	-----	11.8	11.4	0.4	9.1	8.8	0.3	62.38
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	20.5	-----	15.9	13.3	2.7	12.3	10.2	2.1	46.27
(390, 391)	1	SOV	---	---	0	727.2	-----	16.9	16.2	0.7	13.1	12.6	0.5	62.87
(390, 391)	2	SOV	---	---	6	1094.6	-----	16.8	16.4	0.4	13.0	12.7	0.3	63.12
(390, 391)	3	SOV	---	---	3	949.4	-----	17.0	16.5	0.6	13.2	12.7	0.5	62.33
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	4	1455.1	-----	16.8	15.9	0.9	13.0	12.3	0.7	60.73
(389, 390)	2	SOV	---	---	6	1051.9	-----	16.2	15.9	0.4	12.5	12.2	0.3	63.04

(389, 390)	3	SOV	---	---	3	956.1	-----	16.4	15.8	0.6	12.7	12.2	0.4	62.41
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	3	1479.0	-----	5.4	5.1	0.3	4.2	4.0	0.2	62.12
(388, 389)	2	SOV	---	---	1	1019.0	-----	5.3	5.2	0.1	4.1	4.0	0.1	62.83
(388, 389)	3	SOV	---	---	3	968.7	-----	5.3	5.2	0.2	4.1	4.0	0.1	62.59
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	2	1120.5	-----	16.4	15.6	0.8	12.7	12.0	0.6	62.40
(387, 388)	2	SOV	---	---	4	1174.7	-----	16.4	15.9	0.5	12.7	12.3	0.4	62.31
(387, 388)	3	SOV	---	---	5	1159.2	-----	16.4	15.8	0.6	12.7	12.2	0.4	62.30
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	12.2	-----	21.1	17.4	3.7	16.3	13.5	2.8	48.45
(166, 404)	1	SOV	---	---	3	935.1	-----	8.2	8.0	0.2	6.3	6.2	0.2	62.56
(166, 404)	2	SOV	---	---	3	1240.4	-----	8.1	7.9	0.2	6.3	6.1	0.1	62.95
(166, 404)	3	SOV	---	---	3	1297.2	-----	8.1	7.9	0.2	6.3	6.1	0.2	63.02
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	5	731.9	-----	17.1	16.8	0.3	13.2	13.0	0.3	64.53
(404, 387)	2	SOV	---	---	5	1223.7	-----	17.7	17.2	0.4	13.6	13.3	0.3	62.63
(404, 387)	3	SOV	---	---	7	1267.0	-----	17.7	17.1	0.6	13.7	13.2	0.4	62.53
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	2	824.1	-----	6.4	6.2	0.1	4.9	4.8	0.1	52.81
(306, 405)	2	SOV	---	---	0	253.0	-----	5.9	5.8	0.1	4.6	4.5	0.1	56.64
(558, 406)	1	SOV	---	---	0	628.2	-----	5.2	5.0	0.2	4.0	3.9	0.1	43.37
(558, 406)	2	SOV	---	---	1	394.9	-----	4.8	4.7	0.1	3.7	3.6	0.0	47.19
(558, 406)	3	SOV	---	---	0	54.3	-----	4.4	4.4	0.0	3.4	3.4	0.0	51.38
(351, 408)	1	SOV	---	---	0	224.2	-----	5.3	4.5	0.8	4.1	3.5	0.6	40.67
(351, 408)	2	SOV	---	---	1	712.5	-----	5.0	4.9	0.2	3.9	3.7	0.2	42.82
(408, 409)	1	SOV	---	---	2	550.6	-----	10.3	9.5	0.8	8.0	7.3	0.6	41.35
(408, 409)	2	SOV	---	---	1	387.2	-----	10.2	9.5	0.7	7.9	7.4	0.6	41.56
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	4	723.8	-----	12.1	11.9	0.2	9.3	9.2	0.2	43.06
(413, 409)	2	SOV	---	---	4	351.8	-----	11.2	11.1	0.1	8.7	8.6	0.1	46.58
(349, 350)	1	SOV	---	---	0	206.6	-----	15.2	15.0	0.2	11.7	11.6	0.2	52.19
(349, 350)	2	SOV	---	---	2	728.3	-----	16.3	16.1	0.2	12.6	12.4	0.2	48.47

(350, 351)	1	SOV	---	---	0	291.2	-----	12.5	12.4	0.2	9.7	9.6	0.1	47.59
(350, 351)	2	SOV	---	---	0	643.9	-----	13.6	13.4	0.2	10.5	10.3	0.2	43.85
(559, 407)	1	SOV	---	---	7	813.9	-----	22.1	21.3	0.7	17.0	16.5	0.5	47.39
(559, 407)	6	SOV	---	---	3	499.9	-----	20.4	20.0	0.4	15.8	15.5	0.3	51.22
(559, 407)	7	SOV	---	---	2	698.2	-----	21.7	21.2	0.6	16.8	16.3	0.4	48.12
(407, 411)	1	SOV	---	---	0	399.5	-----	5.7	5.6	0.1	4.4	4.3	0.1	49.15
(406, 413)	1	SOV	---	---	2	754.0	-----	6.8	6.6	0.2	5.2	5.1	0.1	42.99
(406, 413)	2	SOV	---	---	3	325.8	-----	6.2	6.2	0.1	4.8	4.8	0.1	46.56
(161,7031)	1	SOV	---	---	0	301.0	-----	4.5	4.3	0.2	3.5	3.3	0.2	47.48
(161,7031)	2	SOV	---	---	1	384.4	-----	4.5	4.3	0.2	3.5	3.3	0.2	47.33
(7032, 435)	1	SOV	---	---	1	814.8	-----	3.6	3.2	0.4	2.8	2.5	0.3	44.24
(435, 436)	1	SOV	---	---	0	755.3	-----	3.1	3.0	0.2	2.4	2.3	0.1	48.02
(436, 372)	1	SOV	---	---	0	756.0	-----	3.9	3.7	0.3	3.0	2.8	0.2	50.14
(395, 437)	1	SOV	---	---	0	404.8	-----	6.5	6.4	0.1	5.0	5.0	0.1	56.25
(395, 437)	2	SOV	---	---	0	585.6	-----	7.0	6.9	0.1	5.4	5.3	0.1	52.67
(437,7033)	1	SOV	---	---	1	417.9	-----	5.2	5.0	0.2	4.1	3.9	0.2	50.74
(437,7033)	2	SOV	---	---	2	573.0	-----	5.6	5.3	0.2	4.3	4.1	0.2	47.90
(7034, 440)	1	SOV	---	---	0	725.9	-----	3.2	2.9	0.4	2.5	2.2	0.3	44.42
(440, 441)	1	SOV	---	---	0	667.0	-----	2.7	2.5	0.1	2.0	2.0	0.1	48.52
(7035, 443)	1	SOV	---	---	1	317.4	-----	3.9	2.9	1.0	3.0	2.2	0.8	33.89
(443, 444)	1	SOV	---	---	0	291.0	-----	3.2	2.8	0.3	2.4	2.2	0.2	44.76
(444, 376)	1	SOV	---	---	5	291.0	-----	9.1	8.8	0.3	7.1	6.8	0.3	52.63
(375, 442)	1	SOV	---	---	0	314.6	-----	4.4	4.4	0.1	3.4	3.4	0.0	55.69
(375, 442)	2	SOV	---	---	1	406.1	-----	4.7	4.6	0.1	3.6	3.6	0.1	52.60
(442,7036)	1	SOV	---	---	0	317.0	-----	3.2	3.2	0.0	2.5	2.5	0.0	52.72
(442,7036)	2	SOV	---	---	1	402.8	-----	3.5	3.4	0.1	2.7	2.6	0.1	48.26
(7037, 454)	1	SOV	---	---	0	378.6	-----	3.5	3.1	0.4	2.7	2.4	0.3	45.17

(454, 455)	1	SOV	---	---	0	350.1	-----	3.5	3.4	0.1	2.7	2.6	0.1	49.21
(455, 377)	1	SOV	---	---	0	351.5	-----	5.0	4.8	0.2	3.8	3.7	0.2	52.21
(390, 458)	1	SOV	---	---	5	696.1	-----	8.9	8.6	0.3	6.9	6.6	0.3	52.54
(456, 457)	1	SOV	---	---	0	359.0	-----	2.4	2.2	0.2	1.9	1.7	0.2	45.44
(457, 391)	1	SOV	---	---	0	359.0	-----	2.1	1.9	0.2	1.6	1.5	0.1	48.55
(7038, 456)	1	SOV	---	---	0	414.8	-----	2.1	1.6	0.5	1.6	1.2	0.4	39.37
(458,7039)	1	SOV	---	---	2	693.3	-----	3.0	2.8	0.2	2.3	2.2	0.1	48.54
(7040, 466)	1	SOV	---	---	1	637.1	-----	3.4	3.0	0.4	2.6	2.3	0.3	43.87
(466, 467)	1	SOV	---	---	2	585.3	-----	3.1	2.9	0.1	2.4	2.3	0.1	48.37
(467, 392)	1	SOV	---	---	1	585.7	-----	4.0	3.7	0.2	3.1	2.9	0.2	50.86
(309,7043)	1	SOV	---	---	2	715.5	-----	5.5	5.4	0.2	4.3	4.1	0.1	48.77
(309,7043)	2	SOV	---	---	1	737.1	-----	5.7	5.5	0.2	4.4	4.2	0.1	47.59
(7044, 483)	1	SOV	---	---	4	572.8	-----	5.9	5.3	0.6	4.5	4.1	0.4	45.54
(484, 318)	1	SOV	---	---	1	544.9	-----	4.8	4.5	0.3	3.7	3.5	0.2	50.96
(483, 484)	1	SOV	---	---	0	545.0	-----	3.6	3.5	0.2	2.8	2.7	0.1	48.61
(303, 487)	1	SOV	---	---	0	757.0	-----	3.8	3.7	0.1	3.0	2.9	0.1	52.78
(487, 488)	1	SOV	---	---	0	757.0	-----	6.9	6.7	0.2	5.3	5.2	0.2	49.00
(488,7046)	1	SOV	---	---	1	756.0	-----	4.2	4.0	0.2	3.3	3.1	0.2	47.05
(489, 490)	1	SOV	---	---	0	914.3	-----	5.8	4.2	1.6	4.5	3.3	1.2	34.82
(489, 490)	2	SOV	---	---	1	280.7	-----	7.1	4.5	2.5	5.5	3.5	2.0	28.54
(7047, 489)	1	SOV	---	---	0	357.0	-----	4.3	2.8	1.4	3.3	2.2	1.1	33.88
(7047, 489)	2	SOV	---	---	1	965.6	-----	4.3	2.8	1.5	3.3	2.2	1.1	33.99
(7045, 531)	1	SOV	---	---	2	690.4	-----	4.5	2.3	2.2	3.5	1.8	1.7	35.73
(7045, 531)	2	SOV	---	---	0	57.8	-----	5.4	2.3	3.1	4.1	1.8	2.4	29.84
(531, 532)	1	SOV	---	---	0	691.3	-----	3.1	2.3	0.9	2.4	1.7	0.7	45.58

(531, 532)	2	SOV	---	---	0	0.7	-----	10.8	4.4	6.4	8.3	3.4	4.9	13.13
(532, 299)	1	SOV	---	---	1	691.2	-----	2.7	2.3	0.4	2.1	1.8	0.3	51.92
(322, 522)	1	SOV	---	---	1	663.0	-----	2.9	2.9	0.0	2.3	2.3	0.0	54.89
(322, 522)	2	SOV	---	---	1	748.5	-----	3.0	2.9	0.1	2.3	2.3	0.0	53.62
(7049, 523)	1	SOV	---	---	0	198.3	-----	3.3	3.0	0.3	2.5	2.3	0.2	37.95
(523, 524)	1	SOV	---	---	0	180.6	-----	6.2	5.7	0.5	4.8	4.4	0.4	45.31
(524, 323)	1	SOV	---	---	3	181.5	-----	5.2	5.0	0.2	4.0	3.8	0.2	52.42
(298, 533)	1	SOV	---	---	7	790.9	-----	19.2	18.3	0.9	14.9	14.2	0.7	62.71
(298, 533)	2	SOV	---	---	10	1218.3	-----	19.4	18.7	0.7	15.0	14.5	0.5	62.20
(298, 533)	3	SOV	---	---	7	1264.7	-----	19.0	18.4	0.6	14.7	14.3	0.5	63.34
(298, 533)	4	SOV	---	---	6	1125.5	-----	19.6	18.8	0.8	15.1	14.5	0.6	61.54
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	515.9	-----	4.2	2.9	1.3	3.2	2.2	1.0	28.91
(7050, 529)	2	SOV	---	---	0	1387.3	-----	4.1	2.8	1.2	3.1	2.2	0.9	29.59
(529, 530)	1	SOV	---	---	0	672.2	-----	3.6	1.9	1.7	2.8	1.4	1.3	30.83
(529, 530)	2	SOV	---	---	0	1051.8	-----	3.9	2.5	1.4	3.0	1.9	1.1	28.43
(530, 533)	1	SOV	---	---	0	1724.0	-----	8.2	6.4	1.9	6.3	4.9	1.4	41.36
(7051, 525)	1	SOV	---	---	0	230.4	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.74
(525, 526)	1	SOV	---	---	0	212.0	-----	5.5	5.4	0.1	4.2	4.2	0.1	49.36
(526, 324)	1	SOV	---	---	0	212.0	-----	6.7	6.5	0.2	5.2	5.0	0.2	53.04
(298, 534)	1	SOV	---	---	2	659.1	-----	5.4	5.1	0.3	4.2	3.9	0.2	61.50
(534,7052)	1	SOV	---	---	1	658.9	-----	3.2	2.8	0.3	2.5	2.2	0.3	57.39
(313, 347)	1	SOV	---	---	2	601.0	-----	5.2	5.1	0.2	4.1	3.9	0.1	53.05
(313, 347)	2	SOV	---	---	0	331.7	-----	5.2	5.0	0.2	4.0	3.9	0.1	53.47
(522,7048)	1	SOV	---	---	0	671.0	-----	3.2	3.2	0.0	2.5	2.5	0.0	52.26
(522,7048)	2	SOV	---	---	1	740.9	-----	3.4	3.3	0.1	2.6	2.5	0.1	50.47
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	0	790.0	-----	2.8	2.8	0.0	2.2	2.1	0.0	50.75

(405, 558)	7	SOV	---	---	0	287.0	-----	2.6	2.6	0.0	2.0	2.0	0.0	55.35
(409, 559)	1	SOV	---	---	0	706.2	-----	5.2	5.1	0.1	4.0	3.9	0.1	43.05
(409, 559)	2	SOV	---	---	0	431.0	-----	4.9	4.8	0.1	3.8	3.7	0.1	46.22
(409, 559)	6	SOV	---	---	2	872.1	-----	5.2	5.0	0.2	4.0	3.9	0.1	43.44
(369, 560)	1	SOV	---	---	1	470.9	-----	10.9	10.7	0.2	8.4	8.3	0.1	62.37
(369, 560)	2	SOV	---	---	1	445.5	-----	10.4	10.2	0.1	8.0	7.9	0.1	65.86
(369, 560)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(369, 560)	9	SOV	---	---	1	530.3	-----	11.4	10.7	0.6	8.8	8.3	0.5	59.94
(369, 560)	10	SOV	---	---	2	511.2	-----	10.9	10.2	0.7	8.4	7.9	0.5	62.71
(369, 560)	11	SOV	---	---	1	528.5	-----	11.4	10.8	0.6	8.8	8.4	0.5	59.65
(97, 563)	1	SOV	---	---	5	960.2	-----	16.5	15.5	1.0	12.7	12.0	0.7	61.99
(97, 563)	2	SOV	---	---	6	1132.2	-----	17.0	16.4	0.6	13.2	12.7	0.5	60.03
(97, 563)	3	SOV	---	---	4	1097.8	-----	16.0	15.7	0.4	12.4	12.1	0.3	63.75
(97, 563)	4	SOV	---	---	3	784.1	-----	15.7	15.4	0.4	12.1	11.8	0.3	64.96
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	0	15.1	-----	22.3	18.6	3.6	17.2	14.4	2.8	45.94
(10, 11)	1	SOV	---	---	1	783.0	-----	6.5	6.3	0.1	5.0	4.9	0.1	62.47
(10, 11)	2	SOV	---	---	2	546.6	-----	6.2	6.1	0.1	4.8	4.7	0.1	65.13
(10, 11)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(11, 12)	1	SOV	---	---	1	766.8	-----	6.3	6.2	0.1	4.8	4.8	0.1	62.41
(11, 12)	2	SOV	---	---	2	565.4	-----	6.0	5.9	0.1	4.7	4.6	0.1	65.12
(11, 12)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(12, 13)	1	SOV	---	---	1	746.9	-----	3.6	3.6	0.1	2.8	2.7	0.1	62.37
(12, 13)	2	SOV	---	---	0	586.5	-----	3.5	3.4	0.1	2.7	2.6	0.0	65.11
(12, 13)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(13, 14)	1	SOV	---	---	1	735.4	-----	3.7	3.6	0.1	2.8	2.8	0.1	62.29
(13, 14)	2	SOV	---	---	1	598.0	-----	3.5	3.4	0.1	2.7	2.7	0.0	65.06
(13, 14)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(14, 15)	1	SOV	---	---	0	728.6	-----	3.8	3.7	0.1	2.9	2.8	0.1	62.21
(14, 15)	2	SOV	---	---	1	602.5	-----	3.6	3.5	0.1	2.8	2.7	0.1	65.07
(14, 15)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15, 16)	1	SOV	---	---	2	882.1	-----	11.1	10.6	0.5	8.6	8.2	0.4	61.40
(15, 16)	2	SOV	---	---	1	621.7	-----	10.5	10.3	0.2	8.1	8.0	0.2	64.81
(15, 16)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15, 16)	9	SOV	---	---	2	1003.6	-----	11.9	10.7	1.2	9.2	8.3	0.9	57.32

(16,	17)	1	SOV	---	---	1	903.3	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.76
(16,	17)	2	SOV	---	---	1	643.5	-----	5.3	5.1	0.1	4.1	4.0	0.1	64.85
(16,	17)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(16,	17)	9	SOV	---	---	1	964.9	-----	5.5	5.3	0.2	4.2	4.1	0.1	62.16
(17,	18)	1	SOV	---	---	2	902.6	-----	10.8	10.6	0.2	8.3	8.2	0.2	62.97
(17,	18)	2	SOV	---	---	0	664.2	-----	10.5	10.3	0.2	8.1	7.9	0.2	64.77
(17,	18)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(17,	18)	9	SOV	---	---	3	943.8	-----	11.0	10.6	0.4	8.5	8.2	0.3	62.04
(18,	19)	1	SOV	---	---	2	894.2	-----	9.7	9.5	0.2	7.5	7.3	0.1	63.07
(18,	19)	2	SOV	---	---	3	687.2	-----	9.4	9.2	0.2	7.3	7.1	0.2	64.76
(18,	19)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(18,	19)	9	SOV	---	---	3	928.4	-----	9.8	9.5	0.3	7.6	7.3	0.3	61.99
(19,	20)	1	SOV	---	---	1	882.3	-----	8.5	8.3	0.2	6.5	6.4	0.1	62.87
(19,	20)	2	SOV	---	---	0	709.3	-----	8.2	8.0	0.2	6.3	6.2	0.1	64.74
(19,	20)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(19,	20)	9	SOV	---	---	2	915.8	-----	8.6	8.3	0.3	6.6	6.4	0.2	61.95
(20,	21)	1	SOV	---	---	1	876.1	-----	8.5	8.4	0.2	6.6	6.4	0.1	62.82
(20,	21)	2	SOV	---	---	0	730.3	-----	8.3	8.1	0.2	6.4	6.2	0.2	64.65
(20,	21)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(20,	21)	9	SOV	---	---	1	903.3	-----	8.7	8.3	0.3	6.7	6.5	0.2	61.89
(21,	22)	1	SOV	---	---	2	884.5	-----	6.0	5.9	0.1	4.6	4.5	0.1	62.88
(21,	22)	2	SOV	---	---	1	742.0	-----	5.8	5.7	0.1	4.5	4.4	0.1	64.63
(21,	22)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(21,	22)	9	SOV	---	---	1	885.2	-----	6.1	5.9	0.2	4.7	4.5	0.2	61.91
(22,	23)	1	SOV	---	---	3	884.0	-----	12.8	12.6	0.2	9.9	9.7	0.2	62.94
(22,	23)	2	SOV	---	---	0	757.5	-----	12.4	12.2	0.3	9.6	9.4	0.2	64.70
(22,	23)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(22,	23)	9	SOV	---	---	5	869.6	-----	13.0	12.6	0.4	10.1	9.7	0.3	61.88
(24,	25)	1	SOV	---	---	5	1476.7	-----	8.7	8.3	0.4	6.7	6.4	0.3	61.49
(24,	25)	2	SOV	---	---	3	374.8	-----	8.3	8.1	0.3	6.4	6.2	0.2	64.25
(24,	25)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(24,	25)	9	SOV	---	---	5	652.9	-----	8.6	8.3	0.3	6.6	6.4	0.3	62.25
(25,	26)	1	SOV	---	---	3	1357.5	-----	5.5	5.3	0.2	4.3	4.1	0.1	61.83
(25,	26)	2	SOV	---	---	0	429.8	-----	5.2	5.1	0.1	4.0	4.0	0.1	65.14
(25,	26)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(25,	26)	9	SOV	---	---	1	710.5	-----	5.4	5.2	0.2	4.2	4.1	0.1	63.04

(26, 27)	1	SOV	---	---	5	1298.7	-----	11.5	11.0	0.5	8.8	8.5	0.4	59.45
(26, 27)	2	SOV	---	---	2	471.3	-----	10.4	10.2	0.2	8.1	7.9	0.2	65.36
(26, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(26, 27)	9	SOV	---	---	3	727.8	-----	11.5	11.1	0.4	8.9	8.6	0.3	59.47
(190, 255)	1	SOV	---	---	0	423.0	-----	11.0	10.8	0.2	8.5	8.4	0.2	61.75
(190, 255)	2	SOV	---	---	1	343.2	-----	10.2	10.1	0.2	7.9	7.8	0.1	66.70
(255, 257)	1	SOV	---	---	1	764.5	-----	9.2	8.6	0.6	7.1	6.6	0.5	59.30
(255, 257)	2	SOV	---	---	0	413.9	-----	8.3	8.1	0.3	6.4	6.2	0.2	65.61
(255, 257)	9	SOV	---	---	0	25.9	-----	11.0	9.8	1.2	8.5	7.6	0.9	49.78
(257, 280)	1	SOV	---	---	0	723.7	-----	5.6	5.4	0.2	4.3	4.2	0.1	61.28
(257, 280)	2	SOV	---	---	1	483.4	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.98
(280, 282)	1	SOV	---	---	3	991.9	-----	16.9	16.1	0.7	13.0	12.4	0.6	60.62
(280, 282)	6	SOV	---	---	0	574.1	-----	15.5	15.2	0.3	12.0	11.7	0.2	66.01
(280, 282)	9	SOV	---	---	0	17.5	-----	18.6	17.5	1.0	14.4	13.6	0.8	55.08
(282, 32)	1	SOV	---	---	0	946.2	-----	8.4	8.1	0.3	6.5	6.3	0.2	61.19
(282, 32)	2	SOV	---	---	0	639.8	-----	7.8	7.6	0.1	6.0	5.9	0.1	65.98
(32, 33)	1	SOV	---	---	2	457.4	-----	8.1	8.0	0.1	6.3	6.2	0.1	62.84
(32, 33)	2	SOV	---	---	1	479.3	-----	7.8	7.7	0.1	6.1	6.0	0.1	65.18
(32, 33)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32, 33)	9	SOV	---	---	2	675.6	-----	7.7	7.6	0.1	6.0	5.9	0.1	66.10
(32, 33)	10	SOV	---	---	2	885.8	-----	8.4	8.1	0.2	6.4	6.3	0.2	61.15
(33, 34)	1	SOV	---	---	3	831.0	-----	8.4	8.1	0.2	6.5	6.3	0.2	61.05
(33, 34)	2	SOV	---	---	4	713.6	-----	7.7	7.6	0.1	6.0	5.9	0.1	66.08
(33, 34)	3	SOV	---	---	1	479.8	-----	8.1	8.0	0.1	6.2	6.2	0.1	63.35
(33, 34)	4	SOV	---	---	1	471.1	-----	7.9	7.7	0.1	6.1	6.0	0.1	65.04
(33, 34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(34, 35)	1	SOV	---	---	1	796.8	-----	8.5	8.2	0.2	6.5	6.4	0.2	60.97
(34, 35)	2	SOV	---	---	1	739.7	-----	7.8	7.7	0.1	6.0	6.0	0.1	66.00
(34, 35)	3	SOV	---	---	1	490.2	-----	8.1	8.0	0.1	6.3	6.2	0.1	63.64
(34, 35)	4	SOV	---	---	0	464.2	-----	7.9	7.8	0.1	6.1	6.0	0.1	65.04
(34, 35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35, 36)	1	SOV	---	---	2	771.4	-----	8.8	8.6	0.2	6.8	6.6	0.2	60.88
(35, 36)	2	SOV	---	---	1	752.0	-----	8.2	8.1	0.1	6.3	6.2	0.1	65.87
(35, 36)	3	SOV	---	---	0	511.8	-----	8.4	8.4	0.1	6.5	6.4	0.0	63.89
(35, 36)	4	SOV	---	---	0	456.8	-----	8.3	8.1	0.1	6.4	6.3	0.1	65.07
(35, 36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(36, 37)	1	SOV	---	---	1	743.1	-----	9.7	9.5	0.2	7.5	7.3	0.2	60.89
(36, 37)	2	SOV	---	---	1	765.5	-----	9.0	8.9	0.1	7.0	6.9	0.1	65.70
(36, 37)	3	SOV	---	---	0	528.3	-----	9.3	9.2	0.1	7.1	7.1	0.1	64.04
(36, 37)	4	SOV	---	---	0	459.8	-----	9.1	9.0	0.1	7.0	6.9	0.1	64.97
(36, 37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37, 54)	1	SOV	---	---	3	703.8	-----	11.2	10.9	0.3	8.6	8.4	0.2	60.82
(37, 54)	2	SOV	---	---	5	779.4	-----	10.4	10.2	0.1	8.0	7.9	0.1	65.49
(37, 54)	3	SOV	---	---	3	546.8	-----	10.6	10.5	0.1	8.2	8.1	0.1	64.22
(37, 54)	4	SOV	---	---	2	463.8	-----	10.5	10.3	0.2	8.1	7.9	0.1	64.97
(37, 54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54, 55)	1	SOV	---	---	2	767.2	-----	7.4	7.1	0.3	5.7	5.5	0.2	59.98
(54, 55)	2	SOV	---	---	1	796.7	-----	6.8	6.7	0.1	5.2	5.2	0.1	65.27
(54, 55)	3	SOV	---	---	1	562.4	-----	6.9	6.8	0.1	5.3	5.3	0.0	64.36
(54, 55)	4	SOV	---	---	0	464.1	-----	6.8	6.7	0.1	5.3	5.2	0.1	65.10
(54, 55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54, 55)	9	SOV	---	---	0	12.3	-----	8.7	7.7	1.1	6.8	5.9	0.8	50.69
(55, 56)	1	SOV	---	---	0	745.9	-----	5.6	5.5	0.2	4.3	4.2	0.1	60.54
(55, 56)	2	SOV	---	---	2	816.0	-----	5.2	5.2	0.1	4.0	4.0	0.1	65.10
(55, 56)	3	SOV	---	---	0	568.6	-----	5.3	5.2	0.1	4.1	4.0	0.0	64.42
(55, 56)	4	SOV	---	---	0	472.8	-----	5.2	5.2	0.1	4.0	4.0	0.1	65.12
(55, 56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56, 57)	1	SOV	---	---	2	849.1	-----	10.5	10.3	0.2	8.1	8.0	0.1	64.90
(56, 57)	2	SOV	---	---	1	585.2	-----	10.6	10.5	0.1	8.2	8.1	0.1	64.37
(56, 57)	3	SOV	---	---	1	481.3	-----	10.5	10.3	0.2	8.1	8.0	0.1	65.18
(56, 57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56, 57)	9	SOV	---	---	1	884.6	-----	11.4	10.9	0.5	8.8	8.4	0.4	59.94
(56, 57)	10	SOV	---	---	1	13.1	-----	13.9	11.6	2.3	10.8	9.0	1.8	49.17
(57, 58)	1	SOV	---	---	2	859.9	-----	5.2	5.2	0.1	4.0	4.0	0.1	65.05
(57, 58)	2	SOV	---	---	0	603.8	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.41
(57, 58)	3	SOV	---	---	0	487.2	-----	5.2	5.1	0.1	4.0	4.0	0.1	65.19
(57, 58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57, 58)	9	SOV	---	---	0	864.5	-----	5.6	5.5	0.2	4.3	4.2	0.1	60.82
(58, 59)	1	SOV	---	---	1	849.9	-----	6.1	6.0	0.1	4.7	4.6	0.1	65.07
(58, 59)	2	SOV	---	---	1	599.4	-----	6.1	6.1	0.1	4.7	4.7	0.1	64.48
(58, 59)	3	SOV	---	---	0	474.6	-----	6.1	6.0	0.1	4.7	4.6	0.1	65.18
(58, 59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58, 59)	9	SOV	---	---	1	894.0	-----	6.5	6.3	0.2	5.0	4.9	0.1	61.00

(59,	60)	1	SOV	---	---	4	697.2	-----	8.8	8.7	0.2	6.8	6.7	0.1	65.03
(59,	60)	2	SOV	---	---	4	474.0	-----	8.9	8.8	0.1	6.8	6.8	0.1	64.79
(59,	60)	3	SOV	---	---	3	374.6	-----	8.8	8.7	0.1	6.8	6.7	0.1	65.36
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	3	1267.1	-----	9.4	9.1	0.4	7.3	7.0	0.3	60.94
(60,	61)	1	SOV	---	---	6	1536.3	-----	17.0	16.0	1.0	13.1	12.3	0.8	60.04
(60,	61)	2	SOV	---	---	1	759.0	-----	16.2	16.0	0.2	12.5	12.3	0.2	62.99
(60,	61)	3	SOV	---	---	0	332.8	-----	15.7	15.5	0.2	12.1	11.9	0.2	65.25
(60,	61)	4	SOV	---	---	0	183.4	-----	15.6	15.4	0.1	12.0	11.9	0.1	65.75
(60,	61)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61,	62)	1	SOV	---	---	2	669.7	-----	10.9	10.7	0.2	8.4	8.3	0.1	62.70
(61,	62)	2	SOV	---	---	1	355.7	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.84
(61,	62)	3	SOV	---	---	0	182.9	-----	10.3	10.3	0.1	8.0	7.9	0.1	66.00
(61,	62)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61,	62)	9	SOV	---	---	1	958.4	-----	11.7	11.0	0.6	9.0	8.5	0.5	58.45
(62,	63)	1	SOV	---	---	0	629.1	-----	12.1	12.0	0.2	9.3	9.2	0.1	62.44
(62,	63)	2	SOV	---	---	0	390.1	-----	11.5	11.4	0.1	8.9	8.8	0.1	65.74
(62,	63)	3	SOV	---	---	0	187.8	-----	11.4	11.4	0.1	8.8	8.8	0.1	66.14
(62,	63)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(63,	64)	1	SOV	---	---	2	576.2	-----	12.6	12.4	0.2	9.7	9.6	0.1	62.18
(63,	64)	2	SOV	---	---	1	431.2	-----	11.9	11.8	0.1	9.2	9.1	0.1	65.67
(63,	64)	3	SOV	---	---	0	202.0	-----	11.8	11.7	0.1	9.1	9.1	0.1	66.41
(63,	64)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64,	65)	1	SOV	---	---	3	787.6	-----	11.4	10.8	0.6	8.8	8.3	0.5	59.85
(64,	65)	2	SOV	---	---	2	495.7	-----	10.5	10.3	0.2	8.1	8.0	0.2	64.82
(64,	65)	3	SOV	---	---	1	227.0	-----	10.3	10.2	0.1	7.9	7.9	0.1	66.44
(64,	65)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64,	65)	9	SOV	---	---	0	18.9	-----	14.5	12.2	2.3	11.2	9.4	1.8	47.10
(65,	66)	1	SOV	---	---	0	752.9	-----	5.5	5.4	0.1	4.3	4.2	0.1	61.56
(65,	66)	2	SOV	---	---	0	534.9	-----	5.2	5.2	0.1	4.0	4.0	0.1	65.17
(65,	66)	3	SOV	---	---	0	244.3	-----	5.1	5.1	0.1	4.0	3.9	0.0	66.64
(65,	66)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(66,	67)	1	SOV	---	---	8	787.4	-----	10.3	10.1	0.2	8.0	7.8	0.2	61.80
(66,	67)	2	SOV	---	---	2	513.2	-----	9.8	9.7	0.1	7.6	7.5	0.1	65.39
(66,	67)	3	SOV	---	---	3	230.5	-----	9.6	9.5	0.1	7.4	7.3	0.1	66.82
(66,	67)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(67,	68)	1	SOV	---	---	2	1235.9	-----	14.5	13.8	0.7	11.2	10.6	0.5	61.19

(67,	68)	2	SOV	---	---	0	225.3	-----	13.5	13.3	0.2	10.5	10.3	0.2	65.52
(67,	68)	3	SOV	---	---	0	72.2	-----	13.2	13.1	0.1	10.2	10.2	0.1	67.04
(67,	68)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(68,	69)	1	SOV	---	---	2	883.9	-----	16.9	16.5	0.4	13.1	12.7	0.3	60.38
(68,	69)	2	SOV	---	---	1	247.6	-----	15.5	15.3	0.1	12.0	11.9	0.1	66.15
(68,	69)	3	SOV	---	---	0	78.6	-----	15.2	15.2	0.1	11.8	11.8	0.1	67.16
(68,	69)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(68,	69)	9	SOV	---	---	0	324.5	-----	16.7	16.4	0.3	12.9	12.7	0.2	61.16
(69,	70)	1	SOV	---	---	0	198.0	-----	18.9	18.8	0.2	14.6	14.4	0.1	60.99
(69,	70)	2	SOV	---	---	2	255.1	-----	17.5	17.4	0.1	13.5	13.5	0.1	66.11
(69,	70)	3	SOV	---	---	0	88.7	-----	17.1	17.1	0.1	13.3	13.2	0.1	67.51
(69,	70)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(70,	71)	1	SOV	---	---	1	192.4	-----	8.7	8.6	0.0	6.7	6.6	0.0	61.27
(70,	71)	2	SOV	---	---	0	249.6	-----	8.0	8.0	0.0	6.2	6.2	0.0	66.03
(70,	71)	3	SOV	---	---	0	98.1	-----	7.8	7.8	0.0	6.1	6.1	0.0	67.59
(70,	71)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71,	72)	1	SOV	---	---	4	293.8	-----	16.8	16.4	0.4	12.9	12.6	0.3	61.00
(71,	72)	2	SOV	---	---	1	266.6	-----	15.5	15.4	0.1	12.0	11.9	0.1	65.85
(71,	72)	3	SOV	---	---	0	104.9	-----	15.1	15.1	0.1	11.7	11.7	0.1	67.61
(71,	72)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71,	72)	9	SOV	---	---	0	3.4	-----	18.8	18.8	0.0	14.5	14.5	0.0	54.40
(72,	73)	1	SOV	---	---	0	231.6	-----	24.4	24.2	0.2	18.8	18.7	0.1	61.89
(72,	73)	2	SOV	---	---	2	325.3	-----	23.1	23.0	0.2	17.9	17.8	0.1	65.28
(72,	73)	3	SOV	---	---	1	111.2	-----	22.3	22.2	0.1	17.3	17.2	0.1	67.58
(72,	73)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(73,	74)	1	SOV	---	---	0	185.0	-----	16.1	16.0	0.2	12.5	12.3	0.1	63.35
(73,	74)	2	SOV	---	---	2	393.6	-----	16.0	15.8	0.2	12.4	12.2	0.1	63.79
(73,	74)	3	SOV	---	---	1	91.3	-----	15.3	15.1	0.2	11.9	11.7	0.2	66.79
(73,	74)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(74,	75)	1	SOV	---	---	4	462.5	-----	22.7	22.5	0.2	17.5	17.4	0.1	63.11
(74,	75)	2	SOV	---	---	2	203.1	-----	21.4	21.2	0.2	16.6	16.4	0.2	66.79
(74,	75)	3	HOV	2	2	0	2.0	2.0	21.5	21.5	0.0	17.2	17.2	0.0	66.48
(75,	76)	1	SOV	---	---	0	437.1	-----	5.7	5.7	0.1	4.4	4.4	0.0	62.87
(75,	76)	2	SOV	---	---	0	228.2	-----	5.4	5.3	0.1	4.2	4.1	0.0	66.75
(75,	76)	3	HOV	2	2	0	2.0	2.0	5.4	5.4	0.0	4.3	4.3	0.0	66.54
(76,	77)	1	SOV	---	---	0	434.7	-----	3.5	3.5	0.0	2.7	2.7	0.0	62.86

(76, 77)	2	SOV	---	---	1	232.9	-----	3.3	3.2	0.0	2.5	2.5	0.0	66.81
(76, 77)	3	HOV	2	2	0	2.0	2.0	3.3	3.2	0.0	2.6	2.6	0.0	67.08
(568, 569)	1	SOV	---	---	0	597.7	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.65
(568, 569)	2	SOV	---	---	0	459.3	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.05
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	1	590.5	-----	13.4	13.0	0.5	10.4	10.0	0.4	62.95
(569, 570)	2	SOV	---	---	2	465.4	-----	13.5	12.9	0.6	10.4	10.0	0.4	62.70
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	1	SOV	---	---	1	579.6	-----	8.8	8.6	0.2	6.8	6.6	0.2	63.65
(570, 571)	2	SOV	---	---	3	473.9	-----	8.8	8.6	0.3	6.8	6.6	0.2	63.59
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	1	SOV	---	---	3	202.1	-----	16.1	15.6	0.5	12.4	12.0	0.3	63.69
(571, 572)	2	SOV	---	---	8	518.2	-----	16.0	15.7	0.3	12.4	12.1	0.3	63.77
(571, 572)	3	HOV	0	475	5	332.3	332.3	16.1	15.6	0.5	12.5	12.1	0.4	63.39
(572, 573)	1	SOV	---	---	0	125.6	-----	22.4	22.0	0.4	17.3	17.0	0.3	66.82
(572, 573)	2	SOV	---	---	1	490.6	-----	23.4	23.1	0.3	18.1	17.9	0.2	63.95
(572, 573)	3	SOV	---	---	0	431.8	-----	23.6	22.9	0.7	18.2	17.7	0.5	63.48
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	0	194.2	-----	15.6	15.4	0.2	12.0	11.9	0.2	65.63
(573, 574)	2	SOV	---	---	0	465.0	-----	16.0	15.8	0.2	12.3	12.2	0.1	64.12
(573, 574)	3	SOV	---	---	1	387.9	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.53
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	0	158.3	-----	12.8	12.6	0.2	9.9	9.8	0.1	67.37
(574, 575)	2	SOV	---	---	2	449.0	-----	13.5	13.4	0.1	10.4	10.3	0.1	64.08
(574, 575)	3	SOV	---	---	2	379.9	-----	13.6	13.3	0.3	10.5	10.3	0.2	63.55
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	0	172.2	-----	17.6	17.4	0.2	13.6	13.5	0.2	67.41
(575, 576)	2	SOV	---	---	1	438.7	-----	18.6	18.4	0.2	14.3	14.2	0.1	63.94
(575, 576)	3	SOV	---	---	4	377.6	-----	18.6	18.2	0.4	14.4	14.1	0.3	63.65
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	6	1475.7	-----	17.7	15.8	2.0	13.7	12.2	1.5	57.70
(576, 577)	2	SOV	---	---	3	750.4	-----	16.4	15.6	0.8	12.6	12.0	0.6	62.53
(576, 577)	3	SOV	---	---	4	438.6	-----	16.1	15.6	0.5	12.4	12.1	0.4	63.60
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	1	52.1	-----	26.1	21.2	4.9	20.1	16.4	3.8	39.16

(577, 578)	1	SOV	---	---	1	1316.6	-----	14.0	13.5	0.5	10.8	10.4	0.4	62.04
(577, 578)	2	SOV	---	---	1	905.7	-----	13.4	13.2	0.2	10.3	10.2	0.1	64.94
(577, 578)	3	SOV	---	---	2	495.0	-----	13.4	13.2	0.3	10.4	10.2	0.2	64.71
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	6	1545.0	-----	11.9	11.2	0.7	9.2	8.7	0.5	60.67
(578, 579)	2	SOV	---	---	2	807.6	-----	11.1	10.9	0.2	8.6	8.4	0.2	65.02
(578, 579)	3	SOV	---	---	1	366.4	-----	11.1	10.9	0.2	8.5	8.4	0.1	65.48
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(579, 580)	1	SOV	---	---	2	1497.8	-----	5.6	5.3	0.3	4.3	4.1	0.2	60.91
(579, 580)	2	SOV	---	---	1	830.0	-----	5.2	5.2	0.1	4.0	4.0	0.1	65.09
(579, 580)	3	SOV	---	---	1	388.4	-----	5.2	5.1	0.1	4.0	3.9	0.0	66.05
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	3	1431.1	-----	11.4	10.8	0.5	8.8	8.3	0.4	60.01
(580, 581)	2	SOV	---	---	2	865.6	-----	10.5	10.3	0.2	8.1	8.0	0.1	65.16
(580, 581)	3	SOV	---	---	0	417.4	-----	10.3	10.2	0.1	7.9	7.9	0.1	66.33
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(581, 582)	1	SOV	---	---	4	810.6	-----	11.7	11.3	0.3	9.0	8.7	0.3	60.96
(581, 582)	2	SOV	---	---	4	895.4	-----	10.9	10.8	0.2	8.4	8.3	0.1	65.08
(581, 582)	3	SOV	---	---	3	461.4	-----	10.7	10.6	0.1	8.3	8.2	0.1	66.39
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	5	754.2	-----	13.9	13.5	0.4	10.7	10.4	0.3	60.94
(582, 583)	2	SOV	---	---	7	888.7	-----	13.1	12.9	0.2	10.1	9.9	0.1	64.76
(582, 583)	3	SOV	---	---	5	522.2	-----	12.7	12.6	0.2	9.8	9.7	0.1	66.49
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	7	1281.2	-----	11.9	10.7	1.2	9.2	8.3	0.9	57.14
(583, 584)	2	SOV	---	---	1	1014.1	-----	10.7	10.4	0.4	8.3	8.0	0.3	63.44
(583, 584)	3	SOV	---	---	0	583.1	-----	10.3	10.1	0.2	7.9	7.8	0.1	66.43
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	1	47.9	-----	14.1	12.0	2.1	10.9	9.2	1.6	48.46
(584, 585)	1	SOV	---	---	11	1966.7	-----	18.8	16.0	2.8	14.5	12.4	2.1	54.32
(584, 585)	2	SOV	---	---	4	1248.3	-----	16.4	15.6	0.8	12.7	12.0	0.6	62.31
(584, 585)	3	SOV	---	---	2	686.8	-----	15.5	15.1	0.4	12.0	11.7	0.3	65.95
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	3	88.7	-----	19.6	18.6	1.0	15.2	14.4	0.8	52.11
(585, 586)	1	SOV	---	---	2	1995.2	-----	8.4	7.7	0.7	6.5	5.9	0.5	58.26
(585, 586)	2	SOV	---	---	1	1263.6	-----	7.7	7.5	0.2	5.9	5.8	0.2	63.52
(585, 586)	3	SOV	---	---	0	747.7	-----	7.4	7.2	0.2	5.7	5.6	0.1	66.16

(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	3	1913.4	-----	7.5	7.0	0.4	5.8	5.4	0.3	59.81
(586, 587)	2	SOV	---	---	1	1299.1	-----	7.0	6.8	0.2	5.4	5.3	0.1	64.15
(586, 587)	3	SOV	---	---	1	797.3	-----	6.7	6.6	0.1	5.2	5.1	0.1	66.55
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	1	1864.7	-----	5.7	5.4	0.3	4.4	4.1	0.2	59.89
(587, 588)	2	SOV	---	---	1	1312.4	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.06
(587, 588)	3	SOV	---	---	0	837.2	-----	5.1	5.0	0.1	4.0	3.9	0.1	66.45
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(588, 589)	1	SOV	---	---	3	1805.8	-----	11.6	10.9	0.7	9.0	8.4	0.6	58.68
(588, 589)	2	SOV	---	---	2	1312.4	-----	10.7	10.4	0.3	8.2	8.0	0.2	63.88
(588, 589)	3	SOV	---	---	1	898.5	-----	10.3	10.1	0.2	7.9	7.8	0.2	66.31
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	0	940.3	-----	9.3	8.9	0.4	7.2	6.9	0.3	59.67
(589, 590)	2	SOV	---	---	2	1274.4	-----	8.8	8.6	0.2	6.8	6.6	0.2	63.14
(589, 590)	3	SOV	---	---	2	1015.3	-----	8.5	8.3	0.2	6.5	6.4	0.2	65.51
(589, 590)	4	HOV	0	962	0	191.3	191.3	8.4	8.2	0.2	6.5	6.3	0.2	66.25
(590, 591)	1	SOV	---	---	1	117.3	-----	6.7	6.1	0.5	5.2	4.7	0.4	62.75
(590, 591)	2	SOV	---	---	2	1048.7	-----	6.9	6.8	0.1	5.3	5.2	0.1	60.63
(590, 591)	3	SOV	---	---	4	1276.6	-----	6.6	6.4	0.2	5.1	4.9	0.1	63.70
(590, 591)	4	SOV	---	---	2	980.2	-----	6.3	6.2	0.2	4.9	4.8	0.1	66.04
(590, 591)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	1	205.0	-----	7.1	6.9	0.2	5.5	5.3	0.2	65.42
(591, 592)	2	SOV	---	---	3	981.7	-----	7.7	7.5	0.1	5.9	5.8	0.1	60.79
(591, 592)	3	SOV	---	---	3	1230.0	-----	7.3	7.1	0.2	5.6	5.5	0.1	63.61
(591, 592)	4	SOV	---	---	2	998.2	-----	7.1	6.9	0.2	5.5	5.3	0.2	65.89
(591, 592)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	1	257.7	-----	10.4	10.1	0.2	8.0	7.8	0.2	65.80
(592, 593)	2	SOV	---	---	4	1208.7	-----	11.2	10.8	0.4	8.6	8.3	0.3	61.04
(592, 593)	3	SOV	---	---	9	1124.0	-----	10.7	10.5	0.3	8.3	8.1	0.2	63.44
(592, 593)	4	SOV	---	---	5	816.5	-----	10.3	10.1	0.3	8.0	7.8	0.2	65.92
(592, 593)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	1	SOV	---	---	1	463.5	-----	5.5	5.0	0.4	4.2	3.9	0.3	62.09
(593, 594)	2	SOV	---	---	5	1945.1	-----	5.7	5.3	0.4	4.4	4.1	0.3	60.02
(593, 594)	3	SOV	---	---	2	669.0	-----	5.5	5.3	0.1	4.2	4.1	0.1	62.29
(593, 594)	4	SOV	---	---	1	317.8	-----	5.1	5.1	0.1	4.0	3.9	0.1	66.29
(593, 594)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(594, 595)	1	SOV	---	---	3	731.5	-----	10.5	10.1	0.4	8.1	7.8	0.3	64.68
(594, 595)	2	SOV	---	---	7	1696.4	-----	11.2	10.7	0.5	8.6	8.2	0.4	61.02
(594, 595)	3	SOV	---	---	2	619.4	-----	10.9	10.7	0.2	8.4	8.3	0.1	62.71
(594, 595)	4	SOV	---	---	3	344.5	-----	10.3	10.1	0.1	7.9	7.8	0.1	66.48
(594, 595)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	1	SOV	---	---	1	597.5	-----	7.2	7.1	0.1	5.6	5.5	0.1	62.64
(595, 596)	2	SOV	---	---	1	367.9	-----	6.8	6.6	0.2	5.3	5.1	0.2	66.43
(595, 596)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	1	1613.1	-----	8.1	7.5	0.5	6.2	5.8	0.4	56.10
(595, 596)	10	SOV	---	---	0	814.5	-----	7.5	7.3	0.2	5.8	5.7	0.1	60.22
(596, 597)	1	SOV	---	---	1	582.0	-----	7.8	7.6	0.1	6.0	5.9	0.1	62.42
(596, 597)	2	SOV	---	---	0	386.7	-----	7.3	7.2	0.1	5.6	5.6	0.1	66.31
(596, 597)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	1	SOV	---	---	3	558.8	-----	9.0	8.9	0.1	6.9	6.8	0.1	62.31
(597, 598)	2	SOV	---	---	1	412.5	-----	8.5	8.3	0.1	6.5	6.4	0.1	66.24
(597, 598)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	1	SOV	---	---	0	531.9	-----	4.7	4.7	0.1	3.6	3.6	0.1	62.21
(598, 599)	2	SOV	---	---	1	438.7	-----	4.5	4.4	0.1	3.4	3.4	0.1	66.11
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(600, 601)	1	SOV	---	---	1	511.7	-----	6.5	6.4	0.1	5.0	4.9	0.1	62.15
(600, 601)	2	SOV	---	---	1	458.2	-----	6.1	6.0	0.1	4.7	4.6	0.1	66.05
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	2	657.9	-----	8.5	8.0	0.5	6.5	6.2	0.4	60.43
(601, 602)	2	SOV	---	---	0	491.2	-----	7.8	7.6	0.2	6.0	5.9	0.2	65.53
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	9	SOV	---	---	0	1116.4	-----	9.2	8.0	1.2	7.1	6.1	1.0	55.47
(601, 602)	10	SOV	---	---	0	55.9	-----	10.8	9.3	1.5	8.3	7.2	1.2	47.34
(602, 603)	1	SOV	---	---	5	749.4	-----	8.2	8.0	0.2	6.3	6.1	0.2	62.53
(602, 603)	2	SOV	---	---	2	533.5	-----	7.8	7.6	0.2	6.0	5.9	0.1	65.77
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	9	SOV	---	---	4	1036.3	-----	8.4	8.0	0.4	6.4	6.2	0.3	61.23
(603, 604)	1	SOV	---	---	0	761.8	-----	6.9	6.8	0.1	5.3	5.2	0.1	63.46
(603, 604)	2	SOV	---	---	1	548.9	-----	6.6	6.5	0.1	5.1	5.0	0.1	66.16
(603, 604)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 604)	9	SOV	---	---	5	1011.2	-----	7.0	6.8	0.2	5.4	5.3	0.2	62.16

(604, 605)	1	SOV	---	---	3	786.2	-----	7.8	7.7	0.1	6.0	5.9	0.1	63.49
(604, 605)	2	SOV	---	---	2	557.8	-----	7.5	7.4	0.1	5.8	5.7	0.1	66.08
(604, 605)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(604, 605)	9	SOV	---	---	4	976.7	-----	8.0	7.7	0.3	6.2	6.0	0.2	61.76
(605, 606)	1	SOV	---	---	2	814.4	-----	10.2	10.1	0.2	7.9	7.8	0.1	63.55
(605, 606)	2	SOV	---	---	5	567.1	-----	9.8	9.7	0.2	7.6	7.5	0.1	66.02
(605, 606)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(605, 606)	9	SOV	---	---	3	935.6	-----	10.5	10.2	0.4	8.1	7.8	0.3	61.67
(606, 607)	1	SOV	---	---	1	830.7	-----	8.1	8.0	0.1	6.3	6.2	0.1	63.53
(606, 607)	2	SOV	---	---	0	583.8	-----	7.8	7.7	0.1	6.0	5.9	0.1	65.99
(606, 607)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(606, 607)	9	SOV	---	---	1	899.9	-----	8.4	8.1	0.3	6.5	6.2	0.2	61.37
(607, 608)	1	SOV	---	---	2	840.5	-----	7.1	7.0	0.1	5.5	5.4	0.1	63.38
(607, 608)	2	SOV	---	---	5	600.0	-----	6.8	6.7	0.1	5.2	5.1	0.1	66.07
(607, 608)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(607, 608)	9	SOV	---	---	2	871.8	-----	7.3	7.1	0.3	5.6	5.4	0.2	61.33
(608, 609)	1	SOV	---	---	1	836.4	-----	8.8	8.6	0.2	6.8	6.7	0.1	63.27
(608, 609)	2	SOV	---	---	3	618.9	-----	8.4	8.3	0.2	6.5	6.4	0.1	66.08
(608, 609)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(608, 609)	9	SOV	---	---	1	849.8	-----	9.1	8.8	0.3	7.0	6.7	0.2	61.29
(609, 610)	1	SOV	---	---	2	842.0	-----	10.0	9.8	0.2	7.7	7.6	0.1	63.23
(609, 610)	2	SOV	---	---	1	636.9	-----	9.6	9.4	0.2	7.4	7.2	0.2	65.97
(609, 610)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(609, 610)	9	SOV	---	---	4	823.1	-----	10.3	10.0	0.4	7.9	7.7	0.3	61.30
(610, 611)	1	SOV	---	---	2	1035.3	-----	7.8	7.5	0.2	6.0	5.8	0.2	62.75
(610, 611)	2	SOV	---	---	0	581.1	-----	7.4	7.2	0.2	5.7	5.6	0.1	65.93
(610, 611)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(610, 611)	9	SOV	---	---	0	686.3	-----	7.9	7.7	0.3	6.1	5.9	0.2	61.33
(611, 612)	1	SOV	---	---	0	1423.0	-----	8.3	7.9	0.4	6.4	6.1	0.3	61.15
(611, 612)	2	SOV	---	---	0	415.3	-----	7.8	7.5	0.3	6.0	5.8	0.2	65.15
(611, 612)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(611, 612)	9	SOV	---	---	2	464.8	-----	8.2	7.9	0.3	6.3	6.1	0.2	61.91
(612, 613)	1	SOV	---	---	4	1271.4	-----	16.8	16.2	0.6	13.0	12.5	0.5	60.81
(612, 613)	2	SOV	---	---	1	483.0	-----	15.5	15.2	0.3	12.0	11.7	0.2	65.98
(612, 613)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(612, 613)	9	SOV	---	---	1	549.4	-----	16.9	16.4	0.5	13.1	12.7	0.4	60.39

(613, 614)	1	SOV	---	---	0	725.7	-----	3.5	3.3	0.1	2.7	2.6	0.1	61.09
(613, 614)	2	SOV	---	---	0	436.4	-----	3.2	3.2	0.1	2.5	2.4	0.1	65.81
(613, 614)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(614, 615)	1	SOV	---	---	0	723.2	-----	3.2	3.1	0.1	2.4	2.4	0.1	61.99
(614, 615)	2	SOV	---	---	0	439.8	-----	3.0	2.9	0.0	2.3	2.3	0.0	66.11
(614, 615)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(615, 616)	1	SOV	---	---	1	717.2	-----	5.5	5.4	0.1	4.2	4.1	0.1	62.40
(615, 616)	2	SOV	---	---	0	445.0	-----	5.1	5.1	0.1	4.0	3.9	0.0	66.32
(615, 616)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(616, 617)	1	SOV	---	---	2	705.8	-----	11.2	11.0	0.3	8.6	8.4	0.2	60.78
(616, 617)	2	SOV	---	---	1	456.5	-----	10.3	10.2	0.1	8.0	7.9	0.1	66.19
(616, 617)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 618)	1	SOV	---	---	1	412.5	-----	10.9	10.8	0.1	8.4	8.3	0.1	61.92
(617, 618)	2	SOV	---	---	1	460.7	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.16
(617, 618)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(618, 619)	1	SOV	---	---	2	421.0	-----	9.8	9.7	0.1	7.6	7.5	0.1	62.18
(618, 619)	2	SOV	---	---	2	448.6	-----	9.3	9.2	0.1	7.1	7.1	0.1	66.13
(618, 619)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(619, 620)	1	SOV	---	---	0	423.0	-----	4.6	4.5	0.0	3.5	3.5	0.0	62.38
(619, 620)	2	SOV	---	---	1	445.1	-----	4.3	4.3	0.0	3.3	3.3	0.0	66.03
(619, 620)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 600)	1	SOV	---	---	1	517.9	-----	4.2	4.2	0.1	3.3	3.2	0.0	62.18
(599, 600)	2	SOV	---	---	0	453.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	66.03
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	0	434.0	-----	2.0	2.0	0.0	1.6	1.5	0.0	62.81
(77,7053)	2	SOV	---	---	0	234.0	-----	1.9	1.9	0.0	1.5	1.5	0.0	66.91
(77,7053)	3	HOV	2	2	0	2.0	2.0	1.9	1.9	0.0	1.5	1.5	0.0	65.64
(7054, 568)	1	SOV	---	---	0	656.5	-----	3.0	2.4	0.6	2.3	1.8	0.5	53.10
(7054, 568)	2	SOV	---	---	0	488.6	-----	3.0	2.3	0.7	2.3	1.8	0.5	52.48
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(396, 397)	1	SOV	---	---	5	887.1	-----	25.4	24.4	1.0	19.6	18.8	0.8	61.37
(396, 397)	2	SOV	---	---	7	1041.2	-----	24.5	23.9	0.6	18.9	18.5	0.5	63.50
(396, 397)	3	SOV	---	---	8	795.6	-----	24.5	23.8	0.7	18.9	18.4	0.6	63.47
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(397, 398)	1	SOV	---	---	2	1569.2	-----	8.0	7.5	0.5	6.2	5.8	0.4	59.57
(397, 398)	2	SOV	---	---	1	828.4	-----	7.6	7.3	0.2	5.8	5.6	0.2	63.18
(397, 398)	3	SOV	---	---	0	612.6	-----	7.4	7.3	0.2	5.7	5.6	0.1	64.35
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	1	384.0	-----	8.1	7.4	0.7	6.3	5.7	0.6	58.93
(398, 564)	1	SOV	---	---	1	1398.2	-----	8.9	8.6	0.3	6.9	6.6	0.2	61.06
(398, 564)	2	SOV	---	---	1	897.5	-----	8.6	8.4	0.2	6.6	6.4	0.2	63.68
(398, 564)	3	SOV	---	---	2	633.2	-----	8.5	8.3	0.2	6.5	6.4	0.1	64.53
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(398, 564)	9	SOV	---	---	0	462.8	-----	8.4	8.2	0.2	6.5	6.3	0.2	64.64
(620, 369)	1	SOV	---	---	0	422.5	-----	5.4	5.3	0.0	4.1	4.1	0.0	62.38
(620, 369)	2	SOV	---	---	2	447.3	-----	5.1	5.0	0.0	3.9	3.9	0.0	65.96
(620, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 114)	1	SOV	---	---	1	286.7	-----	8.1	8.1	0.1	6.3	6.2	0.1	54.51
(114, 115)	1	SOV	---	---	1	285.8	-----	11.5	11.3	0.2	8.8	8.7	0.2	49.97
(117, 416)	1	SOV	---	---	0	284.0	-----	8.9	8.7	0.2	6.9	6.7	0.2	48.97
(399, 402)	1	SOV	---	---	1	502.8	-----	20.2	19.9	0.3	15.6	15.4	0.2	55.68
(399, 402)	2	SOV	---	---	2	551.9	-----	21.3	21.0	0.3	16.4	16.2	0.2	52.76
(625, 132)	1	SOV	---	---	4	717.2	-----	3.2	2.7	0.5	2.5	2.1	0.4	43.91
(626, 627)	1	SOV	---	---	0	445.8	-----	4.7	4.5	0.1	3.6	3.5	0.1	61.34
(626, 627)	2	SOV	---	---	0	326.2	-----	4.3	4.2	0.1	3.3	3.3	0.1	66.22
(627, 190)	1	SOV	---	---	2	436.2	-----	3.5	3.5	0.1	2.7	2.7	0.0	61.91
(627, 190)	2	SOV	---	---	3	332.5	-----	3.3	3.2	0.0	2.5	2.5	0.0	66.81
(629, 255)	1	SOV	---	---	0	435.2	-----	4.9	4.3	0.6	3.8	3.3	0.4	47.31
(628, 629)	1	SOV	---	---	2	434.7	-----	5.9	5.3	0.6	4.6	4.1	0.5	39.88
(631, 280)	1	SOV	---	---	2	371.0	-----	6.6	6.3	0.3	5.1	4.8	0.2	51.67
(630, 631)	1	SOV	---	---	0	371.3	-----	6.0	5.8	0.2	4.6	4.5	0.1	48.44
(632, 633)	1	SOV	---	---	0	800.2	-----	8.3	8.0	0.2	6.4	6.2	0.2	53.59
(632, 633)	2	SOV	---	---	1	789.8	-----	8.4	8.2	0.2	6.5	6.3	0.2	52.73
(635, 54)	1	SOV	---	---	0	111.0	-----	8.4	7.9	0.5	6.5	6.1	0.4	50.93

(634, 635)	1	SOV	---	---	0	111.0	-----	7.7	7.1	0.6	5.9	5.5	0.4	41.59
(637, 56)	1	SOV	---	---	0	206.8	-----	8.2	8.0	0.1	6.3	6.2	0.1	54.04
(636, 637)	1	SOV	---	---	1	206.0	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.61
(61, 638)	1	SOV	---	---	0	645.1	-----	5.7	5.6	0.2	4.4	4.3	0.1	53.26
(638, 639)	1	SOV	---	---	0	135.8	-----	4.4	4.2	0.1	3.4	3.3	0.1	52.82
(638, 639)	2	SOV	---	---	1	509.5	-----	4.4	4.2	0.2	3.4	3.2	0.1	52.96
(62, 640)	1	SOV	---	---	0	959.0	-----	5.2	5.0	0.2	4.0	3.9	0.2	52.83
(640, 641)	1	SOV	---	---	0	280.9	-----	2.9	2.8	0.1	2.2	2.1	0.1	52.55
(640, 641)	2	SOV	---	---	0	678.1	-----	2.8	2.7	0.1	2.2	2.1	0.1	52.74
(643, 64)	1	SOV	---	---	2	321.7	-----	7.6	7.3	0.3	5.9	5.6	0.2	52.21
(642, 643)	1	SOV	---	---	2	219.3	-----	6.7	5.9	0.7	5.1	4.6	0.6	48.83
(642, 643)	2	SOV	---	---	1	104.8	-----	6.9	6.1	0.8	5.3	4.7	0.6	47.42
(69, 644)	1	SOV	---	---	0	377.2	-----	4.3	4.3	0.0	3.3	3.3	0.0	55.33
(69, 644)	2	SOV	---	---	0	616.8	-----	4.5	4.4	0.1	3.5	3.4	0.1	53.04
(644, 645)	1	SOV	---	---	0	95.2	-----	3.1	3.1	0.0	2.4	2.4	0.0	54.87
(644, 645)	2	SOV	---	---	1	443.9	-----	3.2	3.2	0.0	2.5	2.5	0.0	52.38
(644, 645)	3	SOV	---	---	0	454.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.66
(647, 71)	1	SOV	---	---	0	127.6	-----	9.5	8.8	0.7	7.3	6.8	0.5	50.55
(646, 647)	1	SOV	---	---	1	125.9	-----	8.3	7.6	0.7	6.4	5.9	0.5	41.20
(574, 660)	1	SOV	---	---	0	62.0	-----	2.8	2.7	0.1	2.1	2.1	0.0	54.72
(660, 661)	1	SOV	---	---	1	61.2	-----	2.8	2.7	0.1	2.1	2.1	0.1	51.91
(663, 576)	1	SOV	---	---	2	1488.5	-----	8.2	6.2	1.9	6.3	4.8	1.5	41.72
(663, 576)	2	SOV	---	---	1	238.3	-----	11.6	7.3	4.2	8.9	5.7	3.3	29.40
(662, 663)	1	SOV	---	---	0	217.4	-----	6.9	4.5	2.4	5.3	3.4	1.9	33.12
(662, 663)	2	SOV	---	---	0	1509.5	-----	6.7	4.4	2.2	5.1	3.4	1.7	34.11
(581, 664)	1	SOV	---	---	1	548.9	-----	7.3	7.1	0.2	5.6	5.5	0.1	54.10

(664, 665)	1	SOV	---	---	0	548.5	-----	2.9	2.8	0.1	2.2	2.1	0.1	53.43
(667, 583)	1	SOV	---	---	6	765.8	-----	12.6	10.9	1.7	9.7	8.4	1.3	46.77
(666, 667)	1	SOV	---	---	1	770.4	-----	4.3	4.0	0.3	3.3	3.1	0.2	34.11
(669, 584)	1	SOV	---	---	4	943.3	-----	8.2	7.3	1.0	6.4	5.6	0.8	48.28
(669, 584)	2	SOV	---	---	2	115.5	-----	9.6	7.8	1.7	7.4	6.1	1.3	41.55
(668, 669)	1	SOV	---	---	0	68.2	-----	6.7	4.0	2.7	5.2	3.1	2.1	32.41
(668, 669)	2	SOV	---	---	0	994.8	-----	4.6	3.9	0.6	3.5	3.0	0.5	47.58
(589, 670)	1	SOV	---	---	1	597.5	-----	2.9	2.8	0.1	2.3	2.2	0.1	53.01
(670, 671)	1	SOV	---	---	0	597.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	53.05
(672, 673)	1	SOV	---	---	0	820.9	-----	6.4	6.0	0.4	4.9	4.6	0.3	47.05
(674, 675)	1	SOV	---	---	4	538.1	-----	3.9	3.8	0.2	3.0	2.9	0.1	52.40
(676, 677)	1	SOV	---	---	7	1345.6	-----	19.6	18.6	1.0	15.1	14.3	0.8	52.30
(676, 677)	2	SOV	---	---	4	849.8	-----	19.4	18.8	0.6	15.0	14.5	0.5	52.68
(676, 677)	3	SOV	---	---	0	34.8	-----	19.5	19.2	0.3	15.0	14.8	0.2	52.52
(676, 677)	9	SOV	---	---	1	201.4	-----	19.2	18.7	0.5	14.8	14.4	0.4	53.31
(677, 680)	1	SOV	---	---	0	474.5	-----	16.4	16.1	0.2	12.6	12.4	0.2	55.84
(677, 680)	2	SOV	---	---	2	724.2	-----	17.3	16.9	0.4	13.4	13.1	0.3	52.70
(677, 678)	1	SOV	---	---	0	488.3	-----	5.1	5.0	0.0	3.9	3.9	0.0	50.70
(677, 678)	2	SOV	---	---	1	750.7	-----	5.3	5.2	0.1	4.1	4.0	0.1	48.53
(678, 679)	1	SOV	---	---	0	514.8	-----	5.5	5.5	0.0	4.3	4.2	0.0	50.72
(678, 679)	2	SOV	---	---	0	725.1	-----	5.8	5.6	0.2	4.5	4.4	0.1	48.03
(680, 681)	1	SOV	---	---	1	537.7	-----	8.8	8.7	0.1	6.8	6.7	0.1	56.03
(680, 681)	2	SOV	---	---	3	664.9	-----	9.4	9.2	0.2	7.2	7.1	0.2	52.46
(681, 682)	1	SOV	---	---	2	560.0	-----	9.1	9.0	0.1	7.1	7.0	0.1	55.92
(681, 682)	2	SOV	---	---	2	640.1	-----	9.8	9.6	0.2	7.5	7.4	0.2	52.42
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(686, 111)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(685, 681)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(682, 683)	1	SOV	---	---	1	587.8	-----	9.1	9.0	0.1	7.1	7.0	0.1	55.89
(682, 683)	2	SOV	---	---	0	609.7	-----	9.8	9.6	0.2	7.5	7.4	0.1	52.34
(687, 688)	1	SOV	---	---	3	605.6	-----	6.8	6.7	0.1	5.2	5.1	0.1	46.65
(687, 688)	2	SOV	---	---	2	582.5	-----	7.3	7.1	0.1	5.6	5.5	0.1	43.57
(688,7027)	1	SOV	---	---	1	604.3	-----	4.4	4.4	0.0	3.4	3.4	0.0	41.22
(688,7027)	2	SOV	---	---	1	579.2	-----	4.7	4.7	0.0	3.7	3.6	0.0	38.07
(7056, 626)	1	SOV	---	---	0	480.8	-----	5.3	4.6	0.7	4.1	3.5	0.5	54.84
(7056, 626)	2	SOV	---	---	0	325.3	-----	4.7	4.2	0.5	3.6	3.3	0.4	61.80
(679,7058)	1	SOV	---	---	0	527.4	-----	3.1	3.0	0.0	2.4	2.3	0.0	50.40
(679,7058)	2	SOV	---	---	0	713.0	-----	3.3	3.2	0.1	2.5	2.4	0.1	47.07
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	2	474.6	-----	4.3	4.1	0.2	3.3	3.1	0.2	34.08
(7061, 630)	1	SOV	---	---	3	392.8	-----	4.8	4.5	0.3	3.7	3.5	0.3	46.37
(7062, 674)	1	SOV	---	---	0	599.1	-----	2.4	2.0	0.3	1.8	1.6	0.2	48.15
(7063, 672)	1	SOV	---	---	0	853.6	-----	7.5	6.8	0.7	5.8	5.2	0.5	41.28
(671,7064)	1	SOV	---	---	0	597.5	-----	2.4	2.3	0.1	1.8	1.8	0.1	52.14
(633,7065)	1	SOV	---	---	1	802.6	-----	4.2	4.1	0.1	3.3	3.2	0.1	53.45
(633,7065)	2	SOV	---	---	1	785.4	-----	4.3	4.2	0.1	3.3	3.2	0.1	52.75
(7066, 634)	1	SOV	---	---	0	121.5	-----	4.1	3.9	0.2	3.2	3.0	0.1	34.75
(7067, 636)	1	SOV	---	---	1	215.9	-----	5.2	4.7	0.5	4.0	3.6	0.4	50.08
(665,7068)	1	SOV	---	---	0	549.0	-----	2.7	2.5	0.2	2.1	2.0	0.1	51.91
(7069, 666)	1	SOV	---	---	3	854.3	-----	3.4	3.3	0.1	2.6	2.5	0.1	35.67
(7070, 668)	1	SOV	---	---	1	262.4	-----	4.5	3.8	0.7	3.5	2.9	0.5	47.50
(7070, 668)	2	SOV	---	---	4	867.1	-----	4.1	3.8	0.3	3.2	3.0	0.2	51.44
(639,7071)	1	SOV	---	---	0	53.0	-----	2.2	2.0	0.2	1.7	1.6	0.2	50.05
(639,7071)	2	SOV	---	---	0	592.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	51.09

(7072, 642)	1	SOV	---	---	0	79.9	-----	2.4	1.8	0.5	1.8	1.4	0.4	44.33
(7072, 642)	2	SOV	---	---	1	286.1	-----	2.2	1.9	0.3	1.7	1.5	0.2	48.01
(641,7073)	1	SOV	---	---	0	66.0	-----	2.3	2.3	0.0	1.7	1.7	0.0	52.41
(641,7073)	2	SOV	---	---	0	893.8	-----	2.4	2.3	0.0	1.8	1.8	0.0	50.45
(661,7074)	1	SOV	---	---	0	61.0	-----	2.7	2.6	0.2	2.1	2.0	0.1	47.52
(7075, 662)	1	SOV	---	---	0	526.9	-----	4.4	3.8	0.6	3.4	2.9	0.5	44.12
(7075, 662)	2	SOV	---	---	1	1307.0	-----	4.2	3.9	0.4	3.3	3.0	0.3	46.10
(645,7076)	1	SOV	---	---	0	1.0	-----	3.0	2.9	0.1	2.3	2.2	0.1	53.70
(645,7076)	2	SOV	---	---	0	390.0	-----	3.2	3.2	0.0	2.5	2.5	0.0	49.97
(645,7076)	3	SOV	---	---	0	602.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	46.99
(7077, 646)	1	SOV	---	---	0	140.6	-----	3.2	3.0	0.2	2.5	2.3	0.2	34.33
(7084, 857)	1	SOV	---	---	0	258.7	-----	2.6	2.3	0.3	2.0	1.8	0.2	49.97
(857, 858)	1	SOV	---	---	0	236.0	-----	4.0	3.9	0.1	3.0	3.0	0.1	53.75
(859,7085)	1	SOV	---	---	0	321.0	-----	6.2	6.0	0.2	4.8	4.7	0.1	53.33
(7086, 860)	1	SOV	---	---	0	17.7	-----	5.9	5.8	0.0	4.5	4.5	0.0	54.09
(860, 861)	1	SOV	---	---	0	17.0	-----	5.7	5.7	0.0	4.4	4.4	0.0	54.30
(866,7087)	1	SOV	---	---	0	56.0	-----	3.8	3.7	0.0	2.9	2.9	0.0	55.38
(873,7088)	1	SOV	---	---	0	58.0	-----	6.9	6.9	0.0	5.3	5.3	0.0	55.04
(7089, 874)	1	SOV	---	---	0	98.2	-----	3.8	3.6	0.2	2.9	2.8	0.2	52.04
(874, 875)	1	SOV	---	---	0	92.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.01
(876,7090)	1	SOV	---	---	0	161.0	-----	6.0	5.9	0.1	4.6	4.6	0.1	54.01
(7091, 877)	1	SOV	---	---	0	59.7	-----	5.1	3.6	1.5	3.9	2.8	1.1	39.65
(877, 878)	1	SOV	---	---	0	56.0	-----	4.6	4.3	0.2	3.5	3.4	0.2	51.63
(879, 880)	1	SOV	---	---	1	998.3	-----	13.9	13.7	0.1	10.7	10.6	0.1	64.36
(879, 880)	2	SOV	---	---	7	1028.8	-----	13.9	13.7	0.2	10.7	10.6	0.1	64.27
(880, 881)	1	SOV	---	---	5	990.0	-----	19.9	19.5	0.4	15.4	15.1	0.3	63.80

(880, 881)	2	SOV	---	---	8	1009.5	-----	19.9	19.6	0.4	15.4	15.1	0.3	63.74
(881, 882)	1	SOV	---	---	6	1014.1	-----	16.4	15.9	0.5	12.7	12.3	0.4	63.20
(881, 882)	2	SOV	---	---	4	983.0	-----	16.4	16.0	0.4	12.7	12.4	0.3	63.22
(882, 883)	1	SOV	---	---	4	1028.0	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.78
(882, 883)	2	SOV	---	---	4	968.7	-----	16.2	15.8	0.5	12.5	12.2	0.4	63.02
(883, 884)	1	SOV	---	---	3	970.0	-----	13.0	12.6	0.4	10.1	9.7	0.3	62.80
(883, 884)	2	SOV	---	---	4	969.9	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.84
(883, 873)	1	SOV	---	---	0	58.0	-----	7.4	7.4	0.0	5.7	5.7	0.0	55.16
(884, 885)	1	SOV	---	---	4	977.3	-----	12.1	11.6	0.4	9.3	9.0	0.3	62.69
(884, 885)	2	SOV	---	---	0	961.4	-----	12.1	11.6	0.4	9.3	9.0	0.3	62.60
(885, 886)	1	SOV	---	---	3	989.1	-----	14.9	14.4	0.6	11.5	11.1	0.4	62.63
(885, 886)	2	SOV	---	---	3	955.0	-----	14.9	14.4	0.5	11.6	11.1	0.4	62.51
(886, 887)	1	SOV	---	---	6	1058.6	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.26
(886, 887)	2	SOV	---	---	4	971.1	-----	16.4	15.8	0.6	12.7	12.2	0.5	62.45
(886, 887)	9	SOV	---	---	0	3.7	-----	19.5	17.4	2.1	15.1	13.4	1.6	52.39
(887, 888)	1	SOV	---	---	3	1039.3	-----	16.9	16.2	0.6	13.0	12.5	0.5	62.43
(887, 888)	2	SOV	---	---	5	995.5	-----	16.9	16.2	0.7	13.0	12.5	0.5	62.37
(875, 886)	1	SOV	---	---	1	91.3	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.50
(888, 889)	1	SOV	---	---	3	1031.6	-----	18.3	17.6	0.7	14.2	13.6	0.6	62.26
(888, 889)	2	SOV	---	---	11	1001.5	-----	18.3	17.6	0.8	14.2	13.6	0.6	62.29
(889, 890)	1	SOV	---	---	3	1030.2	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.13
(889, 890)	2	SOV	---	---	3	1001.5	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.23
(890, 891)	1	SOV	---	---	10	1030.4	-----	19.1	18.3	0.8	14.8	14.1	0.6	62.10
(890, 891)	2	SOV	---	---	5	998.9	-----	19.1	18.3	0.8	14.8	14.1	0.6	62.13
(891, 892)	1	SOV	---	---	2	1027.3	-----	14.4	13.7	0.6	11.1	10.6	0.5	62.11
(891, 892)	2	SOV	---	---	4	1002.3	-----	14.3	13.7	0.6	11.1	10.6	0.4	62.32
(892, 893)	1	SOV	---	---	9	1020.6	-----	33.7	32.2	1.5	26.0	24.9	1.1	62.09
(892, 893)	2	SOV	---	---	7	1011.5	-----	33.5	32.2	1.3	25.9	24.9	1.0	62.37
(893, 894)	1	SOV	---	---	20	1014.4	-----	39.7	38.0	1.7	30.7	29.4	1.3	62.11
(893, 894)	2	SOV	---	---	17	1013.0	-----	39.6	37.9	1.7	30.6	29.3	1.3	62.26

(894, 895)	1	SOV	---	---	2	1023.3	-----	24.3	23.3	1.0	18.8	18.0	0.8	62.19
(894, 895)	2	SOV	---	---	4	997.4	-----	24.2	23.2	1.0	18.7	18.0	0.8	62.34
(895, 896)	1	SOV	---	---	15	1025.6	-----	37.9	36.2	1.7	29.4	28.0	1.3	62.01
(895, 896)	2	SOV	---	---	13	1001.5	-----	37.8	36.2	1.6	29.2	28.0	1.2	62.25
(896, 897)	1	SOV	---	---	11	1016.8	-----	40.7	38.8	2.0	31.5	30.0	1.5	61.87
(896, 897)	2	SOV	---	---	6	1006.4	-----	40.5	38.8	1.6	31.3	30.0	1.3	62.27
(897, 898)	1	SOV	---	---	9	1008.0	-----	22.4	21.4	1.0	17.3	16.6	0.8	62.05
(897, 898)	2	SOV	---	---	5	1020.4	-----	22.4	21.4	1.0	17.3	16.5	0.8	62.08
(898, 899)	1	SOV	---	---	5	1020.5	-----	16.5	15.8	0.8	12.8	12.2	0.6	61.83
(898, 899)	2	SOV	---	---	8	1004.3	-----	16.5	15.7	0.8	12.8	12.2	0.6	61.98
(899, 900)	1	SOV	---	---	4	969.7	-----	18.1	17.3	0.8	14.0	13.4	0.6	62.05
(899, 900)	2	SOV	---	---	3	999.4	-----	18.1	17.3	0.8	14.0	13.4	0.7	61.93
(899, 866)	1	SOV	---	---	0	56.0	-----	7.6	7.6	0.0	5.9	5.9	0.0	55.51
(900, 901)	1	SOV	---	---	6	977.9	-----	21.3	20.3	1.0	16.5	15.7	0.8	61.90
(900, 901)	2	SOV	---	---	3	997.5	-----	21.3	20.3	1.0	16.5	15.7	0.8	61.91
(901, 902)	1	SOV	---	---	4	1123.1	-----	17.1	15.8	1.4	13.2	12.2	1.0	59.76
(901, 902)	2	SOV	---	---	1	1068.4	-----	16.6	15.7	0.9	12.8	12.2	0.7	61.66
(901, 902)	9	SOV	---	---	0	12.8	-----	26.7	20.0	6.7	20.5	15.4	5.1	38.37
(902, 903)	1	SOV	---	---	7	1083.7	-----	16.7	15.9	0.8	12.9	12.3	0.6	61.58
(902, 903)	2	SOV	---	---	4	1115.7	-----	16.6	15.8	0.8	12.8	12.2	0.6	62.07
(858, 901)	1	SOV	---	---	4	233.8	-----	10.1	9.9	0.3	7.8	7.6	0.2	53.63
(903, 904)	1	SOV	---	---	9	1060.6	-----	19.1	18.2	0.9	14.8	14.1	0.7	61.64
(903, 904)	2	SOV	---	---	10	1128.8	-----	19.1	18.1	1.0	14.8	14.0	0.7	61.83
(904, 905)	1	SOV	---	---	7	1064.0	-----	14.8	14.1	0.7	11.5	10.9	0.5	61.58
(904, 905)	2	SOV	---	---	4	1124.4	-----	14.8	14.1	0.7	11.4	10.9	0.6	61.74
(906, 907)	1	SOV	---	---	5	1247.4	-----	14.4	14.2	0.2	11.1	11.0	0.2	63.91
(906, 907)	2	SOV	---	---	8	1288.0	-----	14.4	14.2	0.2	11.2	11.0	0.2	63.93
(907, 908)	1	SOV	---	---	9	1265.4	-----	22.0	21.4	0.6	17.0	16.6	0.5	63.11
(907, 908)	2	SOV	---	---	6	1232.9	-----	22.0	21.4	0.6	17.0	16.5	0.5	63.29

(908, 909)	1	SOV	---	---	9	1343.3	-----	16.6	15.9	0.7	12.8	12.3	0.5	61.69
(908, 909)	2	SOV	---	---	8	1152.8	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.74
(909, 910)	1	SOV	---	---	2	1012.9	-----	14.5	14.0	0.5	11.2	10.8	0.4	62.32
(909, 910)	2	SOV	---	---	1	1161.6	-----	14.4	13.9	0.5	11.1	10.7	0.4	62.72
(909, 859)	1	SOV	---	---	0	321.0	-----	9.6	9.5	0.1	7.4	7.3	0.1	54.07
(910, 911)	1	SOV	---	---	6	1039.7	-----	17.4	16.8	0.7	13.5	13.0	0.5	62.36
(910, 911)	2	SOV	---	---	8	1138.1	-----	17.4	16.7	0.7	13.4	12.9	0.5	62.59
(911, 912)	1	SOV	---	---	4	1053.7	-----	16.0	15.4	0.6	12.4	11.9	0.5	62.27
(911, 912)	2	SOV	---	---	2	1124.8	-----	16.0	15.3	0.7	12.4	11.9	0.5	62.22
(861, 912)	1	SOV	---	---	0	17.0	-----	6.3	6.3	0.0	4.9	4.9	0.0	54.44
(912, 913)	1	SOV	---	---	7	1086.2	-----	16.5	15.8	0.7	12.7	12.2	0.5	62.11
(912, 913)	2	SOV	---	---	3	1109.7	-----	16.5	15.8	0.7	12.8	12.2	0.6	62.03
(912, 913)	9	SOV	---	---	0	0.6	-----	19.1	17.4	1.8	14.7	13.4	1.4	53.42
(913, 914)	1	SOV	---	---	6	1092.2	-----	17.3	16.5	0.8	13.4	12.8	0.6	62.07
(913, 914)	2	SOV	---	---	4	1103.0	-----	17.3	16.5	0.8	13.4	12.8	0.6	61.94
(914, 915)	1	SOV	---	---	14	1094.7	-----	34.1	32.5	1.6	26.4	25.2	1.3	61.87
(914, 915)	2	SOV	---	---	13	1096.8	-----	34.1	32.6	1.5	26.3	25.2	1.2	61.98
(915, 916)	1	SOV	---	---	9	1092.6	-----	34.5	32.8	1.7	26.7	25.4	1.3	61.71
(915, 916)	2	SOV	---	---	13	1098.7	-----	34.5	32.8	1.6	26.6	25.4	1.3	61.78
(916, 917)	1	SOV	---	---	3	1078.1	-----	31.4	29.8	1.6	24.3	23.1	1.2	61.62
(916, 917)	2	SOV	---	---	4	1115.7	-----	31.3	29.8	1.5	24.2	23.0	1.2	61.82
(917, 918)	1	SOV	---	---	8	1088.3	-----	24.7	23.3	1.3	19.1	18.0	1.0	61.39
(917, 918)	2	SOV	---	---	6	1106.4	-----	24.5	23.3	1.2	18.9	18.0	0.9	61.85
(918, 919)	1	SOV	---	---	7	1092.5	-----	31.7	30.0	1.7	24.5	23.2	1.3	61.44
(918, 919)	2	SOV	---	---	9	1116.0	-----	31.6	30.0	1.5	24.4	23.2	1.2	61.75
(919, 920)	1	SOV	---	---	9	1093.8	-----	32.9	31.2	1.7	25.5	24.1	1.3	61.41
(919, 920)	2	SOV	---	---	14	1107.9	-----	32.8	31.1	1.7	25.4	24.1	1.3	61.66
(920, 921)	1	SOV	---	---	7	1077.8	-----	20.2	19.1	1.1	15.6	14.8	0.8	61.34
(920, 921)	2	SOV	---	---	9	1116.2	-----	20.0	19.0	1.0	15.5	14.7	0.8	61.74
(921, 922)	1	SOV	---	---	4	1076.5	-----	19.2	18.2	1.0	14.8	14.1	0.7	61.47

(921, 922)	2	SOV	---	---	3	1117.3	-----	19.1	18.1	0.9	14.7	14.0	0.7	61.77
(922, 923)	1	SOV	---	---	9	1081.0	-----	19.3	18.3	1.0	14.9	14.2	0.8	61.54
(922, 923)	2	SOV	---	---	10	1110.7	-----	19.2	18.3	1.0	14.9	14.1	0.7	61.70
(923, 924)	1	SOV	---	---	8	1101.8	-----	21.6	20.5	1.1	16.7	15.9	0.9	61.57
(923, 924)	2	SOV	---	---	8	1089.4	-----	21.6	20.5	1.1	16.7	15.9	0.8	61.68
(924, 925)	1	SOV	---	---	8	1118.2	-----	20.7	19.5	1.2	16.0	15.1	0.9	60.81
(924, 925)	2	SOV	---	---	9	1060.9	-----	20.3	19.4	1.0	15.7	15.0	0.8	61.84
(925, 926)	1	SOV	---	---	0	958.0	-----	23.6	22.5	1.2	18.3	17.4	0.9	61.61
(925, 926)	2	SOV	---	---	1	1060.6	-----	23.5	22.4	1.1	18.2	17.3	0.8	61.95
(925, 876)	1	SOV	---	---	0	160.6	-----	10.1	10.0	0.1	7.8	7.8	0.1	54.16
(926, 927)	1	SOV	---	---	7	975.2	-----	17.3	16.5	0.8	13.4	12.8	0.6	61.77
(926, 927)	2	SOV	---	---	5	1046.5	-----	17.3	16.5	0.8	13.4	12.7	0.6	61.88
(878, 927)	1	SOV	---	---	0	56.0	-----	3.7	3.7	0.0	2.9	2.9	0.0	54.08
(927, 928)	1	SOV	---	---	6	1021.6	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.38
(927, 928)	2	SOV	---	---	6	1054.4	-----	16.6	15.7	0.9	12.8	12.2	0.7	61.67
(927, 928)	9	SOV	---	---	0	2.2	-----	20.0	17.6	2.4	15.5	13.6	1.8	51.08
(928, 929)	1	SOV	---	---	1	1023.7	-----	15.5	14.7	0.8	12.0	11.4	0.6	61.54
(928, 929)	2	SOV	---	---	5	1053.0	-----	15.4	14.6	0.8	11.9	11.3	0.6	61.62
(929, 930)	1	SOV	---	---	10	1008.3	-----	19.1	18.2	0.9	14.8	14.1	0.7	61.55
(929, 930)	2	SOV	---	---	7	1063.9	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.62
(930, 931)	1	SOV	---	---	5	1011.9	-----	12.7	12.1	0.6	9.8	9.4	0.4	61.69
(930, 931)	2	SOV	---	---	5	1055.2	-----	12.7	12.1	0.6	9.8	9.3	0.5	61.74
(683, 687)	1	SOV	---	---	2	598.6	-----	6.3	6.1	0.1	4.8	4.7	0.1	51.87
(683, 687)	2	SOV	---	---	6	595.7	-----	6.7	6.6	0.1	5.2	5.1	0.1	48.50
(407, 369)	1	SOV	---	---	1	545.1	-----	5.0	4.7	0.2	3.8	3.7	0.2	50.66
(407, 369)	2	SOV	---	---	0	496.8	-----	4.6	4.4	0.2	3.6	3.4	0.2	54.48
(407, 369)	3	SOV	---	---	1	572.8	-----	4.9	4.7	0.2	3.8	3.6	0.2	51.37
(411, 416)	1	SOV	---	---	0	400.0	-----	3.8	3.7	0.0	2.9	2.9	0.0	49.43
(115, 117)	1	SOV	---	---	1	284.5	-----	13.9	13.6	0.3	10.7	10.5	0.2	49.10

(382, 383)	1	SOV	---	---	0	73.5	-----	3.8	3.4	0.3	2.9	2.6	0.3	36.16
(382, 383)	2	SOV	---	---	1	921.6	-----	4.1	3.7	0.4	3.1	2.9	0.3	33.34
(412, 414)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(281, 937)	1	SOV	---	---	0	10.4	-----	3.6	-1.9	5.6	2.8	-1.5	4.3	37.90
(281, 937)	6	SOV	---	---	1	783.9	-----	2.9	2.8	0.1	2.2	2.2	0.1	47.51
(281, 937)	7	SOV	---	---	0	780.2	-----	2.8	2.7	0.1	2.1	2.1	0.0	49.21
(383, 414)	1	SOV	---	---	0	105.2	-----	8.9	7.8	1.2	6.9	6.0	0.9	39.14
(383, 414)	2	SOV	---	---	2	891.5	-----	8.8	7.9	0.9	6.8	6.1	0.7	39.52
(314, 553)	1	SOV	---	---	0	891.1	-----	7.8	7.5	0.3	6.0	5.8	0.2	52.72
(553, 933)	1	SOV	---	---	2	893.1	-----	10.3	9.8	0.5	7.9	7.6	0.4	48.29
(933, 934)	1	SOV	---	---	2	894.4	-----	10.1	9.6	0.5	7.8	7.4	0.4	47.28
(935, 936)	1	SOV	---	---	4	669.5	-----	9.4	9.2	0.2	7.3	7.1	0.2	49.00
(935, 936)	2	SOV	---	---	3	789.8	-----	9.6	9.3	0.3	7.4	7.2	0.2	47.90
(934, 935)	1	SOV	---	---	1	622.2	-----	5.0	4.9	0.2	3.9	3.7	0.1	48.29
(934, 935)	6	SOV	---	---	0	839.7	-----	5.1	4.9	0.2	4.0	3.8	0.2	47.40
(936, 309)	1	SOV	---	---	1	706.6	-----	7.7	7.5	0.2	5.9	5.8	0.1	49.20
(936, 309)	2	SOV	---	---	4	745.4	-----	7.9	7.6	0.2	6.1	5.9	0.2	47.84
(414, 415)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(414, 415)	9	SOV	---	---	1	996.8	-----	4.5	4.2	0.2	3.4	3.2	0.2	42.06
(937, 555)	1	SOV	---	---	2	804.2	-----	4.6	4.4	0.3	3.6	3.4	0.2	50.64
(937, 555)	2	SOV	---	---	1	767.8	-----	4.5	4.3	0.3	3.5	3.3	0.2	51.81
(111, 676)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(111, 676)	6	SOV	---	---	2	1373.0	-----	8.4	8.1	0.3	6.5	6.3	0.2	53.38
(111, 676)	7	SOV	---	---	4	1053.1	-----	8.5	8.3	0.3	6.6	6.4	0.2	52.79
(416, 161)	1	SOV	---	---	1	396.3	-----	7.7	7.6	0.1	6.0	5.9	0.1	49.23
(416, 161)	9	SOV	---	---	0	288.4	-----	7.8	7.6	0.2	6.0	5.8	0.1	48.98
(162, 165)	1	SOV	---	---	1	856.8	-----	9.6	9.4	0.2	7.4	7.3	0.1	64.11
(162, 165)	2	SOV	---	---	4	1326.5	-----	9.7	9.5	0.2	7.5	7.3	0.2	63.20
(162, 165)	3	SOV	---	---	5	1359.6	-----	9.7	9.5	0.2	7.5	7.3	0.2	63.45
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(165, 166)	1	SOV	---	---	3	901.8	-----	7.9	7.8	0.1	6.1	6.0	0.1	64.43
(165, 166)	2	SOV	---	---	2	1256.4	-----	8.1	7.9	0.1	6.2	6.1	0.1	63.49
(165, 166)	3	SOV	---	---	4	1312.1	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.63
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	2	1191.5	-----	8.6	8.1	0.5	6.6	6.3	0.4	59.35
(386, 167)	2	SOV	---	---	2	1043.4	-----	8.0	7.9	0.2	6.2	6.1	0.1	63.63
(386, 167)	3	SOV	---	---	1	831.1	-----	7.7	7.6	0.2	6.0	5.8	0.1	66.18
(386, 167)	4	HOV	6	6	0	6.0	6.0	8.3	8.1	0.2	6.4	6.2	0.2	61.60
(386, 167)	9	SOV	---	---	1	26.5	-----	9.8	8.8	1.0	7.6	6.8	0.8	52.12
(167, 168)	1	SOV	---	---	0	1164.6	-----	8.5	8.1	0.3	6.5	6.3	0.3	60.38
(167, 168)	2	SOV	---	---	1	1080.5	-----	8.0	7.9	0.2	6.2	6.1	0.1	63.57
(167, 168)	3	SOV	---	---	1	851.0	-----	7.7	7.6	0.2	6.0	5.8	0.1	66.20
(167, 168)	4	HOV	6	6	0	6.0	6.0	8.3	8.2	0.2	6.4	6.3	0.1	61.42
(168, 169)	1	SOV	---	---	4	1135.6	-----	9.0	8.7	0.3	7.0	6.7	0.2	60.66
(168, 169)	2	SOV	---	---	3	1080.3	-----	8.6	8.5	0.2	6.7	6.5	0.1	63.52
(168, 169)	3	SOV	---	---	2	883.5	-----	8.3	8.1	0.2	6.4	6.3	0.1	66.14
(168, 169)	4	HOV	6	6	0	6.0	6.0	8.9	8.7	0.2	6.9	6.7	0.1	61.54
(404, 170)	1	SOV	---	---	0	251.0	-----	3.6	3.5	0.0	2.8	2.7	0.0	54.58
(7018, 171)	1	SOV	---	---	0	266.1	-----	2.9	2.5	0.4	2.2	1.9	0.3	44.03
(171, 172)	1	SOV	---	---	0	242.7	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.93
(172, 387)	1	SOV	---	---	1	242.6	-----	2.7	2.5	0.2	2.1	1.9	0.1	50.73
(7020, 174)	1	SOV	---	---	0	353.6	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.81
(174, 175)	1	SOV	---	---	0	326.0	-----	3.3	3.3	0.1	2.6	2.5	0.1	49.48
(175, 386)	1	SOV	---	---	1	325.9	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.98
(385, 173)	1	SOV	---	---	0	404.0	-----	3.3	3.2	0.1	2.5	2.5	0.1	53.67
(173,7019)	1	SOV	---	---	0	404.0	-----	3.2	3.2	0.1	2.5	2.4	0.1	50.97
(170,7017)	1	SOV	---	---	0	251.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	51.65
(151, 344)	1	SOV	---	---	4	964.9	-----	7.9	7.5	0.4	6.1	5.8	0.3	52.18
(151, 344)	2	SOV	---	---	0	78.1	-----	8.0	7.2	0.8	6.2	5.6	0.6	51.59
(344,7026)	1	SOV	---	---	0	13.0	-----	3.4	2.8	0.6	2.6	2.2	0.5	42.47

(344,7026)	2	SOV	---	---	1	1027.9	-----	3.0	2.8	0.2	2.3	2.2	0.2	47.00
(7007, 208)	1	SOV	---	---	0	102.1	-----	2.9	2.5	0.4	2.3	1.9	0.3	38.97
(209, 180)	1	SOV	---	---	0	92.0	-----	3.7	3.5	0.2	2.8	2.7	0.1	51.47
(315, 555)	1	SOV	---	---	2	686.9	-----	14.2	13.9	0.4	11.1	10.8	0.3	61.51
(315, 555)	2	SOV	---	---	4	933.4	-----	14.0	13.7	0.4	10.9	10.6	0.3	62.38
(315, 555)	3	SOV	---	---	1	815.5	-----	13.5	13.3	0.2	10.4	10.2	0.2	65.00
(315, 555)	4	SOV	---	---	1	545.1	-----	13.4	13.2	0.2	10.3	10.1	0.2	65.23
(315, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(313, 248)	1	SOV	---	---	5	1487.4	-----	12.1	11.3	0.8	9.3	8.8	0.6	59.95
(313, 248)	2	SOV	---	---	5	1068.8	-----	11.5	11.2	0.3	8.9	8.7	0.2	62.66
(313, 248)	3	SOV	---	---	6	801.2	-----	11.1	11.0	0.2	8.6	8.5	0.1	65.01
(313, 248)	4	SOV	---	---	1	514.2	-----	11.1	10.9	0.2	8.6	8.4	0.1	64.94
(313, 248)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(258, 259)	1	SOV	---	---	0	965.0	-----	4.8	4.3	0.5	3.7	3.3	0.4	45.44
(258, 259)	2	SOV	---	---	0	254.1	-----	5.0	4.6	0.4	3.9	3.6	0.3	43.56
(259, 260)	1	SOV	---	---	0	892.8	-----	9.5	9.0	0.5	7.3	6.9	0.4	51.54
(259, 260)	6	SOV	---	---	1	722.5	-----	9.1	8.9	0.2	7.1	6.9	0.2	53.59
(259, 260)	7	SOV	---	---	1	409.5	-----	9.2	9.1	0.1	7.1	7.0	0.1	53.40
(260, 261)	1	SOV	---	---	1	858.9	-----	8.8	8.4	0.4	6.8	6.5	0.3	52.54
(260, 261)	6	SOV	---	---	2	748.9	-----	8.6	8.4	0.2	6.6	6.5	0.1	54.04
(260, 261)	7	SOV	---	---	1	421.6	-----	8.7	8.6	0.1	6.7	6.6	0.1	53.59
(261, 262)	1	SOV	---	---	9	858.7	-----	16.4	15.5	0.9	12.7	11.9	0.7	51.71
(262, 263)	1	SOV	---	---	3	856.9	-----	6.8	6.3	0.4	5.2	4.9	0.3	51.33
(263, 264)	1	SOV	---	---	4	855.9	-----	7.5	7.0	0.5	5.8	5.4	0.4	51.14
(7008, 625)	1	SOV	---	---	1	796.3	-----	3.5	1.7	1.8	2.7	1.3	1.4	33.19
(403, 310)	1	SOV	---	---	2	851.3	-----	5.2	4.2	1.0	4.0	3.3	0.7	44.24
(403, 310)	2	SOV	---	---	0	202.7	-----	6.0	4.7	1.3	4.6	3.6	1.0	38.35
(307, 187)	1	SOV	---	---	1	651.6	-----	4.3	4.2	0.1	3.3	3.2	0.1	65.45
(307, 187)	2	SOV	---	---	2	1297.4	-----	4.7	4.5	0.2	3.6	3.5	0.1	60.42
(307, 187)	3	SOV	---	---	2	1258.3	-----	4.4	4.3	0.1	3.4	3.3	0.1	63.31
(307, 187)	4	SOV	---	---	1	964.2	-----	4.5	4.3	0.2	3.4	3.3	0.1	62.98
(307, 187)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(264, 187)	1	SOV	---	---	0	855.0	-----	3.9	3.7	0.3	3.0	2.8	0.2	50.71
(261, 189)	1	SOV	---	---	2	722.7	-----	7.6	7.5	0.1	5.9	5.8	0.1	53.86
(261, 189)	2	SOV	---	---	0	451.4	-----	7.7	7.6	0.1	5.9	5.9	0.1	53.66
(189, 265)	1	SOV	---	---	1	691.1	-----	8.2	8.0	0.2	6.3	6.2	0.1	49.67
(189, 265)	2	SOV	---	---	2	484.3	-----	8.1	8.0	0.1	6.3	6.2	0.1	50.05
(265, 266)	1	SOV	---	---	1	673.5	-----	6.5	6.4	0.1	5.0	4.9	0.1	44.88
(265, 266)	2	SOV	---	---	2	500.8	-----	6.4	6.3	0.1	5.0	4.9	0.1	45.55
(266, 267)	1	SOV	---	---	3	641.4	-----	8.7	8.5	0.2	6.7	6.6	0.1	43.72
(266, 267)	2	SOV	---	---	0	533.4	-----	8.5	8.4	0.1	6.6	6.5	0.1	44.44
(267, 268)	1	SOV	---	---	1	625.1	-----	8.1	7.9	0.2	6.3	6.1	0.2	43.62
(267, 268)	2	SOV	---	---	2	551.3	-----	8.0	7.8	0.2	6.2	6.0	0.1	44.38
(268, 269)	1	SOV	---	---	0	527.9	-----	13.3	12.4	0.9	10.3	9.6	0.7	46.01
(268, 269)	2	SOV	---	---	2	647.7	-----	12.9	12.1	0.7	10.0	9.4	0.6	47.61
(441, 397)	1	SOV	---	---	0	667.0	-----	3.5	3.2	0.2	2.7	2.5	0.2	50.43
(564, 399)	1	SOV	---	---	4	1441.9	-----	8.1	7.7	0.5	6.3	5.9	0.4	58.63
(564, 399)	2	SOV	---	---	4	982.7	-----	7.6	7.4	0.2	5.9	5.7	0.2	62.91
(564, 399)	3	SOV	---	---	2	477.6	-----	7.4	7.2	0.2	5.7	5.6	0.1	64.59
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(564, 399)	9	SOV	---	---	1	486.4	-----	8.0	7.8	0.2	6.2	6.0	0.1	59.91
(399, 400)	1	SOV	---	---	2	987.3	-----	4.8	4.5	0.3	3.7	3.5	0.2	60.47
(399, 400)	2	SOV	---	---	2	885.9	-----	4.6	4.5	0.1	3.5	3.5	0.1	62.64
(399, 400)	3	SOV	---	---	2	456.8	-----	4.5	4.4	0.1	3.4	3.4	0.1	64.76
(399, 400)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(269, 15)	1	SOV	---	---	0	342.3	-----	5.8	4.5	1.3	4.5	3.5	1.0	41.50
(269, 15)	2	SOV	---	---	1	833.1	-----	5.3	4.5	0.8	4.1	3.5	0.6	45.83
(10, 401)	1	SOV	---	---	2	813.1	-----	9.1	8.6	0.4	7.0	6.7	0.3	52.03
(10, 401)	2	SOV	---	---	0	183.4	-----	9.0	8.6	0.4	6.9	6.6	0.3	52.61
(400, 10)	1	SOV	---	---	7	834.7	-----	16.3	16.0	0.3	12.6	12.3	0.3	62.65
(400, 10)	2	SOV	---	---	3	499.0	-----	15.7	15.4	0.3	12.2	11.9	0.2	65.03
(400, 10)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 10)	9	SOV	---	---	2	993.4	-----	17.1	16.3	0.8	13.2	12.6	0.6	59.73

(270, 7)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(613, 7)	1	SOV	---	---	0	548.8	-----	2.7	2.7	0.1	2.1	2.1	0.1	53.09
(613, 7)	2	SOV	---	---	0	592.2	-----	2.7	2.7	0.1	2.1	2.1	0.0	53.86
(7, 8)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7, 8)	6	SOV	---	---	0	604.9	-----	2.8	2.7	0.1	2.2	2.1	0.0	53.28
(7, 8)	7	SOV	---	---	0	536.1	-----	2.8	2.7	0.0	2.1	2.1	0.0	54.23
(8, 9)	1	SOV	---	---	1	587.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	52.00
(8, 9)	2	SOV	---	---	1	239.6	-----	2.8	2.7	0.1	2.1	2.1	0.0	52.78
(8, 9)	6	SOV	---	---	0	314.2	-----	2.7	2.7	0.0	2.1	2.1	0.0	52.90
(9, 273)	1	SOV	---	---	0	568.7	-----	3.3	3.3	0.1	2.6	2.5	0.1	50.54
(273, 274)	1	SOV	---	---	1	274.2	-----	3.6	3.5	0.0	2.8	2.7	0.0	46.95
(273, 274)	2	SOV	---	---	0	294.2	-----	3.8	3.7	0.1	2.9	2.8	0.1	44.00
(9, 271)	1	SOV	---	---	0	267.8	-----	3.9	3.9	0.1	3.0	3.0	0.0	48.75
(9, 271)	2	SOV	---	---	0	308.2	-----	3.9	3.8	0.0	3.0	2.9	0.0	49.64
(271, 272)	1	SOV	---	---	0	272.2	-----	3.6	3.6	0.0	2.8	2.8	0.0	46.58
(271, 272)	2	SOV	---	---	0	304.8	-----	3.6	3.6	0.0	2.8	2.7	0.0	47.20
(415, 276)	1	SOV	---	---	1	997.5	-----	3.7	3.4	0.3	2.9	2.7	0.2	41.96
(415, 276)	2	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(272, 276)	1	SOV	---	---	0	274.2	-----	8.2	8.2	0.1	6.3	6.3	0.0	44.33
(272, 276)	2	SOV	---	---	0	305.7	-----	8.1	8.0	0.1	6.3	6.2	0.1	44.78
(276, 281)	1	SOV	---	---	2	823.5	-----	4.3	4.0	0.3	3.4	3.1	0.3	45.69
(276, 281)	9	SOV	---	---	1	517.9	-----	4.3	4.1	0.2	3.3	3.1	0.1	46.45
(276, 281)	10	SOV	---	---	1	235.1	-----	4.2	4.0	0.2	3.3	3.1	0.2	46.96
(937, 277)	1	SOV	---	---	0	1.0	-----	6.5	2.7	3.7	5.0	2.1	2.9	25.64
(264, 279)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(274, 275)	1	SOV	---	---	0	37.4	-----	6.2	4.8	1.3	4.8	3.7	1.0	38.07
(274, 275)	2	SOV	---	---	1	531.4	-----	5.4	5.2	0.1	4.1	4.0	0.1	43.77
(275, 934)	1	SOV	---	---	2	291.6	-----	13.6	13.0	0.6	10.5	10.0	0.5	47.14
(275, 934)	2	SOV	---	---	2	274.5	-----	13.8	13.0	0.8	10.6	10.0	0.6	46.66
(490, 258)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(490, 258)	6	SOV	---	---	1	1218.5	-----	3.5	3.0	0.5	2.7	2.3	0.4	42.03
(304, 259)	1	SOV	---	---	1	410.3	-----	9.0	9.0	0.1	7.0	6.9	0.0	55.32
(304, 259)	2	SOV	---	---	1	390.9	-----	9.4	9.2	0.1	7.2	7.2	0.1	53.29
(278, 490)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	0	412.3	-----	5.2	5.1	0.1	4.0	3.9	0.1	61.15
(27, 28)	2	SOV	---	---	0	498.7	-----	4.9	4.8	0.1	3.8	3.7	0.1	65.48
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	1	418.1	-----	4.4	4.4	0.1	3.4	3.4	0.0	62.15
(28, 29)	2	SOV	---	---	2	493.1	-----	4.2	4.2	0.1	3.3	3.2	0.0	65.56
(28, 29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(29, 30)	1	SOV	---	---	0	422.6	-----	5.0	5.0	0.1	3.9	3.8	0.0	62.39
(29, 30)	2	SOV	---	---	0	489.4	-----	4.8	4.7	0.1	3.7	3.6	0.0	65.54
(29, 30)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30, 31)	1	SOV	---	---	0	428.0	-----	4.9	4.8	0.0	3.8	3.7	0.0	62.49
(30, 31)	2	SOV	---	---	1	483.8	-----	4.7	4.6	0.1	3.6	3.6	0.0	65.42
(30, 31)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	1	SOV	---	---	3	1060.4	-----	6.9	6.7	0.2	5.3	5.2	0.1	62.70
(23, 24)	2	SOV	---	---	4	660.6	-----	6.7	6.5	0.2	5.2	5.0	0.1	64.67
(23, 24)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	9	SOV	---	---	1	787.9	-----	7.0	6.7	0.2	5.4	5.2	0.2	61.91
(31, 32)	1	SOV	---	---	0	429.7	-----	4.0	3.9	0.0	3.1	3.0	0.0	62.53
(31, 32)	2	SOV	---	---	0	481.9	-----	3.8	3.7	0.1	2.9	2.9	0.0	65.32
(31, 32)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(283, 632)	1	SOV	---	---	2	793.6	-----	8.9	8.6	0.3	6.8	6.6	0.2	53.65
(283, 632)	2	SOV	---	---	4	798.6	-----	9.0	8.8	0.2	6.9	6.8	0.2	52.86
(284, 283)	1	SOV	---	---	3	783.5	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.67
(284, 283)	2	SOV	---	---	2	812.5	-----	9.7	9.4	0.3	7.5	7.3	0.2	52.95
(285, 284)	1	SOV	---	---	0	775.6	-----	6.8	6.6	0.2	5.2	5.1	0.1	53.75
(285, 284)	2	SOV	---	---	1	822.0	-----	6.9	6.7	0.2	5.3	5.2	0.1	53.00
(286, 285)	1	SOV	---	---	0	764.8	-----	11.6	11.3	0.3	9.0	8.7	0.2	53.88
(286, 285)	2	SOV	---	---	0	827.1	-----	11.7	11.5	0.3	9.1	8.8	0.2	53.16
(27, 286)	1	SOV	---	---	3	738.8	-----	9.1	8.9	0.2	7.0	6.9	0.2	53.65

(27, 286)	2	SOV	---	---	3	850.9	-----	9.2	9.0	0.2	7.1	6.9	0.2	53.15
(596, 111)	1	SOV	---	---	2	930.5	-----	7.7	7.5	0.2	5.9	5.8	0.1	55.67
(596, 111)	2	SOV	---	---	6	1500.3	-----	8.4	8.0	0.4	6.5	6.1	0.3	51.00
(673, 675)	1	SOV	---	---	4	818.8	-----	5.4	5.0	0.3	4.2	3.9	0.3	51.11
(675, 287)	1	SOV	---	---	1	768.1	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.08
(675, 287)	9	SOV	---	---	0	586.7	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.44
(287, 289)	1	SOV	---	---	0	623.9	-----	9.5	9.3	0.2	7.3	7.1	0.2	53.91
(287, 289)	2	SOV	---	---	2	729.8	-----	9.6	9.4	0.3	7.4	7.2	0.2	53.11
(289, 294)	1	SOV	---	---	1	635.7	-----	12.8	12.4	0.3	9.8	9.6	0.2	53.78
(289, 294)	2	SOV	---	---	3	715.5	-----	12.9	12.6	0.4	10.0	9.7	0.3	53.05
(294, 296)	1	SOV	---	---	1	647.6	-----	11.5	11.2	0.3	8.9	8.7	0.2	53.68
(294, 296)	2	SOV	---	---	2	700.6	-----	11.7	11.4	0.3	9.0	8.8	0.2	53.04
(296, 297)	1	SOV	---	---	2	663.1	-----	17.3	16.8	0.5	13.4	13.0	0.4	53.53
(296, 297)	6	SOV	---	---	2	683.2	-----	17.5	17.0	0.5	13.5	13.1	0.4	53.04
(297, 601)	1	SOV	---	---	0	670.7	-----	9.7	9.4	0.3	7.5	7.2	0.3	53.21
(297, 601)	2	SOV	---	---	0	677.2	-----	9.8	9.5	0.3	7.5	7.3	0.2	52.71
(282, 346)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(297, 352)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00

2018 ALTERNATIVE A

PM Peak

CENTENNIAL 2018 ALT-A PM PEAK

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	VEHICLES OUT	LANE CHNG	CURR CONT	AVG CONT	VEH-MILES	VEH-MIN	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE MOVE TIME	SECONDS/VEHICLE DELAY TIME	M/T	VEH-MIN/VEH-MILE TOTAL	VEH-MIN/VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	5464	5470	992	15	22.0	1346.5	1319.6	14.5	13.8	0.7	0.95	0.98	0.04	911.5	14.9	61.22	FRWY
(563, 98)	4088	4091	2207	19	19.3	1162.3	1155.5	16.9	15.8	1.1	0.94	0.99	0.06	818.3	13.6	60.36	FRWY
(154, 101)	3544	3551	613	29	29.9	1907.2	1793.5	30.3	29.8	0.6	0.98	0.94	0.02	709.4	11.1	63.80	FRWY
(103, 104)	5950	5942	2338	16	17.0	900.8	1019.4	10.3	8.5	1.8	0.82	1.13	0.20	1056.9	19.9	53.02	FRWY
(158, 105)	7004	7009	1243	43	35.6	1990.6	2135.6	18.3	15.8	2.5	0.86	1.07	0.15	1401.4	25.1	55.92	FRWY
(128, 97)	3404	3383	412	34	22.2	1410.3	1334.6	23.6	23.0	0.6	0.98	0.95	0.02	678.8	10.7	63.40	FRWY
(156, 102)	5297	5298	1124	26	21.3	1305.1	1278.7	14.5	13.7	0.8	0.95	0.98	0.05	970.6	15.8	61.24	FRWY
(109,7001)	1703	1703	0	0	1.0	55.2	62.2	2.2	2.1	0.1	0.97	1.13	0.03	851.5	16.0	53.20	RAMP
(102, 103)	4583	4585	767	26	31.4	1972.2	1886.9	24.7	23.8	0.9	0.96	0.96	0.03	917.1	14.6	62.71	FRWY
(160,7002)	716	716	0	1	0.5	29.0	31.9	2.7	2.7	0.0	0.99	1.10	0.01	358.0	6.6	54.56	RAMP
(7003, 106)	1363	1364	511	0	3.5	118.4	207.0	8.7	6.7	2.0	0.77	1.75	0.41	710.4	20.7	34.31	RAMP
(106, 103)	1364	1365	281	1	4.7	158.6	282.7	12.4	7.6	4.8	0.61	1.78	0.69	1096.0	32.6	33.66	RAMP
(7004, 107)	1075	1076	118	0	1.3	55.3	77.3	4.0	3.1	0.9	0.78	1.40	0.30	577.5	13.4	42.95	RAMP
(107, 104)	1076	1078	567	0	2.6	101.0	158.6	8.8	6.2	2.7	0.70	1.57	0.48	670.6	17.6	38.20	RAMP
(110, 109)	1703	1703	35	1	1.1	60.0	67.4	2.4	2.3	0.1	0.97	1.12	0.03	851.7	16.0	53.38	RAMP
(96, 110)	1702	1703	35	0	0.8	43.2	48.5	1.7	1.7	0.0	0.97	1.12	0.03	851.4	15.9	53.41	RAMP
(127, 97)	718	712	435	7	2.6	80.1	155.7	13.1	7.4	5.7	0.56	1.94	0.85	610.5	19.8	30.89	RAMP
(96, 128)	3768	3765	884	23	17.0	1070.0	1020.3	16.3	15.8	0.4	0.97	0.95	0.03	753.3	12.0	62.92	FRWY

(128, 129)	361	362	0	2	1.2	62.0	71.2	11.8	11.3	0.5	0.96	1.15	0.05	359.7	6.9	52.25	RAMP
(132, 130)	4958	4957	1200	10	12.5	737.0	748.4	9.1	8.3	0.8	0.91	1.02	0.09	889.5	15.1	59.09	FRWY
(131, 130)	508	508	0	0	0.4	21.9	26.2	3.1	2.8	0.3	0.92	1.20	0.10	508.0	10.1	50.18	RAMP
(151, 132)	4201	4206	487	15	18.9	1186.0	1136.8	16.2	15.6	0.6	0.96	0.96	0.03	840.0	13.4	62.60	FRWY
(105, 137)	5658	5651	1092	25	21.3	1316.1	1276.8	13.5	12.9	0.6	0.95	0.97	0.05	1130.8	18.3	61.85	FRWY
(98, 138)	1244	1245	14	1	2.3	121.2	138.4	6.7	6.4	0.3	0.96	1.14	0.05	1211.8	23.1	52.53	RAMP
(138, 139)	1245	1245	97	0	0.9	47.2	53.1	2.6	2.5	0.1	0.97	1.13	0.04	622.5	11.7	53.26	RAMP
(141, 140)	1763	1759	576	4	4.2	141.1	253.9	8.6	5.2	3.4	0.61	1.80	0.71	880.9	26.4	33.35	RAMP
(140, 101)	1759	1759	0	7	5.6	248.7	333.9	11.4	9.3	2.1	0.81	1.34	0.25	1757.8	39.3	44.69	RAMP
(105, 143)	1351	1351	0	2	1.8	79.4	108.8	4.8	3.8	1.0	0.80	1.37	0.28	1352.3	30.9	43.79	RAMP
(7005, 127)	720	718	28	2	0.7	16.6	39.2	2.8	1.6	1.2	0.56	2.36	1.03	425.9	16.8	25.41	RAMP
(129,7006)	362	362	0	0	0.4	16.2	24.0	4.0	3.4	0.6	0.86	1.48	0.21	181.0	4.5	40.42	RAMP
(147, 148)	838	841	0	0	1.4	65.9	83.8	6.0	5.7	0.3	0.94	1.27	0.07	838.8	17.8	47.18	RAMP
(148, 137)	841	841	0	0	1.0	48.7	57.8	4.1	3.8	0.3	0.92	1.19	0.09	841.0	16.6	50.59	RAMP
(163, 149)	4672	4669	1909	51	43.9	2800.8	2631.9	33.6	33.0	0.6	0.98	0.94	0.02	939.5	14.7	63.85	FRWY
(311, 150)	4806	4803	389	26	17.6	1083.6	1054.4	13.2	12.5	0.7	0.95	0.97	0.05	960.0	15.6	61.66	FRWY
(152, 153)	5465	5464	475	5	3.5	207.0	211.6	2.3	2.1	0.2	0.90	1.02	0.10	993.6	16.9	58.70	FRWY
(130, 152)	5465	5465	5005	19	22.7	1345.8	1361.7	14.9	13.7	1.3	0.91	1.01	0.09	1022.4	17.2	59.30	FRWY
(100, 154)	3545	3544	269	17	17.5	1126.5	1050.8	17.6	17.4	0.2	0.99	0.93	0.01	717.0	11.1	64.32	FRWY
(101, 155)	5310	5297	2629	30	22.3	1305.7	1336.2	15.1	13.7	1.5	0.90	1.02	0.10	991.9	16.9	58.63	FRWY
(155, 156)	5297	5297	977	1	3.3	200.6	195.2	2.2	2.1	0.1	0.95	0.97	0.05	1059.3	17.2	61.68	FRWY
(104, 157)	7020	6998	4331	43	36.9	1989.6	2214.4	19.0	15.8	3.1	0.83	1.11	0.18	1313.1	24.4	53.91	FRWY
(157, 158)	6998	7004	315	3	4.8	265.2	285.8	2.4	2.1	0.3	0.86	1.08	0.15	1400.4	25.2	55.67	FRWY
(137, 159)	6492	6490	2686	19	21.1	1147.4	1263.1	11.7	9.8	1.8	0.84	1.10	0.17	1173.0	21.5	54.51	FRWY
(150, 151)	4803	4809	229	7	10.6	653.6	638.6	8.0	7.6	0.4	0.95	0.98	0.05	961.3	15.7	61.41	FRWY

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(325, 95)	5434	5398	1108	59	54.0	3363.3	3242.1	35.9	34.5	1.4	0.96	0.96	0.04	1083.8	17.4	62.24	FRWY
(102, 160)	715	716	8	0	1.0	56.9	62.7	5.3	5.2	0.0	0.99	1.10	0.01	357.7	6.6	54.43	RAMP
(98, 99)	2847	2847	325	11	19.1	1209.0	1146.5	24.2	23.6	0.6	0.97	0.95	0.02	568.9	9.0	63.27	FRWY
(99, 164)	2847	2844	252	10	12.6	798.9	755.5	15.9	15.6	0.4	0.98	0.95	0.02	569.3	9.0	63.45	FRWY
(295, 200)	1342	1346	247	1	3.1	148.9	187.2	8.4	8.3	0.1	0.99	1.26	0.01	534.9	11.2	47.72	FRWY
(203, 201)	1343	1343	30	1	0.7	46.7	44.0	1.8	1.7	0.0	0.98	0.94	0.02	747.2	11.7	63.72	FRWY
(200, 199)	1221	1221	54	2	2.3	100.8	135.3	6.7	6.6	0.0	0.99	1.34	0.01	610.1	13.7	44.69	FRWY
(179, 178)	1557	1561	56	2	2.8	147.7	165.6	6.4	6.2	0.1	0.98	1.12	0.03	779.7	14.6	53.50	FRWY
(180, 179)	1556	1557	202	7	5.5	294.9	330.0	12.7	12.4	0.3	0.98	1.12	0.02	635.5	11.9	53.62	FRWY
(181, 180)	1438	1438	55	2	2.5	135.3	150.9	6.3	6.2	0.1	0.98	1.12	0.02	718.9	13.4	53.81	FRWY
(199, 198)	1221	1220	91	4	2.8	126.7	170.3	8.4	8.3	0.1	0.99	1.34	0.01	610.3	13.7	44.64	FRWY
(198, 197)	1457	1458	419	9	6.4	334.5	384.4	15.8	15.0	0.8	0.95	1.15	0.06	614.5	11.8	52.21	FRWY
(197, 196)	1781	1775	527	11	9.5	505.3	569.6	19.2	18.6	0.6	0.97	1.13	0.03	773.3	14.5	53.23	FRWY
(196, 195)	1775	1774	296	18	16.2	867.7	974.9	33.0	32.1	0.9	0.97	1.12	0.03	887.6	16.6	53.40	FRWY
(182, 181)	1431	1438	153	6	8.6	464.7	517.7	21.6	21.2	0.4	0.98	1.11	0.02	717.8	13.3	53.86	FRWY
(183, 182)	2543	2545	308	13	13.7	723.0	822.3	19.4	18.6	0.7	0.96	1.14	0.04	1272.5	24.1	52.76	FRWY
(184, 183)	2545	2543	640	20	17.3	933.1	1038.3	24.3	23.8	0.4	0.98	1.11	0.02	1283.7	23.8	53.92	FRWY
(205, 204)	324	322	0	2	0.3	11.3	15.3	2.8	2.8	0.0	0.99	1.36	0.02	323.3	7.3	44.20	RAMP
(204, 197)	322	323	0	0	0.4	18.8	25.5	4.8	4.7	0.1	0.99	1.36	0.02	322.1	7.3	44.15	RAMP
(182, 193)	1114	1111	193	4	2.2	123.8	132.6	7.2	6.2	1.0	0.86	1.07	0.15	746.5	13.3	56.06	RAMP
(193, 194)	1111	1111	72	0	1.3	80.2	80.3	4.3	4.0	0.3	0.92	1.00	0.08	533.8	8.9	59.92	RAMP
(208, 209)	118	118	0	0	0.2	10.1	13.0	6.6	6.3	0.3	0.95	1.28	0.07	118.0	2.5	46.78	RAMP
(207, 198)	237	237	0	0	0.3	14.9	21.0	5.3	5.1	0.2	0.95	1.40	0.06	237.0	5.5	42.71	RAMP
(206, 207)	237	237	0	0	0.2	6.7	11.0	2.8	2.6	0.2	0.92	1.64	0.13	237.0	6.5	36.61	RAMP

(200, 210)	125	126	0	0	0.1	6.5	8.8	4.2	4.1	0.1	0.98	1.36	0.03	125.3	2.8	43.97	RAMP
(210, 211)	126	126	0	0	0.1	5.2	7.5	3.6	3.6	0.0	0.99	1.46	0.01	126.0	3.1	41.00	RAMP
(178, 202)	1561	1561	7	0	0.8	45.5	50.3	1.9	1.6	0.3	0.84	1.10	0.18	780.5	14.4	54.34	FRWY
(139,7009)	1245	1245	0	0	0.7	39.1	44.1	2.1	2.1	0.1	0.97	1.13	0.04	622.5	11.7	53.26	RAMP
(7010, 141)	1763	1763	426	0	3.3	151.3	198.2	6.5	5.4	1.1	0.83	1.31	0.22	920.2	20.1	45.80	RAMP
(211,7011)	126	126	0	0	0.2	5.7	9.9	4.7	4.6	0.1	0.98	1.75	0.04	126.0	3.7	34.37	RAMP
(7012, 206)	237	237	0	0	0.2	5.9	10.7	2.3	2.2	0.1	0.95	1.80	0.08	276.8	8.3	33.35	RAMP
(7014, 205)	323	324	0	0	0.4	16.4	23.1	4.0	3.8	0.2	0.95	1.41	0.07	348.2	8.2	42.54	RAMP
(194,7015)	1111	1110	0	1	0.6	35.7	38.8	2.1	1.8	0.3	0.85	1.09	0.16	370.1	6.7	55.25	RAMP
(201, 295)	1343	1342	14	4	3.3	189.4	197.5	8.8	8.8	0.0	1.00	1.04	0.00	671.2	11.7	57.55	FRWY
(149, 298)	4669	4669	385	23	21.0	1325.7	1260.3	16.2	15.7	0.5	0.97	0.95	0.03	933.3	14.8	63.12	FRWY
(533, 299)	5456	5457	2005	10	10.7	573.5	642.4	7.1	5.9	1.2	0.83	1.12	0.19	939.0	17.5	53.56	FRWY
(299, 300)	6072	6088	1589	17	29.1	1728.5	1745.6	17.2	15.7	1.5	0.91	1.01	0.09	1148.0	19.3	59.41	FRWY
(300, 301)	6088	6087	980	36	48.4	2993.6	2902.4	28.6	27.2	1.4	0.95	0.97	0.05	1218.2	19.7	61.89	FRWY
(301, 302)	6087	6091	4273	21	23.4	1440.9	1404.4	13.8	13.1	0.7	0.95	0.97	0.05	1095.4	17.8	61.56	FRWY
(302, 303)	6091	6087	6320	39	28.3	1729.7	1695.1	16.7	15.8	0.9	0.95	0.98	0.05	869.8	14.2	61.22	FRWY
(303, 304)	5259	5251	1729	26	16.2	1004.4	973.7	11.1	10.7	0.4	0.96	0.97	0.04	876.0	14.2	61.89	FRWY
(304, 305)	4369	4370	1409	14	12.3	756.5	736.3	10.1	9.6	0.5	0.95	0.97	0.05	852.7	13.8	61.65	FRWY
(305, 306)	4370	4374	724	14	19.9	1242.0	1195.1	16.4	15.9	0.5	0.97	0.96	0.03	728.6	11.7	62.35	FRWY
(306, 307)	3227	3225	397	14	18.1	1148.4	1087.4	20.2	19.7	0.5	0.98	0.95	0.02	645.4	10.2	63.37	FRWY
(187, 310)	3918	3910	944	11	8.2	501.1	489.3	7.5	7.1	0.4	0.95	0.98	0.05	690.8	11.2	61.45	FRWY
(310, 311)	4810	4806	2444	27	22.5	1365.6	1349.5	16.8	15.8	1.1	0.94	0.99	0.06	879.3	14.5	60.72	FRWY
(159, 312)	6490	6494	338	4	12.1	697.2	723.1	6.7	6.0	0.7	0.89	1.04	0.11	1298.5	22.4	57.85	FRWY
(312, 313)	6494	6499	346	19	19.0	1147.7	1142.0	10.5	9.9	0.7	0.94	1.00	0.06	1299.0	21.5	60.30	FRWY
(248, 314)	5157	5159	406	23	23.8	1465.4	1427.8	16.6	15.8	0.8	0.95	0.97	0.04	1031.6	16.8	61.58	FRWY

(314, 315)	4000	4012	206	6	8.8	551.4	527.2	7.9	7.6	0.3	0.97	0.96	0.03	800.9	12.8	62.76	FRWY
(555, 316)	6031	6013	2214	54	40.6	2525.5	2435.9	24.3	23.3	1.0	0.96	0.96	0.04	872.1	14.0	62.21	FRWY
(316, 317)	6013	6007	1588	20	18.2	1138.2	1094.2	10.9	10.5	0.4	0.96	0.96	0.04	1001.7	16.0	62.42	FRWY
(317, 318)	6007	6024	740	18	27.9	1707.2	1671.3	16.7	15.8	0.9	0.95	0.98	0.05	1126.7	18.4	61.29	FRWY
(318, 319)	6721	6710	1586	32	32.5	1909.0	1950.4	17.4	15.8	1.6	0.91	1.02	0.09	1267.8	21.6	58.73	FRWY
(319, 320)	6710	6713	291	9	15.2	934.6	912.1	8.2	7.7	0.4	0.95	0.98	0.05	1342.7	21.8	61.48	FRWY
(320, 321)	6713	6708	3865	38	37.4	2119.7	2244.2	20.1	17.6	2.5	0.87	1.06	0.13	1341.9	23.7	56.67	FRWY
(321, 322)	6708	6689	1505	39	32.2	1903.0	1933.1	17.3	15.9	1.4	0.92	1.02	0.08	1161.6	19.7	59.06	FRWY
(322, 323)	4663	4665	532	18	24.9	1563.8	1495.9	19.2	18.6	0.6	0.97	0.96	0.03	933.0	14.9	62.72	FRWY
(323, 324)	5143	5150	823	14	14.3	871.2	855.9	10.0	9.4	0.6	0.94	0.98	0.06	934.9	15.3	61.07	FRWY
(324, 325)	5441	5434	840	27	25.0	1543.5	1497.5	16.5	15.8	0.7	0.96	0.97	0.04	1025.1	16.6	61.84	FRWY
(7023, 147)	837	838	0	1	0.9	32.3	51.6	3.4	2.8	0.6	0.84	1.60	0.26	921.5	24.6	37.52	RAMP
(143,7025)	1351	1350	0	1	1.2	38.9	69.4	3.1	2.0	1.1	0.66	1.78	0.61	1350.8	40.2	33.64	RAMP
(144, 131)	508	508	0	0	0.3	14.1	17.6	2.1	2.0	0.1	0.97	1.24	0.04	508.0	10.5	48.29	RAMP
(7022, 144)	508	508	0	0	0.4	18.0	24.8	2.6	2.3	0.3	0.88	1.37	0.17	563.8	12.9	43.68	RAMP
(347, 348)	1345	1344	49	1	1.1	55.5	65.2	2.9	2.9	0.0	0.98	1.17	0.02	672.1	13.2	51.09	RAMP
(348, 349)	1344	1345	124	0	1.8	86.3	106.5	4.8	4.6	0.1	0.97	1.23	0.03	672.3	13.8	48.63	RAMP
(560, 370)	2935	2937	646	3	4.4	278.1	261.5	5.3	5.3	0.1	0.98	0.94	0.02	489.4	7.7	63.81	FRWY
(370, 371)	2937	2926	1706	25	16.7	613.7	1003.1	20.5	11.6	8.9	0.57	1.63	0.71	497.3	13.5	36.71	FRWY
(371, 372)	2926	2927	932	16	13.5	817.4	808.4	16.6	15.5	1.1	0.94	0.99	0.06	626.2	10.3	60.67	FRWY
(372, 373)	3898	3892	1860	11	11.2	678.0	674.5	10.4	9.7	0.7	0.93	0.99	0.07	779.0	12.9	60.31	FRWY
(373, 374)	3892	3890	190	7	6.9	428.2	411.9	6.4	6.1	0.2	0.96	0.96	0.04	778.3	12.5	62.37	FRWY
(374, 375)	3890	3884	232	12	10.9	676.7	655.5	10.1	9.8	0.3	0.97	0.97	0.03	777.6	12.6	61.94	FRWY
(375, 376)	3132	3132	313	10	14.5	908.9	867.2	16.6	16.1	0.5	0.97	0.95	0.03	782.7	12.4	62.88	FRWY

(376, 377)	3668	3657	811	14	8.4	512.7	501.1	8.2	7.8	0.4	0.95	0.98	0.05	794.7	12.9	61.38	FRWY
(377, 378)	4070	4066	1286	16	16.4	1001.0	982.5	14.5	13.7	0.8	0.94	0.98	0.06	935.5	15.3	61.13	FRWY
(381, 382)	1246	1244	34	3	1.3	51.7	75.0	3.6	3.6	0.0	0.99	1.45	0.01	622.9	15.1	41.31	RAMP
(378, 384)	4066	4063	55	6	2.5	153.9	148.8	2.2	2.1	0.1	0.96	0.97	0.04	1016.1	16.4	62.08	FRWY
(384, 385)	4063	4057	342	23	16.1	999.7	965.4	14.3	13.7	0.5	0.96	0.97	0.04	1015.1	16.3	62.13	FRWY
(385, 386)	3630	3633	587	17	28.0	1755.9	1678.1	27.7	26.9	0.9	0.97	0.96	0.03	907.8	14.5	62.78	FRWY
(402, 403)	902	904	414	0	2.7	124.5	164.6	10.9	9.8	1.2	0.89	1.32	0.14	451.3	10.0	45.35	RAMP
(401, 381)	1246	1246	23	0	1.0	48.8	58.7	2.8	2.8	0.0	1.00	1.20	0.01	623.0	12.5	49.96	RAMP
(395, 396)	3187	3175	246	17	11.1	696.0	667.8	12.6	12.2	0.4	0.97	0.96	0.03	795.4	12.7	62.53	FRWY
(394, 395)	4114	4113	125	5	7.1	436.2	428.0	6.2	6.0	0.2	0.96	0.98	0.04	822.6	13.5	61.15	FRWY
(393, 394)	4121	4114	342	15	11.8	733.2	707.9	10.3	9.9	0.4	0.96	0.97	0.04	823.7	13.3	62.14	FRWY
(392, 393)	4116	4121	1268	2	7.3	437.0	435.5	6.3	5.9	0.5	0.93	1.00	0.07	824.1	13.7	60.21	FRWY
(391, 392)	3352	3361	1463	7	11.2	687.9	671.8	12.0	11.4	0.6	0.95	0.98	0.05	760.2	12.4	61.44	FRWY
(390, 391)	3005	3010	317	12	14.2	888.2	853.4	17.0	16.4	0.6	0.96	0.96	0.03	752.5	12.0	62.45	FRWY
(389, 390)	3915	3911	317	22	18.1	1112.0	1086.4	16.7	15.9	0.8	0.95	0.98	0.05	978.6	15.9	61.42	FRWY
(388, 389)	3918	3915	130	8	5.9	364.2	354.2	5.4	5.2	0.3	0.95	0.97	0.05	979.1	15.9	61.69	FRWY
(387, 388)	3921	3918	1862	21	18.1	1113.8	1087.1	16.6	15.8	0.9	0.95	0.98	0.05	911.8	14.8	61.47	FRWY
(166, 404)	3790	3788	154	9	8.6	538.2	514.0	8.1	7.9	0.2	0.97	0.95	0.02	947.3	15.1	62.83	FRWY
(404, 387)	3519	3512	368	20	17.2	1079.9	1031.4	17.6	17.1	0.5	0.97	0.96	0.03	878.8	14.0	62.82	FRWY
(306, 405)	1147	1145	65	3	2.0	107.0	119.6	6.3	6.1	0.1	0.98	1.12	0.03	573.1	10.7	53.68	RAMP
(558, 406)	1144	1144	56	1	1.6	71.5	95.1	5.0	4.9	0.1	0.98	1.33	0.03	496.7	11.0	45.12	FRWY
(351, 408)	1348	1348	359	1	1.9	80.9	116.4	5.2	4.8	0.4	0.93	1.44	0.10	674.0	16.2	41.70	RAMP
(408, 409)	1348	1349	180	5	4.0	159.7	239.5	10.6	9.5	1.2	0.89	1.50	0.16	912.4	22.8	40.00	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1144	1142	84	3	3.7	165.3	224.9	11.8	11.6	0.2	0.98	1.36	0.02	571.1	13.0	44.10	FRWY

(349, 350)	1345	1345	175	2	6.0	295.8	362.4	16.2	15.9	0.3	0.98	1.22	0.02	672.1	13.7	48.98	RAMP
(350, 351)	1345	1348	114	7	5.0	223.3	300.5	13.4	13.1	0.3	0.98	1.35	0.03	673.1	15.1	44.60	RAMP
(559, 407)	2489	2484	946	17	15.0	722.0	899.2	21.7	20.9	0.8	0.96	1.25	0.04	828.9	17.2	48.18	FRWY
(407, 411)	427	429	0	0	0.7	33.3	41.0	5.8	5.6	0.1	0.98	1.23	0.03	427.3	8.8	48.70	FRWY
(406, 413)	1144	1144	92	1	2.1	92.3	125.9	6.6	6.5	0.1	0.98	1.36	0.03	571.9	13.0	43.96	FRWY
(161,7031)	702	702	0	1	0.9	41.5	51.5	4.4	4.3	0.1	0.97	1.24	0.04	351.1	7.3	48.36	FRWY
(7032, 435)	970	970	0	0	1.0	46.6	62.9	3.6	3.2	0.4	0.89	1.35	0.15	1046.7	23.5	44.45	RAMP
(435, 436)	970	970	0	0	0.8	40.6	50.6	3.1	3.0	0.1	0.96	1.25	0.05	970.0	20.1	48.16	RAMP
(436, 372)	970	971	0	0	1.1	53.3	63.6	3.9	3.6	0.3	0.92	1.19	0.10	970.9	19.3	50.34	RAMP
(395, 437)	926	926	36	2	1.7	94.4	104.6	6.8	6.7	0.1	0.98	1.11	0.02	463.3	8.6	54.18	RAMP
(437,7033)	926	927	0	0	1.4	68.4	84.6	5.5	5.2	0.3	0.95	1.24	0.07	463.2	9.5	48.52	RAMP
(7034, 440)	832	835	0	0	0.8	36.3	49.8	3.3	2.9	0.4	0.88	1.37	0.17	908.1	20.8	43.76	RAMP
(440, 441)	835	835	0	0	0.6	29.9	37.4	2.7	2.6	0.1	0.96	1.25	0.06	835.0	17.4	47.92	RAMP
(7035, 443)	538	537	0	1	0.6	21.5	38.1	3.9	2.9	0.9	0.76	1.77	0.42	589.2	17.4	33.91	RAMP
(443, 444)	537	536	0	1	0.5	21.1	28.3	3.2	2.9	0.3	0.90	1.34	0.13	536.4	12.0	44.77	RAMP
(444, 376)	536	536	0	1	1.4	71.7	82.0	9.2	8.8	0.4	0.96	1.14	0.05	536.0	10.2	52.46	RAMP
(375, 442)	752	752	16	1	1.0	51.7	57.8	4.6	4.5	0.1	0.98	1.12	0.03	376.0	7.0	53.66	RAMP
(442,7036)	752	753	0	1	0.7	35.6	43.6	3.5	3.3	0.2	0.95	1.22	0.06	376.4	7.7	49.07	RAMP
(7037, 454)	412	413	0	0	0.4	19.4	25.9	3.5	3.1	0.4	0.90	1.33	0.14	445.6	9.9	44.96	RAMP
(454, 455)	413	413	0	0	0.4	19.6	24.1	3.5	3.4	0.1	0.98	1.23	0.03	413.0	8.4	48.97	RAMP
(455, 377)	413	413	0	0	0.6	29.9	34.5	5.0	4.7	0.3	0.94	1.16	0.07	413.0	8.0	51.91	RAMP
(390, 458)	906	904	0	2	2.3	117.9	137.7	9.1	8.5	0.6	0.93	1.17	0.08	904.9	17.6	51.38	RAMP
(456, 457)	342	342	0	0	0.2	10.4	13.6	2.4	2.2	0.2	0.91	1.32	0.11	342.0	7.5	45.62	RAMP
(457, 391)	342	342	0	0	0.2	9.5	11.5	2.0	1.8	0.2	0.90	1.22	0.12	342.0	7.0	49.13	RAMP

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(7038, 456)	342	342	0	0	0.2	8.9	13.6	2.1	1.6	0.4	0.79	1.52	0.32	395.9	10.0	39.44	RAMP
(458,7039)	904	903	0	1	1.0	36.1	58.2	3.9	2.8	1.1	0.73	1.61	0.44	903.1	24.3	37.19	RAMP
(7040, 466)	755	755	0	1	0.8	34.2	46.8	3.4	3.0	0.4	0.88	1.37	0.17	820.2	18.7	43.85	RAMP
(466, 467)	755	755	0	0	0.6	31.3	38.9	3.1	3.0	0.1	0.97	1.24	0.04	755.0	15.6	48.35	RAMP
(467, 392)	755	755	0	0	0.8	42.5	50.1	4.0	3.7	0.3	0.92	1.18	0.09	755.0	14.8	50.84	RAMP
(309,7043)	1706	1700	0	6	2.7	127.7	159.0	5.6	5.4	0.2	0.96	1.25	0.04	851.5	17.7	48.19	FRWY
(7044, 483)	699	698	0	2	1.2	54.3	72.1	5.9	5.3	0.6	0.90	1.33	0.13	733.0	16.2	45.16	RAMP
(484, 318)	697	697	0	1	0.9	47.2	56.0	4.8	4.4	0.4	0.92	1.19	0.09	696.1	13.8	50.58	RAMP
(483, 484)	698	697	0	1	0.7	34.2	42.7	3.7	3.5	0.1	0.97	1.25	0.04	697.8	14.5	48.15	RAMP
(303, 487)	828	830	0	0	0.9	46.8	53.0	3.8	3.7	0.2	0.96	1.13	0.05	829.3	15.7	52.99	RAMP
(487, 488)	830	830	0	2	1.6	78.2	95.2	6.9	6.6	0.3	0.96	1.22	0.05	830.5	16.8	49.29	RAMP
(488,7046)	830	830	0	1	1.0	45.9	58.4	4.2	4.0	0.3	0.94	1.27	0.08	829.7	17.6	47.16	RAMP
(489, 490)	1120	1121	99	2	1.8	62.8	107.0	5.7	4.1	1.7	0.71	1.70	0.50	837.8	23.8	35.23	RAMP
(7047, 489)	1120	1120	610	1	1.4	49.2	81.2	4.0	2.9	1.1	0.73	1.65	0.44	609.9	16.8	36.37	RAMP
(7045, 531)	615	615	104	0	0.8	29.6	49.7	4.5	2.5	2.0	0.55	1.68	0.76	332.0	9.3	35.69	RAMP
(531, 532)	615	615	3	0	0.5	24.2	31.4	3.1	2.2	0.9	0.71	1.30	0.37	415.3	9.0	46.29	RAMP
(532, 299)	615	615	0	0	0.5	24.2	27.5	2.7	2.2	0.5	0.82	1.13	0.21	615.0	11.6	52.91	RAMP
(322, 522)	2026	2026	22	0	1.7	90.9	101.6	3.0	2.9	0.1	0.98	1.12	0.02	1013.0	18.9	53.68	RAMP
(7049, 523)	479	478	0	2	0.5	18.1	29.0	3.3	3.1	0.2	0.93	1.61	0.11	526.8	14.1	37.30	RAMP
(523, 524)	478	477	0	3	0.8	37.5	50.3	6.3	5.7	0.7	0.90	1.34	0.14	477.3	10.7	44.71	RAMP
(524, 323)	477	478	0	1	0.7	36.0	42.0	5.3	5.0	0.3	0.94	1.17	0.07	477.6	9.3	51.46	RAMP
(298, 533)	3985	3983	512	22	21.1	1333.6	1266.4	19.1	18.5	0.6	0.97	0.95	0.03	796.5	12.6	63.18	FRWY
(7050, 529)	1471	1471	635	3	1.7	54.5	102.8	3.8	3.0	0.8	0.80	1.89	0.39	812.8	25.6	31.79	RAMP
(529, 530)	1471	1469	94	4	1.4	45.4	85.1	3.5	2.2	1.2	0.64	1.88	0.67	817.9	25.6	31.99	RAMP
(530, 533)	1469	1473	0	4	3.3	139.0	195.6	8.0	6.2	1.8	0.78	1.41	0.31	1471.3	34.5	42.65	RAMP

(7051, 525)	289	291	0	0	0.3	13.1	17.3	3.3	3.0	0.3	0.91	1.33	0.11	315.2	7.0	45.28	RAMP
(525, 526)	291	293	0	1	0.4	22.0	27.0	5.6	5.5	0.1	0.99	1.23	0.02	291.3	6.0	48.81	RAMP
(526, 324)	293	291	0	2	0.6	28.8	33.0	6.8	6.5	0.3	0.96	1.15	0.05	291.4	5.6	52.30	RAMP
(298, 534)	684	685	0	0	1.0	63.1	61.3	5.4	5.1	0.3	0.95	0.97	0.05	684.2	11.1	61.77	RAMP
(534,7052)	685	686	0	0	0.6	34.6	36.0	3.1	2.8	0.3	0.89	1.04	0.12	685.2	11.9	57.82	RAMP
(313, 347)	1349	1345	79	5	2.0	104.1	119.0	5.3	5.1	0.2	0.96	1.14	0.05	1065.2	20.3	52.49	RAMP
(522,7048)	2026	2025	0	1	1.9	95.1	114.0	3.4	3.3	0.1	0.97	1.20	0.04	1012.8	20.2	50.06	RAMP
(405, 558)	1145	1144	11	1	0.9	45.3	52.4	2.7	2.7	0.0	0.99	1.16	0.01	381.6	7.4	51.90	FRWY
(409, 559)	2491	2489	268	5	3.6	155.2	214.9	5.2	5.0	0.2	0.96	1.38	0.05	830.1	19.2	43.33	FRWY
(369, 560)	2931	2935	369	8	9.0	555.1	541.9	11.1	10.5	0.6	0.95	0.98	0.05	488.5	7.9	61.46	FRWY
(97, 563)	4095	4088	1191	17	18.9	1161.6	1133.6	16.6	15.8	0.9	0.95	0.98	0.05	771.5	12.5	61.48	FRWY
(10, 11)	1871	1870	56	4	3.3	209.5	200.1	6.4	6.2	0.2	0.97	0.96	0.03	623.9	9.9	62.80	FRWY
(11, 12)	1870	1868	60	3	3.2	203.5	194.0	6.2	6.1	0.2	0.97	0.95	0.03	622.9	9.9	62.95	FRWY
(12, 13)	1868	1868	26	3	1.9	117.4	112.0	3.6	3.5	0.1	0.97	0.95	0.03	622.3	9.9	62.89	FRWY
(13, 14)	1868	1866	31	3	1.9	118.2	112.9	3.6	3.5	0.1	0.97	0.96	0.03	622.8	9.9	62.80	FRWY
(14, 15)	1866	1867	32	0	1.9	121.3	115.9	3.7	3.6	0.1	0.97	0.96	0.03	622.3	9.9	62.77	FRWY
(15, 16)	3158	3157	413	10	10.0	598.1	597.4	11.4	10.5	0.8	0.93	1.00	0.07	789.4	13.1	60.06	FRWY
(16, 17)	3157	3158	90	6	4.8	299.3	286.5	5.4	5.3	0.2	0.97	0.96	0.03	790.0	12.6	62.68	FRWY
(17, 18)	3158	3165	189	7	9.5	597.8	572.2	10.9	10.5	0.4	0.97	0.96	0.03	789.9	12.6	62.68	FRWY
(18, 19)	3165	3167	190	5	8.6	536.0	513.4	9.7	9.4	0.3	0.97	0.96	0.03	791.4	12.6	62.64	FRWY
(19, 20)	3167	3162	121	12	7.5	467.6	447.8	8.5	8.2	0.3	0.97	0.96	0.03	791.3	12.6	62.65	FRWY
(20, 21)	3162	3162	181	6	7.5	470.6	451.3	8.6	8.3	0.3	0.97	0.96	0.03	790.4	12.6	62.57	FRWY
(21, 22)	3162	3163	101	1	5.3	331.2	317.3	6.0	5.8	0.2	0.97	0.96	0.03	790.6	12.6	62.62	FRWY
(22, 23)	3163	3166	250	9	11.3	708.4	679.1	12.9	12.4	0.4	0.97	0.96	0.03	791.7	12.7	62.59	FRWY

(24, 25)	3167	3168	454	7	7.7	471.0	462.6	8.8	8.3	0.5	0.94	0.98	0.06	792.0	13.0	61.10	FRWY
(25, 26)	3168	3167	115	7	4.8	299.9	288.6	5.5	5.3	0.2	0.96	0.96	0.04	791.8	12.7	62.36	FRWY
(26, 27)	3167	3163	141	17	9.9	599.1	594.9	11.3	10.8	0.5	0.96	0.99	0.04	790.8	13.1	60.43	FRWY
(190, 255)	1109	1111	70	5	3.3	210.4	198.1	10.7	10.5	0.2	0.98	0.94	0.02	555.6	8.7	63.74	FRWY
(255, 257)	1914	1912	1034	5	4.9	289.9	293.5	9.2	8.4	0.8	0.91	1.01	0.09	746.7	12.6	59.26	FRWY
(257, 280)	1912	1908	75	5	2.9	180.8	174.8	5.5	5.3	0.2	0.96	0.97	0.04	954.5	15.4	62.06	FRWY
(280, 282)	2435	2420	719	25	11.2	690.3	673.0	16.6	15.8	0.8	0.95	0.97	0.05	959.2	15.6	61.54	FRWY
(282, 32)	2420	2423	132	4	5.5	345.2	331.5	8.2	7.9	0.3	0.96	0.96	0.03	1210.3	19.4	62.48	RAMP
(32, 33)	3711	3719	261	2	8.4	527.9	503.4	8.1	7.9	0.2	0.97	0.95	0.03	743.3	11.8	62.92	FRWY
(33, 34)	3719	3723	174	4	8.4	528.4	502.9	8.1	7.9	0.2	0.97	0.95	0.03	743.9	11.8	63.03	FRWY
(34, 35)	3723	3718	171	9	8.5	533.5	507.7	8.2	8.0	0.2	0.97	0.95	0.03	744.2	11.8	63.05	FRWY
(35, 36)	3718	3712	200	13	8.8	554.8	528.0	8.5	8.3	0.2	0.97	0.95	0.03	742.5	11.8	63.05	FRWY
(36, 37)	3712	3713	224	7	9.7	610.8	581.2	9.4	9.1	0.3	0.97	0.95	0.03	742.2	11.8	63.05	FRWY
(37, 54)	3713	3712	220	15	11.1	700.6	666.3	10.8	10.5	0.3	0.97	0.95	0.02	742.8	11.8	63.08	FRWY
(54, 55)	3946	3963	446	6	7.8	487.1	467.2	7.1	6.8	0.2	0.97	0.96	0.03	695.0	11.1	62.55	FRWY
(55, 56)	3963	3961	158	9	6.0	375.3	358.1	5.4	5.3	0.2	0.97	0.95	0.03	792.6	12.6	62.89	FRWY
(56, 57)	4358	4356	769	12	13.3	825.3	798.3	11.0	10.5	0.5	0.96	0.97	0.04	799.6	12.9	62.04	FRWY
(57, 58)	4356	4353	147	7	6.6	412.2	393.9	5.4	5.3	0.2	0.97	0.96	0.03	870.5	13.9	62.78	FRWY
(58, 59)	4353	4351	971	7	7.6	478.1	455.8	6.3	6.1	0.2	0.97	0.95	0.03	870.5	13.8	62.94	FRWY
(59, 60)	4351	4349	609	13	11.2	694.8	673.9	9.3	8.9	0.4	0.95	0.97	0.04	870.3	14.1	61.85	FRWY
(60, 61)	4349	4332	2780	31	20.3	1233.2	1217.9	16.8	15.8	1.0	0.94	0.99	0.06	868.2	14.3	60.75	FRWY
(61, 62)	3492	3491	171	11	10.8	661.5	645.7	11.1	10.7	0.4	0.96	0.98	0.04	698.6	11.4	61.47	FRWY
(62, 63)	2340	2341	191	2	7.7	491.7	464.1	11.9	11.7	0.2	0.98	0.94	0.02	585.2	9.2	63.56	FRWY
(63, 64)	2341	2343	172	4	8.0	510.0	481.5	12.3	12.1	0.3	0.98	0.94	0.02	585.9	9.2	63.55	FRWY
(64, 65)	2843	2831	807	14	8.8	537.5	528.7	11.2	10.5	0.7	0.94	0.98	0.06	637.8	10.5	61.00	FRWY

(65, 66)	2831	2828	94	3	4.3	267.9	255.6	5.4	5.3	0.2	0.97	0.95	0.03	707.4	11.2	62.90	FRWY
(66, 67)	2828	2823	1650	12	8.0	501.8	477.2	10.1	9.9	0.3	0.97	0.95	0.03	706.2	11.2	63.10	FRWY
(67, 68)	2823	2824	394	10	11.7	694.9	702.7	14.9	13.7	1.3	0.92	1.01	0.09	705.6	11.9	59.33	FRWY
(68, 69)	2824	2825	748	18	13.1	802.4	785.3	16.7	16.1	0.5	0.97	0.98	0.03	580.4	9.5	61.31	FRWY
(69, 70)	1050	1045	64	8	5.2	336.1	314.1	18.0	17.8	0.2	0.99	0.93	0.01	261.7	4.1	64.20	FRWY
(70, 71)	1045	1046	23	1	2.4	154.1	143.8	8.2	8.2	0.1	0.99	0.93	0.01	261.5	4.1	64.31	FRWY
(71, 72)	1110	1111	144	1	4.9	315.6	295.8	16.0	15.8	0.2	0.99	0.94	0.01	258.3	4.0	64.01	FRWY
(72, 73)	1111	1105	379	6	7.2	465.3	434.5	23.5	23.3	0.2	0.99	0.93	0.01	277.3	4.3	64.25	FRWY
(73, 74)	1105	1099	158	6	4.9	313.4	295.5	16.1	15.8	0.3	0.98	0.94	0.02	300.9	4.7	63.63	FRWY
(74, 75)	1099	1099	108	8	6.8	436.6	410.6	22.4	22.1	0.3	0.99	0.94	0.01	366.1	5.7	63.79	FRWY
(75, 76)	1099	1100	26	0	1.7	109.5	102.9	5.6	5.5	0.1	0.99	0.94	0.01	366.4	5.7	63.84	FRWY
(76, 77)	1100	1102	14	0	1.1	66.9	63.1	3.4	3.4	0.1	0.98	0.94	0.02	367.0	5.8	63.63	FRWY
(568, 569)	884	884	24	0	0.6	33.5	34.4	2.3	2.1	0.2	0.90	1.03	0.10	294.7	5.0	58.42	FRWY
(569, 570)	884	884	39	0	3.3	207.4	198.2	13.5	13.0	0.5	0.97	0.96	0.03	294.7	4.7	62.80	FRWY
(570, 571)	884	882	17	5	2.2	137.9	130.6	8.9	8.6	0.2	0.97	0.95	0.02	294.5	4.6	63.35	FRWY
(571, 572)	882	882	81	4	3.9	250.0	236.7	16.1	15.7	0.4	0.97	0.95	0.02	240.0	3.8	63.37	FRWY
(572, 573)	882	882	189	2	5.8	366.7	345.6	23.5	23.0	0.5	0.98	0.94	0.02	220.5	3.5	63.66	FRWY
(573, 574)	882	882	51	3	3.9	250.5	236.1	16.1	15.8	0.3	0.98	0.94	0.02	220.5	3.5	63.65	FRWY
(574, 575)	811	812	42	0	3.0	194.6	182.8	13.5	13.3	0.2	0.98	0.94	0.02	202.9	3.2	63.90	FRWY
(575, 576)	812	811	62	2	4.2	267.1	250.1	18.5	18.2	0.3	0.99	0.94	0.01	202.7	3.2	64.09	FRWY
(576, 577)	2016	2012	1630	6	9.4	571.9	561.4	16.7	15.7	1.0	0.94	0.98	0.06	468.2	7.7	61.12	FRWY
(577, 578)	2012	2010	153	5	7.6	486.1	457.3	13.6	13.4	0.3	0.98	0.94	0.02	502.8	7.9	63.77	FRWY
(578, 579)	2010	2002	743	9	6.4	403.5	382.8	11.5	11.1	0.3	0.97	0.95	0.03	501.5	7.9	63.24	FRWY
(579, 580)	2002	2000	46	5	3.0	189.5	179.8	5.4	5.2	0.2	0.97	0.95	0.03	500.4	7.9	63.25	FRWY

(580, 581)	2000	1991	105	17	6.1	378.4	363.2	10.9	10.6	0.3	0.97	0.96	0.03	499.4	8.0	62.50	FRWY
(581, 582)	1485	1488	84	7	4.6	294.1	275.3	11.1	10.9	0.2	0.98	0.94	0.01	371.4	5.8	64.09	FRWY
(582, 583)	1488	1491	119	2	5.5	350.7	327.9	13.2	13.0	0.2	0.99	0.93	0.01	372.4	5.8	64.18	FRWY
(583, 584)	2185	2185	998	3	6.8	414.0	409.5	11.2	10.5	0.8	0.93	0.99	0.07	491.2	8.1	60.65	FRWY
(584, 585)	3135	3137	2089	8	14.6	890.8	874.3	16.7	15.7	1.0	0.94	0.98	0.06	691.7	11.3	61.13	FRWY
(585, 586)	3137	3141	175	3	6.9	427.0	411.8	7.9	7.5	0.3	0.96	0.96	0.04	785.1	12.6	62.21	FRWY
(586, 587)	3141	3140	106	4	6.2	389.7	371.8	7.1	6.9	0.2	0.97	0.95	0.03	785.3	12.5	62.88	FRWY
(587, 588)	3140	3144	94	4	4.7	297.6	283.8	5.4	5.2	0.2	0.97	0.95	0.03	785.7	12.5	62.93	FRWY
(588, 589)	3144	3134	202	19	9.6	594.7	573.8	11.0	10.5	0.4	0.96	0.96	0.04	785.0	12.6	62.19	FRWY
(589, 590)	2574	2581	157	5	6.3	397.4	375.2	8.7	8.5	0.2	0.98	0.94	0.02	622.6	9.8	63.55	FRWY
(590, 591)	2581	2582	149	4	4.7	300.1	281.6	6.5	6.4	0.1	0.98	0.94	0.02	516.1	8.1	63.95	FRWY
(591, 592)	2582	2582	113	8	5.2	334.0	312.6	7.3	7.2	0.1	0.99	0.94	0.01	516.4	8.1	64.10	FRWY
(592, 593)	2582	2590	2082	7	7.7	489.8	459.5	10.7	10.5	0.2	0.98	0.94	0.02	517.2	8.1	63.96	FRWY
(593, 594)	2590	2587	237	4	3.9	245.1	232.7	5.4	5.2	0.2	0.97	0.95	0.03	517.8	8.2	63.20	FRWY
(594, 595)	2587	2587	216	5	7.7	489.8	461.3	10.7	10.5	0.2	0.98	0.94	0.02	517.3	8.1	63.71	FRWY
(595, 596)	2587	2582	28	5	5.4	325.0	325.1	7.5	7.3	0.2	0.97	1.00	0.03	516.8	8.6	59.98	FRWY
(596, 597)	904	904	25	1	1.9	121.7	113.7	7.5	7.5	0.1	0.99	0.93	0.01	301.3	4.7	64.26	FRWY
(597, 598)	904	905	33	1	2.2	140.9	131.6	8.7	8.6	0.1	0.99	0.93	0.01	301.4	4.7	64.27	FRWY
(598, 599)	905	905	26	0	1.2	74.0	69.2	4.6	4.5	0.1	0.99	0.93	0.01	301.7	4.7	64.23	FRWY
(600, 601)	904	904	30	0	1.6	101.4	94.6	6.3	6.2	0.1	0.99	0.93	0.01	301.3	4.7	64.25	FRWY
(601, 602)	2540	2541	1336	3	6.2	360.8	371.4	8.8	7.9	0.9	0.90	1.03	0.10	552.2	9.5	58.28	FRWY
(602, 603)	2541	2538	142	10	5.8	360.8	347.2	8.2	7.9	0.3	0.96	0.96	0.04	635.0	10.2	62.36	FRWY
(603, 604)	2538	2528	77	11	4.9	307.8	292.2	6.9	6.8	0.2	0.98	0.95	0.02	633.0	10.0	63.20	FRWY
(604, 605)	2528	2532	103	6	5.5	348.2	331.0	7.9	7.7	0.2	0.97	0.95	0.02	632.2	10.0	63.11	FRWY
(605, 606)	2532	2529	134	8	7.2	456.2	434.0	10.3	10.0	0.3	0.97	0.95	0.02	632.6	10.0	63.08	FRWY

(606, 607)	2529	2522	122	8	5.7	361.5	344.1	8.2	8.0	0.2	0.97	0.95	0.03	631.3	10.0	63.05	FRWY
(607, 608)	2522	2522	111	3	5.0	314.4	298.9	7.1	6.9	0.2	0.97	0.95	0.02	630.6	10.0	63.10	FRWY
(608, 609)	2522	2520	135	9	6.2	389.2	369.9	8.8	8.6	0.2	0.97	0.95	0.02	629.6	10.0	63.13	FRWY
(609, 610)	2520	2522	146	5	7.0	442.5	420.2	10.0	9.8	0.2	0.98	0.95	0.02	630.2	10.0	63.19	FRWY
(610, 611)	2522	2515	911	8	5.4	340.4	323.5	7.7	7.5	0.2	0.97	0.95	0.02	629.3	10.0	63.13	FRWY
(611, 612)	2515	2516	255	6	5.7	355.6	342.4	8.2	7.9	0.3	0.96	0.96	0.04	629.2	10.1	62.32	FRWY
(612, 613)	2516	2513	342	9	11.6	714.3	696.0	16.6	16.1	0.5	0.97	0.97	0.03	628.6	10.2	61.58	FRWY
(613, 614)	1156	1155	16	1	1.1	68.1	64.9	3.4	3.3	0.1	0.97	0.95	0.03	385.1	6.1	62.91	FRWY
(614, 615)	1155	1153	7	3	1.0	62.7	59.2	3.1	3.0	0.1	0.98	0.94	0.02	384.6	6.1	63.53	FRWY
(615, 616)	1153	1153	19	1	1.7	109.1	102.8	5.4	5.3	0.1	0.98	0.94	0.02	384.2	6.0	63.71	FRWY
(616, 617)	1153	1153	44	2	3.5	218.2	209.0	10.9	10.6	0.2	0.98	0.96	0.02	384.1	6.1	62.63	FRWY
(617, 618)	882	876	31	6	2.6	165.4	155.1	10.6	10.5	0.1	0.99	0.94	0.01	292.8	4.6	63.95	FRWY
(618, 619)	876	875	27	4	2.3	148.9	139.8	9.6	9.5	0.1	0.99	0.94	0.01	291.9	4.6	63.95	FRWY
(619, 620)	875	876	16	1	1.1	69.3	65.1	4.5	4.4	0.1	0.99	0.94	0.01	292.0	4.6	63.90	FRWY
(599, 600)	905	904	28	1	1.0	66.3	61.9	4.1	4.1	0.0	0.99	0.93	0.01	301.5	4.7	64.26	FRWY
(77,7053)	1102	1102	0	1	0.6	38.8	36.9	2.0	2.0	0.1	0.97	0.95	0.03	367.3	5.8	63.10	FRWY
(7054, 568)	884	884	40	0	0.8	41.9	47.7	3.0	2.4	0.6	0.81	1.14	0.22	318.9	6.1	52.63	FRWY
(396, 397)	3175	3177	1156	22	22.0	1374.8	1317.6	24.9	24.0	0.8	0.97	0.96	0.03	794.6	12.7	62.61	FRWY
(397, 398)	4010	4013	1141	11	8.8	531.7	525.1	7.9	7.4	0.5	0.94	0.99	0.06	802.0	13.2	60.75	FRWY
(398, 564)	4013	4010	252	12	9.7	607.5	583.6	8.7	8.4	0.3	0.96	0.96	0.03	801.9	12.8	62.46	FRWY
(620, 369)	876	875	14	2	1.3	81.6	76.6	5.3	5.2	0.1	0.99	0.94	0.01	291.8	4.6	63.86	FRWY
(617, 114)	271	271	0	1	0.6	33.5	37.1	8.2	8.1	0.2	0.98	1.11	0.02	271.4	5.0	54.08	RAMP
(114, 115)	271	272	0	1	0.9	43.2	52.1	11.5	11.3	0.2	0.98	1.21	0.02	271.0	5.5	49.67	RAMP
(117, 416)	270	270	0	0	0.7	32.7	40.4	9.0	8.7	0.3	0.97	1.23	0.04	270.0	5.6	48.65	RAMP

(399, 402)	902	902	78	5	5.2	281.1	310.3	20.7	20.5	0.2	0.99	1.10	0.01	450.2	8.3	54.34	RAMP
(625, 132)	752	752	0	0	0.7	29.3	39.8	3.2	2.6	0.6	0.81	1.36	0.26	752.0	17.0	44.18	RAMP
(626, 627)	1110	1109	19	2	1.4	88.1	83.6	4.5	4.4	0.1	0.97	0.95	0.03	554.8	8.8	63.17	FRWY
(627, 190)	1109	1109	15	2	1.1	67.2	63.1	3.4	3.4	0.1	0.98	0.94	0.01	554.5	8.7	63.92	FRWY
(629, 255)	805	803	0	2	1.1	51.5	65.6	4.9	4.2	0.7	0.86	1.27	0.18	804.1	17.1	47.10	RAMP
(628, 629)	807	805	0	2	1.3	52.8	79.7	5.9	5.3	0.7	0.89	1.51	0.17	806.1	20.3	39.77	RAMP
(631, 280)	527	527	0	0	1.0	49.6	59.2	6.7	6.2	0.6	0.92	1.19	0.10	527.0	10.5	50.30	RAMP
(630, 631)	527	527	0	0	0.9	42.7	54.1	6.2	5.9	0.3	0.95	1.27	0.06	527.0	11.1	47.40	RAMP
(632, 633)	1869	1869	81	5	4.3	230.3	260.4	8.4	8.1	0.3	0.97	1.13	0.04	933.8	17.6	53.06	RAMP
(635, 54)	234	234	0	0	0.5	27.9	32.7	8.4	7.8	0.6	0.93	1.17	0.09	234.0	4.6	51.17	RAMP
(634, 635)	233	234	0	0	0.5	20.7	29.8	7.6	7.0	0.6	0.92	1.44	0.11	233.9	5.6	41.72	RAMP
(637, 56)	396	397	0	0	0.9	48.5	54.2	8.2	8.0	0.2	0.98	1.12	0.03	396.0	7.4	53.70	RAMP
(636, 637)	395	396	0	0	0.6	33.7	37.8	5.7	5.6	0.2	0.97	1.12	0.03	395.8	7.4	53.49	RAMP
(61, 638)	840	841	0	0	1.4	71.3	81.1	5.8	5.6	0.2	0.96	1.14	0.04	840.6	15.9	52.77	RAMP
(638, 639)	841	839	82	2	1.0	53.8	61.6	4.4	4.2	0.2	0.96	1.15	0.05	492.8	9.4	52.39	RAMP
(62, 640)	1151	1150	0	1	1.7	88.2	101.3	5.3	5.0	0.2	0.95	1.15	0.05	1150.3	22.0	52.27	RAMP
(640, 641)	1150	1150	77	0	0.9	47.9	55.1	2.9	2.7	0.1	0.95	1.15	0.06	744.1	14.3	52.17	RAMP
(643, 64)	500	500	0	0	1.1	55.3	63.1	7.6	7.3	0.3	0.96	1.14	0.04	500.0	9.5	52.56	RAMP
(642, 643)	501	500	20	1	0.9	45.3	54.0	6.5	6.0	0.5	0.92	1.19	0.09	353.0	7.0	50.25	RAMP
(69, 644)	1775	1775	42	2	2.2	118.0	132.2	4.5	4.4	0.1	0.98	1.12	0.03	887.6	16.6	53.58	RAMP
(644, 645)	1775	1776	24	0	1.6	83.4	98.1	3.3	3.3	0.1	0.98	1.18	0.02	683.9	13.4	51.01	RAMP
(647, 71)	65	64	0	1	0.2	8.6	10.3	9.5	8.8	0.7	0.93	1.19	0.08	64.8	1.3	50.49	RAMP
(646, 647)	65	65	0	0	0.2	6.2	9.0	8.3	7.7	0.7	0.92	1.47	0.12	65.0	1.6	40.93	RAMP
(574, 660)	71	71	0	0	0.1	3.0	3.3	2.8	2.8	0.1	0.98	1.12	0.02	71.0	1.3	53.75	RAMP
(660, 661)	71	71	0	0	0.1	2.8	3.4	2.8	2.8	0.1	0.97	1.19	0.04	71.0	1.4	50.53	RAMP

(663, 576)	1204	1205	28	1	2.5	113.9	151.7	7.6	6.2	1.4	0.82	1.33	0.24	1004.2	22.3	45.05	RAMP
(662, 663)	1203	1204	152	2	1.8	76.1	110.0	5.5	4.5	0.9	0.83	1.45	0.25	601.6	14.5	41.50	RAMP
(581, 664)	506	504	0	2	1.0	55.4	62.3	7.4	7.2	0.2	0.97	1.12	0.03	505.3	9.5	53.40	RAMP
(664, 665)	504	503	0	1	0.4	21.4	24.3	2.9	2.8	0.1	0.96	1.14	0.04	503.2	9.5	52.84	RAMP
(667, 583)	694	694	0	0	2.4	113.4	145.3	12.6	10.6	1.9	0.85	1.28	0.20	694.0	14.8	46.84	RAMP
(666, 667)	694	694	0	0	0.8	28.0	48.9	4.2	4.1	0.1	0.98	1.75	0.04	694.0	20.2	34.37	RAMP
(669, 584)	954	950	10	6	2.1	105.3	123.3	7.8	7.3	0.5	0.93	1.17	0.08	813.0	15.9	51.24	RAMP
(668, 669)	956	954	67	2	1.1	57.5	68.5	4.3	3.9	0.3	0.92	1.19	0.10	477.7	9.5	50.44	RAMP
(589, 670)	560	559	0	1	0.5	24.1	27.3	2.9	2.8	0.1	0.96	1.13	0.04	559.1	10.5	53.13	RAMP
(670, 671)	559	557	0	2	0.4	22.9	25.9	2.8	2.7	0.1	0.96	1.13	0.04	558.0	10.5	53.11	RAMP
(672, 673)	884	886	0	1	1.6	74.1	94.6	6.4	6.0	0.4	0.94	1.28	0.07	885.2	18.8	47.00	FRWY
(674, 675)	746	746	0	0	0.8	42.8	48.6	3.9	3.8	0.1	0.96	1.14	0.04	746.0	14.1	52.80	RAMP
(676, 677)	1681	1683	455	4	8.9	477.5	535.8	19.1	18.6	0.5	0.97	1.12	0.03	681.5	12.7	53.48	FRWY
(677, 680)	893	894	71	2	4.2	226.6	249.7	16.8	16.6	0.2	0.99	1.10	0.01	446.4	8.2	54.45	FRWY
(677, 678)	790	787	5	3	1.1	56.3	68.3	5.2	5.1	0.1	0.99	1.21	0.01	394.1	8.0	49.48	RAMP
(678, 679)	787	787	7	1	1.2	61.1	74.4	5.7	5.6	0.1	0.99	1.22	0.02	393.3	8.0	49.27	RAMP
(680, 681)	894	894	28	2	2.2	122.5	134.8	9.0	9.0	0.1	0.99	1.10	0.01	446.8	8.2	54.55	FRWY
(681, 682)	894	893	32	3	2.3	127.0	139.7	9.4	9.3	0.1	0.99	1.10	0.01	344.0	6.3	54.56	FRWY
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(686, 111)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(685, 681)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(682, 683)	893	892	28	2	2.3	126.8	139.5	9.4	9.3	0.1	0.99	1.10	0.01	446.4	8.2	54.57	FRWY
(687, 688)	893	892	28	1	1.7	78.4	103.2	6.9	6.8	0.1	0.99	1.32	0.02	446.3	9.8	45.61	FRWY
(688,7027)	892	892	0	0	1.1	44.8	66.8	4.5	4.5	0.0	0.99	1.49	0.01	446.0	11.1	40.20	FRWY

(7056, 626)	1107	1110	78	3	1.6	92.8	97.4	5.0	4.4	0.6	0.88	1.05	0.12	579.2	10.1	57.18	FRWY
(679,7058)	787	789	0	1	0.7	33.9	41.9	3.2	3.1	0.1	0.97	1.24	0.04	394.2	8.1	48.55	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	809	807	0	2	1.0	35.6	62.9	4.3	4.2	0.1	0.97	1.77	0.06	879.0	25.9	33.96	RAMP
(7061, 630)	527	527	0	0	0.8	34.6	45.8	4.9	4.5	0.4	0.91	1.32	0.12	557.6	12.3	45.42	RAMP
(7062, 674)	746	746	0	0	0.5	26.1	32.2	2.3	2.1	0.3	0.89	1.24	0.14	829.3	17.1	48.55	RAMP
(7063, 672)	885	884	0	2	1.9	79.1	115.5	7.5	6.9	0.6	0.91	1.46	0.13	921.6	22.4	41.08	FRWY
(671,7064)	557	557	0	0	0.4	19.2	22.0	2.4	2.3	0.1	0.95	1.15	0.06	557.0	10.6	52.36	RAMP
(633,7065)	1869	1866	0	7	2.2	117.3	133.1	4.3	4.1	0.2	0.96	1.13	0.04	933.0	17.6	52.89	RAMP
(7066, 634)	234	233	0	1	0.3	10.0	17.2	4.1	4.0	0.1	0.98	1.72	0.03	254.4	7.3	34.92	RAMP
(7067, 636)	395	395	0	0	0.6	29.9	35.6	5.1	4.7	0.4	0.91	1.19	0.10	414.9	8.2	50.35	RAMP
(665,7068)	503	502	0	1	0.4	19.5	22.7	2.7	2.5	0.2	0.94	1.16	0.07	502.0	9.7	51.56	RAMP
(7069, 666)	694	694	0	0	0.7	25.6	43.1	3.4	3.3	0.1	0.98	1.68	0.03	768.6	21.5	35.68	RAMP
(7070, 668)	956	956	490	0	1.2	60.1	70.4	4.2	3.9	0.3	0.93	1.17	0.08	506.5	9.9	51.20	RAMP
(639,7071)	839	839	0	0	0.5	26.2	31.3	2.2	2.1	0.2	0.92	1.20	0.10	419.5	8.4	50.20	RAMP
(7072, 642)	501	501	213	0	0.3	16.5	20.7	2.2	1.9	0.3	0.87	1.26	0.16	280.4	5.9	47.63	RAMP
(641,7073)	1150	1149	0	2	0.8	37.9	45.7	2.4	2.4	0.0	0.99	1.21	0.01	574.4	11.6	49.69	RAMP
(661,7074)	71	71	0	0	0.1	2.5	3.3	2.8	2.6	0.2	0.92	1.31	0.10	71.0	1.5	45.93	RAMP
(7075, 662)	1203	1203	517	0	1.5	69.6	91.0	4.3	3.9	0.4	0.92	1.31	0.11	640.6	13.9	45.93	RAMP
(645,7076)	1776	1776	0	2	1.7	79.4	99.2	3.4	3.2	0.1	0.96	1.25	0.05	591.9	12.3	48.00	RAMP
(7077, 646)	65	65	0	0	0.1	2.2	3.8	3.2	3.1	0.1	0.97	1.75	0.04	72.3	2.1	34.26	RAMP
(7084, 857)	194	194	0	0	0.2	7.6	9.2	2.6	2.3	0.3	0.90	1.22	0.12	213.3	4.3	49.31	RAMP
(857, 858)	194	194	0	0	0.2	11.5	12.9	4.0	3.9	0.1	0.97	1.13	0.03	194.0	3.6	53.23	RAMP
(859,7085)	327	327	0	0	0.6	30.0	33.9	6.2	6.0	0.2	0.97	1.13	0.03	327.0	6.2	53.00	RAMP
(7086, 860)	27	27	0	0	0.0	2.5	2.7	5.8	5.7	0.0	0.99	1.09	0.01	28.1	0.5	55.21	RAMP

(860, 861)	27	27	0	0	0.0	2.3	2.5	5.6	5.6	0.0	1.00	1.09	0.00	27.0	0.5	55.21	RAMP
(866,7087)	66	66	0	0	0.1	3.8	4.3	3.9	3.8	0.1	0.97	1.12	0.03	66.0	1.2	53.60	RAMP
(873,7088)	57	57	0	0	0.1	6.0	6.7	7.0	7.0	0.0	0.99	1.11	0.01	57.0	1.1	53.91	RAMP
(7089, 874)	80	79	0	1	0.1	4.6	5.2	3.7	3.6	0.2	0.96	1.14	0.05	84.3	1.6	52.75	RAMP
(874, 875)	79	79	0	0	0.1	4.4	4.8	3.7	3.6	0.0	0.99	1.10	0.01	79.0	1.5	54.41	RAMP
(876,7090)	138	138	0	0	0.2	12.4	13.8	6.0	5.9	0.1	0.99	1.11	0.01	138.0	2.6	53.91	RAMP
(7091, 877)	73	73	0	0	0.1	4.3	6.6	5.1	3.7	1.4	0.73	1.51	0.41	77.7	2.0	39.63	RAMP
(877, 878)	73	73	0	0	0.1	4.8	5.6	4.6	4.3	0.2	0.95	1.16	0.06	73.0	1.4	51.70	RAMP
(879, 880)	2003	2001	143	8	7.8	502.8	470.5	13.9	13.7	0.2	0.99	0.94	0.01	1014.9	15.8	64.12	FRWY
(880, 881)	2001	2004	168	12	11.1	706.3	664.8	19.9	19.5	0.4	0.98	0.94	0.02	1001.4	15.7	63.75	FRWY
(881, 882)	2004	2003	213	10	9.1	577.1	548.9	16.4	16.0	0.5	0.97	0.95	0.03	1001.6	15.9	63.08	FRWY
(882, 883)	2003	2008	208	6	9.1	569.5	544.8	16.3	15.8	0.5	0.97	0.96	0.03	1002.3	16.0	62.72	FRWY
(883, 884)	1951	1944	148	12	7.1	442.8	423.4	13.0	12.6	0.4	0.97	0.96	0.03	973.4	15.5	62.76	FRWY
(883, 873)	57	57	0	0	0.1	6.5	7.2	7.6	7.6	0.0	0.99	1.11	0.01	57.0	1.1	53.91	RAMP
(884, 885)	1944	1942	145	10	6.5	408.6	391.3	12.1	11.6	0.4	0.96	0.96	0.03	973.6	15.5	62.65	FRWY
(885, 886)	1942	1948	170	3	8.1	505.3	484.9	14.9	14.4	0.6	0.96	0.96	0.04	973.6	15.6	62.52	FRWY
(886, 887)	2027	2026	282	10	9.3	575.7	555.3	16.4	15.7	0.7	0.96	0.96	0.04	881.0	14.2	62.21	FRWY
(887, 888)	2026	2030	191	7	9.5	592.1	570.6	16.9	16.2	0.7	0.96	0.96	0.04	1013.0	16.3	62.26	FRWY
(875, 886)	79	79	0	0	0.1	6.4	7.0	5.3	5.3	0.0	0.99	1.10	0.01	79.0	1.4	54.67	RAMP
(888, 889)	2030	2030	218	12	10.4	643.6	621.2	18.4	17.6	0.8	0.96	0.97	0.04	1014.3	16.3	62.16	FRWY
(889, 890)	2030	2023	153	10	6.8	424.4	410.7	12.2	11.6	0.6	0.95	0.97	0.04	1013.0	16.3	62.00	FRWY
(890, 891)	2023	2025	219	8	10.7	667.1	644.9	19.1	18.3	0.9	0.96	0.97	0.04	1011.5	16.3	62.06	FRWY
(891, 892)	2025	2016	182	13	8.1	500.5	484.0	14.4	13.7	0.6	0.96	0.97	0.04	1009.4	16.3	62.05	FRWY
(892, 893)	2016	2013	390	23	18.9	1170.5	1132.3	33.7	32.2	1.5	0.95	0.97	0.04	1008.2	16.3	62.02	FRWY

(893, 894)	2013	2015	460	19	22.3	1378.1	1336.0	39.8	37.9	1.9	0.95	0.97	0.05	1006.4	16.3	61.89	FRWY
(894, 895)	2015	2012	252	16	13.6	843.1	818.0	24.4	23.2	1.2	0.95	0.97	0.05	1005.3	16.3	61.84	FRWY
(895, 896)	2012	2032	430	10	21.4	1322.8	1284.5	38.1	36.2	1.9	0.95	0.97	0.05	1011.9	16.4	61.79	FRWY
(896, 897)	2032	2013	462	34	22.9	1413.4	1372.8	40.8	38.8	2.0	0.95	0.97	0.05	1009.6	16.3	61.77	FRWY
(897, 898)	2013	2017	281	9	12.6	780.3	758.4	22.5	21.4	1.1	0.95	0.97	0.05	1009.9	16.4	61.73	FRWY
(898, 899)	2017	2008	187	18	9.3	572.3	557.1	16.6	15.8	0.8	0.95	0.97	0.05	1007.2	16.3	61.63	FRWY
(899, 900)	1942	1945	199	11	9.8	606.4	590.3	18.2	17.3	0.9	0.95	0.97	0.05	971.9	15.8	61.64	FRWY
(899, 866)	66	66	0	0	0.1	7.8	8.5	7.8	7.7	0.1	0.99	1.10	0.01	66.0	1.2	54.54	RAMP
(900, 901)	1945	1932	213	19	11.5	708.2	688.7	21.4	20.3	1.1	0.95	0.97	0.05	966.3	15.7	61.70	FRWY
(901, 902)	2126	2129	402	1	9.9	604.9	594.9	16.8	15.8	1.0	0.94	0.98	0.06	925.7	15.2	61.01	FRWY
(902, 903)	2129	2133	187	1	9.9	610.0	594.4	16.7	15.9	0.9	0.95	0.97	0.05	1065.8	17.3	61.58	FRWY
(858, 901)	194	194	0	0	0.5	29.3	32.8	10.1	9.9	0.2	0.98	1.12	0.02	194.0	3.6	53.57	RAMP
(903, 904)	2133	2131	217	3	11.4	699.2	681.2	19.2	18.2	1.0	0.95	0.97	0.05	1066.4	17.3	61.59	FRWY
(904, 905)	2131	2125	180	6	8.8	540.1	526.4	14.8	14.1	0.8	0.95	0.97	0.05	1064.9	17.3	61.57	FRWY
(906, 907)	2504	2504	180	11	10.2	649.6	611.6	14.5	14.2	0.3	0.98	0.94	0.02	1269.5	19.9	63.74	FRWY
(907, 908)	2504	2505	391	18	15.3	966.5	918.0	22.0	21.4	0.6	0.97	0.95	0.02	1251.4	19.8	63.17	FRWY
(908, 909)	2505	2499	243	13	11.5	711.3	688.3	16.5	15.8	0.7	0.96	0.97	0.04	1251.9	20.2	62.01	FRWY
(909, 910)	2172	2171	178	9	8.7	544.7	523.3	14.5	13.9	0.5	0.96	0.96	0.04	1086.1	17.4	62.45	FRWY
(909, 859)	327	327	0	3	0.9	47.3	52.7	9.6	9.5	0.1	0.99	1.11	0.02	327.8	6.1	53.85	RAMP
(910, 911)	2171	2173	196	11	10.5	655.9	630.3	17.4	16.7	0.6	0.96	0.96	0.04	1087.0	17.4	62.44	FRWY
(911, 912)	2173	2175	199	10	9.7	601.9	580.9	16.0	15.4	0.7	0.96	0.97	0.04	1086.1	17.5	62.17	FRWY
(861, 912)	27	27	0	0	0.0	2.6	2.8	6.2	6.2	0.0	1.00	1.09	0.00	27.0	0.5	55.23	RAMP
(912, 913)	2202	2200	230	12	10.1	625.5	605.0	16.5	15.8	0.7	0.96	0.97	0.04	957.3	15.4	62.03	FRWY
(913, 914)	2200	2201	193	12	10.6	655.0	634.9	17.3	16.5	0.8	0.95	0.97	0.04	1100.0	17.8	61.90	FRWY
(914, 915)	2201	2194	384	21	20.9	1289.8	1255.1	34.2	32.5	1.7	0.95	0.97	0.05	1099.4	17.8	61.66	FRWY

(915, 916)	2194	2203	424	17	21.1	1300.9	1267.6	34.6	32.8	1.8	0.95	0.97	0.05	1100.0	17.9	61.58	FRWY
(916, 917)	2203	2205	346	16	19.3	1187.5	1160.2	31.5	29.8	1.7	0.95	0.98	0.05	1105.0	18.0	61.41	FRWY
(917, 918)	2205	2202	261	16	15.1	924.5	906.3	24.7	23.3	1.4	0.94	0.98	0.06	1099.4	18.0	61.21	FRWY
(918, 919)	2202	2217	357	20	19.5	1197.0	1172.1	31.8	30.0	1.8	0.94	0.98	0.05	1105.3	18.0	61.27	FRWY
(919, 920)	2217	2219	385	13	20.3	1244.2	1220.0	33.0	31.2	1.9	0.94	0.98	0.06	1107.5	18.1	61.19	FRWY
(920, 921)	2219	2211	220	11	12.4	760.4	745.4	20.2	19.1	1.1	0.94	0.98	0.06	1107.2	18.1	61.21	FRWY
(921, 922)	2211	2209	196	15	11.8	722.6	709.0	19.3	18.2	1.1	0.94	0.98	0.06	1104.7	18.1	61.15	FRWY
(922, 923)	2209	2224	197	12	12.0	731.6	718.3	19.4	18.3	1.1	0.94	0.98	0.06	1110.6	18.2	61.11	FRWY
(923, 924)	2224	2205	265	21	13.4	820.4	806.7	21.8	20.5	1.3	0.94	0.98	0.06	1108.4	18.2	61.02	FRWY
(924, 925)	2205	2197	239	11	12.6	768.4	758.6	20.7	19.4	1.3	0.94	0.99	0.06	1100.1	18.1	60.77	FRWY
(925, 926)	2059	2054	236	13	13.6	832.0	813.7	23.7	22.4	1.3	0.95	0.98	0.05	1028.7	16.8	61.35	FRWY
(925, 876)	138	138	0	0	0.4	21.0	23.4	10.2	10.1	0.1	0.99	1.11	0.01	138.0	2.6	53.98	RAMP
(926, 927)	2054	2062	173	8	10.0	612.1	598.1	17.4	16.5	0.9	0.95	0.98	0.05	1029.2	16.8	61.40	FRWY
(878, 927)	73	71	0	2	0.1	4.1	4.5	3.8	3.7	0.0	0.99	1.11	0.01	72.1	1.3	53.82	RAMP
(927, 928)	2133	2122	245	15	9.9	604.8	593.2	16.7	15.8	1.0	0.94	0.98	0.06	925.6	15.1	61.18	FRWY
(928, 929)	2122	2119	140	6	9.1	560.6	548.6	15.5	14.7	0.9	0.94	0.98	0.05	1061.0	17.3	61.31	FRWY
(929, 930)	2119	2118	181	5	11.3	691.7	679.3	19.2	18.1	1.1	0.94	0.98	0.06	1059.2	17.3	61.10	FRWY
(930, 931)	2118	2112	133	7	7.6	460.9	453.2	12.9	12.1	0.8	0.94	0.98	0.06	1058.1	17.3	61.02	FRWY
(683, 687)	892	893	15	1	1.6	80.4	95.2	6.4	6.3	0.1	0.99	1.18	0.01	446.0	8.8	50.71	FRWY
(407, 369)	2057	2056	137	1	2.8	143.3	166.4	4.9	4.6	0.3	0.94	1.16	0.07	685.4	13.3	51.67	RAMP
(411, 416)	429	431	0	0	0.5	22.3	27.2	3.8	3.7	0.1	0.99	1.22	0.02	429.3	8.7	49.16	FRWY
(115, 117)	272	270	0	3	1.1	51.3	63.1	14.0	13.6	0.3	0.98	1.23	0.03	271.0	5.5	48.83	RAMP
(382, 383)	1244	1241	43	3	1.4	46.8	84.9	4.1	3.8	0.3	0.93	1.81	0.12	621.2	18.8	33.09	RAMP
(412, 414)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY

(281, 937)	2036	2036	71	1	1.6	77.5	97.6	2.9	2.7	0.1	0.95	1.26	0.06	678.7	14.2	47.64	FRWY
(383, 414)	1241	1241	103	0	3.1	120.3	184.5	8.9	7.8	1.1	0.87	1.53	0.20	627.9	16.0	39.15	RAMP
(314, 553)	1159	1154	0	7	2.5	132.2	151.8	7.9	7.5	0.4	0.95	1.15	0.06	1157.5	22.2	52.24	RAMP
(553, 933)	1154	1148	0	7	3.3	158.8	198.8	10.4	9.8	0.5	0.95	1.25	0.06	1150.3	24.0	47.93	RAMP
(933, 934)	1148	1153	0	1	3.2	152.6	194.6	10.1	9.5	0.6	0.94	1.27	0.07	1151.3	24.5	47.06	RAMP
(935, 936)	1705	1708	119	2	4.5	218.7	270.7	9.5	9.2	0.3	0.97	1.24	0.04	852.8	17.6	48.47	FRWY
(934, 935)	1708	1705	193	5	2.4	115.3	144.8	5.1	4.9	0.2	0.96	1.26	0.06	852.4	17.9	47.75	FRWY
(936, 309)	1708	1706	81	4	3.7	178.6	221.0	7.8	7.5	0.2	0.97	1.24	0.04	854.0	17.6	48.48	FRWY
(414, 415)	1241	1241	0	3	1.6	64.6	93.2	4.5	4.2	0.3	0.93	1.44	0.10	620.5	14.9	41.60	FRWY
(937, 555)	2033	2028	124	6	2.6	132.7	157.2	4.6	4.3	0.4	0.92	1.18	0.09	1015.5	20.0	50.67	RAMP
(111, 676)	1681	1681	464	1	3.9	210.4	234.1	8.4	8.2	0.2	0.98	1.11	0.02	560.3	10.4	53.94	FRWY
(416, 161)	701	702	61	0	1.5	74.0	90.6	7.8	7.6	0.2	0.98	1.23	0.02	350.5	7.2	48.96	FRWY
(162, 165)	3793	3790	517	12	10.4	660.3	624.2	9.7	9.5	0.2	0.98	0.95	0.02	967.4	15.2	63.48	FRWY
(165, 166)	3790	3790	86	9	8.4	538.5	506.4	8.0	7.9	0.1	0.98	0.94	0.02	947.7	14.9	63.81	FRWY
(386, 167)	4040	4036	650	9	9.3	573.7	559.7	8.3	7.9	0.4	0.95	0.98	0.05	877.9	14.3	61.50	FRWY
(167, 168)	4036	4026	199	13	9.2	572.7	552.0	8.2	7.9	0.3	0.96	0.96	0.04	1007.9	16.2	62.25	FRWY
(168, 169)	4026	4021	175	10	9.8	612.7	588.1	8.8	8.5	0.3	0.96	0.96	0.03	1005.9	16.1	62.51	FRWY
(404, 170)	269	271	0	0	0.3	14.7	16.3	3.6	3.6	0.0	0.99	1.11	0.01	270.2	5.0	54.16	RAMP
(7018, 171)	409	409	0	0	0.4	15.8	21.7	2.9	2.5	0.4	0.88	1.38	0.17	450.4	10.3	43.54	RAMP
(171, 172)	409	409	0	0	0.3	14.3	17.8	2.6	2.5	0.1	0.97	1.24	0.04	409.0	8.5	48.38	RAMP
(172, 387)	409	409	0	0	0.3	15.3	18.4	2.7	2.5	0.2	0.91	1.20	0.10	409.0	8.2	49.99	RAMP
(7020, 174)	407	407	0	0	0.4	18.3	24.0	3.3	3.0	0.3	0.92	1.31	0.11	441.1	9.7	45.71	RAMP
(174, 175)	407	407	0	0	0.4	18.7	22.7	3.3	3.3	0.0	0.99	1.21	0.02	407.0	8.2	49.39	RAMP
(175, 386)	407	407	0	1	0.4	22.0	25.6	3.8	3.5	0.2	0.94	1.16	0.07	407.1	7.9	51.74	RAMP
(385, 173)	427	427	0	0	0.4	20.8	23.1	3.2	3.2	0.1	0.98	1.11	0.02	427.0	7.9	53.93	RAMP

(173,7019)	427	429	0	0	0.4	19.5	22.8	3.2	3.2	0.1	0.98	1.17	0.02	427.3	8.3	51.27	RAMP
(170,7017)	271	271	0	0	0.3	14.4	16.9	3.7	3.7	0.0	0.99	1.17	0.02	271.0	5.3	51.13	RAMP
(151, 344)	608	608	7	0	1.4	70.0	82.0	8.1	7.5	0.5	0.93	1.17	0.08	600.1	11.7	51.21	RAMP
(344,7026)	608	609	0	0	0.6	24.1	35.9	3.5	2.8	0.7	0.80	1.49	0.31	304.1	7.6	40.25	RAMP
(7007, 208)	118	118	0	0	0.1	4.2	6.6	3.0	2.6	0.4	0.86	1.58	0.23	131.4	3.5	37.95	RAMP
(209, 180)	118	118	0	0	0.1	6.2	7.4	3.8	3.5	0.2	0.93	1.18	0.08	118.0	2.3	50.65	RAMP
(315, 555)	4012	4003	293	19	15.5	975.4	929.3	13.9	13.5	0.4	0.97	0.95	0.03	801.6	12.7	62.98	FRWY
(313, 248)	5150	5157	1915	13	16.7	1035.6	1002.6	11.7	11.1	0.5	0.96	0.97	0.04	1030.8	16.6	61.98	FRWY
(258, 259)	1120	1120	0	1	1.5	67.7	87.5	4.7	4.4	0.3	0.93	1.29	0.09	852.6	18.4	46.39	FRWY
(259, 260)	2003	2003	493	3	5.2	272.7	309.3	9.3	8.9	0.3	0.96	1.13	0.04	667.6	12.6	52.91	FRWY
(260, 261)	2003	2005	8	1	4.8	258.5	290.0	8.7	8.5	0.2	0.97	1.12	0.03	668.1	12.5	53.48	FRWY
(261, 262)	700	700	0	0	3.2	165.1	189.8	16.3	15.5	0.8	0.95	1.15	0.05	700.0	13.4	52.17	FRWY
(262, 263)	700	701	0	1	1.3	67.6	78.3	6.7	6.3	0.4	0.95	1.16	0.06	701.5	13.5	51.81	FRWY
(263, 264)	701	699	0	2	1.4	74.4	86.6	7.4	7.0	0.4	0.94	1.16	0.07	699.9	13.6	51.55	FRWY
(7008, 625)	752	752	0	0	0.8	27.0	48.4	3.5	1.8	1.7	0.52	1.79	0.86	833.7	24.9	33.50	RAMP
(403, 310)	904	900	49	5	1.3	57.4	78.6	5.2	4.2	1.1	0.80	1.37	0.28	695.2	15.9	43.79	RAMP
(307, 187)	3225	3221	84	5	4.0	252.1	239.0	4.4	4.3	0.1	0.97	0.95	0.02	644.5	10.2	63.28	FRWY
(264, 187)	699	697	0	2	0.7	38.5	44.9	3.9	3.6	0.2	0.94	1.17	0.07	698.7	13.6	51.46	RAMP
(261, 189)	1305	1304	68	3	2.8	149.3	166.7	7.7	7.5	0.2	0.98	1.12	0.02	652.5	12.1	53.73	RAMP
(189, 265)	1304	1306	53	1	3.0	146.9	177.3	8.2	8.0	0.2	0.98	1.21	0.03	652.7	13.1	49.69	RAMP
(265, 266)	1306	1306	50	1	2.3	105.9	140.9	6.5	6.3	0.1	0.98	1.33	0.03	653.0	14.5	45.07	RAMP
(266, 267)	1306	1302	58	4	3.1	137.3	187.1	8.6	8.4	0.2	0.98	1.36	0.03	652.0	14.8	44.05	RAMP
(267, 268)	1302	1302	66	1	2.9	128.2	174.8	8.1	7.9	0.2	0.98	1.36	0.03	650.8	14.8	44.01	RAMP
(268, 269)	1302	1293	577	12	4.7	221.1	282.3	13.0	12.3	0.8	0.94	1.28	0.08	649.1	13.8	46.98	RAMP

(441, 397)	835	833	0	2	0.8	40.4	48.7	3.5	3.2	0.3	0.91	1.20	0.11	834.1	16.7	49.84	RAMP
(564, 399)	4010	4007	1901	13	8.7	531.4	522.9	7.8	7.5	0.3	0.96	0.98	0.04	801.6	13.1	60.97	FRWY
(399, 400)	3105	3108	71	4	4.0	248.9	242.2	4.7	4.5	0.2	0.95	0.97	0.05	776.8	12.6	61.66	FRWY
(269, 15)	1293	1291	170	4	2.0	86.4	121.8	5.7	4.4	1.3	0.77	1.41	0.32	698.4	16.4	42.53	RAMP
(10, 401)	1246	1246	90	3	3.2	163.1	190.9	9.2	8.6	0.6	0.94	1.17	0.08	1101.0	21.5	51.26	RAMP
(400, 10)	3108	3117	189	6	14.4	883.9	865.8	16.7	16.0	0.7	0.96	0.98	0.04	777.9	12.7	61.26	FRWY
(270, 7)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(613, 7)	1357	1356	29	1	1.0	55.0	61.9	2.7	2.7	0.1	0.97	1.13	0.03	678.2	12.7	53.25	RAMP
(7, 8)	1356	1353	261	3	1.0	56.2	63.0	2.8	2.7	0.1	0.98	1.12	0.03	451.4	8.4	53.50	FRWY
(8, 9)	1353	1352	41	1	1.0	54.6	62.9	2.8	2.7	0.1	0.97	1.15	0.04	547.8	10.5	52.09	FRWY
(9, 273)	555	555	0	0	0.5	26.1	30.8	3.3	3.3	0.1	0.98	1.18	0.03	555.0	10.9	50.77	FRWY
(273, 274)	555	554	25	1	0.6	25.8	33.9	3.7	3.6	0.1	0.98	1.31	0.02	399.0	8.7	45.68	FRWY
(9, 271)	797	796	14	1	0.9	42.5	52.4	3.9	3.9	0.1	0.98	1.23	0.03	398.2	8.2	48.72	RAMP
(271, 272)	796	796	15	0	0.8	37.5	48.7	3.7	3.6	0.0	0.99	1.30	0.01	398.0	8.6	46.29	RAMP
(415, 276)	1241	1242	0	0	1.3	53.9	77.3	3.7	3.5	0.3	0.93	1.44	0.10	864.4	20.7	41.80	FRWY
(272, 276)	796	796	39	2	1.8	80.4	109.4	8.3	8.1	0.1	0.98	1.36	0.02	397.6	9.0	44.11	RAMP
(276, 281)	2038	2036	632	3	2.5	112.3	147.2	4.3	4.0	0.4	0.92	1.31	0.11	679.2	14.8	45.78	FRWY
(937, 277)	3	3	0	0	0.0	0.1	0.2	3.9	2.3	1.6	0.60	1.42	0.58	3.0	0.1	42.12	FRWY
(264, 279)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(274, 275)	554	553	27	1	0.8	36.1	49.5	5.4	5.2	0.1	0.97	1.37	0.04	276.8	6.3	43.73	FRWY
(275, 934)	553	555	46	1	2.1	98.8	125.7	13.6	12.8	0.8	0.94	1.27	0.07	361.9	7.7	47.18	FRWY
(490, 258)	1121	1120	0	2	1.0	45.4	61.8	3.3	2.9	0.4	0.89	1.36	0.16	560.1	12.7	44.05	FRWY
(304, 259)	882	883	37	0	2.2	122.2	134.6	9.1	9.0	0.1	0.99	1.10	0.01	441.2	8.1	54.48	RAMP
(278, 490)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(27, 28)	1294	1295	28	1	1.8	115.2	110.0	5.1	5.0	0.1	0.97	0.96	0.03	431.2	6.9	62.81	FRWY

CENTENNIAL 2018 ALT-A PM PEAK

(28, 29)	1295	1294	22	1	1.6	99.3	93.8	4.3	4.3	0.1	0.98	0.94	0.02	431.5	6.8	63.50	FRWY
(29, 30)	1294	1289	22	5	1.8	112.0	105.7	4.9	4.8	0.1	0.98	0.94	0.02	430.6	6.8	63.59	FRWY
(30, 31)	1289	1288	26	3	1.7	109.2	103.1	4.8	4.7	0.1	0.98	0.94	0.02	429.8	6.8	63.54	FRWY
(23, 24)	3166	3167	1164	6	6.1	380.3	365.9	6.9	6.7	0.3	0.96	0.96	0.04	791.8	12.7	62.36	FRWY
(31, 32)	1288	1288	12	3	1.4	88.8	84.0	3.9	3.8	0.1	0.98	0.95	0.02	429.6	6.8	63.48	FRWY
(283, 632)	1870	1869	83	2	4.7	246.8	279.1	9.0	8.6	0.3	0.96	1.13	0.04	934.7	17.6	53.05	RAMP
(284, 283)	1871	1870	88	4	5.0	267.3	301.7	9.7	9.4	0.3	0.97	1.13	0.04	936.1	17.6	53.16	RAMP
(285, 284)	1873	1871	68	2	3.6	189.3	213.5	6.8	6.6	0.2	0.97	1.13	0.04	936.0	17.6	53.22	RAMP
(286, 285)	1869	1873	115	6	6.1	324.5	365.2	11.7	11.4	0.4	0.97	1.13	0.03	935.1	17.5	53.30	RAMP
(27, 286)	1869	1869	118	2	4.8	254.0	286.4	9.2	8.9	0.3	0.97	1.13	0.04	935.1	17.6	53.21	RAMP
(596, 111)	1678	1681	148	0	3.7	199.7	224.2	8.0	7.8	0.2	0.97	1.12	0.03	839.6	15.7	53.45	RAMP
(673, 675)	886	885	0	2	1.3	67.8	79.5	5.4	5.0	0.4	0.93	1.17	0.08	885.7	17.3	51.12	FRWY
(675, 287)	1631	1633	147	2	4.4	231.8	261.4	9.6	9.3	0.3	0.97	1.13	0.03	816.1	15.3	53.21	FRWY
(287, 289)	1633	1635	106	3	4.4	232.0	261.7	9.6	9.3	0.3	0.97	1.13	0.03	816.8	15.4	53.21	FRWY
(289, 294)	1635	1633	107	11	5.9	311.7	351.9	12.9	12.5	0.4	0.97	1.13	0.03	817.0	15.4	53.13	FRWY
(294, 296)	1633	1632	104	8	5.3	281.4	318.0	11.7	11.3	0.4	0.97	1.13	0.03	817.2	15.4	53.09	FRWY
(296, 297)	1632	1635	111	0	8.0	421.5	477.7	17.5	17.0	0.6	0.97	1.13	0.04	816.9	15.4	52.94	FRWY
(297, 601)	1635	1636	125	0	4.4	234.4	266.6	9.8	9.4	0.4	0.96	1.14	0.04	817.5	15.5	52.75	RAMP
(282, 346)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(297, 352)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY

NETWORK STATISTICS

VEHICLE-MILES = 202775.4, VEHICLE-MINUTES = 204267.5, MOVING/TOTAL TRIP TIME = 0.946,

CENTENNIAL 2018 ALT-A PM PEAK

AVERAGE CONTENT = 3404.5, CURRENT CONTENT = 3411.0, SPEED(MPH) = 59.56,

TOTAL DELAY (VEH-MIN) = 11014.86, TRAVEL TIME (MIN)/VEH-MILE = 1.01, DELAY TIME (MIN)/ VEH-MILE = 0.05

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

LINK	LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	VOLUME OF CONT	VOLUME VEH/HR	TOTAL VIOLATORS	SEC./VEHICLE MOVE TIME	SEC./VEHICLE DELAY TIME	SEC./VEHICLE TOTAL TIME	SEC./PERSON MOVE TIME	SEC./PERSON DELAY TIME	SEC./PERSON TOTAL TIME	SPEED MILES/HR
(153, 96)	1	SOV	---	---	1	699.4	-----	14.5	13.5	1.0	11.2	10.4	0.8	61.18
(153, 96)	2	SOV	---	---	6	1695.3	-----	14.8	14.1	0.7	11.5	10.9	0.6	59.86
(153, 96)	3	SOV	---	---	4	1088.5	-----	13.8	13.4	0.3	10.6	10.3	0.3	64.46
(153, 96)	4	SOV	---	---	1	590.0	-----	13.5	13.3	0.2	10.4	10.2	0.2	65.54
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	3	1395.5	-----	15.0	14.3	0.7	11.6	11.1	0.5	58.92
(563, 98)	1	SOV	---	---	8	1801.7	-----	17.6	16.0	1.6	13.6	12.4	1.3	57.99
(563, 98)	2	SOV	---	---	4	985.5	-----	17.3	16.1	1.1	13.4	12.5	0.9	59.28
(563, 98)	3	SOV	---	---	4	765.9	-----	15.9	15.6	0.4	12.3	12.0	0.3	64.20
(563, 98)	4	SOV	---	---	3	538.3	-----	15.5	15.2	0.3	11.9	11.7	0.2	65.93
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	4	538.7	-----	29.6	29.2	0.5	23.0	22.7	0.4	65.34
(154, 101)	2	SOV	---	---	10	1064.7	-----	30.7	30.0	0.7	23.8	23.3	0.5	63.15
(154, 101)	3	SOV	---	---	9	968.4	-----	29.9	29.4	0.5	23.1	22.8	0.4	64.81
(154, 101)	4	SOV	---	---	6	975.2	-----	30.9	30.2	0.6	23.7	23.2	0.5	62.73
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	11	2032.7	-----	12.4	8.4	4.0	9.6	6.5	3.1	43.90
(103, 104)	2	SOV	---	---	4	1721.0	-----	9.4	8.4	1.0	7.3	6.5	0.8	58.20
(103, 104)	3	SOV	---	---	0	1191.6	-----	8.5	8.2	0.3	6.6	6.4	0.2	63.94
(103, 104)	4	SOV	---	---	1	818.0	-----	8.7	8.4	0.2	6.7	6.5	0.2	63.02
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	0	180.3	-----	14.0	11.9	2.1	10.8	9.2	1.7	38.90
(158, 105)	1	SOV	---	---	22	2867.7	-----	20.7	16.0	4.7	16.0	12.4	3.6	49.41
(158, 105)	2	SOV	---	---	13	1902.1	-----	17.4	15.9	1.5	13.4	12.3	1.1	58.92
(158, 105)	3	SOV	---	---	4	1431.8	-----	16.0	15.5	0.5	12.3	11.9	0.4	63.95
(158, 105)	4	SOV	---	---	4	805.2	-----	16.0	15.6	0.4	12.3	12.0	0.3	64.02
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	9	598.2	-----	23.0	22.4	0.5	17.7	17.3	0.4	65.17
(128, 97)	2	SOV	---	---	11	1153.9	-----	24.8	24.0	0.8	19.3	18.7	0.6	60.24

(128, 97)	3	SOV	---	---	10	978.8	-----	23.1	22.7	0.4	17.8	17.5	0.3	64.75
(128, 97)	4	SOV	---	---	4	663.2	-----	22.7	22.3	0.4	17.5	17.2	0.3	65.80
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	9	1996.5	-----	15.1	13.8	1.3	11.7	10.7	1.0	58.84
(156, 102)	2	SOV	---	---	7	1329.8	-----	14.2	13.6	0.6	11.0	10.5	0.5	62.41
(156, 102)	3	SOV	---	---	3	998.2	-----	13.7	13.4	0.3	10.6	10.4	0.3	64.47
(156, 102)	4	SOV	---	---	5	779.9	-----	14.1	13.8	0.3	10.9	10.6	0.3	62.79
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	9	SOV	---	---	2	196.5	-----	15.4	14.6	0.8	11.9	11.3	0.6	57.58
(109,7001)	1	SOV	---	---	0	1228.0	-----	2.2	2.2	0.1	1.7	1.7	0.0	52.09
(109,7001)	2	SOV	---	---	0	475.0	-----	2.1	2.0	0.0	1.6	1.6	0.0	56.33
(102, 103)	1	SOV	---	---	6	1325.6	-----	25.5	24.0	1.4	19.7	18.6	1.1	60.82
(102, 103)	2	SOV	---	---	7	1381.4	-----	24.6	23.8	0.8	19.1	18.4	0.6	62.92
(102, 103)	3	SOV	---	---	9	1085.6	-----	23.9	23.4	0.5	18.5	18.1	0.4	64.68
(102, 103)	4	SOV	---	---	4	792.8	-----	24.6	24.0	0.6	18.9	18.5	0.4	63.01
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	1	402.0	-----	2.7	2.7	0.0	2.1	2.1	0.0	54.64
(160,7002)	2	SOV	---	---	0	314.0	-----	2.7	2.7	0.0	2.1	2.1	0.0	54.46
(7003, 106)	1	SOV	---	---	0	681.0	-----	8.9	6.5	2.3	6.8	5.0	1.8	33.87
(7003, 106)	2	SOV	---	---	0	739.7	-----	8.6	6.4	2.2	6.7	4.9	1.7	34.72
(106, 103)	1	SOV	---	---	1	1111.1	-----	11.3	7.8	3.5	8.7	6.0	2.7	37.18
(106, 103)	2	SOV	---	---	0	245.7	-----	18.1	8.7	9.4	14.0	6.7	7.3	23.10
(7004, 107)	1	SOV	---	---	0	560.1	-----	4.2	3.0	1.2	3.3	2.3	1.0	40.88
(7004, 107)	2	SOV	---	---	0	595.0	-----	3.8	3.1	0.7	3.0	2.4	0.5	45.09
(107, 104)	1	SOV	---	---	0	649.0	-----	8.9	6.3	2.6	6.9	4.9	2.0	37.85
(107, 104)	2	SOV	---	---	0	426.9	-----	8.7	6.2	2.5	6.7	4.8	1.9	38.66
(110, 109)	1	SOV	---	---	1	1242.0	-----	2.4	2.3	0.1	1.9	1.8	0.1	52.37
(110, 109)	2	SOV	---	---	0	461.4	-----	2.3	2.2	0.0	1.7	1.7	0.0	56.32
(96, 110)	1	SOV	---	---	0	1281.5	-----	1.7	1.7	0.1	1.3	1.3	0.0	52.48
(96, 110)	2	SOV	---	---	0	421.3	-----	1.6	1.6	0.0	1.2	1.2	0.0	56.45
(127, 97)	1	SOV	---	---	6	630.4	-----	11.9	7.8	4.1	9.2	6.0	3.2	33.97
(127, 97)	2	SOV	---	---	1	73.1	-----	25.1	8.2	16.9	19.4	6.3	13.1	16.10
(96, 128)	1	SOV	---	---	6	808.9	-----	16.4	15.8	0.6	12.7	12.2	0.4	62.41
(96, 128)	2	SOV	---	---	8	1346.2	-----	16.9	16.3	0.6	13.1	12.6	0.5	60.56
(96, 128)	3	SOV	---	---	3	1005.0	-----	15.7	15.5	0.3	12.1	11.9	0.2	65.03
(96, 128)	4	SOV	---	---	6	606.4	-----	15.5	15.3	0.2	12.0	11.8	0.2	65.84
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(128, 129)	1	SOV	---	---	2	345.6	-----	11.8	11.3	0.4	9.1	8.7	0.3	52.48
(128, 129)	2	SOV	---	---	0	16.0	-----	12.9	10.7	2.2	10.0	8.3	1.7	47.70
(132, 130)	1	SOV	---	---	4	1673.6	-----	9.9	8.3	1.6	7.7	6.4	1.2	53.98
(132, 130)	2	SOV	---	---	2	1385.8	-----	8.8	8.3	0.5	6.8	6.5	0.4	60.69
(132, 130)	3	SOV	---	---	2	1086.4	-----	8.3	8.1	0.2	6.4	6.3	0.1	64.46
(132, 130)	4	SOV	---	---	1	737.9	-----	8.2	8.1	0.2	6.3	6.2	0.1	64.92
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	1	73.4	-----	13.4	10.2	3.2	10.3	7.9	2.5	39.94
(131, 130)	1	SOV	---	---	0	508.0	-----	3.1	2.9	0.2	2.4	2.2	0.2	50.18
(151, 132)	1	SOV	---	---	6	1179.6	-----	16.8	15.8	1.0	13.0	12.2	0.7	60.60
(151, 132)	2	SOV	---	---	6	1307.8	-----	16.4	15.8	0.6	12.8	12.3	0.5	61.82
(151, 132)	3	SOV	---	---	3	1020.2	-----	15.7	15.4	0.3	12.1	11.9	0.2	64.56
(151, 132)	4	SOV	---	---	0	692.4	-----	15.7	15.3	0.3	12.1	11.8	0.3	64.89
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	7	1329.0	-----	14.1	13.1	0.9	10.9	10.2	0.7	59.58
(105, 137)	2	SOV	---	---	9	1888.2	-----	13.8	13.1	0.7	10.7	10.1	0.6	60.73
(105, 137)	3	SOV	---	---	7	1534.3	-----	13.1	12.7	0.4	10.1	9.8	0.3	64.02
(105, 137)	4	SOV	---	---	2	902.7	-----	13.0	12.7	0.4	10.0	9.8	0.3	64.21
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	1	1244.7	-----	6.7	6.4	0.3	5.2	4.9	0.2	52.53
(98, 138)	2	SOV	---	---	0	0.1	-----	6.7	-5.8	12.5	5.2	-4.5	9.7	52.31
(138, 139)	1	SOV	---	---	0	1178.9	-----	2.6	2.5	0.1	2.0	1.9	0.1	53.28
(138, 139)	2	SOV	---	---	0	66.1	-----	2.6	2.3	0.3	2.0	1.8	0.2	52.83
(141, 140)	1	SOV	---	---	1	303.3	-----	11.3	6.0	5.3	8.7	4.6	4.1	25.57
(141, 140)	2	SOV	---	---	3	1440.3	-----	8.2	5.2	3.1	6.3	4.0	2.4	35.16
(140, 101)	1	SOV	---	---	7	1689.7	-----	11.3	9.3	2.1	8.8	7.2	1.6	44.92
(140, 101)	2	SOV	---	---	0	68.1	-----	12.8	12.8	0.0	9.9	9.9	0.0	39.68
(105, 143)	1	SOV	---	---	2	1299.7	-----	5.0	4.0	1.0	3.9	3.1	0.8	42.08
(7005, 127)	1	SOV	---	---	1	519.9	-----	3.0	1.3	1.7	2.3	1.0	1.3	23.17
(7005, 127)	2	SOV	---	---	1	331.1	-----	2.4	1.4	1.0	1.8	1.1	0.8	29.88
(129,7006)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(129,7006)	2	SOV	---	---	0	362.0	-----	4.0	3.4	0.5	3.1	2.7	0.4	40.42
(147, 148)	1	SOV	---	---	0	838.8	-----	6.0	5.7	0.3	4.6	4.4	0.3	47.18
(148, 137)	1	SOV	---	---	0	841.0	-----	4.1	3.9	0.3	3.2	3.0	0.2	50.59

(163, 149)	1	SOV	---	---	13	1003.7	-----	33.2	32.5	0.7	25.8	25.3	0.5	64.64
(163, 149)	2	SOV	---	---	11	1316.7	-----	34.0	33.2	0.8	26.3	25.7	0.6	63.20
(163, 149)	3	SOV	---	---	14	1144.6	-----	33.3	32.8	0.5	25.8	25.4	0.4	64.39
(163, 149)	4	SOV	---	---	13	1232.8	-----	33.8	33.2	0.6	26.0	25.5	0.5	63.43
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	11	1968.7	-----	13.7	12.6	1.1	10.6	9.7	0.8	59.47
(311, 150)	2	SOV	---	---	6	1251.6	-----	13.2	12.7	0.5	10.2	9.8	0.4	61.71
(311, 150)	3	SOV	---	---	4	934.6	-----	12.6	12.4	0.2	9.7	9.5	0.2	64.54
(311, 150)	4	SOV	---	---	5	645.0	-----	12.6	12.3	0.3	9.7	9.5	0.2	64.65
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	0	734.8	-----	2.5	2.3	0.3	2.0	1.8	0.2	53.99
(152, 153)	2	SOV	---	---	1	1811.9	-----	2.4	2.1	0.3	1.8	1.6	0.2	57.08
(152, 153)	3	SOV	---	---	0	909.5	-----	2.2	2.0	0.1	1.7	1.6	0.1	62.73
(152, 153)	4	HOV	0	542	0	393.8	393.8	2.1	2.0	0.0	1.6	1.6	0.0	65.25
(152, 153)	9	SOV	---	---	4	1614.6	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.35
(130, 152)	1	SOV	---	---	4	1755.9	-----	15.8	13.8	2.0	12.2	10.6	1.6	56.06
(130, 152)	2	SOV	---	---	10	1881.4	-----	15.2	13.8	1.4	11.7	10.7	1.1	58.40
(130, 152)	3	SOV	---	---	3	1107.8	-----	13.9	13.4	0.5	10.7	10.3	0.3	63.93
(130, 152)	4	SOV	---	---	2	688.2	-----	13.7	13.3	0.3	10.5	10.3	0.2	64.92
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	32.7	-----	19.1	14.3	4.8	14.7	11.0	3.7	46.37
(100, 154)	1	SOV	---	---	2	477.1	-----	17.3	17.2	0.1	13.5	13.4	0.1	65.46
(100, 154)	2	SOV	---	---	5	1176.3	-----	17.6	17.4	0.2	13.7	13.5	0.2	64.11
(100, 154)	3	SOV	---	---	4	867.6	-----	17.4	17.3	0.2	13.5	13.4	0.1	64.84
(100, 154)	4	SOV	---	---	6	1064.1	-----	17.8	17.6	0.2	13.7	13.5	0.2	63.63
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	14	1865.1	-----	16.4	13.6	2.7	12.7	10.5	2.1	54.16
(101, 155)	2	SOV	---	---	6	1308.6	-----	14.6	13.7	1.0	11.3	10.6	0.7	60.63
(101, 155)	3	SOV	---	---	5	1103.2	-----	13.8	13.4	0.4	10.7	10.4	0.3	64.18
(101, 155)	4	SOV	---	---	4	937.4	-----	14.3	13.9	0.4	11.0	10.7	0.3	62.17
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	1	87.4	-----	21.9	16.9	5.1	17.0	13.0	3.9	40.45
(155, 156)	1	SOV	---	---	0	1941.9	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.78
(155, 156)	2	SOV	---	---	1	1434.1	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.20
(155, 156)	3	SOV	---	---	0	1103.6	-----	2.1	2.1	0.1	1.6	1.6	0.0	64.05
(155, 156)	4	SOV	---	---	0	817.0	-----	2.2	2.1	0.1	1.7	1.6	0.0	62.35
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	15	2475.1	-----	21.9	15.9	6.1	17.0	12.3	4.7	46.62
(104, 157)	2	SOV	---	---	14	2099.1	-----	18.1	15.9	2.2	14.0	12.3	1.7	56.47
(104, 157)	3	SOV	---	---	7	1463.9	-----	16.3	15.5	0.8	12.6	11.9	0.6	62.70
(104, 157)	4	SOV	---	---	7	866.1	-----	16.3	15.7	0.6	12.5	12.1	0.5	62.82
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(104, 157)	9	SOV	---	---	0	98.5	-----	26.1	22.7	3.4	20.2	17.6	2.6	39.13
(157, 158)	1	SOV	---	---	2	3050.3	-----	2.7	2.1	0.6	2.1	1.6	0.5	50.00
(157, 158)	2	SOV	---	---	0	1882.5	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.36
(157, 158)	3	SOV	---	---	1	1324.3	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.67
(157, 158)	4	SOV	---	---	0	744.7	-----	2.1	2.1	0.1	1.6	1.6	0.0	63.63
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	1	SOV	---	---	9	2599.3	-----	13.5	9.8	3.7	10.4	7.6	2.8	47.20
(137, 159)	2	SOV	---	---	5	1723.5	-----	10.9	9.9	1.0	8.4	7.6	0.8	58.45
(137, 159)	3	SOV	---	---	4	1307.1	-----	10.0	9.6	0.3	7.7	7.4	0.3	63.79
(137, 159)	4	SOV	---	---	1	761.5	-----	9.8	9.6	0.2	7.5	7.4	0.2	64.88
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	0	101.0	-----	14.8	12.3	2.5	11.4	9.5	2.0	42.98
(150, 151)	1	SOV	---	---	5	1882.7	-----	8.3	7.7	0.7	6.5	6.0	0.5	58.63
(150, 151)	2	SOV	---	---	1	1285.5	-----	7.9	7.6	0.3	6.1	5.9	0.2	61.80
(150, 151)	3	SOV	---	---	1	979.1	-----	7.6	7.4	0.2	5.8	5.7	0.1	64.54
(150, 151)	4	SOV	---	---	0	659.0	-----	7.6	7.4	0.2	5.8	5.7	0.1	64.70
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	12	1493.7	-----	37.0	35.1	1.9	28.6	27.2	1.5	60.40
(325, 95)	2	SOV	---	---	14	1401.9	-----	36.8	35.4	1.4	28.4	27.3	1.1	60.74
(325, 95)	3	SOV	---	---	18	1356.0	-----	35.1	34.1	1.0	27.1	26.4	0.8	63.61
(325, 95)	4	SOV	---	---	15	1150.9	-----	34.3	33.2	1.1	26.4	25.6	0.8	65.10
(325, 95)	5	HOV	17	17	0	17.0	17.0	34.0	33.7	0.3	26.4	26.1	0.3	65.70
(102, 160)	1	SOV	---	---	0	400.0	-----	5.2	5.2	0.0	4.1	4.0	0.0	54.55
(102, 160)	2	SOV	---	---	0	315.3	-----	5.3	5.2	0.1	4.1	4.0	0.1	54.28
(98, 99)	1	SOV	---	---	1	718.7	-----	24.5	23.5	0.9	18.9	18.2	0.7	62.46
(98, 99)	2	SOV	---	---	2	875.5	-----	24.9	24.2	0.7	19.4	18.8	0.5	61.35
(98, 99)	3	SOV	---	---	5	730.7	-----	23.7	23.4	0.3	18.3	18.0	0.3	64.49
(98, 99)	4	SOV	---	---	3	519.8	-----	23.1	22.8	0.3	17.8	17.5	0.3	66.19
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	2	729.0	-----	16.1	15.6	0.5	12.4	12.0	0.4	62.88
(99, 164)	2	SOV	---	---	3	844.7	-----	16.4	16.0	0.4	12.8	12.4	0.3	61.43
(99, 164)	3	SOV	---	---	3	744.3	-----	15.6	15.4	0.2	12.0	11.9	0.2	64.57
(99, 164)	4	SOV	---	---	2	528.4	-----	15.3	15.1	0.2	11.8	11.6	0.2	66.15
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	1	648.4	-----	8.3	8.2	0.1	6.4	6.4	0.0	48.18
(295, 200)	2	SOV	---	---	0	626.9	-----	8.4	8.3	0.1	6.5	6.4	0.1	47.60
(295, 200)	9	SOV	---	---	0	68.8	-----	8.9	8.7	0.2	6.9	6.7	0.2	44.78
(203, 201)	1	SOV	---	---	0	748.9	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.57
(203, 201)	2	SOV	---	---	1	745.5	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.88

(200, 199)	1	SOV	---	---	0	577.8	-----	6.6	6.6	0.1	5.1	5.1	0.0	44.95
(200, 199)	2	SOV	---	---	2	642.3	-----	6.7	6.6	0.0	5.2	5.1	0.0	44.46
(179, 178)	1	SOV	---	---	1	783.1	-----	6.3	6.1	0.2	4.9	4.7	0.2	53.75
(179, 178)	2	SOV	---	---	1	776.4	-----	6.4	6.2	0.2	4.9	4.8	0.2	53.26
(180, 179)	1	SOV	---	---	5	767.6	-----	12.7	12.4	0.2	9.8	9.6	0.2	53.87
(180, 179)	2	SOV	---	---	2	783.4	-----	12.8	12.5	0.3	9.9	9.6	0.2	53.38
(180, 179)	9	SOV	---	---	0	6.1	-----	12.8	12.5	0.3	9.9	9.6	0.2	53.44
(181, 180)	1	SOV	---	---	1	653.9	-----	6.3	6.2	0.1	4.8	4.8	0.1	54.20
(181, 180)	2	SOV	---	---	1	783.8	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.48
(199, 198)	1	SOV	---	---	1	553.6	-----	8.3	8.1	0.2	6.4	6.3	0.1	44.92
(199, 198)	2	SOV	---	---	3	667.0	-----	8.4	8.3	0.2	6.5	6.4	0.1	44.40
(198, 197)	1	SOV	---	---	6	731.8	-----	15.8	15.0	0.8	12.2	11.6	0.6	52.24
(198, 197)	2	SOV	---	---	3	716.2	-----	15.8	15.2	0.6	12.2	11.7	0.5	52.29
(198, 197)	9	SOV	---	---	0	9.1	-----	18.7	17.7	0.9	14.5	13.7	0.7	44.30
(197, 196)	1	SOV	---	---	5	981.9	-----	19.3	18.6	0.7	14.9	14.4	0.5	52.92
(197, 196)	2	SOV	---	---	6	785.9	-----	19.0	18.6	0.4	14.7	14.4	0.3	53.78
(197, 196)	9	SOV	---	---	0	11.0	-----	23.1	21.3	1.8	17.9	16.5	1.4	44.22
(196, 195)	1	SOV	---	---	8	939.1	-----	33.2	32.2	1.0	25.6	24.9	0.8	53.05
(196, 195)	2	SOV	---	---	10	836.1	-----	32.7	31.9	0.8	25.3	24.7	0.6	53.81
(182, 181)	1	SOV	---	---	2	611.0	-----	21.6	21.3	0.3	16.7	16.4	0.3	53.87
(182, 181)	2	SOV	---	---	4	824.7	-----	21.6	21.2	0.4	16.7	16.4	0.3	53.86
(183, 182)	1	SOV	---	---	8	1675.9	-----	19.6	18.7	1.0	15.2	14.4	0.8	52.10
(183, 182)	2	SOV	---	---	5	869.2	-----	18.9	18.5	0.4	14.6	14.3	0.3	54.07
(184, 183)	1	SOV	---	---	10	1398.1	-----	24.4	23.9	0.5	18.8	18.4	0.4	53.64
(184, 183)	2	SOV	---	---	10	1169.3	-----	24.1	23.8	0.4	18.6	18.3	0.3	54.26
(205, 204)	1	SOV	---	---	2	323.3	-----	2.8	2.8	0.0	2.2	2.2	0.0	44.20
(204, 197)	1	SOV	---	---	0	322.1	-----	4.8	4.7	0.1	3.7	3.6	0.0	44.15
(182, 193)	1	SOV	---	---	3	551.3	-----	7.5	6.3	1.1	5.8	4.9	0.9	53.69
(182, 193)	2	SOV	---	---	1	560.8	-----	6.8	6.2	0.7	5.3	4.8	0.5	58.60
(193, 194)	1	SOV	---	---	0	223.5	-----	4.4	3.8	0.7	3.5	2.9	0.5	58.44
(193, 194)	2	SOV	---	---	0	887.0	-----	4.3	4.0	0.3	3.3	3.1	0.2	60.31
(193, 194)	3	SOV	---	---	0	0.4	-----	5.0	1.4	3.6	3.8	1.1	2.8	52.41
(208, 209)	1	SOV	---	---	0	118.0	-----	6.6	6.3	0.3	5.1	4.9	0.3	46.78

(207, 198)	1	SOV	---	---	0	237.0	-----	5.3	5.1	0.2	4.1	4.0	0.1	42.71
(206, 207)	1	SOV	---	---	0	237.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	36.61
(200, 210)	1	SOV	---	---	0	125.3	-----	4.2	4.2	0.1	3.3	3.2	0.1	43.97
(210, 211)	1	SOV	---	---	0	126.0	-----	3.6	3.6	0.0	2.8	2.8	0.0	41.00
(178, 202)	1	SOV	---	---	0	791.7	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.48
(178, 202)	2	SOV	---	---	0	769.3	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.19
(139,7009)	1	SOV	---	---	0	1134.0	-----	2.1	2.1	0.1	1.6	1.6	0.0	53.05
(139,7009)	2	SOV	---	---	0	111.0	-----	2.0	2.0	0.1	1.6	1.5	0.1	55.50
(7010, 141)	1	SOV	---	---	0	925.2	-----	6.5	5.4	1.2	5.1	4.1	0.9	45.22
(7010, 141)	2	SOV	---	---	0	915.1	-----	6.4	5.2	1.1	4.9	4.0	0.9	46.41
(211,7011)	1	SOV	---	---	0	126.0	-----	4.7	4.6	0.1	3.7	3.6	0.1	34.37
(7012, 206)	1	SOV	---	---	0	276.8	-----	2.3	2.1	0.2	1.8	1.7	0.1	33.35
(7014, 205)	1	SOV	---	---	0	348.2	-----	4.0	3.8	0.2	3.1	2.9	0.2	42.54
(194,7015)	1	SOV	---	---	0	252.0	-----	2.1	1.8	0.3	1.6	1.4	0.3	54.60
(194,7015)	2	SOV	---	---	1	851.3	-----	2.1	1.9	0.2	1.6	1.4	0.2	55.51
(194,7015)	3	SOV	---	---	0	7.0	-----	2.4	1.9	0.5	1.8	1.5	0.3	49.09
(201, 295)	1	SOV	---	---	2	677.5	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.56
(201, 295)	2	SOV	---	---	2	665.0	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.53
(149, 298)	1	SOV	---	---	8	1449.5	-----	16.3	15.6	0.7	12.6	12.1	0.5	62.85
(149, 298)	2	SOV	---	---	4	1092.6	-----	16.3	15.9	0.4	12.6	12.3	0.3	62.73
(149, 298)	3	SOV	---	---	4	1120.7	-----	15.9	15.6	0.3	12.3	12.0	0.3	64.37
(149, 298)	4	SOV	---	---	7	1003.8	-----	16.3	15.9	0.4	12.6	12.2	0.3	62.56
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	3	1754.2	-----	8.4	5.7	2.7	6.5	4.4	2.1	45.07
(533, 299)	2	SOV	---	---	2	1306.3	-----	6.5	5.8	0.6	5.0	4.5	0.5	58.62
(533, 299)	3	SOV	---	---	2	1182.6	-----	6.0	5.8	0.2	4.6	4.5	0.2	63.55
(533, 299)	4	SOV	---	---	2	994.8	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.22
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	1	213.5	-----	10.7	8.4	2.3	8.3	6.5	1.8	35.24
(299, 300)	1	SOV	---	---	4	2036.7	-----	18.3	15.8	2.4	14.1	12.2	1.9	56.02
(299, 300)	2	SOV	---	---	3	1660.4	-----	17.1	15.8	1.3	13.3	12.2	1.0	59.76
(299, 300)	3	SOV	---	---	3	1327.8	-----	16.2	15.6	0.7	12.5	12.0	0.5	63.11
(299, 300)	4	SOV	---	---	7	1021.3	-----	16.5	15.9	0.6	12.7	12.2	0.5	62.12
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	0	38.1	-----	21.2	17.4	3.8	16.4	13.4	3.0	48.24

(300, 301)	1	SOV	---	---	9	1896.7	-----	29.2	27.3	1.9	22.6	21.2	1.4	60.60
(300, 301)	2	SOV	---	---	10	1706.9	-----	28.6	27.3	1.3	22.2	21.1	1.0	61.86
(300, 301)	3	SOV	---	---	10	1428.1	-----	27.9	26.9	1.0	21.6	20.8	0.8	63.44
(300, 301)	4	SOV	---	---	7	1059.8	-----	28.4	27.4	1.1	21.9	21.0	0.8	62.26
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	2	944.4	-----	13.8	13.0	0.8	10.7	10.1	0.6	61.61
(301, 302)	2	SOV	---	---	5	1458.5	-----	13.7	13.1	0.6	10.6	10.1	0.4	62.31
(301, 302)	3	SOV	---	---	5	1451.9	-----	13.8	13.0	0.8	10.6	10.0	0.6	61.92
(301, 302)	4	HOV	0	943	3	563.1	563.1	13.6	13.1	0.5	10.5	10.1	0.4	62.53
(301, 302)	9	SOV	---	---	6	1673.3	-----	14.1	13.3	0.9	10.9	10.3	0.7	60.28
(302, 303)	1	SOV	---	---	14	1866.4	-----	17.1	15.7	1.4	13.3	12.2	1.1	59.69
(302, 303)	2	SOV	---	---	7	1289.1	-----	16.5	15.8	0.7	12.8	12.2	0.5	61.94
(302, 303)	3	SOV	---	---	5	1068.4	-----	16.1	15.6	0.5	12.5	12.1	0.4	63.40
(302, 303)	4	SOV	---	---	3	808.0	-----	16.3	15.7	0.6	12.6	12.1	0.4	62.70
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	9	SOV	---	---	3	443.5	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.66
(302, 303)	10	SOV	---	---	7	613.2	-----	17.4	16.3	1.1	13.5	12.6	0.8	58.76
(303, 304)	1	SOV	---	---	7	1675.7	-----	11.5	10.8	0.7	8.9	8.4	0.5	60.00
(303, 304)	2	SOV	---	---	6	1288.7	-----	11.0	10.6	0.3	8.5	8.2	0.3	62.65
(303, 304)	3	SOV	---	---	6	1047.7	-----	10.7	10.5	0.3	8.3	8.1	0.2	64.19
(303, 304)	4	SOV	---	---	4	803.4	-----	10.9	10.6	0.3	8.4	8.2	0.3	62.86
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	9	SOV	---	---	3	440.5	-----	11.4	11.1	0.3	8.8	8.6	0.2	60.17
(304, 305)	1	SOV	---	---	4	1444.0	-----	10.4	9.7	0.7	8.1	7.5	0.5	59.87
(304, 305)	2	SOV	---	---	4	1027.9	-----	9.9	9.5	0.4	7.7	7.3	0.3	62.80
(304, 305)	3	SOV	---	---	2	695.4	-----	9.8	9.5	0.3	7.6	7.3	0.2	63.54
(304, 305)	4	HOV	0	641	1	112.9	112.9	9.8	9.5	0.3	7.5	7.3	0.2	63.62
(304, 305)	9	SOV	---	---	3	1089.9	-----	10.1	9.6	0.5	7.8	7.4	0.4	61.64
(305, 306)	1	SOV	---	---	2	418.0	-----	16.2	15.3	0.8	12.5	11.9	0.6	63.23
(305, 306)	2	SOV	---	---	4	1341.6	-----	16.6	16.1	0.5	12.9	12.5	0.4	61.43
(305, 306)	3	SOV	---	---	3	984.1	-----	15.8	15.5	0.3	12.2	12.0	0.2	64.71
(305, 306)	4	SOV	---	---	2	649.8	-----	16.1	15.6	0.4	12.4	12.0	0.3	63.71
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	3	978.2	-----	17.0	16.5	0.5	13.1	12.7	0.4	60.18
(306, 307)	1	SOV	---	---	0	409.8	-----	19.3	19.0	0.3	14.9	14.7	0.3	66.42
(306, 307)	2	SOV	---	---	5	1148.4	-----	21.0	20.3	0.7	16.3	15.8	0.5	61.03
(306, 307)	3	SOV	---	---	7	978.1	-----	19.8	19.5	0.4	15.3	15.0	0.3	64.67
(306, 307)	4	SOV	---	---	2	690.6	-----	20.1	19.5	0.5	15.4	15.0	0.4	63.88
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	1	SOV	---	---	5	1029.6	-----	7.8	7.0	0.8	6.0	5.4	0.6	59.16
(187, 310)	2	SOV	---	---	3	1102.7	-----	7.6	7.3	0.3	5.9	5.7	0.2	60.54

(187, 310)	3	SOV	---	---	2	991.2	-----	7.2	7.0	0.2	5.5	5.4	0.1	64.25
(187, 310)	4	SOV	---	---	0	731.9	-----	7.2	7.0	0.2	5.5	5.4	0.1	64.14
(187, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	9	SOV	---	---	1	58.4	-----	9.7	8.2	1.5	7.5	6.3	1.2	47.35
(310, 311)	1	SOV	---	---	11	1823.6	-----	17.6	15.7	1.9	13.6	12.1	1.4	58.17
(310, 311)	2	SOV	---	---	7	1228.9	-----	16.9	16.1	0.8	13.1	12.5	0.6	60.69
(310, 311)	3	SOV	---	---	6	999.8	-----	16.0	15.6	0.4	12.3	12.0	0.3	64.11
(310, 311)	4	SOV	---	---	3	702.3	-----	16.0	15.5	0.4	12.3	11.9	0.3	64.12
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	0	52.4	-----	20.0	17.9	2.1	15.5	13.9	1.6	51.10
(159, 312)	1	SOV	---	---	3	2609.0	-----	7.3	6.0	1.3	5.7	4.7	1.0	52.80
(159, 312)	2	SOV	---	---	0	1698.7	-----	6.5	6.0	0.5	5.1	4.7	0.4	59.02
(159, 312)	3	SOV	---	---	1	1373.1	-----	6.1	5.9	0.2	4.7	4.5	0.2	63.76
(159, 312)	4	SOV	---	---	0	811.6	-----	6.0	5.8	0.1	4.6	4.5	0.1	64.96
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	9	2515.0	-----	11.2	10.1	1.2	8.7	7.8	0.9	56.62
(312, 313)	2	SOV	---	---	5	1711.4	-----	10.4	9.9	0.5	8.1	7.7	0.4	60.92
(312, 313)	3	SOV	---	---	3	1404.4	-----	9.9	9.7	0.3	7.6	7.4	0.2	64.15
(312, 313)	4	SOV	---	---	2	864.4	-----	9.8	9.5	0.2	7.5	7.3	0.2	64.94
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(248, 314)	1	SOV	---	---	11	1974.9	-----	17.4	16.1	1.3	13.5	12.5	1.0	58.82
(248, 314)	2	SOV	---	---	4	1284.6	-----	16.6	16.0	0.6	12.8	12.4	0.5	61.62
(248, 314)	3	SOV	---	---	5	1148.9	-----	15.9	15.5	0.3	12.2	12.0	0.3	64.38
(248, 314)	4	SOV	---	---	3	749.9	-----	15.7	15.3	0.4	12.1	11.8	0.3	65.20
(248, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	1	831.4	-----	8.2	7.8	0.4	6.4	6.0	0.3	60.41
(314, 315)	2	SOV	---	---	3	1226.0	-----	8.0	7.8	0.3	6.2	6.0	0.2	61.61
(314, 315)	3	SOV	---	---	1	1144.9	-----	7.7	7.6	0.2	5.9	5.8	0.1	64.20
(314, 315)	4	SOV	---	---	1	802.4	-----	7.6	7.4	0.2	5.9	5.7	0.2	65.14
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	1	SOV	---	---	2	466.8	-----	24.5	23.4	1.1	18.9	18.1	0.8	61.69
(555, 316)	2	SOV	---	---	11	1380.8	-----	24.6	23.7	0.9	19.0	18.3	0.7	61.49
(555, 316)	3	SOV	---	---	11	1154.0	-----	23.6	23.0	0.6	18.2	17.7	0.5	64.03
(555, 316)	4	SOV	---	---	9	785.0	-----	23.3	22.6	0.7	17.9	17.4	0.5	64.92
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	9	SOV	---	---	11	1232.3	-----	24.7	23.4	1.2	19.1	18.1	1.0	61.22
(555, 316)	10	SOV	---	---	10	1001.5	-----	24.9	23.7	1.2	19.2	18.3	1.0	60.66
(316, 317)	1	SOV	---	---	0	323.1	-----	10.7	10.4	0.3	8.3	8.0	0.3	63.72
(316, 317)	2	SOV	---	---	5	1836.8	-----	11.2	10.7	0.5	8.7	8.3	0.4	60.79
(316, 317)	3	SOV	---	---	6	1288.0	-----	10.7	10.4	0.3	8.2	8.0	0.2	63.99
(316, 317)	4	SOV	---	---	4	936.7	-----	10.5	10.2	0.4	8.1	7.8	0.3	64.81
(316, 317)	5	HOV	18	18	0	18.0	18.0	10.4	10.3	0.1	8.1	8.0	0.1	65.72

(316, 317)	9	SOV	---	---	5	1607.3	-----	11.1	10.6	0.5	8.6	8.2	0.4	61.47
(317, 318)	1	SOV	---	---	3	1271.7	-----	17.1	16.1	1.0	13.2	12.4	0.8	59.79
(317, 318)	2	SOV	---	---	4	1576.5	-----	16.4	15.8	0.7	12.7	12.2	0.5	62.17
(317, 318)	3	SOV	---	---	3	1119.8	-----	15.9	15.4	0.5	12.2	11.8	0.4	64.34
(317, 318)	4	SOV	---	---	2	304.6	-----	15.8	15.2	0.5	12.1	11.7	0.4	64.83
(317, 318)	5	HOV	18	0	0	5.4	5.4	15.5	15.4	0.1	12.0	11.9	0.1	66.10
(317, 318)	9	SOV	---	---	6	1731.3	-----	17.3	15.9	1.4	13.3	12.3	1.0	59.22
(318, 319)	1	SOV	---	---	7	2139.3	-----	19.1	15.9	3.2	14.8	12.3	2.5	53.51
(318, 319)	2	SOV	---	---	10	1885.0	-----	17.3	16.2	1.2	13.4	12.5	0.9	58.96
(318, 319)	3	SOV	---	---	9	1558.2	-----	16.1	15.5	0.5	12.4	12.0	0.4	63.68
(318, 319)	4	SOV	---	---	5	1071.3	-----	15.8	15.2	0.6	12.2	11.7	0.4	64.68
(318, 319)	5	HOV	18	17	1	17.4	17.4	15.6	15.4	0.2	12.1	12.0	0.1	65.74
(318, 319)	9	SOV	---	---	0	47.9	-----	25.1	19.9	5.2	19.4	15.4	4.0	40.77
(319, 320)	1	SOV	---	---	4	2063.4	-----	8.4	7.8	0.6	6.5	6.0	0.5	59.37
(319, 320)	2	SOV	---	---	2	1861.3	-----	8.3	7.9	0.4	6.4	6.1	0.3	60.08
(319, 320)	3	SOV	---	---	2	1638.8	-----	7.9	7.6	0.2	6.1	5.9	0.2	63.79
(319, 320)	4	SOV	---	---	1	1133.1	-----	7.7	7.5	0.3	6.0	5.7	0.2	64.68
(319, 320)	5	HOV	17	17	0	17.0	17.0	7.6	7.6	0.1	5.9	5.9	0.1	65.66
(320, 321)	1	SOV	---	---	17	2576.3	-----	22.7	17.6	5.1	17.5	13.6	3.9	50.09
(320, 321)	2	SOV	---	---	10	1709.8	-----	19.4	17.9	1.5	15.0	13.8	1.2	58.52
(320, 321)	3	SOV	---	---	7	1422.2	-----	17.9	17.3	0.6	13.8	13.3	0.4	63.68
(320, 321)	4	SOV	---	---	4	984.7	-----	17.5	16.9	0.6	13.5	13.0	0.4	64.96
(320, 321)	5	HOV	17	17	0	17.0	17.0	17.3	17.2	0.2	13.4	13.3	0.1	65.66
(321, 322)	1	SOV	---	---	16	2253.0	-----	18.8	16.2	2.5	14.5	12.6	2.0	54.52
(321, 322)	2	SOV	---	---	8	1507.4	-----	17.1	16.1	0.9	13.2	12.5	0.7	59.87
(321, 322)	3	SOV	---	---	8	1313.8	-----	16.0	15.6	0.4	12.3	12.0	0.3	63.92
(321, 322)	4	SOV	---	---	4	900.9	-----	15.6	15.2	0.4	12.0	11.7	0.3	65.46
(321, 322)	5	HOV	17	17	0	17.0	17.0	15.6	15.4	0.2	12.1	12.0	0.1	65.64
(321, 322)	9	SOV	---	---	3	706.3	-----	17.9	16.7	1.2	13.8	12.9	0.9	57.26
(322, 323)	1	SOV	---	---	4	945.4	-----	19.8	18.9	0.9	15.4	14.7	0.7	60.88
(322, 323)	2	SOV	---	---	5	1411.0	-----	19.8	19.1	0.7	15.3	14.8	0.5	61.03
(322, 323)	3	SOV	---	---	6	1320.1	-----	18.9	18.4	0.4	14.6	14.2	0.3	64.00
(322, 323)	4	SOV	---	---	3	971.2	-----	18.4	17.9	0.5	14.2	13.8	0.4	65.45
(322, 323)	5	HOV	17	17	0	17.0	17.0	18.4	18.2	0.2	14.3	14.1	0.1	65.66
(323, 324)	1	SOV	---	---	3	1324.2	-----	10.7	9.5	1.2	8.3	7.4	0.9	57.07
(323, 324)	2	SOV	---	---	4	1400.4	-----	10.1	9.7	0.5	7.8	7.5	0.4	60.18
(323, 324)	3	SOV	---	---	4	1335.8	-----	9.6	9.3	0.3	7.4	7.2	0.2	63.77
(323, 324)	4	SOV	---	---	3	1027.9	-----	9.3	9.1	0.3	7.2	7.0	0.2	65.46
(323, 324)	5	HOV	17	17	0	17.0	17.0	9.3	9.2	0.1	7.2	7.1	0.1	65.65
(323, 324)	9	SOV	---	---	0	39.9	-----	13.3	10.7	2.6	10.2	8.3	2.0	45.98
(324, 325)	1	SOV	---	---	8	1532.0	-----	17.2	16.0	1.2	13.3	12.4	0.9	59.52

(324, 325)	2	SOV	---	---	7	1451.0	-----	16.9	16.2	0.7	13.1	12.5	0.6	60.47
(324, 325)	3	SOV	---	---	5	1345.2	-----	16.1	15.6	0.4	12.4	12.1	0.3	63.66
(324, 325)	4	SOV	---	---	6	1073.9	-----	15.7	15.2	0.5	12.0	11.7	0.4	65.30
(324, 325)	5	HOV	17	17	0	17.0	17.0	15.6	15.4	0.2	12.1	12.0	0.1	65.55
(324, 325)	9	SOV	---	---	1	14.0	-----	20.8	17.8	3.0	16.0	13.7	2.3	49.22
(7023, 147)	1	SOV	---	---	1	921.5	-----	3.4	2.8	0.6	2.6	2.1	0.5	37.52
(143,7025)	1	SOV	---	---	1	1258.8	-----	3.3	2.3	1.0	2.6	1.8	0.8	31.35
(144, 131)	1	SOV	---	---	0	508.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.29
(7022, 144)	1	SOV	---	---	0	563.8	-----	2.6	2.3	0.3	2.0	1.8	0.3	43.68
(347, 348)	1	SOV	---	---	0	98.8	-----	2.8	2.7	0.1	2.2	2.1	0.1	52.58
(347, 348)	2	SOV	---	---	1	1245.3	-----	2.9	2.9	0.1	2.3	2.2	0.0	50.98
(348, 349)	1	SOV	---	---	0	196.4	-----	4.5	4.3	0.2	3.5	3.3	0.1	51.54
(348, 349)	2	SOV	---	---	0	1148.2	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.16
(560, 370)	1	SOV	---	---	0	205.4	-----	5.1	5.1	0.0	4.0	3.9	0.0	66.74
(560, 370)	2	SOV	---	---	1	863.9	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.98
(560, 370)	3	SOV	---	---	1	502.4	-----	5.4	5.4	0.1	4.2	4.1	0.1	62.72
(560, 370)	4	SOV	---	---	0	483.4	-----	5.2	5.1	0.1	4.0	4.0	0.1	65.62
(560, 370)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(560, 370)	9	SOV	---	---	1	881.3	-----	5.4	5.3	0.1	4.1	4.1	0.1	63.66
(370, 371)	1	SOV	---	---	7	57.9	-----	128.3	68.9	59.5	101.3	54.4	46.9	5.86
(370, 371)	2	SOV	---	---	11	737.0	-----	36.4	16.6	19.9	28.1	12.8	15.3	20.64
(370, 371)	3	SOV	---	---	4	588.9	-----	15.4	11.6	3.8	11.9	9.0	3.0	48.78
(370, 371)	4	SOV	---	---	2	446.7	-----	12.0	11.2	0.8	9.3	8.7	0.6	62.48
(370, 371)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(370, 371)	9	SOV	---	---	1	945.3	-----	12.1	11.6	0.5	9.4	8.9	0.4	62.12
(371, 372)	1	SOV	---	---	2	469.9	-----	16.4	15.5	1.0	12.7	12.0	0.8	61.09
(371, 372)	2	SOV	---	---	5	1177.9	-----	16.4	15.6	0.9	12.7	12.0	0.7	61.06
(371, 372)	3	SOV	---	---	4	810.0	-----	16.9	15.6	1.3	13.1	12.1	1.0	59.36
(371, 372)	4	SOV	---	---	5	463.8	-----	16.3	15.2	1.1	12.6	11.8	0.8	61.56
(371, 372)	5	HOV	13	0	0	8.5	8.5	15.6	15.4	0.3	12.0	11.8	0.2	64.27
(372, 373)	1	SOV	---	---	6	2088.6	-----	10.7	9.7	1.0	8.3	7.5	0.7	58.55
(372, 373)	2	SOV	---	---	3	939.7	-----	10.1	9.7	0.4	7.8	7.5	0.3	62.28
(372, 373)	3	SOV	---	---	1	614.2	-----	9.7	9.4	0.2	7.5	7.3	0.2	64.71
(372, 373)	4	HOV	13	13	0	13.0	13.0	9.7	9.6	0.1	7.5	7.4	0.1	64.56
(372, 373)	9	SOV	---	---	1	239.6	-----	10.8	9.8	1.0	8.4	7.6	0.8	57.91
(373, 374)	1	SOV	---	---	3	1849.1	-----	6.5	6.2	0.3	5.0	4.8	0.2	60.73
(373, 374)	2	SOV	---	---	2	1054.8	-----	6.3	6.1	0.2	4.8	4.7	0.1	63.28
(373, 374)	3	SOV	---	---	2	664.6	-----	6.1	6.0	0.1	4.7	4.6	0.1	65.01

(373, 374)	4	HOV	13	13	0	13.0	13.0	6.1	6.1	0.1	4.7	4.7	0.1	64.53
(373, 374)	9	SOV	---	---	0	310.0	-----	6.2	6.0	0.2	4.8	4.6	0.2	63.91
(374, 375)	1	SOV	---	---	5	1723.0	-----	10.5	10.0	0.5	8.1	7.7	0.4	59.78
(374, 375)	2	SOV	---	---	3	1115.7	-----	9.8	9.6	0.2	7.6	7.4	0.2	63.72
(374, 375)	3	SOV	---	---	4	700.3	-----	9.6	9.4	0.2	7.4	7.3	0.1	65.29
(374, 375)	4	HOV	13	13	0	13.0	13.0	9.7	9.6	0.1	7.5	7.4	0.1	64.57
(374, 375)	9	SOV	---	---	0	336.0	-----	10.3	10.1	0.2	8.0	7.8	0.1	60.99
(375, 376)	1	SOV	---	---	7	1174.1	-----	17.2	16.5	0.7	13.3	12.7	0.6	60.63
(375, 376)	2	SOV	---	---	2	1166.8	-----	16.4	16.0	0.4	12.7	12.4	0.3	63.68
(375, 376)	3	SOV	---	---	1	776.7	-----	16.0	15.6	0.4	12.4	12.1	0.3	65.31
(375, 376)	4	HOV	13	13	0	13.0	13.0	16.2	16.0	0.2	12.5	12.3	0.2	64.53
(376, 377)	1	SOV	---	---	6	1538.0	-----	8.6	7.9	0.7	6.6	6.1	0.5	58.46
(376, 377)	2	SOV	---	---	4	1224.5	-----	8.0	7.7	0.2	6.2	6.0	0.2	63.18
(376, 377)	3	SOV	---	---	4	844.6	-----	7.7	7.5	0.2	6.0	5.8	0.2	65.26
(376, 377)	4	HOV	13	13	0	13.0	13.0	7.8	7.7	0.1	6.0	5.9	0.1	64.55
(376, 377)	9	SOV	---	---	0	42.8	-----	9.9	8.8	1.1	7.6	6.8	0.8	50.74
(377, 378)	1	SOV	---	---	9	1903.6	-----	15.1	13.9	1.2	11.7	10.7	0.9	58.61
(377, 378)	2	SOV	---	---	4	1267.1	-----	14.1	13.6	0.5	10.9	10.5	0.4	62.87
(377, 378)	3	SOV	---	---	3	860.1	-----	13.6	13.2	0.4	10.5	10.2	0.3	65.07
(377, 378)	4	HOV	13	13	0	13.0	13.0	13.7	13.6	0.2	10.6	10.4	0.1	64.54
(377, 378)	9	SOV	---	---	0	21.8	-----	18.5	15.5	3.0	14.2	11.9	2.3	48.03
(381, 382)	1	SOV	---	---	1	119.6	-----	3.3	3.3	0.0	2.6	2.5	0.0	44.81
(381, 382)	2	SOV	---	---	2	1126.1	-----	3.6	3.6	0.0	2.8	2.8	0.0	40.97
(378, 384)	1	SOV	---	---	2	1867.6	-----	2.3	2.1	0.1	1.8	1.7	0.1	59.85
(378, 384)	2	SOV	---	---	2	1292.7	-----	2.2	2.1	0.1	1.7	1.6	0.0	63.31
(378, 384)	3	SOV	---	---	2	891.0	-----	2.1	2.0	0.1	1.6	1.6	0.0	65.32
(378, 384)	4	HOV	13	13	0	13.0	13.0	2.1	2.1	0.0	1.6	1.6	0.0	64.65
(384, 385)	1	SOV	---	---	8	1790.7	-----	14.9	14.1	0.8	11.5	10.9	0.6	59.61
(384, 385)	2	SOV	---	---	8	1323.0	-----	14.0	13.6	0.3	10.8	10.5	0.3	63.46
(384, 385)	3	SOV	---	---	7	933.6	-----	13.5	13.2	0.4	10.5	10.2	0.3	65.45
(384, 385)	4	HOV	13	13	0	13.0	13.0	13.7	13.6	0.2	10.6	10.4	0.1	64.56
(385, 386)	1	SOV	---	---	6	1230.9	-----	28.9	27.8	1.1	22.3	21.4	0.8	60.26
(385, 386)	2	SOV	---	---	4	1346.8	-----	27.5	26.8	0.7	21.2	20.7	0.6	63.20
(385, 386)	3	SOV	---	---	7	1040.8	-----	26.6	25.8	0.8	20.5	20.0	0.6	65.42
(385, 386)	4	HOV	13	13	0	13.0	13.0	27.0	26.6	0.4	20.7	20.5	0.3	64.55
(402, 403)	1	SOV	---	---	0	366.9	-----	11.2	9.5	1.7	8.6	7.4	1.3	44.46
(402, 403)	2	SOV	---	---	0	535.7	-----	10.8	9.8	1.0	8.3	7.6	0.8	45.99
(401, 381)	1	SOV	---	---	0	97.7	-----	2.8	2.8	0.0	2.1	2.1	0.0	51.05
(401, 381)	2	SOV	---	---	0	1148.3	-----	2.8	2.8	0.0	2.2	2.2	0.0	49.87

(395, 396)	1	SOV	---	---	7	1064.3	-----	12.9	12.3	0.5	10.0	9.5	0.4	61.12
(395, 396)	2	SOV	---	---	7	1202.2	-----	12.4	12.1	0.3	9.6	9.3	0.3	63.51
(395, 396)	3	SOV	---	---	3	915.1	-----	12.5	12.1	0.4	9.7	9.3	0.3	62.93
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	1	1668.1	-----	6.5	6.1	0.3	5.0	4.7	0.3	58.92
(394, 395)	2	SOV	---	---	2	1176.3	-----	6.0	5.8	0.2	4.6	4.5	0.1	63.51
(394, 395)	3	SOV	---	---	2	877.9	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.77
(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	9	SOV	---	---	0	390.9	-----	6.3	6.2	0.1	4.9	4.8	0.1	60.66
(393, 394)	1	SOV	---	---	6	1772.0	-----	10.5	10.0	0.5	8.1	7.7	0.4	60.84
(393, 394)	2	SOV	---	---	6	1138.1	-----	10.2	9.8	0.3	7.8	7.6	0.3	63.14
(393, 394)	3	SOV	---	---	2	847.5	-----	10.2	9.9	0.3	7.9	7.6	0.2	62.77
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	9	SOV	---	---	1	360.8	-----	10.0	9.5	0.5	7.7	7.4	0.4	64.18
(392, 393)	1	SOV	---	---	1	2033.3	-----	6.5	5.9	0.6	5.0	4.6	0.5	58.62
(392, 393)	2	SOV	---	---	0	1008.7	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.51
(392, 393)	3	SOV	---	---	1	813.1	-----	6.1	5.9	0.2	4.7	4.6	0.1	62.70
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	0	265.2	-----	6.7	5.9	0.8	5.2	4.6	0.6	57.14
(391, 392)	1	SOV	---	---	2	1255.2	-----	12.3	11.4	0.9	9.5	8.8	0.7	60.18
(391, 392)	2	SOV	---	---	3	1102.0	-----	11.8	11.4	0.4	9.1	8.8	0.3	62.49
(391, 392)	3	SOV	---	---	2	980.5	-----	11.8	11.4	0.4	9.1	8.8	0.3	62.31
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	19.1	-----	15.8	12.9	2.9	12.2	10.0	2.2	46.82
(390, 391)	1	SOV	---	---	3	800.8	-----	17.1	16.4	0.6	13.2	12.7	0.5	62.30
(390, 391)	2	SOV	---	---	5	1144.6	-----	16.9	16.4	0.5	13.1	12.7	0.4	62.73
(390, 391)	3	SOV	---	---	4	1064.6	-----	17.1	16.4	0.7	13.2	12.6	0.5	62.26
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	7	1739.4	-----	17.0	16.0	1.0	13.2	12.3	0.8	60.06
(389, 390)	2	SOV	---	---	7	1133.6	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.79
(389, 390)	3	SOV	---	---	8	1041.4	-----	16.4	15.8	0.6	12.7	12.2	0.5	62.29
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	5	1795.7	-----	5.5	5.2	0.4	4.3	4.0	0.3	60.69
(388, 389)	2	SOV	---	---	1	1093.9	-----	5.3	5.2	0.2	4.1	4.0	0.1	62.63
(388, 389)	3	SOV	---	---	2	1026.8	-----	5.4	5.2	0.2	4.1	4.0	0.1	62.49
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	11	1373.4	-----	16.8	15.6	1.2	13.0	12.1	0.9	60.90
(387, 388)	2	SOV	---	---	4	1259.8	-----	16.5	15.9	0.6	12.7	12.2	0.5	62.04
(387, 388)	3	SOV	---	---	6	1268.9	-----	16.5	15.8	0.7	12.8	12.2	0.5	61.85
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(387, 388)	9	SOV	---	---	0	18.6	-----	22.3	18.0	4.3	17.3	13.9	3.3	45.88
(166, 404)	1	SOV	---	---	3	1044.9	-----	8.2	8.0	0.2	6.3	6.2	0.2	62.42
(166, 404)	2	SOV	---	---	3	1347.0	-----	8.1	7.9	0.2	6.3	6.1	0.1	63.13
(166, 404)	3	SOV	---	---	3	1397.4	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.85
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	4	830.5	-----	17.2	16.8	0.4	13.3	13.0	0.3	64.17
(404, 387)	2	SOV	---	---	9	1304.4	-----	17.6	17.2	0.5	13.6	13.2	0.4	62.67
(404, 387)	3	SOV	---	---	7	1380.4	-----	17.8	17.1	0.7	13.7	13.2	0.5	62.18
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	2	854.0	-----	6.4	6.2	0.1	4.9	4.8	0.1	52.73
(306, 405)	2	SOV	---	---	1	292.2	-----	5.9	5.8	0.1	4.6	4.5	0.1	56.67
(558, 406)	1	SOV	---	---	1	661.6	-----	5.2	5.0	0.2	4.0	3.9	0.1	43.38
(558, 406)	2	SOV	---	---	0	420.0	-----	4.8	4.7	0.1	3.7	3.6	0.0	47.26
(558, 406)	3	SOV	---	---	0	62.3	-----	4.4	4.4	0.0	3.4	3.4	0.0	51.44
(351, 408)	1	SOV	---	---	1	370.8	-----	5.3	4.5	0.8	4.1	3.5	0.6	40.69
(351, 408)	2	SOV	---	---	0	977.2	-----	5.1	4.9	0.3	4.0	3.8	0.2	42.10
(408, 409)	1	SOV	---	---	5	802.7	-----	10.7	9.5	1.2	8.2	7.3	0.9	39.87
(408, 409)	2	SOV	---	---	0	548.4	-----	10.6	9.6	1.0	8.2	7.4	0.8	40.19
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	3	791.8	-----	12.1	11.8	0.3	9.3	9.1	0.2	43.03
(413, 409)	2	SOV	---	---	0	350.3	-----	11.1	11.0	0.1	8.6	8.5	0.1	46.73
(349, 350)	1	SOV	---	---	0	347.6	-----	15.1	14.9	0.2	11.7	11.6	0.1	52.40
(349, 350)	2	SOV	---	---	2	996.6	-----	16.5	16.2	0.3	12.8	12.5	0.3	47.89
(350, 351)	1	SOV	---	---	3	473.2	-----	12.6	12.4	0.2	9.7	9.6	0.1	47.58
(350, 351)	2	SOV	---	---	4	873.0	-----	13.8	13.5	0.3	10.7	10.4	0.3	43.14
(559, 407)	1	SOV	---	---	7	915.2	-----	22.1	21.3	0.8	17.1	16.4	0.6	47.30
(559, 407)	6	SOV	---	---	4	614.3	-----	20.6	20.0	0.5	15.9	15.5	0.4	50.85
(559, 407)	7	SOV	---	---	6	957.3	-----	22.0	21.3	0.8	17.0	16.4	0.6	47.42
(407, 411)	1	SOV	---	---	0	427.3	-----	5.8	5.6	0.1	4.4	4.3	0.1	48.70
(406, 413)	1	SOV	---	---	1	812.9	-----	6.8	6.6	0.2	5.2	5.1	0.1	42.96
(406, 413)	2	SOV	---	---	0	330.9	-----	6.2	6.2	0.1	4.8	4.8	0.1	46.63
(161,7031)	1	SOV	---	---	1	285.3	-----	4.4	4.3	0.2	3.4	3.3	0.1	48.18
(161,7031)	2	SOV	---	---	0	417.0	-----	4.4	4.3	0.1	3.4	3.3	0.1	48.49
(7032, 435)	1	SOV	---	---	0	1046.7	-----	3.6	3.2	0.4	2.8	2.5	0.3	44.45

(435, 436)	1	SOV	---	---	0	970.0	-----	3.1	3.0	0.2	2.4	2.3	0.1	48.16
(436, 372)	1	SOV	---	---	0	970.9	-----	3.9	3.7	0.3	3.0	2.8	0.2	50.34
(395, 437)	1	SOV	---	---	1	404.8	-----	6.5	6.4	0.1	5.1	5.0	0.1	56.16
(395, 437)	2	SOV	---	---	1	521.8	-----	7.0	6.9	0.1	5.4	5.3	0.1	52.74
(437,7033)	1	SOV	---	---	0	414.0	-----	5.3	5.0	0.3	4.1	3.9	0.2	50.46
(437,7033)	2	SOV	---	---	0	512.4	-----	5.7	5.3	0.3	4.4	4.1	0.2	47.05
(7034, 440)	1	SOV	---	---	0	908.1	-----	3.3	2.9	0.4	2.5	2.2	0.3	43.76
(440, 441)	1	SOV	---	---	0	835.0	-----	2.7	2.5	0.2	2.1	2.0	0.1	47.92
(7035, 443)	1	SOV	---	---	1	589.2	-----	3.9	2.9	1.0	3.0	2.2	0.8	33.91
(443, 444)	1	SOV	---	---	1	536.4	-----	3.2	2.9	0.3	2.4	2.2	0.2	44.77
(444, 376)	1	SOV	---	---	1	536.0	-----	9.2	8.9	0.3	7.1	6.8	0.2	52.46
(375, 442)	1	SOV	---	---	1	342.6	-----	4.4	4.4	0.1	3.4	3.4	0.0	55.63
(375, 442)	2	SOV	---	---	0	409.3	-----	4.7	4.6	0.2	3.7	3.5	0.1	52.11
(442,7036)	1	SOV	---	---	1	349.8	-----	3.3	3.2	0.1	2.5	2.5	0.0	52.26
(442,7036)	2	SOV	---	---	0	403.0	-----	3.7	3.4	0.2	2.8	2.6	0.2	46.61
(7037, 454)	1	SOV	---	---	0	445.6	-----	3.5	3.1	0.4	2.7	2.4	0.3	44.96
(454, 455)	1	SOV	---	---	0	413.0	-----	3.5	3.4	0.1	2.7	2.6	0.1	48.97
(455, 377)	1	SOV	---	---	0	413.0	-----	5.0	4.8	0.2	3.9	3.7	0.2	51.91
(390, 458)	1	SOV	---	---	2	904.9	-----	9.1	8.5	0.6	7.0	6.6	0.5	51.38
(456, 457)	1	SOV	---	---	0	342.0	-----	2.4	2.2	0.2	1.8	1.7	0.2	45.62
(457, 391)	1	SOV	---	---	0	342.0	-----	2.0	1.9	0.1	1.6	1.4	0.1	49.13
(7038, 456)	1	SOV	---	---	0	395.9	-----	2.1	1.6	0.5	1.6	1.2	0.4	39.44
(458,7039)	1	SOV	---	---	1	893.6	-----	3.9	2.9	1.0	3.0	2.2	0.8	36.80
(7040, 466)	1	SOV	---	---	1	820.2	-----	3.4	3.0	0.4	2.6	2.3	0.3	43.85
(466, 467)	1	SOV	---	---	0	755.0	-----	3.1	2.9	0.1	2.4	2.3	0.1	48.35
(467, 392)	1	SOV	---	---	0	755.0	-----	4.0	3.7	0.2	3.1	2.9	0.2	50.84

(309,7043)	1	SOV	---	---	3	820.8	-----	5.5	5.3	0.2	4.2	4.1	0.1	49.23
(309,7043)	2	SOV	---	---	3	882.3	-----	5.7	5.5	0.2	4.4	4.2	0.2	47.27
(7044, 483)	1	SOV	---	---	2	733.0	-----	5.9	5.3	0.6	4.6	4.1	0.4	45.16
(484, 318)	1	SOV	---	---	1	696.1	-----	4.8	4.5	0.3	3.7	3.5	0.2	50.58
(483, 484)	1	SOV	---	---	1	697.8	-----	3.7	3.5	0.2	2.8	2.7	0.1	48.15
(303, 487)	1	SOV	---	---	0	829.3	-----	3.8	3.7	0.2	3.0	2.9	0.1	52.99
(487, 488)	1	SOV	---	---	2	830.5	-----	6.9	6.6	0.3	5.3	5.1	0.2	49.29
(488,7046)	1	SOV	---	---	1	829.7	-----	4.2	4.0	0.2	3.3	3.1	0.2	47.16
(489, 490)	1	SOV	---	---	2	845.9	-----	5.6	4.2	1.4	4.3	3.3	1.1	36.13
(489, 490)	2	SOV	---	---	0	255.1	-----	6.6	4.5	2.2	5.1	3.5	1.7	30.36
(7047, 489)	1	SOV	---	---	0	350.2	-----	4.2	2.8	1.3	3.2	2.2	1.0	34.91
(7047, 489)	2	SOV	---	---	1	869.7	-----	3.9	2.8	1.1	3.0	2.2	0.9	36.99
(7045, 531)	1	SOV	---	---	0	621.4	-----	4.4	2.3	2.1	3.4	1.8	1.6	36.20
(7045, 531)	2	SOV	---	---	0	42.6	-----	5.4	2.3	3.1	4.2	1.8	2.4	29.66
(531, 532)	1	SOV	---	---	0	614.9	-----	3.1	2.2	0.8	2.4	1.7	0.6	46.31
(531, 532)	2	SOV	---	---	0	0.1	-----	9.4	9.4	0.0	7.3	7.3	0.0	15.04
(532, 299)	1	SOV	---	---	0	615.0	-----	2.7	2.3	0.4	2.1	1.8	0.3	52.91
(322, 522)	1	SOV	---	---	0	909.9	-----	3.0	3.0	0.0	2.3	2.3	0.0	53.86
(322, 522)	2	SOV	---	---	0	1116.1	-----	3.0	2.9	0.1	2.3	2.3	0.1	53.54
(7049, 523)	1	SOV	---	---	2	526.8	-----	3.3	3.0	0.3	2.6	2.3	0.3	37.30
(523, 524)	1	SOV	---	---	3	477.3	-----	6.3	5.7	0.6	4.9	4.4	0.5	44.71
(524, 323)	1	SOV	---	---	1	477.6	-----	5.3	5.0	0.3	4.1	3.9	0.2	51.46
(298, 533)	1	SOV	---	---	4	718.3	-----	18.9	18.2	0.8	14.7	14.1	0.6	63.62
(298, 533)	2	SOV	---	---	6	1123.7	-----	19.3	18.7	0.6	15.0	14.5	0.5	62.57
(298, 533)	3	SOV	---	---	4	1146.0	-----	18.8	18.3	0.4	14.5	14.2	0.3	64.15
(298, 533)	4	SOV	---	---	8	994.7	-----	19.3	18.7	0.6	14.8	14.4	0.4	62.47
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	412.0	-----	4.0	2.9	1.1	3.1	2.3	0.8	30.19
(7050, 529)	2	SOV	---	---	3	1213.7	-----	3.7	2.9	0.9	2.9	2.2	0.7	32.38
(529, 530)	1	SOV	---	---	1	578.0	-----	3.5	2.0	1.5	2.7	1.5	1.2	32.19
(529, 530)	2	SOV	---	---	3	882.6	-----	3.5	2.5	1.1	2.7	1.9	0.8	31.52

(530, 533)	1	SOV	---	---	4	1471.3	-----	8.0	6.3	1.6	6.2	4.9	1.3	42.65
(7051, 525)	1	SOV	---	---	0	315.2	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.28
(525, 526)	1	SOV	---	---	1	291.3	-----	5.6	5.4	0.1	4.3	4.2	0.1	48.81
(526, 324)	1	SOV	---	---	2	291.4	-----	6.8	6.6	0.2	5.3	5.1	0.2	52.30
(298, 534)	1	SOV	---	---	0	684.2	-----	5.4	5.1	0.3	4.2	3.9	0.2	61.77
(534,7052)	1	SOV	---	---	0	685.2	-----	3.1	2.8	0.3	2.4	2.2	0.2	57.82
(313, 347)	1	SOV	---	---	4	874.2	-----	5.3	5.1	0.2	4.1	3.9	0.2	52.30
(313, 347)	2	SOV	---	---	1	473.0	-----	5.3	5.1	0.2	4.1	3.9	0.2	52.86
(522,7048)	1	SOV	---	---	0	916.0	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.74
(522,7048)	2	SOV	---	---	1	1109.7	-----	3.4	3.3	0.1	2.6	2.5	0.1	50.34
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	1	822.9	-----	2.8	2.8	0.0	2.2	2.1	0.0	50.66
(405, 558)	7	SOV	---	---	0	322.0	-----	2.6	2.6	0.0	2.0	2.0	0.0	55.36
(409, 559)	1	SOV	---	---	4	778.9	-----	5.2	5.1	0.2	4.0	3.9	0.1	43.00
(409, 559)	2	SOV	---	---	0	474.8	-----	4.9	4.7	0.2	3.8	3.7	0.1	45.92
(409, 559)	6	SOV	---	---	1	1236.6	-----	5.3	5.0	0.2	4.1	3.9	0.2	42.60
(369, 560)	1	SOV	---	---	2	481.4	-----	11.0	10.8	0.3	8.5	8.3	0.2	61.76
(369, 560)	2	SOV	---	---	2	479.0	-----	10.4	10.2	0.2	8.0	7.9	0.1	65.62
(369, 560)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(369, 560)	9	SOV	---	---	2	657.1	-----	11.5	10.9	0.7	8.9	8.4	0.5	59.21
(369, 560)	10	SOV	---	---	0	657.6	-----	10.9	10.2	0.7	8.4	7.9	0.6	62.43
(369, 560)	11	SOV	---	---	2	655.8	-----	11.4	10.7	0.7	8.8	8.3	0.5	59.82
(97, 563)	1	SOV	---	---	3	1173.9	-----	17.3	15.6	1.7	13.4	12.0	1.3	59.11
(97, 563)	2	SOV	---	---	4	1161.7	-----	17.1	16.4	0.7	13.3	12.7	0.5	59.90
(97, 563)	3	SOV	---	---	5	1015.6	-----	15.9	15.6	0.3	12.2	12.0	0.2	64.36
(97, 563)	4	SOV	---	---	5	710.8	-----	15.6	15.2	0.4	12.0	11.7	0.3	65.62
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	0	26.9	-----	24.3	19.3	5.0	18.9	15.0	3.9	42.03
(10, 11)	1	SOV	---	---	3	1056.1	-----	6.6	6.4	0.2	5.1	4.9	0.2	61.42
(10, 11)	2	SOV	---	---	1	815.5	-----	6.2	6.1	0.2	4.8	4.7	0.1	64.69
(10, 11)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(11, 12)	1	SOV	---	---	1	1024.6	-----	6.4	6.2	0.2	4.9	4.8	0.1	61.54
(11, 12)	2	SOV	---	---	2	844.1	-----	6.1	5.9	0.2	4.7	4.6	0.1	64.76
(11, 12)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(12,	13)	1	SOV	---	---	2	1010.3	-----	3.7	3.6	0.1	2.8	2.8	0.1	61.40
(12,	13)	2	SOV	---	---	1	856.6	-----	3.5	3.4	0.1	2.7	2.6	0.1	64.75
(12,	13)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(13,	14)	1	SOV	---	---	1	1003.0	-----	3.7	3.6	0.1	2.9	2.8	0.1	61.29
(13,	14)	2	SOV	---	---	2	865.3	-----	3.5	3.4	0.1	2.7	2.6	0.1	64.65
(13,	14)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(14,	15)	1	SOV	---	---	0	988.6	-----	3.8	3.7	0.1	2.9	2.9	0.1	61.25
(14,	15)	2	SOV	---	---	0	878.3	-----	3.6	3.5	0.1	2.8	2.7	0.1	64.57
(14,	15)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15,	16)	1	SOV	---	---	3	1107.1	-----	11.2	10.7	0.5	8.6	8.3	0.4	60.81
(15,	16)	2	SOV	---	---	3	915.1	-----	10.6	10.3	0.3	8.2	7.9	0.3	64.30
(15,	16)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15,	16)	9	SOV	---	---	4	1135.5	-----	12.1	10.7	1.4	9.3	8.2	1.1	56.40
(16,	17)	1	SOV	---	---	3	1103.3	-----	5.5	5.4	0.1	4.2	4.1	0.1	61.97
(16,	17)	2	SOV	---	---	1	942.3	-----	5.3	5.1	0.2	4.1	4.0	0.1	64.33
(16,	17)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(16,	17)	9	SOV	---	---	2	1114.5	-----	5.5	5.3	0.2	4.2	4.1	0.2	62.03
(17,	18)	1	SOV	---	---	3	1092.4	-----	11.0	10.7	0.3	8.5	8.2	0.2	62.12
(17,	18)	2	SOV	---	---	2	955.8	-----	10.6	10.3	0.3	8.2	7.9	0.3	64.27
(17,	18)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(17,	18)	9	SOV	---	---	2	1111.5	-----	11.0	10.5	0.5	8.5	8.2	0.4	61.93
(18,	19)	1	SOV	---	---	3	1084.2	-----	9.8	9.5	0.2	7.5	7.4	0.2	62.26
(18,	19)	2	SOV	---	---	1	975.5	-----	9.5	9.2	0.3	7.4	7.1	0.2	64.04
(18,	19)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(18,	19)	9	SOV	---	---	1	1106.0	-----	9.9	9.4	0.4	7.6	7.3	0.3	61.82
(19,	20)	1	SOV	---	---	3	1093.3	-----	8.5	8.3	0.2	6.6	6.4	0.2	62.33
(19,	20)	2	SOV	---	---	7	982.1	-----	8.3	8.0	0.3	6.4	6.2	0.2	64.10
(19,	20)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(19,	20)	9	SOV	---	---	2	1089.8	-----	8.6	8.2	0.4	6.7	6.4	0.3	61.70
(20,	21)	1	SOV	---	---	1	1083.2	-----	8.6	8.4	0.2	6.6	6.5	0.2	62.42
(20,	21)	2	SOV	---	---	2	994.3	-----	8.4	8.1	0.3	6.5	6.2	0.2	63.93
(20,	21)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(20,	21)	9	SOV	---	---	3	1084.0	-----	8.7	8.3	0.4	6.7	6.4	0.3	61.51
(21,	22)	1	SOV	---	---	0	1095.5	-----	6.0	5.9	0.1	4.6	4.5	0.1	62.58
(21,	22)	2	SOV	---	---	0	1003.2	-----	5.9	5.7	0.2	4.6	4.4	0.2	63.83
(21,	22)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(21,	22)	9	SOV	---	---	1	1063.6	-----	6.1	5.9	0.3	4.7	4.5	0.2	61.57
(22,	23)	1	SOV	---	---	3	1107.9	-----	12.9	12.6	0.3	9.9	9.7	0.2	62.52
(22,	23)	2	SOV	---	---	4	1012.1	-----	12.6	12.2	0.5	9.7	9.4	0.4	63.79

(22, 23)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(22, 23)	9	SOV	---	---	2	1046.9	-----	13.1	12.5	0.6	10.1	9.7	0.4	61.53
(24, 25)	1	SOV	---	---	5	1888.5	-----	8.9	8.3	0.6	6.9	6.4	0.4	60.09
(24, 25)	2	SOV	---	---	0	536.7	-----	8.4	8.1	0.3	6.5	6.2	0.3	63.63
(24, 25)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(24, 25)	9	SOV	---	---	2	742.9	-----	8.6	8.2	0.4	6.7	6.4	0.3	61.97
(25, 26)	1	SOV	---	---	4	1703.7	-----	5.6	5.3	0.2	4.3	4.1	0.2	61.21
(25, 26)	2	SOV	---	---	1	622.9	-----	5.3	5.1	0.1	4.1	4.0	0.1	64.68
(25, 26)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(25, 26)	9	SOV	---	---	2	840.6	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.09
(26, 27)	1	SOV	---	---	5	1608.9	-----	11.5	11.0	0.6	8.9	8.5	0.4	59.09
(26, 27)	2	SOV	---	---	5	681.5	-----	10.5	10.2	0.3	8.1	7.9	0.2	65.03
(26, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(26, 27)	9	SOV	---	---	7	872.9	-----	11.4	11.0	0.4	8.8	8.5	0.3	59.63
(190, 255)	1	SOV	---	---	2	591.8	-----	11.1	10.9	0.2	8.5	8.4	0.2	61.45
(190, 255)	2	SOV	---	---	3	519.4	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.57
(255, 257)	1	SOV	---	---	3	1185.3	-----	9.5	8.6	0.9	7.3	6.6	0.7	57.26
(255, 257)	2	SOV	---	---	2	672.3	-----	8.4	8.1	0.3	6.5	6.3	0.3	64.76
(255, 257)	9	SOV	---	---	0	55.7	-----	11.8	9.8	2.1	9.2	7.6	1.6	46.07
(257, 280)	1	SOV	---	---	4	1101.9	-----	5.7	5.4	0.3	4.4	4.2	0.2	60.13
(257, 280)	2	SOV	---	---	1	807.0	-----	5.3	5.1	0.2	4.1	3.9	0.1	64.91
(280, 282)	1	SOV	---	---	15	1451.6	-----	17.2	16.1	1.1	13.3	12.4	0.8	59.48
(280, 282)	6	SOV	---	---	10	946.8	-----	15.7	15.3	0.4	12.1	11.8	0.3	65.29
(280, 282)	9	SOV	---	---	0	31.5	-----	18.8	17.7	1.1	14.5	13.7	0.8	54.41
(282, 32)	1	SOV	---	---	2	1389.3	-----	8.5	8.1	0.3	6.5	6.3	0.3	60.48
(282, 32)	2	SOV	---	---	2	1031.4	-----	7.9	7.7	0.2	6.1	5.9	0.1	65.38
(32, 33)	1	SOV	---	---	1	626.9	-----	8.2	8.0	0.2	6.3	6.2	0.1	62.14
(32, 33)	2	SOV	---	---	1	702.6	-----	7.9	7.7	0.2	6.1	6.0	0.1	64.81
(32, 33)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32, 33)	9	SOV	---	---	0	1097.7	-----	7.8	7.7	0.2	6.0	5.9	0.1	65.36
(32, 33)	10	SOV	---	---	0	1289.4	-----	8.5	8.1	0.3	6.5	6.3	0.3	60.41
(33, 34)	1	SOV	---	---	0	1229.4	-----	8.5	8.1	0.3	6.5	6.3	0.3	60.25
(33, 34)	2	SOV	---	---	0	1115.4	-----	7.8	7.7	0.1	6.0	5.9	0.1	65.45
(33, 34)	3	SOV	---	---	3	671.8	-----	8.1	8.0	0.1	6.3	6.2	0.1	62.85
(33, 34)	4	SOV	---	---	1	703.0	-----	7.9	7.7	0.2	6.1	6.0	0.1	64.64
(33, 34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(34, 35)	1	SOV	---	---	5	1171.7	-----	8.6	8.2	0.4	6.6	6.4	0.3	60.05
(34, 35)	2	SOV	---	---	2	1147.4	-----	7.9	7.8	0.1	6.1	6.0	0.1	65.35

(34,	35)	3	SOV	---	---	1	708.2	-----	8.2	8.0	0.1	6.3	6.2	0.1	63.25
(34,	35)	4	SOV	---	---	1	693.5	-----	8.0	7.8	0.2	6.2	6.0	0.2	64.51
(34,	35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35,	36)	1	SOV	---	---	5	1119.5	-----	9.0	8.6	0.4	6.9	6.6	0.3	59.97
(35,	36)	2	SOV	---	---	4	1168.2	-----	8.3	8.1	0.2	6.4	6.2	0.1	65.18
(35,	36)	3	SOV	---	---	3	739.7	-----	8.5	8.4	0.1	6.5	6.4	0.1	63.52
(35,	36)	4	SOV	---	---	1	685.2	-----	8.4	8.1	0.2	6.5	6.3	0.2	64.34
(35,	36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(36,	37)	1	SOV	---	---	4	1071.0	-----	9.9	9.5	0.4	7.6	7.3	0.3	59.89
(36,	37)	2	SOV	---	---	2	1179.5	-----	9.1	8.9	0.2	7.0	6.9	0.1	65.03
(36,	37)	3	SOV	---	---	1	771.7	-----	9.3	9.2	0.1	7.2	7.1	0.1	63.62
(36,	37)	4	SOV	---	---	0	688.7	-----	9.2	9.0	0.3	7.1	6.9	0.2	64.33
(36,	37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37,	54)	1	SOV	---	---	7	1012.0	-----	11.3	10.9	0.4	8.7	8.4	0.3	59.91
(37,	54)	2	SOV	---	---	4	1199.1	-----	10.5	10.3	0.2	8.1	7.9	0.2	64.76
(37,	54)	3	SOV	---	---	3	801.9	-----	10.6	10.5	0.2	8.2	8.1	0.1	63.77
(37,	54)	4	SOV	---	---	1	700.9	-----	10.6	10.3	0.3	8.2	7.9	0.2	64.36
(37,	54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	1	SOV	---	---	3	1160.3	-----	7.5	7.1	0.4	5.8	5.5	0.3	59.09
(54,	55)	2	SOV	---	---	1	1228.1	-----	6.9	6.7	0.2	5.3	5.2	0.1	64.40
(54,	55)	3	SOV	---	---	1	832.6	-----	6.9	6.8	0.1	5.4	5.2	0.1	63.90
(54,	55)	4	SOV	---	---	1	711.1	-----	6.9	6.7	0.2	5.3	5.2	0.1	64.34
(54,	55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	9	SOV	---	---	0	24.4	-----	8.5	7.6	1.0	6.6	5.8	0.8	51.85
(55,	56)	1	SOV	---	---	2	1119.6	-----	5.7	5.5	0.2	4.4	4.2	0.2	59.82
(55,	56)	2	SOV	---	---	4	1267.0	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.25
(55,	56)	3	SOV	---	---	1	846.4	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.05
(55,	56)	4	SOV	---	---	2	730.1	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.22
(55,	56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	1	SOV	---	---	2	1305.1	-----	10.7	10.4	0.3	8.2	8.0	0.2	64.01
(56,	57)	2	SOV	---	---	4	882.0	-----	10.6	10.4	0.2	8.2	8.0	0.2	64.16
(56,	57)	3	SOV	---	---	3	744.5	-----	10.6	10.3	0.3	8.2	8.0	0.2	64.17
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	3	1398.2	-----	11.7	10.8	0.8	9.0	8.4	0.6	58.41
(56,	57)	10	SOV	---	---	0	28.0	-----	13.8	11.6	2.2	10.7	9.0	1.7	49.28
(57,	58)	1	SOV	---	---	1	1349.8	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.06
(57,	58)	2	SOV	---	---	1	921.2	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.29
(57,	58)	3	SOV	---	---	5	740.1	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.26
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	0	1341.4	-----	5.7	5.4	0.3	4.4	4.2	0.2	59.86
(58,	59)	1	SOV	---	---	1	1354.4	-----	6.2	6.0	0.1	4.8	4.6	0.1	64.20

(58, 59)	2	SOV	---	---	2	928.1	-----	6.1	6.0	0.1	4.7	4.6	0.1	64.35
(58, 59)	3	SOV	---	---	0	713.0	-----	6.1	6.0	0.2	4.8	4.6	0.1	64.33
(58, 59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58, 59)	9	SOV	---	---	4	1357.2	-----	6.6	6.3	0.3	5.1	4.9	0.2	60.19
(59, 60)	1	SOV	---	---	3	1168.4	-----	9.0	8.7	0.3	6.9	6.7	0.2	63.92
(59, 60)	2	SOV	---	---	3	761.5	-----	8.9	8.7	0.2	6.9	6.7	0.1	64.57
(59, 60)	3	SOV	---	---	1	597.4	-----	8.9	8.7	0.2	6.9	6.7	0.1	64.77
(59, 60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59, 60)	9	SOV	---	---	6	1824.4	-----	9.8	9.1	0.7	7.5	7.0	0.5	58.74
(60, 61)	1	SOV	---	---	12	1907.2	-----	17.6	16.0	1.6	13.6	12.4	1.2	58.17
(60, 61)	2	SOV	---	---	12	1383.2	-----	16.6	16.0	0.7	12.8	12.3	0.5	61.47
(60, 61)	3	SOV	---	---	6	655.2	-----	15.8	15.4	0.4	12.2	11.9	0.3	64.83
(60, 61)	4	SOV	---	---	1	395.2	-----	15.7	15.4	0.2	12.1	11.9	0.2	65.28
(60, 61)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61, 62)	1	SOV	---	---	3	1173.2	-----	11.1	10.7	0.3	8.5	8.3	0.3	61.66
(61, 62)	2	SOV	---	---	3	741.5	-----	10.4	10.3	0.1	8.0	7.9	0.1	65.51
(61, 62)	3	SOV	---	---	2	427.5	-----	10.4	10.2	0.2	8.0	7.9	0.1	65.69
(61, 62)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61, 62)	9	SOV	---	---	3	1150.6	-----	11.8	11.0	0.8	9.1	8.5	0.6	57.62
(62, 63)	1	SOV	---	---	1	1063.4	-----	12.3	12.0	0.4	9.5	9.2	0.3	61.24
(62, 63)	2	SOV	---	---	0	822.6	-----	11.6	11.4	0.2	8.9	8.8	0.1	65.43
(62, 63)	3	SOV	---	---	1	454.8	-----	11.5	11.3	0.1	8.8	8.7	0.1	66.00
(62, 63)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(63, 64)	1	SOV	---	---	2	959.9	-----	12.9	12.5	0.4	9.9	9.6	0.3	60.82
(63, 64)	2	SOV	---	---	2	897.3	-----	12.0	11.8	0.2	9.3	9.1	0.1	65.31
(63, 64)	3	SOV	---	---	0	486.3	-----	11.8	11.7	0.2	9.1	9.0	0.1	66.13
(63, 64)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64, 65)	1	SOV	---	---	7	1264.3	-----	11.9	10.8	1.0	9.1	8.4	0.8	57.51
(64, 65)	2	SOV	---	---	4	994.1	-----	10.6	10.3	0.3	8.2	8.0	0.2	64.17
(64, 65)	3	SOV	---	---	3	542.7	-----	10.4	10.1	0.2	8.0	7.8	0.2	65.81
(64, 65)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64, 65)	9	SOV	---	---	0	36.9	-----	14.9	12.1	2.8	11.5	9.3	2.2	45.72
(65, 66)	1	SOV	---	---	0	1189.2	-----	5.7	5.4	0.2	4.4	4.2	0.2	60.19
(65, 66)	2	SOV	---	---	2	1039.8	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.51
(65, 66)	3	SOV	---	---	1	600.4	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.92
(65, 66)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(66, 67)	1	SOV	---	---	6	1264.7	-----	10.5	10.1	0.4	8.1	7.8	0.3	60.63
(66, 67)	2	SOV	---	---	3	1000.0	-----	9.9	9.7	0.2	7.6	7.5	0.2	64.71
(66, 67)	3	SOV	---	---	3	560.0	-----	9.7	9.5	0.2	7.5	7.3	0.1	66.26
(66, 67)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(67,	68)	1	SOV	---	---	9	2154.4	-----	15.3	13.8	1.5	11.8	10.6	1.2	57.82
(67,	68)	2	SOV	---	---	1	467.2	-----	13.8	13.4	0.5	10.7	10.3	0.4	64.00
(67,	68)	3	SOV	---	---	0	200.7	-----	13.3	13.1	0.2	10.2	10.1	0.1	66.81
(67,	68)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(68,	69)	1	SOV	---	---	11	1498.2	-----	17.2	16.4	0.7	13.2	12.7	0.6	59.62
(68,	69)	2	SOV	---	---	3	509.1	-----	15.7	15.5	0.2	12.1	12.0	0.1	65.14
(68,	69)	3	SOV	---	---	1	229.1	-----	15.2	15.1	0.1	11.7	11.7	0.1	67.23
(68,	69)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(68,	69)	9	SOV	---	---	3	588.0	-----	16.9	16.5	0.4	13.0	12.7	0.3	60.52
(69,	70)	1	SOV	---	---	3	296.3	-----	19.1	18.9	0.2	14.7	14.5	0.2	60.54
(69,	70)	2	SOV	---	---	3	497.9	-----	17.8	17.7	0.1	13.7	13.6	0.1	65.01
(69,	70)	3	SOV	---	---	2	252.7	-----	17.2	17.0	0.2	13.3	13.1	0.1	67.30
(69,	70)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(70,	71)	1	SOV	---	---	1	292.6	-----	8.7	8.6	0.1	6.7	6.7	0.0	60.91
(70,	71)	2	SOV	---	---	0	486.6	-----	8.2	8.1	0.1	6.3	6.3	0.0	64.88
(70,	71)	3	SOV	---	---	0	266.6	-----	7.9	7.8	0.1	6.1	6.0	0.1	67.38
(70,	71)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71,	72)	1	SOV	---	---	1	343.7	-----	16.8	16.6	0.3	13.0	12.7	0.2	60.70
(71,	72)	2	SOV	---	---	0	486.9	-----	15.8	15.7	0.1	12.2	12.1	0.1	64.70
(71,	72)	3	SOV	---	---	0	278.4	-----	15.2	15.0	0.1	11.7	11.6	0.1	67.39
(71,	72)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71,	72)	9	SOV	---	---	0	2.0	-----	19.6	18.4	1.2	15.1	14.2	0.9	52.06
(72,	73)	1	SOV	---	---	3	287.0	-----	24.6	24.4	0.3	19.0	18.8	0.2	61.34
(72,	73)	2	SOV	---	---	2	527.8	-----	23.5	23.3	0.2	18.1	18.0	0.1	64.24
(72,	73)	3	SOV	---	---	1	294.3	-----	22.4	22.2	0.2	17.3	17.1	0.1	67.38
(72,	73)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(73,	74)	1	SOV	---	---	2	271.4	-----	16.4	16.1	0.3	12.6	12.4	0.2	62.33
(73,	74)	2	SOV	---	---	4	618.2	-----	16.2	15.9	0.3	12.5	12.2	0.2	63.25
(73,	74)	3	SOV	---	---	0	213.6	-----	15.4	15.1	0.3	11.9	11.7	0.2	66.56
(73,	74)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(74,	75)	1	SOV	---	---	7	668.1	-----	23.1	22.7	0.4	17.8	17.5	0.3	62.05
(74,	75)	2	SOV	---	---	1	423.1	-----	21.4	21.2	0.3	16.5	16.3	0.2	66.75
(74,	75)	3	HOV	7	7	0	7.0	7.0	22.5	22.3	0.2	17.7	17.5	0.2	63.59
(75,	76)	1	SOV	---	---	0	624.2	-----	5.8	5.7	0.1	4.5	4.4	0.1	61.98
(75,	76)	2	SOV	---	---	0	468.1	-----	5.4	5.3	0.1	4.2	4.1	0.1	66.50
(75,	76)	3	HOV	7	7	0	7.0	7.0	5.6	5.6	0.0	4.4	4.4	0.0	64.05
(76,	77)	1	SOV	---	---	0	617.7	-----	3.5	3.5	0.1	2.7	2.7	0.0	61.86
(76,	77)	2	SOV	---	---	0	476.3	-----	3.3	3.2	0.1	2.6	2.5	0.1	66.07
(76,	77)	3	HOV	7	7	0	7.0	7.0	3.4	3.4	0.0	2.7	2.7	0.0	64.27

(568, 569)	1	SOV	---	---	0	450.0	-----	2.3	2.1	0.2	1.8	1.6	0.1	58.77
(568, 569)	2	SOV	---	---	0	434.0	-----	2.3	2.1	0.2	1.8	1.6	0.2	58.05
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	0	453.2	-----	13.4	13.0	0.4	10.3	10.1	0.3	62.99
(569, 570)	2	SOV	---	---	0	430.8	-----	13.5	13.0	0.5	10.4	10.0	0.4	62.61
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	1	SOV	---	---	2	450.6	-----	8.9	8.7	0.2	6.8	6.7	0.2	63.40
(570, 571)	2	SOV	---	---	3	432.8	-----	8.9	8.6	0.3	6.9	6.6	0.2	63.30
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	1	SOV	---	---	1	159.9	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.38
(571, 572)	2	SOV	---	---	2	424.1	-----	16.1	15.8	0.3	12.4	12.2	0.2	63.54
(571, 572)	3	HOV	0	425	1	295.9	295.9	16.2	15.7	0.5	12.5	12.1	0.4	63.14
(572, 573)	1	SOV	---	---	0	106.1	-----	22.7	22.3	0.4	17.6	17.3	0.3	65.83
(572, 573)	2	SOV	---	---	1	387.6	-----	23.5	23.2	0.3	18.1	17.9	0.2	63.64
(572, 573)	3	SOV	---	---	1	388.3	-----	23.7	23.0	0.7	18.3	17.8	0.5	63.12
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	1	164.3	-----	15.9	15.7	0.2	12.3	12.1	0.2	64.35
(573, 574)	2	SOV	---	---	1	363.9	-----	16.1	15.9	0.2	12.4	12.2	0.1	63.63
(573, 574)	3	SOV	---	---	1	353.7	-----	16.1	15.7	0.4	12.5	12.2	0.3	63.36
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	0	107.8	-----	12.9	12.7	0.2	10.0	9.8	0.2	66.92
(574, 575)	2	SOV	---	---	0	359.3	-----	13.6	13.4	0.1	10.4	10.3	0.1	63.68
(574, 575)	3	SOV	---	---	0	344.6	-----	13.7	13.3	0.3	10.5	10.3	0.3	63.23
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	0	115.0	-----	17.6	17.5	0.2	13.6	13.5	0.1	67.28
(575, 576)	2	SOV	---	---	1	356.5	-----	18.6	18.5	0.2	14.3	14.2	0.1	63.73
(575, 576)	3	SOV	---	---	1	339.1	-----	18.7	18.3	0.4	14.4	14.1	0.3	63.44
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	1	1050.8	-----	17.1	15.8	1.3	13.2	12.2	1.0	59.77
(576, 577)	2	SOV	---	---	4	563.4	-----	16.1	15.6	0.5	12.4	12.0	0.4	63.48
(576, 577)	3	SOV	---	---	1	363.8	-----	16.1	15.7	0.4	12.4	12.1	0.3	63.58
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	0	34.9	-----	22.3	19.7	2.6	17.2	15.2	2.0	45.96
(577, 578)	1	SOV	---	---	2	928.6	-----	13.9	13.5	0.4	10.7	10.4	0.3	62.54
(577, 578)	2	SOV	---	---	2	689.9	-----	13.3	13.2	0.2	10.3	10.2	0.1	65.26
(577, 578)	3	SOV	---	---	1	392.9	-----	13.6	13.3	0.3	10.5	10.2	0.2	64.19
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	7	1181.5	-----	11.7	11.3	0.5	9.1	8.7	0.4	61.65
(578, 579)	2	SOV	---	---	1	585.0	-----	11.0	10.9	0.2	8.5	8.4	0.1	65.75

(578, 579)	3	SOV	---	---	1	239.6	-----	11.1	11.0	0.1	8.5	8.4	0.1	65.45
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(579, 580)	1	SOV	---	---	3	1178.3	-----	5.5	5.3	0.2	4.3	4.1	0.2	61.47
(579, 580)	2	SOV	---	---	2	582.9	-----	5.2	5.1	0.1	4.0	3.9	0.0	65.95
(579, 580)	3	SOV	---	---	0	240.2	-----	5.2	5.1	0.0	4.0	3.9	0.0	66.10
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	10	1131.1	-----	11.3	10.9	0.5	8.8	8.4	0.4	60.10
(580, 581)	2	SOV	---	---	4	611.1	-----	10.4	10.2	0.1	8.0	7.9	0.1	65.83
(580, 581)	3	SOV	---	---	3	255.6	-----	10.3	10.2	0.1	7.9	7.9	0.1	66.23
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(581, 582)	1	SOV	---	---	3	579.8	-----	11.6	11.3	0.3	8.9	8.8	0.2	61.38
(581, 582)	2	SOV	---	---	2	631.7	-----	10.8	10.7	0.1	8.4	8.3	0.1	65.72
(581, 582)	3	SOV	---	---	2	274.2	-----	10.7	10.6	0.1	8.3	8.2	0.1	66.50
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	1	552.4	-----	13.8	13.5	0.3	10.6	10.4	0.2	61.40
(582, 583)	2	SOV	---	---	1	623.3	-----	12.9	12.8	0.1	10.0	9.9	0.1	65.53
(582, 583)	3	SOV	---	---	0	314.1	-----	12.7	12.6	0.1	9.8	9.7	0.1	66.78
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	1	1055.7	-----	11.9	10.7	1.2	9.2	8.2	0.9	57.39
(583, 584)	2	SOV	---	---	2	727.6	-----	10.6	10.3	0.3	8.2	7.9	0.2	64.22
(583, 584)	3	SOV	---	---	0	357.6	-----	10.2	10.1	0.2	7.9	7.8	0.1	66.67
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	0	44.9	-----	14.5	11.9	2.6	11.2	9.2	2.0	47.09
(584, 585)	1	SOV	---	---	7	1746.2	-----	17.4	16.0	1.4	13.4	12.4	1.1	58.75
(584, 585)	2	SOV	---	---	1	921.4	-----	15.9	15.4	0.5	12.3	11.9	0.4	64.12
(584, 585)	3	SOV	---	---	0	411.2	-----	15.3	15.1	0.3	11.8	11.6	0.2	66.72
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	0	56.8	-----	18.6	17.9	0.7	14.4	13.8	0.6	54.84
(585, 586)	1	SOV	---	---	2	1764.5	-----	8.2	7.7	0.5	6.3	5.9	0.4	59.79
(585, 586)	2	SOV	---	---	1	950.2	-----	7.5	7.4	0.1	5.8	5.7	0.1	64.89
(585, 586)	3	SOV	---	---	0	425.6	-----	7.3	7.2	0.1	5.6	5.5	0.1	67.34
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	4	1684.6	-----	7.4	7.0	0.4	5.7	5.4	0.3	60.43
(586, 587)	2	SOV	---	---	0	998.7	-----	6.8	6.8	0.1	5.3	5.2	0.1	65.21
(586, 587)	3	SOV	---	---	0	457.8	-----	6.6	6.5	0.1	5.1	5.0	0.1	67.67
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	2	1635.6	-----	5.6	5.4	0.3	4.4	4.1	0.2	60.35
(587, 588)	2	SOV	---	---	1	1017.9	-----	5.2	5.2	0.1	4.0	4.0	0.1	65.17
(587, 588)	3	SOV	---	---	1	489.2	-----	5.0	5.0	0.1	3.9	3.8	0.0	67.73
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(588, 589)	1	SOV	---	---	10	1558.8	-----	11.6	10.9	0.7	8.9	8.4	0.5	58.90
(588, 589)	2	SOV	---	---	6	1049.3	-----	10.5	10.3	0.2	8.1	8.0	0.1	64.83
(588, 589)	3	SOV	---	---	3	532.0	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.80
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	2	749.7	-----	9.3	8.9	0.3	7.1	6.9	0.2	59.91
(589, 590)	2	SOV	---	---	3	1026.1	-----	8.7	8.5	0.2	6.7	6.6	0.1	63.90
(589, 590)	3	SOV	---	---	0	678.7	-----	8.3	8.2	0.1	6.4	6.3	0.1	66.73
(589, 590)	4	HOV	0	610	0	123.0	123.0	8.2	8.1	0.1	6.3	6.2	0.1	67.75
(590, 591)	1	SOV	---	---	0	67.6	-----	6.7	6.2	0.5	5.2	4.8	0.4	62.92
(590, 591)	2	SOV	---	---	1	861.3	-----	6.9	6.8	0.1	5.3	5.2	0.1	60.86
(590, 591)	3	SOV	---	---	1	1026.2	-----	6.5	6.4	0.1	5.0	4.9	0.1	64.62
(590, 591)	4	SOV	---	---	2	625.5	-----	6.2	6.1	0.1	4.8	4.7	0.1	67.64
(590, 591)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	0	127.5	-----	7.2	7.0	0.2	5.6	5.4	0.2	64.86
(591, 592)	2	SOV	---	---	4	814.0	-----	7.7	7.5	0.1	5.9	5.8	0.1	60.87
(591, 592)	3	SOV	---	---	3	990.3	-----	7.2	7.1	0.1	5.6	5.5	0.1	64.62
(591, 592)	4	SOV	---	---	1	650.1	-----	6.9	6.8	0.1	5.3	5.2	0.1	67.63
(591, 592)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	0	165.7	-----	10.5	10.2	0.2	8.1	7.9	0.2	65.22
(592, 593)	2	SOV	---	---	2	945.5	-----	11.1	10.8	0.2	8.5	8.3	0.2	61.64
(592, 593)	3	SOV	---	---	4	921.3	-----	10.6	10.4	0.2	8.2	8.0	0.1	64.21
(592, 593)	4	SOV	---	---	1	553.5	-----	10.1	10.0	0.1	7.8	7.7	0.1	67.45
(592, 593)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	1	SOV	---	---	1	259.5	-----	5.4	5.1	0.3	4.2	3.9	0.2	63.43
(593, 594)	2	SOV	---	---	2	1422.4	-----	5.4	5.3	0.2	4.2	4.1	0.1	62.76
(593, 594)	3	SOV	---	---	1	647.7	-----	5.4	5.4	0.1	4.2	4.1	0.1	62.64
(593, 594)	4	SOV	---	---	0	259.1	-----	5.1	5.0	0.1	3.9	3.9	0.1	67.03
(593, 594)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	1	SOV	---	---	0	414.6	-----	10.4	10.1	0.3	8.0	7.8	0.2	65.73
(594, 595)	2	SOV	---	---	3	1266.7	-----	10.9	10.6	0.3	8.4	8.2	0.2	62.79
(594, 595)	3	SOV	---	---	2	614.0	-----	10.9	10.7	0.1	8.4	8.3	0.1	62.81
(594, 595)	4	SOV	---	---	0	291.2	-----	10.2	10.0	0.1	7.8	7.7	0.1	67.11
(594, 595)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	1	SOV	---	---	1	584.4	-----	7.2	7.1	0.1	5.6	5.5	0.1	62.76
(595, 596)	2	SOV	---	---	1	320.7	-----	6.8	6.6	0.2	5.2	5.1	0.1	67.06
(595, 596)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	2	1196.9	-----	8.0	7.6	0.4	6.1	5.8	0.3	56.85
(595, 596)	10	SOV	---	---	1	482.2	-----	7.5	7.3	0.1	5.8	5.7	0.1	60.74
(596, 597)	1	SOV	---	---	1	564.4	-----	7.7	7.6	0.1	6.0	5.9	0.1	62.67
(596, 597)	2	SOV	---	---	0	339.6	-----	7.2	7.2	0.1	5.6	5.5	0.1	67.09

(596, 597)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	1	SOV	---	---	1	546.6	-----	9.0	8.9	0.1	6.9	6.8	0.1	62.61
(597, 598)	2	SOV	---	---	0	357.5	-----	8.4	8.3	0.1	6.5	6.4	0.1	66.98
(597, 598)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	1	SOV	---	---	0	521.2	-----	4.7	4.7	0.1	3.6	3.6	0.0	62.46
(598, 599)	2	SOV	---	---	0	383.8	-----	4.4	4.4	0.1	3.4	3.4	0.0	66.78
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(600, 601)	1	SOV	---	---	0	493.4	-----	6.5	6.4	0.1	5.0	4.9	0.1	62.38
(600, 601)	2	SOV	---	---	0	410.6	-----	6.1	6.0	0.1	4.7	4.6	0.0	66.65
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	0	698.0	-----	8.5	8.0	0.5	6.5	6.1	0.4	60.27
(601, 602)	2	SOV	---	---	0	451.3	-----	7.8	7.6	0.1	6.0	5.9	0.1	65.95
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	9	SOV	---	---	2	1318.1	-----	9.2	8.0	1.2	7.1	6.2	0.9	55.60
(601, 602)	10	SOV	---	---	1	72.5	-----	10.2	9.0	1.2	7.9	7.0	0.9	50.00
(602, 603)	1	SOV	---	---	5	814.4	-----	8.2	8.0	0.2	6.3	6.1	0.2	62.62
(602, 603)	2	SOV	---	---	1	512.8	-----	7.7	7.6	0.1	6.0	5.9	0.1	66.09
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	9	SOV	---	---	4	1212.9	-----	8.4	8.0	0.4	6.5	6.2	0.3	60.74
(603, 604)	1	SOV	---	---	4	831.2	-----	6.9	6.8	0.1	5.3	5.2	0.1	63.53
(603, 604)	2	SOV	---	---	3	540.4	-----	6.6	6.5	0.1	5.1	5.0	0.1	66.42
(603, 604)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 604)	9	SOV	---	---	4	1160.3	-----	7.1	6.8	0.3	5.5	5.3	0.2	61.59
(604, 605)	1	SOV	---	---	3	858.9	-----	7.8	7.7	0.1	6.0	5.9	0.1	63.58
(604, 605)	2	SOV	---	---	0	561.4	-----	7.5	7.4	0.1	5.8	5.7	0.1	66.45
(604, 605)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(604, 605)	9	SOV	---	---	3	1108.3	-----	8.1	7.8	0.3	6.2	6.0	0.3	61.21
(605, 606)	1	SOV	---	---	2	891.4	-----	10.2	10.0	0.2	7.9	7.7	0.1	63.54
(605, 606)	2	SOV	---	---	3	583.7	-----	9.8	9.6	0.1	7.5	7.4	0.1	66.42
(605, 606)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(605, 606)	9	SOV	---	---	3	1055.3	-----	10.6	10.2	0.4	8.2	7.9	0.3	61.01
(606, 607)	1	SOV	---	---	2	908.9	-----	8.1	8.0	0.1	6.3	6.2	0.1	63.46
(606, 607)	2	SOV	---	---	3	605.7	-----	7.8	7.6	0.1	6.0	5.9	0.1	66.44
(606, 607)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(606, 607)	9	SOV	---	---	3	1010.5	-----	8.5	8.1	0.3	6.5	6.3	0.3	60.83
(607, 608)	1	SOV	---	---	1	900.1	-----	7.1	7.0	0.1	5.5	5.4	0.1	63.42
(607, 608)	2	SOV	---	---	1	642.1	-----	6.8	6.7	0.1	5.2	5.1	0.1	66.45
(607, 608)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(607, 608)	9	SOV	---	---	1	980.4	-----	7.4	7.1	0.3	5.7	5.5	0.2	60.82

(608, 609)	1	SOV	---	---	3	907.6	-----	8.8	8.6	0.2	6.8	6.6	0.1	63.34
(608, 609)	2	SOV	---	---	2	664.2	-----	8.4	8.2	0.1	6.5	6.4	0.1	66.54
(608, 609)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(608, 609)	9	SOV	---	---	4	946.6	-----	9.2	8.8	0.4	7.1	6.8	0.3	60.76
(609, 610)	1	SOV	---	---	2	922.0	-----	10.0	9.8	0.2	7.7	7.6	0.1	63.32
(609, 610)	2	SOV	---	---	2	690.4	-----	9.5	9.4	0.1	7.3	7.2	0.1	66.48
(609, 610)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(609, 610)	9	SOV	---	---	1	908.2	-----	10.4	10.0	0.4	8.0	7.7	0.3	60.76
(610, 611)	1	SOV	---	---	2	1124.9	-----	7.7	7.5	0.2	6.0	5.8	0.2	63.02
(610, 611)	2	SOV	---	---	2	621.3	-----	7.3	7.2	0.1	5.7	5.6	0.1	66.41
(610, 611)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(610, 611)	9	SOV	---	---	4	771.2	-----	8.0	7.7	0.3	6.2	6.0	0.2	60.86
(611, 612)	1	SOV	---	---	3	1509.9	-----	8.2	7.9	0.3	6.4	6.1	0.3	61.67
(611, 612)	2	SOV	---	---	1	443.5	-----	7.8	7.5	0.2	6.0	5.8	0.2	65.56
(611, 612)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(611, 612)	9	SOV	---	---	2	563.5	-----	8.2	8.0	0.3	6.4	6.2	0.2	61.66
(612, 613)	1	SOV	---	---	5	1356.1	-----	16.8	16.2	0.6	13.0	12.5	0.5	60.74
(612, 613)	2	SOV	---	---	1	503.4	-----	15.4	15.2	0.3	11.9	11.7	0.2	66.27
(612, 613)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(612, 613)	9	SOV	---	---	3	654.9	-----	17.0	16.5	0.5	13.1	12.7	0.4	60.04
(613, 614)	1	SOV	---	---	0	699.7	-----	3.5	3.4	0.1	2.7	2.6	0.1	61.02
(613, 614)	2	SOV	---	---	1	455.7	-----	3.2	3.2	0.1	2.5	2.4	0.0	66.04
(613, 614)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(614, 615)	1	SOV	---	---	2	693.3	-----	3.2	3.1	0.1	2.4	2.4	0.1	61.79
(614, 615)	2	SOV	---	---	1	460.6	-----	2.9	2.9	0.0	2.3	2.2	0.0	66.35
(614, 615)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(615, 616)	1	SOV	---	---	0	692.2	-----	5.5	5.4	0.1	4.2	4.2	0.1	62.03
(615, 616)	2	SOV	---	---	1	460.4	-----	5.1	5.1	0.1	4.0	3.9	0.0	66.42
(615, 616)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(616, 617)	1	SOV	---	---	2	680.5	-----	11.3	11.0	0.3	8.7	8.5	0.2	60.36
(616, 617)	2	SOV	---	---	0	471.6	-----	10.3	10.2	0.1	7.9	7.8	0.1	66.24
(616, 617)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 618)	1	SOV	---	---	5	407.3	-----	11.0	10.9	0.1	8.5	8.4	0.1	61.60
(617, 618)	2	SOV	---	---	1	471.0	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.13
(617, 618)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(618, 619)	1	SOV	---	---	1	409.5	-----	9.9	9.8	0.1	7.6	7.5	0.1	61.75
(618, 619)	2	SOV	---	---	3	466.3	-----	9.3	9.2	0.1	7.2	7.1	0.1	66.02
(618, 619)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(619, 620)	1	SOV	---	---	0	410.9	-----	4.6	4.6	0.1	3.6	3.5	0.0	61.88
(619, 620)	2	SOV	---	---	1	465.0	-----	4.3	4.3	0.1	3.3	3.3	0.0	65.81
(619, 620)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(599, 600)	1	SOV	---	---	1	507.3	-----	4.2	4.2	0.1	3.3	3.2	0.0	62.43
(599, 600)	2	SOV	---	---	0	397.2	-----	4.0	3.9	0.0	3.0	3.0	0.0	66.75
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	1	617.9	-----	2.1	2.0	0.0	1.6	1.6	0.0	61.60
(77,7053)	2	SOV	---	---	0	477.0	-----	1.9	1.9	0.1	1.5	1.5	0.0	65.13
(77,7053)	3	HOV	7	7	0	7.0	7.0	2.0	2.0	0.0	1.6	1.6	0.0	64.19
(7054, 568)	1	SOV	---	---	0	487.3	-----	3.0	2.4	0.6	2.3	1.8	0.5	52.99
(7054, 568)	2	SOV	---	---	0	469.4	-----	3.0	2.4	0.7	2.3	1.8	0.5	52.26
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(396, 397)	1	SOV	---	---	7	1044.7	-----	25.3	24.4	1.0	19.6	18.8	0.7	61.46
(396, 397)	2	SOV	---	---	9	1184.1	-----	24.6	23.9	0.7	19.0	18.5	0.6	63.20
(396, 397)	3	SOV	---	---	6	949.5	-----	24.7	23.8	0.8	19.0	18.4	0.6	63.17
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	4	1843.2	-----	8.1	7.5	0.7	6.3	5.8	0.5	58.89
(397, 398)	2	SOV	---	---	2	1026.3	-----	7.6	7.3	0.3	5.9	5.6	0.2	62.99
(397, 398)	3	SOV	---	---	2	800.3	-----	7.5	7.3	0.2	5.8	5.6	0.2	63.78
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	3	340.4	-----	8.2	7.4	0.8	6.4	5.8	0.6	57.99
(398, 564)	1	SOV	---	---	6	1642.4	-----	9.0	8.6	0.4	6.9	6.6	0.3	60.69
(398, 564)	2	SOV	---	---	4	1122.4	-----	8.6	8.3	0.2	6.6	6.4	0.2	63.55
(398, 564)	3	SOV	---	---	1	826.5	-----	8.6	8.3	0.2	6.6	6.4	0.2	63.78
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(398, 564)	9	SOV	---	---	1	418.4	-----	8.5	8.2	0.3	6.6	6.4	0.2	64.22
(620, 369)	1	SOV	---	---	1	407.2	-----	5.4	5.4	0.1	4.2	4.1	0.0	61.93
(620, 369)	2	SOV	---	---	1	468.1	-----	5.1	5.0	0.1	3.9	3.9	0.1	65.64
(620, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 114)	1	SOV	---	---	1	271.4	-----	8.2	8.1	0.1	6.3	6.2	0.1	54.08
(114, 115)	1	SOV	---	---	1	271.0	-----	11.5	11.3	0.2	8.9	8.7	0.2	49.67
(117, 416)	1	SOV	---	---	0	270.0	-----	9.0	8.7	0.2	6.9	6.7	0.2	48.65
(399, 402)	1	SOV	---	---	2	449.0	-----	20.2	20.0	0.2	15.6	15.5	0.2	55.70
(399, 402)	2	SOV	---	---	3	451.5	-----	21.2	20.9	0.2	16.3	16.1	0.2	53.05
(625, 132)	1	SOV	---	---	0	752.0	-----	3.2	2.7	0.5	2.5	2.1	0.4	44.18

(626, 627)	1	SOV	---	---	1	626.7	-----	4.7	4.6	0.1	3.6	3.5	0.1	61.21
(626, 627)	2	SOV	---	---	1	482.9	-----	4.3	4.2	0.1	3.4	3.3	0.1	65.91
(627, 190)	1	SOV	---	---	1	616.1	-----	3.5	3.5	0.1	2.7	2.7	0.0	61.84
(627, 190)	2	SOV	---	---	1	492.8	-----	3.3	3.2	0.0	2.5	2.5	0.0	66.73
(629, 255)	1	SOV	---	---	2	804.1	-----	4.9	4.3	0.6	3.8	3.3	0.5	47.11
(628, 629)	1	SOV	---	---	2	806.1	-----	5.9	5.3	0.7	4.6	4.1	0.5	39.77
(631, 280)	1	SOV	---	---	0	527.0	-----	6.7	6.2	0.5	5.2	4.8	0.4	50.30
(630, 631)	1	SOV	---	---	0	527.0	-----	6.2	5.8	0.3	4.8	4.5	0.3	47.40
(632, 633)	1	SOV	---	---	3	941.2	-----	8.3	8.0	0.3	6.4	6.2	0.2	53.42
(632, 633)	2	SOV	---	---	2	926.5	-----	8.4	8.1	0.3	6.5	6.3	0.2	52.70
(635, 54)	1	SOV	---	---	0	234.0	-----	8.4	7.8	0.5	6.5	6.1	0.4	51.17
(634, 635)	1	SOV	---	---	0	233.9	-----	7.6	7.1	0.6	5.9	5.5	0.4	41.72
(637, 56)	1	SOV	---	---	0	396.0	-----	8.2	8.0	0.2	6.3	6.2	0.1	53.70
(636, 637)	1	SOV	---	---	0	395.8	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.49
(61, 638)	1	SOV	---	---	0	840.6	-----	5.8	5.6	0.2	4.5	4.3	0.2	52.77
(638, 639)	1	SOV	---	---	1	188.6	-----	4.4	4.2	0.2	3.4	3.2	0.2	52.17
(638, 639)	2	SOV	---	---	1	651.2	-----	4.4	4.2	0.2	3.4	3.2	0.2	52.46
(62, 640)	1	SOV	---	---	1	1150.3	-----	5.3	5.0	0.3	4.1	3.9	0.2	52.27
(640, 641)	1	SOV	---	---	0	341.5	-----	2.9	2.8	0.1	2.2	2.2	0.1	52.04
(640, 641)	2	SOV	---	---	0	808.5	-----	2.9	2.7	0.1	2.2	2.1	0.1	52.22
(643, 64)	1	SOV	---	---	0	500.0	-----	7.6	7.3	0.3	5.8	5.6	0.2	52.56
(642, 643)	1	SOV	---	---	1	334.4	-----	6.4	5.9	0.5	4.9	4.6	0.4	50.73
(642, 643)	2	SOV	---	---	0	166.5	-----	6.6	6.1	0.5	5.1	4.7	0.4	49.32
(69, 644)	1	SOV	---	---	1	686.7	-----	4.4	4.3	0.0	3.4	3.3	0.0	54.95
(69, 644)	2	SOV	---	---	1	1088.6	-----	4.5	4.4	0.1	3.5	3.4	0.1	52.75
(644, 645)	1	SOV	---	---	0	176.0	-----	3.1	3.1	0.0	2.4	2.4	0.0	54.39
(644, 645)	2	SOV	---	---	0	808.0	-----	3.3	3.2	0.0	2.5	2.5	0.0	51.95
(644, 645)	3	SOV	---	---	0	791.9	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.41
(647, 71)	1	SOV	---	---	1	64.8	-----	9.5	8.9	0.6	7.3	6.9	0.4	50.49

(646, 647)	1	SOV	---	---	0	65.0	-----	8.3	7.7	0.6	6.4	6.0	0.5	40.93
(574, 660)	1	SOV	---	---	0	71.0	-----	2.8	2.8	0.1	2.2	2.1	0.0	53.75
(660, 661)	1	SOV	---	---	0	71.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	50.53
(663, 576)	1	SOV	---	---	1	1046.0	-----	7.3	6.2	1.2	5.7	4.8	0.9	46.29
(663, 576)	2	SOV	---	---	0	158.9	-----	8.9	7.0	1.9	6.9	5.4	1.5	38.18
(662, 663)	1	SOV	---	---	0	100.4	-----	7.1	4.5	2.6	5.5	3.5	2.0	32.05
(662, 663)	2	SOV	---	---	2	1102.8	-----	5.3	4.5	0.9	4.1	3.4	0.7	42.64
(581, 664)	1	SOV	---	---	2	505.3	-----	7.4	7.2	0.2	5.7	5.5	0.2	53.40
(664, 665)	1	SOV	---	---	1	503.2	-----	2.9	2.8	0.1	2.2	2.1	0.1	52.84
(667, 583)	1	SOV	---	---	0	694.0	-----	12.6	10.8	1.7	9.7	8.4	1.3	46.84
(666, 667)	1	SOV	---	---	0	694.0	-----	4.2	3.9	0.3	3.3	3.0	0.2	34.37
(669, 584)	1	SOV	---	---	5	850.4	-----	7.7	7.3	0.5	6.0	5.6	0.4	51.54
(669, 584)	2	SOV	---	---	1	101.9	-----	8.1	7.5	0.6	6.3	5.8	0.5	48.88
(668, 669)	1	SOV	---	---	0	40.4	-----	6.8	4.1	2.7	5.3	3.2	2.1	31.82
(668, 669)	2	SOV	---	---	2	915.0	-----	4.2	3.9	0.2	3.2	3.0	0.2	51.77
(589, 670)	1	SOV	---	---	1	559.1	-----	2.9	2.8	0.1	2.3	2.2	0.1	53.13
(670, 671)	1	SOV	---	---	2	558.0	-----	2.8	2.7	0.1	2.1	2.1	0.1	53.11
(672, 673)	1	SOV	---	---	1	885.2	-----	6.4	6.0	0.4	4.9	4.7	0.3	47.00
(674, 675)	1	SOV	---	---	0	746.0	-----	3.9	3.8	0.1	3.0	2.9	0.1	52.80
(676, 677)	1	SOV	---	---	3	912.3	-----	19.1	18.5	0.6	14.7	14.3	0.4	53.60
(676, 677)	2	SOV	---	---	1	622.1	-----	19.2	18.8	0.4	14.8	14.5	0.3	53.23
(676, 677)	3	SOV	---	---	0	25.5	-----	19.3	19.1	0.2	14.8	14.7	0.1	53.08
(676, 677)	9	SOV	---	---	0	121.2	-----	18.9	18.6	0.3	14.6	14.4	0.3	53.99
(677, 680)	1	SOV	---	---	1	333.5	-----	16.1	16.0	0.2	12.5	12.3	0.1	56.61
(677, 680)	2	SOV	---	---	1	559.3	-----	17.2	16.9	0.2	13.2	13.0	0.2	53.25
(677, 678)	1	SOV	---	---	1	285.5	-----	5.0	5.0	0.0	3.9	3.9	0.0	50.95
(677, 678)	2	SOV	---	---	2	502.8	-----	5.3	5.2	0.1	4.1	4.0	0.1	48.68
(678, 679)	1	SOV	---	---	0	291.0	-----	5.5	5.5	0.0	4.2	4.2	0.0	50.89
(678, 679)	2	SOV	---	---	1	495.6	-----	5.8	5.7	0.1	4.5	4.4	0.1	48.36
(680, 681)	1	SOV	---	---	0	368.6	-----	8.7	8.6	0.1	6.7	6.7	0.1	56.77

(680, 681)	2	SOV	---	---	2	525.0	-----	9.3	9.2	0.1	7.2	7.1	0.1	53.09
(681, 682)	1	SOV	---	---	1	388.2	-----	9.0	8.9	0.1	7.0	6.9	0.1	56.75
(681, 682)	2	SOV	---	---	2	506.1	-----	9.6	9.5	0.1	7.4	7.3	0.1	52.99
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(686, 111)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(685, 681)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(682, 683)	1	SOV	---	---	1	401.8	-----	9.0	8.9	0.1	7.0	6.9	0.1	56.74
(682, 683)	2	SOV	---	---	1	491.1	-----	9.7	9.6	0.1	7.4	7.4	0.1	52.91
(687, 688)	1	SOV	---	---	0	408.6	-----	6.7	6.6	0.1	5.1	5.1	0.1	47.42
(687, 688)	2	SOV	---	---	1	484.0	-----	7.2	7.1	0.1	5.5	5.4	0.1	44.19
(688,7027)	1	SOV	---	---	0	414.0	-----	4.3	4.3	0.0	3.3	3.3	0.0	42.19
(688,7027)	2	SOV	---	---	0	478.0	-----	4.7	4.6	0.0	3.6	3.6	0.0	38.61
(7056, 626)	1	SOV	---	---	3	671.8	-----	5.3	4.6	0.7	4.1	3.5	0.5	54.58
(7056, 626)	2	SOV	---	---	0	486.5	-----	4.7	4.2	0.5	3.6	3.3	0.4	61.21
(679,7058)	1	SOV	---	---	0	295.6	-----	3.1	3.0	0.0	2.4	2.3	0.0	50.52
(679,7058)	2	SOV	---	---	1	492.8	-----	3.3	3.1	0.1	2.5	2.4	0.1	47.45
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	2	879.0	-----	4.3	4.1	0.2	3.3	3.1	0.2	33.96
(7061, 630)	1	SOV	---	---	0	557.6	-----	4.9	4.5	0.5	3.8	3.4	0.4	45.42
(7062, 674)	1	SOV	---	---	0	829.3	-----	2.3	2.0	0.3	1.8	1.6	0.2	48.55
(7063, 672)	1	SOV	---	---	2	921.6	-----	7.5	6.8	0.7	5.8	5.3	0.5	41.08
(671,7064)	1	SOV	---	---	0	557.0	-----	2.4	2.3	0.1	1.8	1.8	0.1	52.36
(633,7065)	1	SOV	---	---	3	941.2	-----	4.3	4.1	0.1	3.3	3.2	0.1	53.22
(633,7065)	2	SOV	---	---	4	924.7	-----	4.3	4.2	0.1	3.3	3.2	0.1	52.56
(7066, 634)	1	SOV	---	---	1	254.4	-----	4.1	3.9	0.2	3.1	3.0	0.1	34.92
(7067, 636)	1	SOV	---	---	0	414.9	-----	5.1	4.7	0.5	4.0	3.6	0.4	50.35
(665,7068)	1	SOV	---	---	1	502.0	-----	2.7	2.6	0.1	2.1	2.0	0.1	51.56
(7069, 666)	1	SOV	---	---	0	768.6	-----	3.4	3.3	0.1	2.6	2.5	0.1	35.69

(7070, 668)	1	SOV	---	---	0	207.8	-----	4.5	3.8	0.6	3.4	3.0	0.5	47.89
(7070, 668)	2	SOV	---	---	0	805.2	-----	4.1	3.9	0.2	3.2	3.0	0.2	52.14
(639,7071)	1	SOV	---	---	0	82.0	-----	2.3	2.0	0.3	1.8	1.5	0.2	48.60
(639,7071)	2	SOV	---	---	0	757.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	50.38
(7072, 642)	1	SOV	---	---	0	95.9	-----	2.3	1.9	0.5	1.8	1.4	0.4	45.20
(7072, 642)	2	SOV	---	---	0	465.0	-----	2.2	1.9	0.3	1.7	1.5	0.2	48.16
(641,7073)	1	SOV	---	---	0	77.0	-----	2.3	2.3	0.0	1.7	1.7	0.0	52.49
(641,7073)	2	SOV	---	---	2	1071.8	-----	2.4	2.4	0.0	1.9	1.8	0.0	49.50
(661,7074)	1	SOV	---	---	0	71.0	-----	2.8	2.6	0.2	2.2	2.0	0.1	45.93
(7075, 662)	1	SOV	---	---	0	347.2	-----	4.5	3.8	0.7	3.4	2.9	0.5	43.94
(7075, 662)	2	SOV	---	---	0	933.9	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.72
(645,7076)	1	SOV	---	---	0	10.0	-----	3.2	3.0	0.2	2.5	2.3	0.2	49.74
(645,7076)	2	SOV	---	---	1	705.1	-----	3.2	3.2	0.0	2.5	2.5	0.0	49.60
(645,7076)	3	SOV	---	---	1	1060.4	-----	3.4	3.3	0.2	2.6	2.5	0.1	46.97
(7077, 646)	1	SOV	---	---	0	72.3	-----	3.2	3.0	0.2	2.4	2.3	0.2	34.26
(7084, 857)	1	SOV	---	---	0	213.3	-----	2.6	2.3	0.3	2.0	1.8	0.2	49.31
(857, 858)	1	SOV	---	---	0	194.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.23
(859,7085)	1	SOV	---	---	0	327.0	-----	6.2	6.0	0.2	4.8	4.7	0.1	53.00
(7086, 860)	1	SOV	---	---	0	28.1	-----	5.8	5.7	0.0	4.4	4.4	0.0	55.21
(860, 861)	1	SOV	---	---	0	27.0	-----	5.6	5.6	0.0	4.3	4.3	0.0	55.21
(866,7087)	1	SOV	---	---	0	66.0	-----	3.9	3.8	0.1	3.0	2.9	0.1	53.60
(873,7088)	1	SOV	---	---	0	57.0	-----	7.0	7.0	0.0	5.4	5.4	0.0	53.91
(7089, 874)	1	SOV	---	---	1	84.3	-----	3.7	3.6	0.2	2.9	2.8	0.1	52.75
(874, 875)	1	SOV	---	---	0	79.0	-----	3.7	3.6	0.0	2.8	2.8	0.0	54.41
(876,7090)	1	SOV	---	---	0	138.0	-----	6.0	5.9	0.1	4.6	4.6	0.0	53.91
(7091, 877)	1	SOV	---	---	0	77.7	-----	5.1	3.6	1.4	3.9	2.8	1.1	39.63
(877, 878)	1	SOV	---	---	0	73.0	-----	4.6	4.4	0.2	3.5	3.4	0.1	51.70
(879, 880)	1	SOV	---	---	3	1023.9	-----	13.9	13.7	0.2	10.7	10.6	0.1	64.36
(879, 880)	2	SOV	---	---	5	1005.9	-----	14.0	13.8	0.2	10.8	10.7	0.1	63.89

(880, 881)	1	SOV	---	---	5	1008.8	-----	19.8	19.5	0.4	15.4	15.1	0.3	63.98
(880, 881)	2	SOV	---	---	7	994.0	-----	20.0	19.6	0.4	15.5	15.2	0.3	63.52
(881, 882)	1	SOV	---	---	5	1022.6	-----	16.4	15.9	0.5	12.7	12.3	0.4	63.19
(881, 882)	2	SOV	---	---	5	980.6	-----	16.5	16.0	0.5	12.7	12.4	0.4	62.97
(882, 883)	1	SOV	---	---	2	1023.0	-----	16.3	15.8	0.6	12.6	12.2	0.4	62.61
(882, 883)	2	SOV	---	---	4	981.5	-----	16.3	15.7	0.5	12.6	12.2	0.4	62.83
(883, 884)	1	SOV	---	---	6	957.4	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.79
(883, 884)	2	SOV	---	---	6	989.5	-----	13.1	12.6	0.4	10.1	9.8	0.3	62.73
(883, 873)	1	SOV	---	---	0	57.0	-----	7.6	7.6	0.0	5.9	5.8	0.0	53.91
(884, 885)	1	SOV	---	---	5	965.3	-----	12.1	11.6	0.4	9.3	9.0	0.3	62.69
(884, 885)	2	SOV	---	---	5	981.8	-----	12.1	11.6	0.4	9.3	9.0	0.3	62.61
(885, 886)	1	SOV	---	---	1	967.6	-----	14.9	14.4	0.6	11.6	11.1	0.4	62.53
(885, 886)	2	SOV	---	---	2	979.7	-----	14.9	14.4	0.6	11.6	11.1	0.4	62.51
(886, 887)	1	SOV	---	---	6	1033.9	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.19
(886, 887)	2	SOV	---	---	4	989.2	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.26
(886, 887)	9	SOV	---	---	0	3.3	-----	19.6	17.4	2.2	15.1	13.4	1.7	52.13
(887, 888)	1	SOV	---	---	5	1014.3	-----	16.9	16.2	0.7	13.1	12.6	0.5	62.21
(887, 888)	2	SOV	---	---	2	1011.7	-----	16.9	16.2	0.7	13.1	12.5	0.6	62.32
(875, 886)	1	SOV	---	---	0	79.0	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.67
(888, 889)	1	SOV	---	---	6	1020.6	-----	18.4	17.6	0.8	14.2	13.6	0.6	62.16
(888, 889)	2	SOV	---	---	6	1008.0	-----	18.4	17.6	0.8	14.2	13.6	0.6	62.15
(889, 890)	1	SOV	---	---	5	1025.6	-----	12.2	11.6	0.5	9.4	9.0	0.4	62.06
(889, 890)	2	SOV	---	---	5	1000.4	-----	12.2	11.6	0.6	9.4	9.0	0.5	61.93
(890, 891)	1	SOV	---	---	3	1022.3	-----	19.1	18.3	0.8	14.8	14.2	0.7	62.07
(890, 891)	2	SOV	---	---	5	1000.6	-----	19.1	18.3	0.9	14.8	14.1	0.7	62.04
(891, 892)	1	SOV	---	---	7	1031.2	-----	14.4	13.7	0.6	11.1	10.6	0.5	62.07
(891, 892)	2	SOV	---	---	6	987.7	-----	14.4	13.7	0.7	11.1	10.6	0.5	62.02
(892, 893)	1	SOV	---	---	10	1034.7	-----	33.7	32.2	1.6	26.1	24.9	1.2	61.97
(892, 893)	2	SOV	---	---	13	981.7	-----	33.7	32.2	1.5	26.1	24.9	1.2	62.09
(893, 894)	1	SOV	---	---	11	1015.8	-----	39.9	38.0	1.9	30.9	29.4	1.5	61.78
(893, 894)	2	SOV	---	---	8	997.1	-----	39.7	37.9	1.9	30.8	29.3	1.4	62.01
(894, 895)	1	SOV	---	---	10	996.3	-----	24.5	23.3	1.2	18.9	18.0	0.9	61.73

(894, 895)	2	SOV	---	---	6	1014.4	-----	24.4	23.2	1.2	18.9	17.9	0.9	61.95
(895, 896)	1	SOV	---	---	3	1015.8	-----	38.1	36.3	1.8	29.5	28.1	1.4	61.80
(895, 896)	2	SOV	---	---	7	1008.1	-----	38.1	36.2	1.9	29.5	28.0	1.5	61.78
(896, 897)	1	SOV	---	---	17	1045.5	-----	40.8	38.8	2.0	31.5	30.0	1.5	61.83
(896, 897)	2	SOV	---	---	17	973.7	-----	40.8	38.8	2.1	31.6	30.0	1.6	61.72
(897, 898)	1	SOV	---	---	7	1027.6	-----	22.6	21.4	1.1	17.5	16.6	0.9	61.68
(897, 898)	2	SOV	---	---	2	992.1	-----	22.5	21.4	1.1	17.4	16.5	0.9	61.79
(898, 899)	1	SOV	---	---	6	1033.3	-----	16.6	15.8	0.8	12.9	12.2	0.6	61.56
(898, 899)	2	SOV	---	---	12	981.2	-----	16.6	15.7	0.8	12.8	12.2	0.6	61.71
(899, 900)	1	SOV	---	---	8	965.4	-----	18.2	17.3	0.9	14.1	13.4	0.7	61.67
(899, 900)	2	SOV	---	---	3	978.4	-----	18.2	17.3	0.9	14.1	13.4	0.7	61.61
(899, 866)	1	SOV	---	---	0	66.0	-----	7.8	7.7	0.1	6.0	5.9	0.1	54.54
(900, 901)	1	SOV	---	---	10	955.9	-----	21.4	20.3	1.1	16.5	15.7	0.8	61.70
(900, 901)	2	SOV	---	---	9	976.6	-----	21.4	20.3	1.1	16.5	15.7	0.8	61.70
(901, 902)	1	SOV	---	---	0	1088.7	-----	16.9	15.8	1.1	13.1	12.2	0.8	60.60
(901, 902)	2	SOV	---	---	1	1031.7	-----	16.6	15.7	0.9	12.8	12.1	0.7	61.60
(901, 902)	9	SOV	---	---	0	8.6	-----	21.6	17.9	3.6	16.6	13.8	2.8	47.43
(902, 903)	1	SOV	---	---	1	1076.6	-----	16.8	15.9	0.8	13.0	12.3	0.7	61.38
(902, 903)	2	SOV	---	---	0	1055.0	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.77
(858, 901)	1	SOV	---	---	0	194.0	-----	10.1	9.9	0.2	7.8	7.7	0.2	53.57
(903, 904)	1	SOV	---	---	1	1069.6	-----	19.2	18.2	1.0	14.9	14.1	0.7	61.42
(903, 904)	2	SOV	---	---	2	1063.0	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.76
(904, 905)	1	SOV	---	---	3	1065.1	-----	14.9	14.1	0.7	11.5	10.9	0.6	61.44
(904, 905)	2	SOV	---	---	3	1064.6	-----	14.8	14.0	0.8	11.4	10.9	0.6	61.70
(906, 907)	1	SOV	---	---	6	1272.2	-----	14.4	14.2	0.3	11.2	11.0	0.2	63.81
(906, 907)	2	SOV	---	---	5	1266.8	-----	14.5	14.2	0.2	11.2	11.0	0.2	63.66
(907, 908)	1	SOV	---	---	8	1293.3	-----	22.0	21.4	0.6	17.1	16.6	0.5	63.13
(907, 908)	2	SOV	---	---	10	1209.6	-----	22.0	21.5	0.5	17.0	16.6	0.4	63.21
(908, 909)	1	SOV	---	---	6	1364.1	-----	16.7	15.9	0.7	12.9	12.3	0.6	61.42
(908, 909)	2	SOV	---	---	7	1139.7	-----	16.3	15.8	0.6	12.6	12.2	0.4	62.72
(909, 910)	1	SOV	---	---	5	1024.8	-----	14.5	13.9	0.6	11.2	10.8	0.4	62.26
(909, 910)	2	SOV	---	---	4	1147.4	-----	14.4	13.9	0.5	11.1	10.8	0.4	62.62

(909, 859)	1	SOV	---	---	3	327.8	-----	9.6	9.5	0.1	7.5	7.4	0.1	53.85
(910, 911)	1	SOV	---	---	4	1040.1	-----	17.4	16.7	0.6	13.4	13.0	0.5	62.57
(910, 911)	2	SOV	---	---	7	1133.9	-----	17.4	16.7	0.7	13.5	12.9	0.5	62.32
(911, 912)	1	SOV	---	---	4	1074.6	-----	16.0	15.4	0.6	12.4	11.9	0.5	62.39
(911, 912)	2	SOV	---	---	6	1097.6	-----	16.1	15.4	0.7	12.4	11.9	0.5	61.95
(861, 912)	1	SOV	---	---	0	27.0	-----	6.2	6.2	0.0	4.8	4.8	0.0	55.23
(912, 913)	1	SOV	---	---	7	1114.0	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.22
(912, 913)	2	SOV	---	---	5	1086.9	-----	16.5	15.8	0.7	12.8	12.2	0.6	61.84
(912, 913)	9	SOV	---	---	0	1.0	-----	19.1	16.9	2.1	14.7	13.0	1.6	53.65
(913, 914)	1	SOV	---	---	8	1118.1	-----	17.2	16.5	0.8	13.4	12.8	0.6	62.14
(913, 914)	2	SOV	---	---	4	1081.9	-----	17.4	16.6	0.8	13.4	12.8	0.6	61.66
(914, 915)	1	SOV	---	---	10	1116.2	-----	34.1	32.5	1.6	26.4	25.1	1.3	61.88
(914, 915)	2	SOV	---	---	11	1082.7	-----	34.4	32.6	1.8	26.6	25.2	1.4	61.44
(915, 916)	1	SOV	---	---	9	1123.6	-----	34.5	32.7	1.8	26.7	25.3	1.4	61.72
(915, 916)	2	SOV	---	---	8	1076.5	-----	34.7	32.9	1.8	26.8	25.4	1.4	61.42
(916, 917)	1	SOV	---	---	9	1131.9	-----	31.5	29.7	1.7	24.4	23.0	1.3	61.49
(916, 917)	2	SOV	---	---	7	1078.2	-----	31.5	29.9	1.7	24.4	23.1	1.3	61.33
(917, 918)	1	SOV	---	---	6	1114.1	-----	24.7	23.3	1.5	19.2	18.0	1.1	61.17
(917, 918)	2	SOV	---	---	10	1084.7	-----	24.7	23.4	1.3	19.1	18.1	1.0	61.25
(918, 919)	1	SOV	---	---	9	1108.7	-----	31.8	30.0	1.9	24.6	23.2	1.4	61.23
(918, 919)	2	SOV	---	---	11	1102.0	-----	31.8	30.1	1.7	24.6	23.3	1.3	61.33
(919, 920)	1	SOV	---	---	7	1107.0	-----	33.0	31.1	2.0	25.6	24.1	1.5	61.20
(919, 920)	2	SOV	---	---	6	1108.0	-----	33.0	31.2	1.8	25.6	24.2	1.4	61.19
(920, 921)	1	SOV	---	---	6	1100.0	-----	20.2	19.0	1.2	15.6	14.7	0.9	61.17
(920, 921)	2	SOV	---	---	5	1114.4	-----	20.2	19.1	1.1	15.6	14.8	0.9	61.24
(921, 922)	1	SOV	---	---	6	1090.7	-----	19.2	18.1	1.1	14.9	14.0	0.9	61.17
(921, 922)	2	SOV	---	---	9	1118.6	-----	19.3	18.2	1.1	14.9	14.1	0.8	61.14
(922, 923)	1	SOV	---	---	7	1115.8	-----	19.4	18.2	1.2	15.0	14.1	0.9	61.17
(922, 923)	2	SOV	---	---	5	1105.4	-----	19.4	18.3	1.1	15.0	14.2	0.9	61.06
(923, 924)	1	SOV	---	---	13	1129.3	-----	21.8	20.5	1.3	16.9	15.9	1.0	61.14
(923, 924)	2	SOV	---	---	8	1087.5	-----	21.9	20.6	1.3	16.9	15.9	1.0	60.89
(924, 925)	1	SOV	---	---	6	1145.1	-----	20.8	19.4	1.4	16.1	15.0	1.1	60.34
(924, 925)	2	SOV	---	---	5	1055.0	-----	20.5	19.4	1.2	15.9	15.0	0.9	61.24

(925, 926)	1	SOV	---	---	6	1000.7	-----	23.7	22.4	1.3	18.4	17.3	1.0	61.39
(925, 926)	2	SOV	---	---	7	1056.7	-----	23.7	22.5	1.3	18.4	17.4	1.0	61.31
(925, 876)	1	SOV	---	---	0	138.0	-----	10.2	10.1	0.1	7.9	7.8	0.1	53.98
(926, 927)	1	SOV	---	---	5	999.4	-----	17.4	16.5	0.9	13.5	12.7	0.7	61.50
(926, 927)	2	SOV	---	---	3	1059.0	-----	17.5	16.5	1.0	13.5	12.8	0.7	61.31
(878, 927)	1	SOV	---	---	2	72.1	-----	3.8	3.7	0.0	2.9	2.9	0.0	53.82
(927, 928)	1	SOV	---	---	6	1063.0	-----	16.7	15.8	1.0	12.9	12.2	0.7	61.18
(927, 928)	2	SOV	---	---	9	1063.4	-----	16.7	15.8	1.0	12.9	12.2	0.7	61.20
(927, 928)	9	SOV	---	---	0	2.6	-----	19.5	18.4	1.1	15.0	14.2	0.8	52.55
(928, 929)	1	SOV	---	---	2	1058.4	-----	15.5	14.6	0.8	12.0	11.3	0.6	61.53
(928, 929)	2	SOV	---	---	4	1063.5	-----	15.6	14.7	0.9	12.1	11.3	0.7	61.11
(929, 930)	1	SOV	---	---	2	1075.2	-----	19.2	18.1	1.1	14.9	14.0	0.9	61.22
(929, 930)	2	SOV	---	---	3	1043.3	-----	19.3	18.1	1.1	14.9	14.0	0.9	60.97
(930, 931)	1	SOV	---	---	4	1087.1	-----	12.8	12.1	0.7	9.9	9.3	0.6	61.15
(930, 931)	2	SOV	---	---	3	1029.1	-----	12.9	12.1	0.7	10.0	9.4	0.6	60.88
(683, 687)	1	SOV	---	---	0	403.6	-----	6.2	6.1	0.1	4.7	4.7	0.0	52.75
(683, 687)	2	SOV	---	---	1	488.4	-----	6.6	6.5	0.1	5.1	5.0	0.1	49.14
(407, 369)	1	SOV	---	---	1	668.6	-----	5.0	4.7	0.3	3.8	3.6	0.2	50.63
(407, 369)	2	SOV	---	---	0	636.2	-----	4.6	4.4	0.2	3.6	3.4	0.2	54.14
(407, 369)	3	SOV	---	---	0	751.2	-----	5.0	4.7	0.2	3.8	3.6	0.2	50.65
(411, 416)	1	SOV	---	---	0	429.3	-----	3.8	3.7	0.1	2.9	2.9	0.0	49.16
(115, 117)	1	SOV	---	---	3	271.0	-----	14.0	13.6	0.3	10.8	10.5	0.3	48.83
(382, 383)	1	SOV	---	---	0	124.3	-----	3.7	3.4	0.3	2.8	2.6	0.2	36.86
(382, 383)	2	SOV	---	---	3	1118.1	-----	4.1	3.8	0.4	3.2	2.9	0.3	32.72
(412, 414)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(281, 937)	1	SOV	---	---	0	13.9	-----	4.3	-2.1	6.3	3.3	-1.6	4.9	32.05
(281, 937)	6	SOV	---	---	1	1009.2	-----	2.9	2.8	0.1	2.2	2.2	0.1	47.06
(281, 937)	7	SOV	---	---	0	1012.9	-----	2.8	2.7	0.1	2.2	2.1	0.1	48.55
(383, 414)	1	SOV	---	---	0	136.4	-----	9.1	7.7	1.3	7.0	6.0	1.0	38.55
(383, 414)	2	SOV	---	---	0	1104.6	-----	8.9	7.9	1.0	6.9	6.1	0.8	39.22
(314, 553)	1	SOV	---	---	7	1157.5	-----	7.9	7.5	0.4	6.1	5.8	0.3	52.24

(553, 933)	1	SOV	---	---	7	1150.3	-----	10.4	9.8	0.6	8.0	7.6	0.4	47.93
(933, 934)	1	SOV	---	---	1	1151.3	-----	10.1	9.6	0.6	7.8	7.4	0.4	47.06
(935, 936)	1	SOV	---	---	1	750.8	-----	9.3	9.1	0.2	7.2	7.0	0.1	49.62
(935, 936)	2	SOV	---	---	1	954.7	-----	9.7	9.3	0.4	7.5	7.2	0.3	47.59
(934, 935)	1	SOV	---	---	3	650.9	-----	5.0	4.8	0.2	3.9	3.7	0.1	48.73
(934, 935)	6	SOV	---	---	2	1054.0	-----	5.2	4.9	0.2	4.0	3.8	0.2	47.17
(936, 309)	1	SOV	---	---	1	804.1	-----	7.6	7.4	0.2	5.8	5.7	0.1	49.75
(936, 309)	2	SOV	---	---	3	903.8	-----	7.9	7.6	0.3	6.1	5.9	0.2	47.40
(414, 415)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(414, 415)	9	SOV	---	---	3	1241.1	-----	4.5	4.2	0.3	3.5	3.3	0.2	41.60
(937, 555)	1	SOV	---	---	4	1025.7	-----	4.7	4.4	0.3	3.6	3.4	0.2	50.24
(937, 555)	2	SOV	---	---	2	1005.3	-----	4.6	4.3	0.3	3.6	3.3	0.2	51.11
(111, 676)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(111, 676)	6	SOV	---	---	0	927.9	-----	8.3	8.1	0.2	6.4	6.3	0.1	54.46
(111, 676)	7	SOV	---	---	1	753.2	-----	8.5	8.3	0.2	6.5	6.4	0.1	53.30
(416, 161)	1	SOV	---	---	0	426.5	-----	7.7	7.6	0.1	6.0	5.9	0.1	49.13
(416, 161)	9	SOV	---	---	0	274.5	-----	7.8	7.6	0.2	6.0	5.9	0.2	48.71
(162, 165)	1	SOV	---	---	2	987.5	-----	9.6	9.4	0.2	7.4	7.3	0.2	63.85
(162, 165)	2	SOV	---	---	5	1419.6	-----	9.7	9.5	0.2	7.5	7.3	0.2	63.34
(162, 165)	3	SOV	---	---	5	1462.5	-----	9.7	9.5	0.2	7.5	7.3	0.2	63.36
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	2	1024.9	-----	8.0	7.8	0.1	6.1	6.1	0.1	64.27
(165, 166)	2	SOV	---	---	4	1363.3	-----	8.0	7.9	0.1	6.2	6.1	0.1	63.71
(165, 166)	3	SOV	---	---	3	1402.7	-----	8.0	7.9	0.2	6.2	6.1	0.1	63.57
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	4	1467.2	-----	8.8	8.1	0.7	6.8	6.3	0.5	58.32
(386, 167)	2	SOV	---	---	4	1393.6	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.65
(386, 167)	3	SOV	---	---	1	1127.9	-----	7.9	7.6	0.3	6.1	5.9	0.2	65.11
(386, 167)	4	HOV	13	13	0	13.0	13.0	7.9	7.8	0.1	6.1	6.0	0.1	64.55
(386, 167)	9	SOV	---	---	0	36.8	-----	10.3	8.7	1.7	8.0	6.7	1.3	49.62
(167, 168)	1	SOV	---	---	5	1425.2	-----	8.6	8.1	0.4	6.6	6.3	0.3	59.70
(167, 168)	2	SOV	---	---	4	1413.1	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.74
(167, 168)	3	SOV	---	---	4	1180.4	-----	7.9	7.6	0.3	6.1	5.9	0.2	64.96
(167, 168)	4	HOV	13	13	0	13.0	13.0	7.9	7.8	0.1	6.1	6.0	0.1	64.56
(168, 169)	1	SOV	---	---	4	1386.1	-----	9.1	8.7	0.4	7.0	6.7	0.3	60.21
(168, 169)	2	SOV	---	---	3	1417.1	-----	8.7	8.5	0.2	6.7	6.5	0.2	62.88

(168, 169)	3	SOV	---	---	3	1207.4	-----	8.5	8.2	0.3	6.5	6.3	0.2	64.87
(168, 169)	4	HOV	13	13	0	13.0	13.0	8.5	8.4	0.1	6.5	6.4	0.1	64.52
(404, 170)	1	SOV	---	---	0	270.2	-----	3.6	3.6	0.0	2.8	2.8	0.0	54.16
(7018, 171)	1	SOV	---	---	0	450.4	-----	2.9	2.5	0.4	2.2	1.9	0.3	43.54
(171, 172)	1	SOV	---	---	0	409.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.38
(172, 387)	1	SOV	---	---	0	409.0	-----	2.7	2.5	0.2	2.1	1.9	0.1	49.99
(7020, 174)	1	SOV	---	---	0	441.1	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.71
(174, 175)	1	SOV	---	---	0	407.0	-----	3.3	3.3	0.1	2.6	2.5	0.1	49.39
(175, 386)	1	SOV	---	---	1	407.1	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.74
(385, 173)	1	SOV	---	---	0	427.0	-----	3.2	3.2	0.1	2.5	2.5	0.0	53.93
(173,7019)	1	SOV	---	---	0	427.3	-----	3.2	3.2	0.1	2.5	2.4	0.0	51.27
(170,7017)	1	SOV	---	---	0	271.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	51.13
(151, 344)	1	SOV	---	---	0	566.5	-----	8.0	7.6	0.5	6.2	5.9	0.4	51.52
(151, 344)	2	SOV	---	---	0	41.5	-----	8.8	6.8	2.0	6.8	5.2	1.5	47.34
(344,7026)	1	SOV	---	---	0	7.0	-----	3.3	2.9	0.4	2.5	2.2	0.3	43.30
(344,7026)	2	SOV	---	---	0	601.2	-----	3.5	2.9	0.7	2.7	2.2	0.5	40.22
(7007, 208)	1	SOV	---	---	0	131.4	-----	3.0	2.5	0.5	2.3	1.9	0.4	37.95
(209, 180)	1	SOV	---	---	0	118.0	-----	3.8	3.6	0.2	2.9	2.8	0.1	50.65
(315, 555)	1	SOV	---	---	3	849.4	-----	14.2	13.7	0.4	11.0	10.6	0.3	61.88
(315, 555)	2	SOV	---	---	7	1181.3	-----	14.3	13.8	0.5	11.0	10.7	0.4	61.34
(315, 555)	3	SOV	---	---	3	1144.1	-----	13.7	13.4	0.3	10.5	10.3	0.2	64.08
(315, 555)	4	SOV	---	---	6	833.0	-----	13.5	13.1	0.4	10.4	10.1	0.3	65.08
(315, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(313, 248)	1	SOV	---	---	4	1819.8	-----	12.1	11.3	0.9	9.4	8.7	0.7	59.62
(313, 248)	2	SOV	---	---	3	1415.1	-----	11.7	11.3	0.4	9.1	8.7	0.3	61.68
(313, 248)	3	SOV	---	---	2	1188.1	-----	11.2	11.0	0.3	8.7	8.5	0.2	64.32
(313, 248)	4	SOV	---	---	4	730.8	-----	11.1	10.9	0.2	8.5	8.4	0.2	65.16
(313, 248)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(258, 259)	1	SOV	---	---	0	886.7	-----	4.7	4.3	0.4	3.6	3.3	0.3	46.63
(258, 259)	2	SOV	---	---	1	233.1	-----	4.8	4.6	0.2	3.7	3.5	0.2	45.46
(259, 260)	1	SOV	---	---	0	742.6	-----	9.5	9.0	0.4	7.3	7.0	0.3	51.87

(259, 260)	6	SOV	---	---	1	785.4	-----	9.2	8.9	0.3	7.1	6.9	0.2	53.13
(259, 260)	7	SOV	---	---	2	474.9	-----	9.0	8.9	0.1	7.0	6.9	0.1	54.21
(260, 261)	1	SOV	---	---	0	700.2	-----	8.8	8.5	0.3	6.8	6.5	0.3	52.85
(260, 261)	6	SOV	---	---	1	811.1	-----	8.7	8.5	0.2	6.7	6.5	0.2	53.58
(260, 261)	7	SOV	---	---	0	493.0	-----	8.6	8.4	0.1	6.6	6.5	0.1	54.23
(261, 262)	1	SOV	---	---	0	700.0	-----	16.3	15.5	0.8	12.6	12.0	0.6	52.17
(262, 263)	1	SOV	---	---	1	701.5	-----	6.7	6.3	0.4	5.2	4.9	0.3	51.81
(263, 264)	1	SOV	---	---	2	699.9	-----	7.4	7.0	0.4	5.7	5.4	0.3	51.55
(7008, 625)	1	SOV	---	---	0	833.7	-----	3.5	1.7	1.8	2.7	1.3	1.4	33.50
(403, 310)	1	SOV	---	---	3	728.1	-----	5.1	4.2	0.9	3.9	3.2	0.7	45.15
(403, 310)	2	SOV	---	---	2	174.0	-----	5.9	4.7	1.2	4.6	3.6	0.9	38.91
(307, 187)	1	SOV	---	---	2	444.0	-----	4.2	4.2	0.1	3.3	3.2	0.1	66.44
(307, 187)	2	SOV	---	---	1	1076.6	-----	4.6	4.5	0.2	3.6	3.5	0.1	60.66
(307, 187)	3	SOV	---	---	0	984.6	-----	4.4	4.3	0.1	3.4	3.3	0.1	64.39
(307, 187)	4	SOV	---	---	2	717.4	-----	4.4	4.3	0.1	3.4	3.3	0.1	64.03
(307, 187)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(264, 187)	1	SOV	---	---	2	698.7	-----	3.9	3.7	0.2	3.0	2.8	0.2	51.46
(261, 189)	1	SOV	---	---	0	792.5	-----	7.7	7.5	0.2	5.9	5.8	0.1	53.50
(261, 189)	2	SOV	---	---	3	512.4	-----	7.6	7.5	0.1	5.9	5.8	0.1	54.09
(189, 265)	1	SOV	---	---	1	759.9	-----	8.2	8.0	0.2	6.3	6.2	0.2	49.36
(189, 265)	2	SOV	---	---	0	545.5	-----	8.1	7.9	0.2	6.2	6.1	0.1	50.15
(265, 266)	1	SOV	---	---	0	730.6	-----	6.5	6.4	0.2	5.0	4.9	0.1	44.66
(265, 266)	2	SOV	---	---	1	575.3	-----	6.4	6.3	0.1	4.9	4.8	0.1	45.59
(266, 267)	1	SOV	---	---	2	714.5	-----	8.7	8.5	0.2	6.7	6.6	0.1	43.61
(266, 267)	2	SOV	---	---	2	589.5	-----	8.5	8.3	0.2	6.6	6.4	0.1	44.58
(267, 268)	1	SOV	---	---	1	691.5	-----	8.1	7.9	0.2	6.3	6.1	0.2	43.53
(267, 268)	2	SOV	---	---	0	610.1	-----	8.0	7.8	0.2	6.1	6.0	0.2	44.57
(268, 269)	1	SOV	---	---	7	589.0	-----	13.3	12.4	0.9	10.3	9.6	0.7	45.98
(268, 269)	2	SOV	---	---	5	709.3	-----	12.8	12.1	0.7	9.9	9.3	0.6	47.85
(441, 397)	1	SOV	---	---	2	834.1	-----	3.5	3.2	0.3	2.7	2.5	0.2	49.84
(564, 399)	1	SOV	---	---	7	1592.4	-----	8.1	7.6	0.5	6.2	5.9	0.4	59.17
(564, 399)	2	SOV	---	---	2	1321.6	-----	7.7	7.4	0.3	5.9	5.7	0.2	62.21
(564, 399)	3	SOV	---	---	1	646.0	-----	7.5	7.2	0.2	5.8	5.6	0.2	63.98

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(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(564, 399)	9	SOV	---	---	3	447.9	-----	8.0	7.8	0.2	6.2	6.0	0.1	59.89
(399, 400)	1	SOV	---	---	3	1241.2	-----	4.8	4.5	0.3	3.7	3.5	0.2	60.19
(399, 400)	2	SOV	---	---	1	1222.9	-----	4.7	4.5	0.2	3.6	3.5	0.1	61.73
(399, 400)	3	SOV	---	---	0	643.2	-----	4.5	4.4	0.1	3.5	3.4	0.1	64.56
(399, 400)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(269, 15)	1	SOV	---	---	2	389.2	-----	6.1	4.5	1.7	4.8	3.5	1.3	39.16
(269, 15)	2	SOV	---	---	2	901.2	-----	5.5	4.5	1.0	4.2	3.5	0.8	44.10
(10, 401)	1	SOV	---	---	3	1019.0	-----	9.2	8.6	0.6	7.1	6.7	0.5	51.09
(10, 401)	2	SOV	---	---	0	227.1	-----	9.1	8.6	0.4	7.0	6.6	0.3	52.05
(400, 10)	1	SOV	---	---	1	1127.5	-----	16.6	16.0	0.5	12.8	12.4	0.4	61.78
(400, 10)	2	SOV	---	---	1	739.2	-----	15.8	15.4	0.4	12.2	11.9	0.3	64.86
(400, 10)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 10)	9	SOV	---	---	4	1244.7	-----	17.4	16.3	1.1	13.4	12.6	0.9	58.87
(270, 7)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(613, 7)	1	SOV	---	---	0	648.2	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.81
(613, 7)	2	SOV	---	---	1	708.2	-----	2.7	2.7	0.1	2.1	2.0	0.0	53.66
(7, 8)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7, 8)	6	SOV	---	---	3	698.3	-----	2.8	2.8	0.1	2.2	2.1	0.0	53.06
(7, 8)	7	SOV	---	---	0	655.9	-----	2.8	2.7	0.1	2.1	2.1	0.0	53.97
(8, 9)	1	SOV	---	---	0	641.3	-----	2.8	2.7	0.1	2.2	2.1	0.1	51.63
(8, 9)	2	SOV	---	---	0	262.5	-----	2.8	2.7	0.1	2.1	2.1	0.0	52.72
(8, 9)	6	SOV	---	---	1	449.1	-----	2.8	2.7	0.1	2.1	2.1	0.0	52.39
(9, 273)	1	SOV	---	---	0	555.0	-----	3.3	3.3	0.1	2.6	2.5	0.1	50.77
(273, 274)	1	SOV	---	---	0	267.8	-----	3.6	3.5	0.0	2.7	2.7	0.0	47.16
(273, 274)	2	SOV	---	---	1	287.0	-----	3.8	3.7	0.1	2.9	2.8	0.1	44.39
(9, 271)	1	SOV	---	---	1	361.8	-----	4.0	3.9	0.1	3.1	3.0	0.1	48.14
(9, 271)	2	SOV	---	---	0	434.5	-----	3.9	3.8	0.1	3.0	3.0	0.1	49.21
(271, 272)	1	SOV	---	---	0	362.0	-----	3.7	3.6	0.1	2.9	2.8	0.0	45.89
(271, 272)	2	SOV	---	---	0	434.0	-----	3.6	3.6	0.0	2.8	2.8	0.0	46.64
(415, 276)	1	SOV	---	---	0	1241.9	-----	3.7	3.4	0.3	2.9	2.7	0.2	41.80
(415, 276)	2	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(272, 276)	1	SOV	---	---	1	369.7	-----	8.3	8.2	0.1	6.4	6.3	0.1	43.78
(272, 276)	2	SOV	---	---	1	425.6	-----	8.2	8.1	0.1	6.3	6.2	0.1	44.40

(276, 281)	1	SOV	---	---	2	1060.5	-----	4.4	4.0	0.4	3.4	3.1	0.3	45.22
(276, 281)	9	SOV	---	---	1	654.0	-----	4.3	4.1	0.2	3.3	3.1	0.2	46.41
(276, 281)	10	SOV	---	---	0	323.0	-----	4.3	4.0	0.2	3.3	3.1	0.2	46.42
(937, 277)	1	SOV	---	---	0	3.0	-----	3.9	2.7	1.2	3.0	2.1	0.9	42.12
(264, 279)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(274, 275)	1	SOV	---	---	0	44.8	-----	5.9	4.9	1.0	4.6	3.8	0.8	39.61
(274, 275)	2	SOV	---	---	1	508.9	-----	5.3	5.2	0.1	4.1	4.0	0.1	44.13
(275, 934)	1	SOV	---	---	1	289.3	-----	13.5	12.9	0.7	10.4	9.9	0.5	47.47
(275, 934)	2	SOV	---	---	0	264.4	-----	13.7	13.0	0.8	10.6	10.0	0.6	46.83
(490, 258)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(490, 258)	6	SOV	---	---	2	1120.2	-----	3.3	3.0	0.3	2.6	2.3	0.2	44.05
(304, 259)	1	SOV	---	---	0	434.2	-----	9.1	9.0	0.1	7.0	6.9	0.1	54.75
(304, 259)	2	SOV	---	---	0	448.2	-----	9.2	9.1	0.1	7.1	7.0	0.1	54.22
(278, 490)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	1	577.4	-----	5.3	5.1	0.2	4.1	4.0	0.1	60.20
(27, 28)	2	SOV	---	---	0	716.3	-----	4.9	4.8	0.1	3.8	3.7	0.1	65.09
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	1	578.4	-----	4.5	4.4	0.1	3.5	3.4	0.1	61.46
(28, 29)	2	SOV	---	---	0	716.2	-----	4.2	4.2	0.1	3.3	3.2	0.1	65.25
(28, 29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(29, 30)	1	SOV	---	---	3	576.9	-----	5.1	5.0	0.1	3.9	3.8	0.1	61.72
(29, 30)	2	SOV	---	---	2	714.8	-----	4.8	4.7	0.1	3.7	3.6	0.1	65.19
(29, 30)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(30, 31)	1	SOV	---	---	0	578.4	-----	4.9	4.9	0.1	3.8	3.7	0.1	61.76
(30, 31)	2	SOV	---	---	3	711.0	-----	4.7	4.6	0.1	3.6	3.5	0.1	65.06
(30, 31)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	1	SOV	---	---	4	1340.2	-----	7.0	6.7	0.3	5.4	5.2	0.2	62.10
(23, 24)	2	SOV	---	---	1	887.0	-----	6.8	6.5	0.2	5.2	5.1	0.2	63.68
(23, 24)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	9	SOV	---	---	1	940.2	-----	7.0	6.7	0.3	5.4	5.2	0.2	61.52
(31, 32)	1	SOV	---	---	1	583.8	-----	4.0	3.9	0.1	3.1	3.0	0.1	61.80
(31, 32)	2	SOV	---	---	2	705.0	-----	3.8	3.7	0.1	3.0	2.9	0.1	64.94
(31, 32)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(283, 632)	1	SOV	---	---	1	930.5	-----	8.9	8.6	0.3	6.9	6.6	0.2	53.44
(283, 632)	2	SOV	---	---	1	938.9	-----	9.0	8.7	0.3	7.0	6.7	0.2	52.66

(284, 283)	1	SOV	---	---	1	923.4	-----	9.6	9.3	0.3	7.4	7.2	0.3	53.53
(284, 283)	2	SOV	---	---	3	948.8	-----	9.7	9.4	0.3	7.5	7.3	0.2	52.81
(285, 284)	1	SOV	---	---	1	924.9	-----	6.8	6.6	0.2	5.2	5.1	0.2	53.62
(285, 284)	2	SOV	---	---	1	947.2	-----	6.9	6.7	0.2	5.3	5.1	0.2	52.84
(286, 285)	1	SOV	---	---	3	904.9	-----	11.6	11.3	0.3	9.0	8.7	0.3	53.79
(286, 285)	2	SOV	---	---	3	965.4	-----	11.8	11.4	0.4	9.1	8.8	0.3	52.86
(27, 286)	1	SOV	---	---	1	886.0	-----	9.1	8.8	0.3	7.0	6.8	0.2	53.65
(27, 286)	2	SOV	---	---	1	984.2	-----	9.3	9.0	0.3	7.1	6.9	0.2	52.82
(596, 111)	1	SOV	---	---	0	575.7	-----	7.6	7.5	0.1	5.9	5.8	0.1	56.26
(596, 111)	2	SOV	---	---	0	1103.5	-----	8.2	7.9	0.3	6.3	6.1	0.2	52.09
(673, 675)	1	SOV	---	---	2	885.7	-----	5.4	5.1	0.3	4.2	3.9	0.3	51.12
(675, 287)	1	SOV	---	---	2	863.8	-----	9.7	9.4	0.3	7.5	7.2	0.2	52.90
(675, 287)	9	SOV	---	---	0	768.4	-----	9.5	9.3	0.2	7.4	7.2	0.2	53.57
(287, 289)	1	SOV	---	---	1	796.5	-----	9.5	9.3	0.2	7.4	7.2	0.2	53.59
(287, 289)	2	SOV	---	---	2	837.1	-----	9.7	9.4	0.3	7.5	7.2	0.2	52.85
(289, 294)	1	SOV	---	---	5	800.9	-----	12.8	12.5	0.3	9.9	9.6	0.3	53.44
(289, 294)	2	SOV	---	---	6	833.2	-----	13.0	12.6	0.4	10.0	9.7	0.3	52.84
(294, 296)	1	SOV	---	---	5	809.7	-----	11.6	11.3	0.3	9.0	8.7	0.2	53.35
(294, 296)	2	SOV	---	---	3	824.7	-----	11.7	11.4	0.4	9.0	8.8	0.3	52.84
(296, 297)	1	SOV	---	---	0	832.0	-----	17.5	16.9	0.6	13.5	13.0	0.4	53.16
(296, 297)	6	SOV	---	---	0	802.0	-----	17.6	17.0	0.6	13.6	13.1	0.4	52.71
(297, 601)	1	SOV	---	---	0	846.6	-----	9.7	9.4	0.3	7.5	7.3	0.3	52.97
(297, 601)	2	SOV	---	---	0	788.5	-----	9.8	9.5	0.3	7.6	7.3	0.3	52.52
(282, 346)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(297, 352)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00

2038 ALTERNATIVE A

AM Peak

CENTENNIAL_2038_ALT-A_AM PEAK

CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	LANE OUT	CURR CHNG	AVG CONT	VEH-CONT	VEH-MILES	TOTAL MIN	MOVE TIME	DELAY TIME	TIME	M/T	TOTAL	VEH-MIN/ SECONDS/VEHICLE DELAY	VEH-MILE VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	7214	7235	1273	21	29.5	1777.4	1769.8	14.7	13.8	0.9	0.94	1.00	0.06	1203.2	20.0	60.26	FRWY
(563, 98)	5251	5249	3198	24	25.8	1491.3	1548.9	17.7	15.9	1.9	0.90	1.04	0.11	1049.9	18.2	57.77	FRWY
(154, 101)	4040	4044	726	37	34.2	2172.2	2052.9	30.5	29.7	0.7	0.98	0.95	0.02	808.0	12.7	63.49	FRWY
(103, 104)	5363	5359	1893	19	14.5	812.5	870.9	9.7	8.4	1.3	0.87	1.07	0.14	953.3	17.0	55.98	FRWY
(158, 105)	6165	6178	1149	21	31.7	1753.2	1903.4	18.5	15.8	2.7	0.85	1.09	0.16	1234.3	22.3	55.27	FRWY
(128, 97)	4536	4551	627	27	30.1	1887.8	1808.6	23.9	23.1	0.8	0.97	0.96	0.03	908.6	14.5	62.63	FRWY
(156, 102)	5518	5526	1656	14	22.8	1359.1	1370.0	14.9	13.7	1.2	0.92	1.01	0.08	1010.7	17.0	59.52	FRWY
(109,7001)	1937	1938	0	0	1.2	62.7	71.2	2.2	2.1	0.1	0.96	1.14	0.04	968.6	18.3	52.86	RAMP
(102, 103)	4187	4173	662	41	28.7	1797.5	1722.1	24.7	23.8	0.9	0.96	0.96	0.04	835.8	13.3	62.63	FRWY
(160,7002)	1342	1340	0	3	1.0	54.3	60.5	2.7	2.7	0.0	0.98	1.11	0.02	670.4	12.4	53.94	RAMP
(7003, 106)	1190	1190	445	0	3.0	103.4	181.0	8.8	6.7	2.1	0.76	1.75	0.41	620.2	18.1	34.27	RAMP
(106, 103)	1190	1190	233	0	4.1	138.4	248.3	12.5	7.7	4.9	0.61	1.79	0.70	956.4	28.6	33.44	RAMP
(7004, 107)	830	830	88	0	1.0	42.7	59.2	4.0	3.1	0.8	0.79	1.39	0.29	445.6	10.3	43.26	RAMP
(107, 104)	830	830	459	0	2.0	77.8	119.3	8.6	6.1	2.5	0.71	1.53	0.44	516.8	13.2	39.13	RAMP
(110, 109)	1936	1937	61	0	1.3	68.2	77.0	2.4	2.3	0.1	0.97	1.13	0.04	968.1	18.2	53.12	RAMP
(96, 110)	1937	1936	44	1	0.9	49.1	55.5	1.7	1.7	0.1	0.97	1.13	0.04	968.2	18.2	53.15	RAMP

(127, 97)	717	716	438	1	2.7	80.4	159.6	13.4	7.4	6.0	0.55	1.98	0.89	612.9	20.3	30.25	RAMP
(96, 128)	5298	5289	1670	28	24.3	1503.9	1460.5	16.6	15.8	0.7	0.96	0.97	0.04	1058.8	17.1	61.78	FRWY
(128, 129)	753	752	6	3	2.5	129.1	149.1	11.9	11.3	0.6	0.95	1.15	0.06	749.3	14.4	51.97	RAMP
(132, 130)	6959	6954	1380	23	18.0	1034.0	1080.3	9.3	8.3	1.0	0.89	1.04	0.12	1247.9	21.7	57.43	FRWY
(131, 130)	263	263	0	0	0.2	11.4	13.5	3.1	2.8	0.2	0.93	1.18	0.09	263.0	5.2	50.66	RAMP
(151, 132)	6113	6108	591	25	28.0	1726.1	1680.2	16.5	15.7	0.8	0.95	0.97	0.05	1222.5	19.8	61.64	FRWY
(105, 137)	4658	4654	891	23	17.5	1084.5	1047.2	13.5	12.9	0.6	0.96	0.97	0.04	931.8	15.0	62.13	FRWY
(98, 138)	1635	1636	13	2	3.1	159.2	187.1	6.9	6.4	0.5	0.93	1.18	0.08	1591.8	31.2	51.05	RAMP
(138, 139)	1636	1636	157	2	1.2	62.0	70.8	2.6	2.5	0.1	0.96	1.14	0.05	818.0	15.6	52.52	RAMP
(141, 140)	1479	1479	473	0	3.6	118.5	218.4	8.9	5.2	3.6	0.59	1.84	0.75	739.5	22.7	32.56	RAMP
(140, 101)	1479	1480	0	0	4.7	209.4	280.7	11.4	9.3	2.1	0.81	1.34	0.25	1479.9	33.1	44.75	RAMP
(105, 143)	1520	1516	0	7	2.6	89.2	154.2	6.1	3.8	2.3	0.63	1.73	0.64	1519.3	43.8	34.70	RAMP
(7005, 127)	717	717	24	0	0.7	16.5	43.0	3.0	1.6	1.5	0.51	2.60	1.26	424.1	18.4	23.07	RAMP
(129,7006)	752	753	0	0	0.9	33.7	54.6	4.4	3.5	0.9	0.79	1.62	0.34	376.4	10.2	36.98	RAMP
(147, 148)	548	546	0	2	0.9	42.9	54.6	6.0	5.6	0.4	0.94	1.27	0.07	546.3	11.6	47.19	RAMP
(148, 137)	546	546	0	0	0.6	31.6	37.4	4.1	3.8	0.3	0.92	1.18	0.09	546.0	10.7	50.81	RAMP
(163, 149)	7067	7061	2712	69	67.8	4236.5	4069.9	34.4	33.0	1.3	0.96	0.96	0.04	1421.1	22.8	62.46	FRWY
(311, 150)	7247	7242	997	30	28.8	1635.8	1726.5	14.3	12.5	1.8	0.88	1.06	0.13	1449.1	25.5	56.85	FRWY
(152, 153)	7220	7214	771	7	4.9	273.4	292.1	2.4	2.1	0.3	0.87	1.07	0.14	1312.2	23.4	56.16	FRWY
(130, 152)	7217	7220	5391	22	30.5	1778.1	1828.4	15.2	13.7	1.5	0.90	1.03	0.10	1350.8	23.2	58.35	FRWY
(100, 154)	4036	4040	311	20	20.0	1283.5	1198.9	17.6	17.4	0.2	0.99	0.93	0.01	817.0	12.7	64.24	FRWY
(101, 155)	5524	5515	2346	24	23.3	1359.4	1398.0	15.2	13.7	1.5	0.90	1.03	0.10	1032.7	17.7	58.34	FRWY
(155, 156)	5515	5518	1750	1	3.4	209.0	203.5	2.2	2.1	0.1	0.95	0.97	0.05	1103.4	17.9	61.61	FRWY

(104, 157)	6189	6163	3799	55	30.1	1753.6	1807.5	17.6	15.8	1.8	0.90	1.03	0.11	1157.4	19.9	58.21	FRWY
(157, 158)	6163	6165	261	3	4.1	233.4	245.3	2.4	2.1	0.3	0.88	1.05	0.13	1232.5	21.6	57.09	FRWY
(137, 159)	5200	5204	1736	11	15.4	919.0	926.9	10.7	9.8	0.9	0.92	1.01	0.08	939.5	15.8	59.49	FRWY
(150, 151)	7242	7240	314	12	16.5	984.9	992.5	8.2	7.6	0.6	0.92	1.01	0.08	1448.6	24.3	59.54	FRWY
(325, 95)	5273	5271	1071	45	52.5	3271.7	3149.5	35.8	34.4	1.5	0.96	0.96	0.04	1054.3	16.9	62.33	FRWY
(102, 160)	1339	1342	31	2	2.0	106.6	119.4	5.3	5.2	0.1	0.97	1.12	0.03	670.3	12.5	53.59	RAMP
(98, 99)	3614	3611	505	27	24.6	1534.5	1474.1	24.5	23.6	0.9	0.96	0.96	0.03	722.1	11.6	62.46	FRWY
(99, 164)	3611	3603	321	18	16.1	1012.3	964.7	16.0	15.6	0.5	0.97	0.95	0.03	721.3	11.5	62.96	FRWY
(295, 200)	1564	1564	529	4	3.6	173.3	217.6	8.3	8.3	0.1	0.99	1.26	0.01	622.4	13.0	47.77	FRWY
(203, 201)	1563	1563	34	1	0.9	54.3	51.3	1.8	1.7	0.0	0.97	0.94	0.02	869.1	13.7	63.54	FRWY
(200, 199)	1247	1246	78	2	2.3	102.9	138.5	6.7	6.6	0.1	0.99	1.35	0.01	623.3	14.0	44.59	FRWY
(179, 178)	2880	2877	114	6	5.2	272.6	314.0	6.5	6.2	0.3	0.95	1.15	0.06	1439.2	27.6	52.08	FRWY
(180, 179)	2885	2880	345	15	10.5	546.3	632.1	13.1	12.4	0.7	0.94	1.16	0.07	1177.3	22.7	51.85	FRWY
(181, 180)	2756	2752	92	7	4.9	259.2	295.8	6.4	6.2	0.3	0.96	1.14	0.05	1376.8	26.2	52.57	FRWY
(199, 198)	1246	1247	73	3	2.9	129.5	174.4	8.4	8.3	0.1	0.99	1.35	0.02	623.8	14.0	44.55	FRWY
(198, 197)	1608	1607	575	7	7.1	369.5	425.5	15.9	15.0	0.9	0.95	1.15	0.06	678.8	13.0	52.10	FRWY
(197, 196)	1852	1848	435	7	9.8	525.5	590.4	19.2	18.6	0.6	0.97	1.12	0.03	804.2	15.1	53.40	FRWY
(196, 195)	1848	1847	338	14	16.9	902.8	1012.5	32.9	32.0	0.9	0.97	1.12	0.03	923.5	17.3	53.50	FRWY
(182, 181)	2750	2756	344	14	16.9	890.8	1014.0	22.1	21.2	0.9	0.96	1.14	0.05	1376.1	26.1	52.71	FRWY
(183, 182)	3698	3693	491	23	20.2	1050.2	1214.5	19.7	18.6	1.1	0.94	1.16	0.06	1848.3	35.6	51.88	FRWY
(184, 183)	3697	3698	563	25	25.5	1356.3	1527.2	24.6	23.8	0.8	0.97	1.13	0.03	1865.9	35.0	53.29	FRWY
(205, 204)	248	247	0	1	0.2	8.6	11.7	2.8	2.8	0.1	0.97	1.36	0.03	247.5	5.6	44.13	RAMP
(204, 197)	247	245	0	2	0.3	14.4	19.4	4.7	4.6	0.1	0.98	1.35	0.02	246.2	5.5	44.45	RAMP
(182, 193)	943	945	144	0	1.9	105.1	112.0	7.1	6.2	1.0	0.87	1.07	0.14	633.5	11.3	56.30	RAMP

(193, 194)	945	945	42	0	1.1	68.2	67.3	4.3	4.0	0.3	0.94	0.99	0.06	454.0	7.5	60.79	RAMP
(208, 209)	133	133	0	0	0.2	11.4	14.7	6.6	6.2	0.5	0.93	1.28	0.09	133.0	2.8	46.79	RAMP
(207, 198)	361	361	0	0	0.5	22.8	31.9	5.3	5.1	0.3	0.95	1.40	0.07	361.0	8.4	42.81	RAMP
(206, 207)	361	361	0	0	0.3	10.3	16.8	2.8	2.6	0.2	0.92	1.63	0.13	361.0	9.8	36.73	RAMP
(200, 210)	317	317	0	1	0.4	16.4	22.0	4.2	4.1	0.0	0.99	1.34	0.01	316.4	7.1	44.71	RAMP
(210, 211)	317	317	0	0	0.3	13.0	18.8	3.6	3.6	0.0	1.00	1.45	0.00	317.0	7.7	41.30	RAMP
(178, 202)	2877	2876	28	2	1.6	83.9	95.0	2.0	1.6	0.4	0.82	1.13	0.21	1438.9	27.1	53.00	FRWY
(139,7009)	1636	1637	0	1	1.0	51.4	58.7	2.2	2.1	0.1	0.96	1.14	0.05	818.2	15.6	52.55	RAMP
(7010, 141)	1482	1479	394	4	2.8	127.1	167.6	6.5	5.4	1.1	0.83	1.32	0.23	772.9	17.0	45.49	RAMP
(211,7011)	317	317	0	0	0.4	14.3	25.3	4.8	4.6	0.2	0.96	1.77	0.08	317.0	9.4	33.84	RAMP
(7012, 206)	361	361	0	0	0.3	9.0	16.2	2.3	2.2	0.1	0.95	1.80	0.09	421.5	12.6	33.39	RAMP
(7014, 205)	248	248	0	0	0.3	12.6	17.9	4.0	3.7	0.3	0.93	1.42	0.10	267.4	6.3	42.13	RAMP
(194,7015)	945	943	0	2	0.5	30.4	31.6	2.0	1.8	0.2	0.89	1.04	0.12	314.7	5.4	57.75	RAMP
(201, 295)	1563	1564	26	3	3.8	220.6	230.1	8.8	8.8	0.0	1.00	1.04	0.00	781.7	13.6	57.52	FRWY
(149, 298)	7061	7070	670	32	33.9	2007.0	2035.6	17.3	15.7	1.5	0.91	1.01	0.09	1412.9	23.9	59.16	FRWY
(533, 299)	7563	7562	2436	19	17.9	795.1	1075.4	8.5	6.1	2.5	0.71	1.35	0.39	1301.7	29.3	44.36	FRWY
(299, 300)	8237	8232	2307	51	43.3	2339.1	2600.9	19.0	15.8	3.1	0.83	1.11	0.18	1553.5	28.8	53.96	FRWY
(300, 301)	8232	8251	1219	52	67.2	4047.0	4031.4	29.4	27.3	2.1	0.93	1.00	0.07	1646.9	27.3	60.23	FRWY
(301, 302)	8251	8248	4954	40	32.5	1951.5	1951.6	14.2	13.1	1.1	0.92	1.00	0.08	1483.7	24.7	60.00	FRWY
(302, 303)	8248	8258	7759	28	39.4	2343.2	2361.2	17.2	15.8	1.4	0.92	1.01	0.08	1178.3	19.8	59.54	FRWY
(303, 304)	7306	7293	2216	24	23.0	1395.1	1377.9	11.3	10.7	0.6	0.94	0.99	0.06	1216.7	20.0	60.75	FRWY
(304, 305)	6178	6188	2086	15	18.1	1070.5	1083.5	10.5	9.6	0.9	0.91	1.01	0.09	1206.7	20.4	59.28	FRWY
(305, 306)	6188	6185	1018	37	28.5	1756.7	1709.1	16.6	15.9	0.7	0.96	0.97	0.04	1030.6	16.7	61.67	FRWY

(306, 307)	4985	4981	640	22	28.5	1775.0	1707.2	20.5	19.7	0.8	0.96	0.96	0.04	997.6	16.0	62.39	FRWY
(187, 310)	6035	6046	1507	4	13.3	773.5	799.4	7.9	7.1	0.8	0.90	1.03	0.11	1066.3	18.4	58.05	FRWY
(310, 311)	7264	7247	4061	44	36.8	2061.1	2207.8	18.3	15.8	2.4	0.87	1.07	0.14	1327.2	23.7	56.01	FRWY
(159, 312)	5204	5212	201	5	9.2	559.3	550.5	6.3	5.9	0.4	0.94	0.98	0.06	1041.6	17.1	60.96	FRWY
(312, 313)	5212	5213	286	16	15.0	920.9	899.0	10.4	9.9	0.5	0.95	0.98	0.05	1042.3	17.0	61.46	FRWY
(248, 314)	4254	4256	323	10	19.5	1208.1	1167.5	16.5	15.8	0.6	0.96	0.97	0.04	850.5	13.7	62.09	FRWY
(314, 315)	3329	3323	147	8	7.2	457.8	434.6	7.8	7.6	0.2	0.97	0.95	0.03	665.0	10.5	63.20	FRWY
(555, 316)	5777	5766	2113	47	38.9	2421.4	2335.4	24.3	23.3	1.0	0.96	0.96	0.04	836.2	13.4	62.21	FRWY
(316, 317)	5766	5765	1675	17	17.4	1091.4	1046.4	10.9	10.5	0.4	0.96	0.96	0.03	960.4	15.3	62.58	FRWY
(317, 318)	5765	5749	746	28	26.8	1635.6	1606.2	16.7	15.8	1.0	0.94	0.98	0.06	1079.5	17.7	61.10	FRWY
(318, 319)	6591	6595	1928	30	32.9	1873.4	1976.5	18.0	15.8	2.2	0.88	1.06	0.13	1244.2	21.9	56.87	FRWY
(319, 320)	6595	6590	288	13	14.9	917.6	895.3	8.1	7.7	0.4	0.95	0.98	0.05	1318.3	21.4	61.49	FRWY
(320, 321)	6590	6592	3239	31	36.0	2083.4	2159.6	19.6	17.5	2.1	0.89	1.04	0.11	1319.0	22.8	57.88	FRWY
(321, 322)	6592	6579	1405	30	31.2	1870.7	1870.7	17.0	15.9	1.2	0.93	1.00	0.07	1141.9	19.0	60.00	FRWY
(322, 323)	4900	4881	474	32	26.1	1638.8	1568.8	19.3	18.6	0.7	0.96	0.96	0.03	977.7	15.6	62.68	FRWY
(323, 324)	5000	5004	421	11	13.6	847.1	815.0	9.8	9.4	0.4	0.96	0.96	0.04	909.1	14.6	62.36	FRWY
(324, 325)	5281	5273	810	26	24.1	1499.4	1448.9	16.5	15.7	0.7	0.96	0.97	0.04	995.8	16.0	62.09	FRWY
(7023, 147)	546	548	0	0	0.6	21.1	33.5	3.3	2.8	0.5	0.84	1.59	0.25	602.4	15.9	37.84	RAMP
(143,7025)	1516	1510	0	9	1.7	43.5	102.4	4.1	2.0	2.0	0.50	2.35	1.17	1512.7	59.3	25.53	RAMP
(144, 131)	263	263	0	0	0.1	7.3	9.0	2.1	2.0	0.0	0.98	1.23	0.03	263.0	5.4	48.82	RAMP
(7022, 144)	261	263	0	0	0.2	9.3	12.5	2.6	2.3	0.3	0.90	1.35	0.14	289.7	6.5	44.54	RAMP
(347, 348)	962	963	35	0	0.8	39.7	46.2	2.9	2.8	0.0	0.99	1.16	0.01	481.2	9.3	51.56	RAMP
(348, 349)	963	963	70	1	1.3	61.8	75.9	4.7	4.6	0.1	0.98	1.23	0.03	481.3	9.8	48.87	RAMP
(560, 370)	3392	3395	616	3	5.0	321.5	302.4	5.3	5.2	0.1	0.98	0.94	0.02	565.8	8.9	63.77	FRWY

(370, 371)	3395	3395	875	7	11.4	709.2	684.4	12.1	11.6	0.5	0.96	0.97	0.04	574.8	9.2	62.18	FRWY
(371, 372)	3395	3388	1244	14	15.4	945.8	921.7	16.3	15.5	0.8	0.95	0.97	0.05	724.6	11.8	61.57	FRWY
(372, 373)	4429	4419	2307	14	13.0	770.1	778.0	10.6	9.7	0.9	0.91	1.01	0.09	884.9	14.9	59.39	FRWY
(373, 374)	4419	4410	263	14	7.8	485.7	470.2	6.4	6.1	0.3	0.95	0.97	0.04	882.7	14.2	61.97	FRWY
(374, 375)	4410	4404	243	18	12.4	766.5	744.5	10.1	9.8	0.4	0.96	0.97	0.03	880.8	14.3	61.78	FRWY
(375, 376)	3459	3456	334	24	16.0	1004.0	959.3	16.6	16.1	0.5	0.97	0.96	0.03	864.5	13.8	62.79	FRWY
(376, 377)	3742	3736	519	11	8.5	523.4	507.8	8.1	7.8	0.4	0.95	0.97	0.05	811.4	13.1	61.85	FRWY
(377, 378)	4052	4051	1381	14	16.3	996.9	980.6	14.5	13.7	0.9	0.94	0.98	0.06	931.6	15.3	61.00	FRWY
(381, 382)	1182	1182	28	0	1.2	49.0	71.3	3.6	3.6	0.0	0.99	1.45	0.01	591.0	14.3	41.24	RAMP
(378, 384)	4051	4050	60	2	2.5	153.4	148.7	2.2	2.1	0.1	0.95	0.97	0.05	1012.5	16.4	61.90	FRWY
(384, 385)	4050	4054	293	8	16.1	997.1	965.1	14.3	13.7	0.6	0.96	0.97	0.04	1012.4	16.3	61.99	FRWY
(385, 386)	3420	3419	514	19	26.3	1654.2	1576.0	27.6	26.8	0.9	0.97	0.95	0.03	855.3	13.6	62.98	FRWY
(402, 403)	1218	1221	567	5	3.7	167.9	224.0	11.0	9.8	1.2	0.89	1.33	0.15	609.0	13.5	44.98	RAMP
(401, 381)	1182	1182	15	2	0.9	46.3	55.6	2.8	2.8	0.0	0.99	1.20	0.01	591.1	11.8	50.00	RAMP
(395, 396)	4044	4034	310	21	14.3	884.5	856.8	12.7	12.1	0.6	0.95	0.97	0.04	1010.9	16.3	61.94	FRWY
(394, 395)	5063	5065	177	13	8.8	537.0	530.5	6.3	6.0	0.3	0.95	0.99	0.05	1012.7	16.7	60.73	FRWY
(393, 394)	5061	5063	408	15	14.7	901.4	879.5	10.4	9.9	0.6	0.95	0.98	0.05	1012.7	16.5	61.50	FRWY
(392, 393)	5063	5061	1074	15	9.0	536.9	537.7	6.4	5.9	0.5	0.92	1.00	0.08	1012.4	16.9	59.91	FRWY
(391, 392)	4509	4504	1638	18	15.3	923.2	915.0	12.2	11.4	0.8	0.93	0.99	0.07	1020.2	16.9	60.54	FRWY
(390, 391)	4153	4160	429	10	19.9	1226.4	1192.7	17.2	16.4	0.9	0.95	0.97	0.05	1039.1	16.8	61.70	FRWY
(389, 390)	5389	5386	443	29	25.5	1532.5	1527.4	17.0	15.8	1.2	0.93	1.00	0.07	1348.6	22.4	60.20	FRWY
(388, 389)	5395	5389	232	12	8.4	501.4	504.1	5.6	5.2	0.5	0.92	1.01	0.08	1347.9	22.6	59.67	FRWY
(387, 388)	5390	5395	2146	25	25.2	1531.4	1514.1	16.9	15.8	1.1	0.94	0.99	0.06	1253.6	20.7	60.68	FRWY

(166, 404)	5269	5266	238	12	12.1	748.2	723.7	8.2	7.9	0.3	0.96	0.97	0.04	1316.9	21.2	62.04	FRWY
(404, 387)	5081	5082	452	27	25.2	1560.6	1514.7	17.9	17.0	0.9	0.95	0.97	0.05	1270.1	20.5	61.82	FRWY
(306, 405)	1200	1201	76	4	2.1	112.1	124.4	6.2	6.1	0.1	0.98	1.11	0.02	600.4	11.1	54.06	RAMP
(558, 406)	1200	1200	60	2	1.7	75.1	99.1	5.0	4.9	0.1	0.98	1.32	0.03	521.4	11.5	45.43	FRWY
(351, 408)	970	969	239	1	1.4	58.2	83.1	5.1	4.8	0.3	0.93	1.43	0.09	484.6	11.5	42.01	RAMP
(408, 409)	969	969	116	0	2.8	114.5	166.1	10.3	9.5	0.8	0.92	1.45	0.12	654.4	15.8	41.36	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1199	1199	100	5	3.9	173.6	234.5	11.7	11.5	0.2	0.98	1.35	0.02	600.0	13.5	44.42	FRWY
(349, 350)	963	967	122	0	4.3	212.2	258.9	16.1	15.9	0.3	0.98	1.22	0.02	482.2	9.8	49.19	RAMP
(350, 351)	967	970	82	3	3.6	160.9	215.4	13.3	13.1	0.2	0.98	1.34	0.02	484.9	10.8	44.82	RAMP
(559, 407)	2170	2184	697	6	13.0	631.1	780.2	21.5	20.9	0.7	0.97	1.24	0.04	724.5	14.9	48.54	FRWY
(407, 411)	332	332	0	1	0.5	25.8	31.3	5.7	5.6	0.1	0.98	1.21	0.02	331.3	6.7	49.46	FRWY
(406, 413)	1200	1199	74	2	2.2	96.8	131.2	6.6	6.4	0.1	0.98	1.36	0.03	599.9	13.6	44.27	FRWY
(161,7031)	585	585	0	3	0.7	34.5	43.1	4.4	4.2	0.2	0.96	1.25	0.05	292.3	6.1	48.15	FRWY
(7032, 435)	1043	1043	0	1	1.1	50.1	67.9	3.6	3.2	0.4	0.89	1.35	0.15	1126.1	25.4	44.31	RAMP
(435, 436)	1043	1042	0	1	0.9	43.6	54.3	3.1	3.0	0.1	0.96	1.24	0.05	1042.3	21.6	48.23	RAMP
(436, 372)	1042	1041	0	1	1.1	57.2	68.3	3.9	3.6	0.3	0.91	1.19	0.10	1041.1	20.7	50.23	RAMP
(395, 437)	1021	1021	35	2	1.9	104.1	115.6	6.8	6.7	0.1	0.98	1.11	0.02	510.6	9.5	53.99	RAMP
(437,7033)	1021	1018	0	3	1.6	75.3	95.3	5.6	5.2	0.4	0.93	1.27	0.09	509.8	10.8	47.40	RAMP
(7034, 440)	621	621	0	0	0.6	27.0	37.0	3.3	2.9	0.4	0.88	1.37	0.17	676.3	15.4	43.86	RAMP
(440, 441)	621	622	0	0	0.5	22.3	27.9	2.7	2.6	0.1	0.96	1.25	0.06	621.9	13.0	47.84	RAMP
(7035, 443)	284	284	0	1	0.3	11.4	20.3	3.9	2.9	1.0	0.75	1.78	0.44	311.5	9.3	33.67	RAMP
(443, 444)	284	283	0	1	0.3	11.2	15.1	3.2	2.8	0.3	0.89	1.35	0.14	283.8	6.4	44.54	RAMP
(444, 376)	283	286	0	0	0.7	38.1	43.6	9.2	8.8	0.4	0.96	1.14	0.05	285.0	5.4	52.45	RAMP

(375, 442)	945	944	26	1	1.2	65.0	72.6	4.6	4.5	0.1	0.98	1.12	0.03	472.4	8.8	53.70	RAMP
(442,7036)	944	942	0	2	0.9	44.7	53.7	3.4	3.3	0.1	0.96	1.20	0.04	471.6	9.5	49.89	RAMP
(7037, 454)	311	312	0	0	0.3	14.7	19.6	3.5	3.1	0.3	0.90	1.33	0.13	337.4	7.5	45.02	RAMP
(454, 455)	312	313	0	0	0.3	14.9	18.2	3.5	3.4	0.1	0.98	1.22	0.03	312.6	6.4	49.01	RAMP
(455, 377)	313	316	0	0	0.4	22.8	26.3	5.0	4.7	0.3	0.95	1.15	0.06	314.6	6.0	52.02	RAMP
(390, 458)	1233	1235	0	1	4.6	160.8	277.4	13.5	8.5	4.9	0.63	1.72	0.63	1234.2	35.5	34.79	RAMP
(456, 457)	349	349	0	0	0.2	10.6	13.9	2.4	2.2	0.2	0.92	1.32	0.11	349.0	7.7	45.62	RAMP
(457, 391)	349	349	0	0	0.2	9.7	11.9	2.0	1.8	0.2	0.89	1.23	0.13	349.0	7.2	48.71	RAMP
(7038, 456)	349	349	0	0	0.2	9.1	13.8	2.0	1.6	0.4	0.80	1.51	0.30	403.4	10.2	39.67	RAMP
(458,7039)	1235	1238	0	1	3.5	49.4	211.0	10.2	2.9	7.4	0.28	4.27	3.08	1236.0	88.0	14.04	RAMP
(7040, 466)	561	560	0	1	0.6	25.4	34.6	3.4	3.0	0.4	0.88	1.36	0.17	608.9	13.8	44.01	RAMP
(466, 467)	560	560	0	1	0.5	23.2	28.8	3.1	3.0	0.1	0.96	1.24	0.05	559.8	11.6	48.42	RAMP
(467, 392)	560	559	0	2	0.6	31.5	37.0	4.0	3.7	0.3	0.92	1.18	0.09	559.9	11.0	51.04	RAMP
(309,7043)	1469	1469	0	3	2.3	110.1	136.2	5.6	5.4	0.2	0.97	1.24	0.04	734.0	15.1	48.51	FRWY
(7044, 483)	843	842	0	4	1.5	65.5	89.4	6.1	5.3	0.7	0.88	1.36	0.17	884.7	20.1	43.98	RAMP
(484, 318)	841	842	0	1	1.1	57.0	68.8	4.9	4.4	0.5	0.90	1.21	0.12	841.2	16.9	49.77	RAMP
(483, 484)	842	841	0	1	0.9	41.3	52.4	3.7	3.5	0.2	0.95	1.27	0.07	841.4	17.8	47.29	RAMP
(303, 487)	952	952	0	0	1.0	53.7	61.5	3.9	3.7	0.2	0.96	1.14	0.05	952.0	18.1	52.46	RAMP
(487, 488)	952	951	0	2	1.8	89.6	110.4	7.0	6.7	0.3	0.96	1.23	0.05	952.3	19.5	48.72	RAMP
(488,7046)	951	948	0	3	1.1	52.5	67.6	4.3	4.0	0.3	0.93	1.29	0.09	949.3	20.4	46.56	RAMP
(489, 490)	1445	1444	167	2	2.6	81.0	157.6	6.5	4.1	2.5	0.62	1.95	0.74	1079.4	35.0	30.82	RAMP
(7047, 489)	1445	1445	679	0	2.1	63.4	126.8	4.8	2.9	1.9	0.60	2.00	0.80	785.6	26.2	30.00	RAMP
(7045, 531)	679	676	129	4	0.9	32.5	55.7	4.6	2.5	2.1	0.54	1.71	0.78	365.6	10.4	35.04	RAMP

(531, 532)	676	676	3	0	0.6	26.6	35.2	3.1	2.2	0.9	0.70	1.32	0.39	456.5	10.0	45.43	RAMP
(532, 299)	676	675	0	1	0.5	26.6	30.9	2.7	2.2	0.5	0.80	1.16	0.23	675.8	13.1	51.70	RAMP
(322, 522)	1679	1677	16	2	1.4	75.3	83.8	3.0	2.9	0.0	0.98	1.11	0.02	839.1	15.6	53.95	RAMP
(7049, 523)	120	120	0	0	0.1	4.5	7.0	3.2	3.0	0.1	0.96	1.54	0.07	132.2	3.4	38.86	RAMP
(523, 524)	120	120	0	0	0.2	9.4	12.4	6.2	5.6	0.6	0.91	1.31	0.12	120.0	2.6	45.76	RAMP
(524, 323)	120	119	0	2	0.2	9.0	10.1	5.1	4.9	0.2	0.96	1.13	0.05	119.4	2.2	53.26	RAMP
(298, 533)	5864	5861	879	28	32.0	1962.4	1918.4	19.6	18.5	1.1	0.94	0.98	0.05	1172.1	19.1	61.38	FRWY
(7050, 529)	1702	1702	717	0	2.1	63.1	127.5	4.1	3.0	1.0	0.74	2.02	0.52	941.3	31.7	29.71	RAMP
(529, 530)	1702	1702	148	0	1.9	52.5	113.5	4.0	2.2	1.8	0.56	2.16	0.96	946.8	34.1	27.78	RAMP
(530, 533)	1702	1702	0	0	4.0	160.9	239.2	8.4	6.2	2.2	0.74	1.49	0.39	1702.0	42.2	40.34	RAMP
(7051, 525)	277	277	0	0	0.3	12.5	16.3	3.3	3.0	0.3	0.92	1.31	0.11	300.7	6.6	45.82	RAMP
(525, 526)	277	277	0	0	0.4	20.9	25.4	5.5	5.4	0.1	0.99	1.22	0.02	277.0	5.6	49.31	RAMP
(526, 324)	277	277	0	0	0.5	27.4	31.1	6.7	6.5	0.3	0.96	1.14	0.04	277.0	5.2	52.80	RAMP
(298, 534)	1206	1206	0	2	4.5	111.2	269.8	13.4	5.1	8.3	0.38	2.43	1.50	1206.0	48.7	24.74	RAMP
(534,7052)	1206	1211	0	2	4.3	61.0	256.3	12.7	2.8	9.9	0.22	4.20	3.28	1206.6	84.5	14.29	RAMP
(313, 347)	962	962	41	1	1.4	74.3	83.9	5.2	5.1	0.2	0.97	1.13	0.04	760.3	14.3	53.14	RAMP
(522,7048)	1677	1675	0	4	1.5	78.8	92.7	3.3	3.3	0.1	0.98	1.18	0.02	838.3	16.5	50.94	RAMP
(405, 558)	1201	1200	7	1	0.9	47.5	54.5	2.7	2.7	0.0	0.99	1.15	0.01	400.0	7.7	52.29	FRWY
(409, 559)	2168	2170	188	2	3.1	135.2	184.9	5.1	5.0	0.1	0.97	1.37	0.04	723.0	16.5	43.87	FRWY
(369, 560)	3390	3392	421	8	10.4	642.6	623.7	11.0	10.5	0.5	0.95	0.97	0.05	565.5	9.1	61.82	FRWY
(97, 563)	5267	5251	1383	31	24.7	1494.7	1483.0	16.9	15.8	1.1	0.93	0.99	0.07	992.7	16.4	60.47	FRWY
(10, 11)	2247	2243	76	6	4.1	251.3	243.9	6.5	6.2	0.3	0.95	0.97	0.05	748.3	12.1	61.82	FRWY
(11, 12)	2243	2242	104	8	3.9	244.4	236.1	6.3	6.0	0.3	0.96	0.97	0.04	748.2	12.0	62.11	FRWY
(12, 13)	2242	2240	54	3	2.3	140.9	135.9	3.6	3.5	0.2	0.96	0.96	0.04	747.0	12.0	62.23	FRWY

(13, 14)	2240	2238	28	4	2.3	141.6	136.5	3.7	3.5	0.2	0.96	0.96	0.04	746.3	12.0	62.25	FRWY
(14, 15)	2238	2239	47	1	2.3	145.5	140.2	3.8	3.6	0.2	0.96	0.96	0.04	746.3	12.0	62.23	FRWY
(15, 16)	3722	3722	560	10	11.9	704.8	712.7	11.5	10.5	1.0	0.91	1.01	0.09	930.3	15.7	59.33	FRWY
(16, 17)	3722	3726	119	2	5.7	352.5	340.3	5.5	5.3	0.2	0.96	0.97	0.04	930.7	15.0	62.17	FRWY
(17, 18)	3726	3724	242	12	11.3	705.0	679.3	10.9	10.5	0.4	0.96	0.96	0.04	931.5	15.0	62.27	FRWY
(18, 19)	3724	3719	216	13	10.1	630.2	608.0	9.8	9.4	0.4	0.96	0.96	0.04	930.5	15.0	62.20	FRWY
(19, 20)	3719	3717	220	10	8.8	549.1	530.1	8.6	8.2	0.4	0.96	0.97	0.04	929.2	15.0	62.15	FRWY
(20, 21)	3717	3714	183	7	8.9	553.3	534.3	8.6	8.3	0.4	0.96	0.97	0.04	929.3	15.0	62.13	FRWY
(21, 22)	3714	3713	146	8	6.3	389.0	375.5	6.1	5.8	0.3	0.96	0.97	0.04	928.5	14.9	62.16	FRWY
(22, 23)	3713	3715	264	26	13.4	830.9	801.5	12.9	12.4	0.5	0.96	0.96	0.04	928.7	14.9	62.20	FRWY
(24, 25)	3711	3732	637	3	9.3	553.4	560.6	9.0	8.2	0.8	0.91	1.01	0.09	930.6	15.7	59.23	FRWY
(25, 26)	3732	3730	143	3	5.7	353.2	344.1	5.5	5.3	0.3	0.95	0.97	0.05	932.6	15.1	61.59	FRWY
(26, 27)	3730	3729	153	10	11.7	706.2	700.8	11.3	10.8	0.5	0.95	0.99	0.05	932.2	15.4	60.47	FRWY
(190, 255)	800	799	41	2	2.4	151.4	142.3	10.7	10.5	0.2	0.98	0.94	0.02	399.8	6.3	63.84	FRWY
(255, 257)	1275	1279	624	2	3.2	193.4	191.9	9.0	8.4	0.6	0.93	0.99	0.07	498.2	8.2	60.48	FRWY
(257, 280)	1279	1281	35	0	1.9	121.3	115.9	5.4	5.3	0.2	0.97	0.96	0.03	640.3	10.2	62.79	FRWY
(280, 282)	2096	2095	1057	7	9.8	595.7	586.5	16.8	15.8	1.0	0.94	0.98	0.06	827.7	13.6	60.93	FRWY
(282, 32)	2095	2095	123	7	4.8	299.0	286.3	8.2	7.9	0.3	0.97	0.96	0.03	1048.3	16.7	62.65	RAMP
(32, 33)	3962	3961	268	8	9.0	562.9	537.2	8.1	7.9	0.2	0.97	0.95	0.03	792.5	12.6	62.86	FRWY
(33, 34)	3961	3957	217	11	8.9	562.3	535.4	8.1	7.9	0.2	0.97	0.95	0.03	791.8	12.6	63.02	FRWY
(34, 35)	3957	3964	203	7	9.0	568.1	540.7	8.2	8.0	0.2	0.97	0.95	0.03	792.6	12.6	63.04	FRWY
(35, 36)	3964	3967	208	9	9.4	592.5	563.9	8.5	8.3	0.2	0.97	0.95	0.03	793.0	12.6	63.04	FRWY
(36, 37)	3967	3953	233	16	10.3	651.3	619.7	9.4	9.1	0.3	0.97	0.95	0.03	791.5	12.6	63.07	FRWY

(37,	54)	3953	3953	249	11	11.8	745.8	710.0	10.8	10.5	0.3	0.97	0.95	0.03	790.7	12.5	63.02	FRWY
(54,	55)	4075	4081	341	9	8.0	502.1	480.2	7.1	6.8	0.2	0.97	0.96	0.03	716.4	11.4	62.73	FRWY
(55,	56)	4081	4080	152	8	6.1	386.5	368.2	5.4	5.3	0.2	0.97	0.95	0.03	816.3	13.0	62.99	FRWY
(56,	57)	4345	4344	601	11	13.2	823.1	789.5	10.9	10.5	0.4	0.96	0.96	0.03	797.4	12.7	62.56	FRWY
(57,	58)	4344	4345	132	5	6.5	411.5	392.0	5.4	5.3	0.2	0.97	0.95	0.03	869.1	13.8	62.99	FRWY
(58,	59)	4345	4342	794	7	7.6	477.2	454.5	6.3	6.1	0.2	0.97	0.95	0.03	868.8	13.8	63.00	FRWY
(59,	60)	4342	4337	494	13	11.1	693.0	664.2	9.2	8.9	0.3	0.96	0.96	0.03	868.0	13.9	62.60	FRWY
(60,	61)	4337	4332	2449	16	19.9	1231.5	1194.8	16.5	15.8	0.7	0.96	0.97	0.04	867.0	14.0	61.84	FRWY
(61,	62)	3712	3711	191	10	11.3	702.2	679.3	11.0	10.6	0.4	0.97	0.97	0.03	741.6	12.0	62.03	FRWY
(62,	63)	2852	2840	239	18	9.5	598.0	568.7	12.0	11.7	0.3	0.97	0.95	0.03	711.8	11.3	63.09	FRWY
(63,	64)	2840	2835	227	13	9.8	617.5	587.8	12.4	12.1	0.4	0.97	0.95	0.03	709.4	11.3	63.03	FRWY
(64,	65)	3312	3313	801	12	10.2	627.3	612.6	11.1	10.5	0.6	0.95	0.98	0.05	744.3	12.1	61.43	FRWY
(65,	66)	3313	3313	117	3	5.0	313.7	300.4	5.4	5.3	0.2	0.97	0.96	0.03	828.2	13.2	62.65	FRWY
(66,	67)	3313	3317	1192	8	9.4	589.2	563.0	10.2	9.9	0.3	0.97	0.96	0.03	829.1	13.2	62.79	FRWY
(67,	68)	3317	3312	408	10	13.3	815.7	798.8	14.5	13.7	0.8	0.94	0.98	0.05	828.2	13.5	61.27	FRWY
(68,	69)	3312	3296	238	21	15.3	939.6	915.7	16.6	15.9	0.7	0.96	0.97	0.04	826.8	13.4	61.57	FRWY
(69,	70)	2174	2167	196	12	11.0	697.4	658.9	18.2	17.8	0.4	0.98	0.94	0.02	543.1	8.6	63.51	FRWY
(70,	71)	2167	2163	92	6	5.0	318.8	301.2	8.4	8.2	0.2	0.98	0.94	0.02	540.9	8.5	63.50	FRWY
(71,	72)	2525	2522	653	12	11.4	717.3	685.7	16.3	15.8	0.5	0.97	0.96	0.03	587.2	9.4	62.77	FRWY
(72,	73)	2522	2523	1490	11	16.8	1057.5	1010.9	24.1	23.3	0.8	0.97	0.96	0.03	630.2	10.0	62.76	FRWY
(73,	74)	2523	2523	213	13	11.6	716.2	697.6	16.6	16.1	0.5	0.97	0.97	0.03	630.3	10.2	61.60	FRWY
(74,	75)	1137	1131	105	8	7.1	451.6	425.6	22.5	22.1	0.3	0.98	0.94	0.01	378.7	5.9	63.67	FRWY
(75,	76)	1401	1401	364	0	2.2	139.6	134.9	5.8	5.5	0.2	0.96	0.97	0.04	363.4	5.9	62.08	FRWY
(76,	77)	1688	1685	371	4	1.7	102.5	104.4	3.7	3.4	0.3	0.91	1.02	0.09	428.7	7.3	58.92	FRWY

(568, 569)	2193	2185	63	8	1.6	82.9	96.6	2.6	2.1	0.5	0.80	1.17	0.23	729.6	14.2	51.48	FRWY
(569, 570)	1481	1476	108	10	5.7	346.6	341.5	13.9	13.0	0.9	0.94	0.99	0.06	492.3	8.1	60.89	FRWY
(570, 571)	2782	2783	393	10	7.1	434.3	428.5	9.2	8.6	0.6	0.94	0.99	0.06	695.7	11.4	60.81	FRWY
(571, 572)	3057	3062	606	19	14.0	869.9	837.9	16.4	15.8	0.7	0.96	0.96	0.04	712.1	11.4	62.29	FRWY
(572, 573)	3062	3063	855	9	20.3	1273.2	1219.2	23.9	23.1	0.8	0.96	0.96	0.03	765.6	12.2	62.65	FRWY
(573, 574)	3063	3054	290	21	14.0	869.8	837.1	16.4	15.8	0.6	0.96	0.96	0.03	765.5	12.3	62.35	FRWY
(574, 575)	2680	2690	221	9	10.2	643.4	612.7	13.7	13.3	0.4	0.97	0.95	0.03	670.8	10.6	63.00	FRWY
(575, 576)	2690	2687	392	14	14.1	886.0	844.4	18.8	18.3	0.6	0.97	0.95	0.03	672.2	10.7	62.96	FRWY
(576, 577)	4721	4717	3193	18	23.8	1339.8	1430.9	18.2	15.8	2.4	0.87	1.07	0.14	1096.8	19.5	56.18	FRWY
(577, 578)	4717	4713	325	16	18.3	1139.3	1096.7	14.0	13.4	0.6	0.96	0.96	0.04	1178.6	18.9	62.33	FRWY
(578, 579)	4713	4711	1431	15	15.5	948.1	929.5	11.8	11.1	0.7	0.94	0.98	0.06	1178.4	19.3	61.20	FRWY
(579, 580)	4711	4706	139	11	7.3	445.9	435.1	5.5	5.2	0.3	0.95	0.98	0.05	1177.2	19.1	61.49	FRWY
(580, 581)	4706	4704	296	18	14.5	890.9	871.0	11.1	10.6	0.5	0.95	0.98	0.05	1176.0	19.2	61.37	FRWY
(581, 582)	3768	3758	270	17	11.8	744.4	710.4	11.3	11.0	0.4	0.97	0.95	0.03	940.3	15.0	62.87	FRWY
(582, 583)	3758	3758	322	15	14.1	884.8	843.5	13.5	13.0	0.4	0.97	0.95	0.03	939.6	14.9	62.93	FRWY
(583, 584)	4704	4704	1514	22	15.1	890.1	905.8	11.6	10.5	1.1	0.91	1.02	0.09	1056.1	17.9	58.96	FRWY
(584, 585)	5831	5830	3368	30	30.1	1656.1	1805.2	18.6	15.8	2.7	0.85	1.09	0.16	1285.9	23.4	55.04	FRWY
(585, 586)	5830	5839	337	6	13.5	793.2	810.3	8.3	7.5	0.8	0.90	1.02	0.10	1458.3	24.8	58.73	FRWY
(586, 587)	5839	5844	178	7	11.9	724.5	713.7	7.3	6.9	0.5	0.94	0.99	0.06	1460.0	24.0	60.91	FRWY
(587, 588)	5844	5846	105	7	9.0	553.6	540.2	5.5	5.3	0.3	0.95	0.98	0.05	1461.4	23.8	61.49	FRWY
(588, 589)	5846	5859	268	9	18.2	1108.6	1092.6	11.2	10.6	0.6	0.94	0.99	0.06	1463.4	24.0	60.88	FRWY
(589, 590)	4887	4880	316	22	12.2	753.1	731.0	9.0	8.6	0.4	0.95	0.97	0.05	1179.9	19.1	61.81	FRWY
(590, 591)	4880	4875	352	13	9.1	567.2	545.9	6.7	6.5	0.3	0.96	0.96	0.04	975.6	15.6	62.34	FRWY

(591, 592)	4875	4871	255	17	10.1	630.5	605.2	7.4	7.2	0.3	0.96	0.96	0.04	974.9	15.6	62.51	FRWY
(592, 593)	4871	4873	4040	15	14.8	923.1	890.3	11.0	10.5	0.5	0.96	0.96	0.04	974.8	15.7	62.21	FRWY
(593, 594)	4873	4872	698	9	7.7	461.3	459.5	5.7	5.3	0.4	0.93	1.00	0.07	974.2	16.2	60.23	FRWY
(594, 595)	4872	4866	397	23	14.9	922.6	892.0	11.0	10.5	0.5	0.96	0.97	0.04	974.3	15.7	62.06	FRWY
(595, 596)	4866	4860	59	18	10.3	611.4	617.5	7.6	7.3	0.3	0.96	1.01	0.05	972.4	16.4	59.41	FRWY
(596, 597)	1797	1800	65	5	3.8	242.3	229.1	7.6	7.5	0.2	0.98	0.95	0.02	599.7	9.5	63.45	FRWY
(597, 598)	1800	1801	87	4	4.4	280.6	265.9	8.9	8.6	0.2	0.97	0.95	0.02	600.1	9.5	63.33	FRWY
(598, 599)	1801	1796	48	5	2.3	147.2	139.6	4.7	4.5	0.1	0.97	0.95	0.03	599.6	9.5	63.24	FRWY
(600, 601)	1796	1803	71	0	3.2	201.8	191.5	6.4	6.2	0.2	0.97	0.95	0.03	599.9	9.5	63.22	FRWY
(601, 602)	3690	3686	1548	14	9.2	523.8	549.1	8.9	7.9	1.0	0.88	1.05	0.12	801.7	14.0	57.23	FRWY
(602, 603)	3686	3693	183	7	8.5	524.1	510.4	8.3	7.9	0.4	0.95	0.97	0.05	922.4	15.0	61.61	FRWY
(603, 604)	3693	3696	117	6	7.2	449.0	429.2	7.0	6.7	0.2	0.97	0.96	0.03	923.1	14.7	62.77	FRWY
(604, 605)	3696	3700	166	6	8.1	509.2	487.7	7.9	7.6	0.3	0.96	0.96	0.03	924.6	14.8	62.65	FRWY
(605, 606)	3700	3689	219	13	10.7	666.1	639.3	10.4	10.0	0.4	0.96	0.96	0.04	923.5	14.8	62.51	FRWY
(606, 607)	3689	3684	153	7	8.5	527.9	507.5	8.3	7.9	0.3	0.96	0.96	0.04	921.7	14.8	62.41	FRWY
(607, 608)	3684	3687	167	2	7.4	459.3	441.4	7.2	6.9	0.3	0.96	0.96	0.04	921.3	14.8	62.43	FRWY
(608, 609)	3687	3682	208	7	9.1	569.5	547.4	8.9	8.6	0.3	0.96	0.96	0.04	921.3	14.8	62.43	FRWY
(609, 610)	3682	3677	205	7	10.3	645.7	620.5	10.1	9.7	0.4	0.96	0.96	0.04	919.4	14.7	62.43	FRWY
(610, 611)	3677	3678	1377	2	8.0	497.2	481.0	7.8	7.5	0.4	0.95	0.97	0.04	919.3	14.8	62.03	FRWY
(611, 612)	3678	3682	549	3	8.6	520.1	518.2	8.4	7.8	0.6	0.93	1.00	0.07	920.2	15.3	60.21	FRWY
(612, 613)	3682	3665	400	24	17.1	1044.1	1025.7	16.7	16.0	0.7	0.96	0.98	0.04	918.8	15.0	61.08	FRWY
(613, 614)	1810	1813	41	0	1.7	106.7	103.4	3.4	3.3	0.2	0.95	0.97	0.05	603.7	9.8	61.89	FRWY
(614, 615)	1813	1812	23	3	1.6	98.5	94.2	3.1	3.0	0.1	0.97	0.96	0.03	604.1	9.6	62.75	FRWY
(615, 616)	1812	1810	30	5	2.7	171.6	162.9	5.4	5.2	0.1	0.97	0.95	0.03	603.9	9.6	63.18	FRWY

(616, 617)	1810	1810	72	8	5.5	343.3	328.7	10.9	10.6	0.3	0.97	0.96	0.03	604.2	9.6	62.66	FRWY
(617, 618)	1556	1549	76	10	4.6	292.1	276.8	10.7	10.4	0.3	0.98	0.95	0.02	517.3	8.2	63.32	FRWY
(618, 619)	1549	1541	59	9	4.1	262.5	248.9	9.7	9.4	0.2	0.98	0.95	0.02	514.5	8.1	63.29	FRWY
(619, 620)	1541	1540	38	2	1.9	122.0	115.7	4.5	4.4	0.1	0.98	0.95	0.02	513.6	8.1	63.27	FRWY
(599, 600)	1796	1796	50	0	2.1	131.6	124.9	4.2	4.1	0.1	0.97	0.95	0.03	598.7	9.5	63.23	FRWY
(77,7053)	1685	1686	0	0	1.0	59.4	58.9	2.1	2.0	0.1	0.93	0.99	0.07	561.8	9.3	60.48	FRWY
(7054, 568)	2194	2193	369	3	2.2	103.9	129.2	3.3	2.4	0.8	0.74	1.24	0.32	791.8	16.4	48.28	FRWY
(396, 397)	4034	4025	1662	30	28.1	1743.8	1688.0	25.1	24.0	1.1	0.95	0.97	0.04	1007.8	16.3	61.98	FRWY
(397, 398)	4647	4651	1145	4	10.3	616.5	617.5	8.0	7.4	0.6	0.92	1.00	0.08	930.0	15.5	59.90	FRWY
(398, 564)	4651	4645	316	12	11.4	704.4	681.7	8.8	8.4	0.4	0.96	0.97	0.04	929.8	15.0	62.00	FRWY
(620, 369)	1540	1539	34	2	2.3	143.5	136.0	5.3	5.2	0.1	0.98	0.95	0.02	513.3	8.1	63.31	FRWY
(617, 114)	254	254	0	0	0.6	31.3	34.4	8.1	8.0	0.1	0.99	1.10	0.02	254.0	4.7	54.57	RAMP
(114, 115)	254	253	0	1	0.8	40.5	48.5	11.5	11.3	0.2	0.98	1.20	0.02	254.0	5.1	50.02	RAMP
(117, 416)	251	251	0	1	0.6	30.5	37.2	8.9	8.7	0.2	0.98	1.22	0.03	251.6	5.1	49.12	RAMP
(399, 402)	1218	1218	100	4	7.0	380.2	421.4	20.8	20.5	0.3	0.99	1.11	0.02	609.1	11.3	54.14	RAMP
(625, 132)	851	851	0	0	0.8	33.2	45.5	3.2	2.6	0.6	0.80	1.37	0.28	851.0	19.4	43.76	RAMP
(626, 627)	800	800	14	0	1.0	63.5	60.2	4.5	4.4	0.1	0.97	0.95	0.03	400.0	6.3	63.27	FRWY
(627, 190)	800	800	8	0	0.8	48.5	45.5	3.4	3.4	0.1	0.99	0.94	0.01	400.0	6.3	63.97	FRWY
(629, 255)	476	476	0	1	0.6	30.5	38.6	4.9	4.2	0.6	0.87	1.27	0.17	476.3	10.1	47.36	RAMP
(628, 629)	478	476	0	2	0.8	31.2	46.9	5.9	5.3	0.6	0.89	1.50	0.16	476.2	11.9	39.92	RAMP
(631, 280)	812	815	0	0	1.5	76.6	89.7	6.6	6.2	0.5	0.93	1.17	0.08	813.3	15.9	51.20	RAMP
(630, 631)	811	812	0	2	1.4	65.8	81.7	6.0	5.8	0.2	0.97	1.24	0.04	811.5	16.8	48.32	RAMP
(632, 633)	1866	1862	92	7	4.3	229.7	259.3	8.4	8.1	0.3	0.97	1.13	0.04	931.6	17.5	53.15	RAMP

(635, 54)	122	122	0	0	0.3	14.5	17.0	8.4	7.8	0.6	0.93	1.17	0.08	122.0	2.4	51.18	RAMP
(634, 635)	122	122	0	0	0.3	10.8	15.5	7.6	7.1	0.6	0.92	1.44	0.11	122.0	2.9	41.74	RAMP
(637, 56)	266	265	0	3	0.6	32.6	36.1	8.1	8.0	0.2	0.98	1.11	0.02	265.9	4.9	54.18	RAMP
(636, 637)	267	266	0	2	0.4	22.6	25.1	5.7	5.5	0.1	0.98	1.11	0.02	265.8	4.9	54.04	RAMP
(61, 638)	620	617	0	3	1.0	52.5	59.0	5.7	5.6	0.1	0.97	1.12	0.03	619.0	11.6	53.40	RAMP
(638, 639)	617	620	50	0	0.8	39.6	45.1	4.4	4.2	0.2	0.96	1.14	0.04	363.4	6.9	52.77	RAMP
(62, 640)	859	858	0	2	1.2	65.9	75.0	5.2	5.0	0.2	0.96	1.14	0.05	859.4	16.3	52.76	RAMP
(640, 641)	858	858	52	0	0.7	35.7	40.6	2.8	2.7	0.1	0.96	1.14	0.04	555.2	10.5	52.80	RAMP
(643, 64)	479	477	0	2	1.0	52.8	60.0	7.5	7.3	0.3	0.97	1.14	0.04	477.4	9.0	52.83	RAMP
(642, 643)	480	479	32	2	0.9	43.3	53.5	6.7	5.9	0.8	0.89	1.23	0.14	337.9	6.9	48.63	RAMP
(69, 644)	1122	1122	39	0	1.4	74.6	86.1	4.6	4.3	0.3	0.94	1.15	0.07	979.7	18.9	51.97	RAMP
(644, 645)	1122	1123	82	0	1.0	52.7	62.6	3.3	3.3	0.1	0.98	1.19	0.03	432.1	8.6	50.51	RAMP
(647, 71)	360	362	0	0	1.0	48.1	57.1	9.5	8.7	0.8	0.92	1.19	0.10	361.1	7.1	50.57	RAMP
(646, 647)	360	360	0	2	0.8	34.0	49.3	8.2	7.6	0.7	0.92	1.45	0.12	358.8	8.7	41.41	RAMP
(74, 648)	1386	1387	57	1	2.3	122.2	136.8	5.9	5.8	0.1	0.98	1.12	0.03	693.8	12.9	53.60	RAMP
(648, 649)	1387	1386	33	1	1.9	103.5	115.8	5.0	4.9	0.1	0.98	1.12	0.03	693.2	12.9	53.62	RAMP
(651, 75)	269	270	0	1	0.4	20.0	24.5	5.4	4.8	0.6	0.89	1.22	0.14	269.8	5.5	49.03	RAMP
(650, 651)	270	269	0	1	0.4	15.8	23.6	5.3	4.7	0.6	0.89	1.49	0.17	269.2	6.7	40.18	RAMP
(653, 76)	288	287	0	1	0.3	13.4	15.0	3.1	3.0	0.1	0.97	1.12	0.03	287.2	5.4	53.48	RAMP
(652, 653)	288	288	0	0	0.3	15.2	17.1	3.6	3.4	0.1	0.96	1.13	0.04	288.0	5.4	53.14	RAMP
(569, 654)	704	702	20	2	0.7	34.9	40.8	3.5	3.2	0.2	0.93	1.17	0.08	568.5	11.1	51.33	RAMP
(656, 570)	1304	1306	0	2	2.4	113.9	141.9	6.5	5.7	0.8	0.88	1.25	0.15	1304.3	27.1	48.15	RAMP
(655, 656)	1301	1304	0	0	2.7	111.0	164.2	7.6	6.8	0.7	0.90	1.48	0.15	1301.9	32.1	40.56	RAMP
(658, 571)	276	274	0	2	0.5	27.6	30.6	6.7	6.6	0.1	0.99	1.11	0.01	275.4	5.1	54.10	RAMP

(657, 658)	279	276	0	4	0.4	23.3	25.9	5.6	5.6	0.1	0.99	1.11	0.02	276.4	5.1	53.99	RAMP
(574, 660)	374	374	0	0	0.3	15.8	17.6	2.8	2.8	0.1	0.98	1.11	0.03	374.0	6.9	53.97	RAMP
(660, 661)	374	375	0	0	0.3	15.0	17.4	2.8	2.7	0.1	0.98	1.17	0.02	374.3	7.3	51.46	RAMP
(663, 576)	2031	2034	55	3	4.6	192.2	273.1	8.1	6.2	1.9	0.77	1.42	0.33	1693.9	40.1	42.22	RAMP
(662, 663)	2024	2031	279	2	3.4	128.3	201.7	6.0	4.5	1.4	0.76	1.57	0.37	1013.8	26.6	38.15	RAMP
(581, 664)	936	936	0	2	1.9	102.6	116.3	7.5	7.2	0.3	0.96	1.13	0.04	935.7	17.7	52.93	RAMP
(664, 665)	936	936	0	0	0.8	39.9	45.4	2.9	2.8	0.1	0.96	1.14	0.04	936.0	17.8	52.71	RAMP
(667, 583)	948	946	0	6	3.3	154.6	199.0	12.6	10.8	1.9	0.85	1.29	0.19	945.7	20.3	46.61	RAMP
(666, 667)	951	948	0	3	1.1	38.3	67.4	4.3	4.2	0.1	0.98	1.76	0.04	948.9	27.9	34.06	RAMP
(669, 584)	1130	1127	16	5	2.5	124.7	148.8	7.9	7.3	0.6	0.92	1.19	0.10	962.8	19.1	50.28	RAMP
(668, 669)	1135	1130	101	5	1.4	68.2	83.4	4.4	4.0	0.5	0.89	1.22	0.13	565.8	11.5	49.01	RAMP
(589, 670)	972	972	0	1	0.8	42.0	47.8	3.0	2.8	0.1	0.96	1.14	0.05	971.6	18.5	52.65	RAMP
(670, 671)	972	973	0	0	0.8	40.0	45.3	2.8	2.7	0.1	0.96	1.13	0.04	972.8	18.4	53.01	RAMP
(672, 673)	914	916	0	0	1.6	76.6	97.5	6.4	6.0	0.4	0.94	1.27	0.08	914.5	19.4	47.13	FRWY
(674, 675)	962	962	0	2	1.1	55.2	63.0	3.9	3.7	0.2	0.95	1.14	0.05	961.5	18.3	52.51	RAMP
(676, 677)	3066	3078	886	11	16.9	873.7	1012.4	19.8	18.7	1.0	0.95	1.16	0.06	1246.9	24.1	51.78	FRWY
(677, 680)	1549	1554	165	7	7.3	393.7	440.5	17.0	16.6	0.4	0.98	1.12	0.03	775.6	14.5	53.61	FRWY
(677, 678)	1529	1531	27	0	2.2	109.3	133.5	5.2	5.2	0.1	0.98	1.22	0.02	765.1	15.6	49.09	RAMP
(678, 679)	1531	1531	28	2	2.4	118.9	146.0	5.7	5.6	0.1	0.98	1.23	0.02	765.9	15.7	48.90	RAMP
(680, 681)	1554	1553	65	3	4.0	213.3	238.7	9.2	9.0	0.2	0.98	1.12	0.03	777.7	14.5	53.62	FRWY
(681, 682)	1553	1554	70	3	4.1	220.6	246.8	9.5	9.3	0.2	0.98	1.12	0.03	597.5	11.1	53.64	FRWY
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(686, 111)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY

(685, 681)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(682, 683)	1554	1549	69	6	4.1	220.4	246.3	9.5	9.3	0.2	0.98	1.12	0.02	775.8	14.5	53.69	FRWY
(687, 688)	1547	1545	51	2	3.0	135.8	182.1	7.1	6.9	0.2	0.98	1.34	0.03	772.9	17.3	44.76	FRWY
(688,7027)	1545	1542	0	3	2.0	77.5	119.1	4.6	4.6	0.1	0.99	1.54	0.02	771.7	19.8	39.03	FRWY
(7056, 626)	799	800	59	1	1.2	66.9	70.0	5.0	4.4	0.6	0.88	1.05	0.12	417.4	7.3	57.31	FRWY
(679,7058)	1531	1533	0	0	1.4	65.9	81.9	3.2	3.1	0.1	0.97	1.24	0.04	766.0	15.9	48.26	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	479	478	0	1	0.6	21.0	37.2	4.3	4.2	0.1	0.97	1.77	0.06	519.1	15.3	33.94	RAMP
(7061, 630)	812	811	0	1	1.2	53.3	69.3	4.8	4.5	0.4	0.92	1.30	0.10	858.6	18.6	46.18	RAMP
(7062, 674)	961	962	0	0	0.7	33.6	42.0	2.4	2.1	0.3	0.87	1.25	0.16	1068.6	22.3	47.94	RAMP
(7063, 672)	915	914	0	1	2.0	81.7	118.7	7.5	6.8	0.6	0.91	1.45	0.12	951.7	23.1	41.27	FRWY
(671,7064)	973	975	0	0	0.6	33.6	38.2	2.4	2.3	0.1	0.96	1.14	0.05	973.5	18.5	52.65	RAMP
(633,7065)	1862	1860	0	3	2.2	117.0	132.6	4.3	4.1	0.2	0.96	1.13	0.04	930.7	17.6	52.97	RAMP
(7066, 634)	122	122	0	0	0.2	5.2	9.0	4.1	4.0	0.1	0.99	1.72	0.02	133.1	3.8	34.93	RAMP
(7067, 636)	267	267	0	1	0.4	20.2	23.8	5.1	4.7	0.4	0.92	1.18	0.10	280.0	5.5	50.84	RAMP
(665,7068)	936	936	0	1	0.7	36.3	42.6	2.7	2.5	0.2	0.93	1.17	0.08	935.8	18.3	51.16	RAMP
(7069, 666)	953	951	0	2	1.0	35.1	59.5	3.4	3.3	0.1	0.98	1.69	0.03	1054.1	29.7	35.45	RAMP
(7070, 668)	1136	1135	495	1	1.4	71.3	84.3	4.2	3.9	0.3	0.93	1.18	0.09	601.2	11.8	50.74	RAMP
(639,7071)	620	620	0	0	0.4	19.4	22.9	2.2	2.1	0.2	0.93	1.18	0.09	310.0	6.1	50.86	RAMP
(7072, 642)	480	480	270	0	0.3	15.8	20.2	2.2	1.9	0.3	0.86	1.28	0.18	268.8	5.7	46.97	RAMP
(641,7073)	858	859	0	0	0.6	28.3	33.4	2.3	2.3	0.0	1.00	1.18	0.01	429.4	8.4	50.84	RAMP
(661,7074)	375	376	0	0	0.3	13.5	17.3	2.8	2.6	0.2	0.93	1.28	0.09	376.0	8.0	46.75	RAMP
(7075, 662)	2022	2024	639	3	2.6	117.1	153.3	4.3	3.9	0.4	0.91	1.31	0.11	1077.3	23.5	45.85	RAMP
(645,7076)	1123	1124	0	0	1.0	50.2	62.7	3.3	3.2	0.1	0.96	1.25	0.05	374.6	7.8	48.03	RAMP

(7077, 646)	361	360	0	1	0.4	12.2	21.2	3.2	3.1	0.1	0.97	1.74	0.04	402.0	11.7	34.40	RAMP
(7078, 657)	279	279	0	0	0.4	19.2	22.0	4.5	4.3	0.2	0.95	1.15	0.05	294.3	5.6	52.37	RAMP
(7080, 650)	269	270	0	0	0.5	16.5	28.6	6.0	5.9	0.1	0.98	1.73	0.03	286.0	8.2	34.70	RAMP
(7081, 655)	1300	1301	0	0	1.7	56.6	99.6	4.2	4.1	0.1	0.97	1.76	0.05	1415.2	41.5	34.06	RAMP
(649,7082)	1386	1386	0	2	1.5	77.7	89.7	3.9	3.7	0.2	0.95	1.15	0.06	693.4	13.3	51.98	RAMP
(7083, 652)	289	288	0	1	0.3	14.0	16.9	3.2	2.9	0.3	0.90	1.21	0.12	312.1	6.3	49.54	RAMP
(7084, 857)	391	391	0	0	0.3	15.3	18.6	2.6	2.3	0.3	0.90	1.22	0.13	429.2	8.7	49.22	RAMP
(857, 858)	391	391	0	0	0.4	23.1	26.0	4.0	3.9	0.1	0.97	1.13	0.04	391.0	7.3	53.22	RAMP
(859,7085)	303	303	0	0	0.5	27.8	31.5	6.2	6.0	0.2	0.96	1.13	0.04	303.0	5.7	52.98	RAMP
(7086, 860)	47	47	0	0	0.1	4.3	4.8	5.9	5.8	0.1	0.99	1.11	0.01	48.9	0.9	54.06	RAMP
(860, 861)	47	47	0	0	0.1	4.0	4.4	5.7	5.6	0.0	1.00	1.10	0.00	47.0	0.9	54.40	RAMP
(866,7087)	68	68	0	0	0.1	3.9	4.3	3.8	3.7	0.1	0.98	1.10	0.02	68.0	1.2	54.74	RAMP
(873,7088)	47	47	0	0	0.1	4.9	5.4	6.9	6.9	0.0	1.00	1.09	0.00	47.0	0.9	54.99	RAMP
(7089, 874)	211	211	0	0	0.2	12.3	14.3	3.8	3.6	0.2	0.94	1.16	0.07	225.0	4.3	51.73	RAMP
(874, 875)	211	211	0	0	0.2	11.7	13.0	3.7	3.6	0.1	0.98	1.11	0.02	211.0	3.9	53.92	RAMP
(876,7090)	31	31	0	0	0.1	2.8	3.1	6.0	6.0	0.0	0.99	1.12	0.01	31.0	0.6	53.45	RAMP
(7091, 877)	61	61	0	0	0.1	3.6	5.5	5.0	3.6	1.4	0.72	1.51	0.42	65.0	1.6	39.85	RAMP
(877, 878)	61	61	0	0	0.1	4.0	4.6	4.5	4.3	0.3	0.94	1.16	0.07	61.0	1.2	51.89	RAMP
(879, 880)	1999	1998	121	9	7.8	502.2	469.1	13.9	13.7	0.2	0.99	0.93	0.01	1013.7	15.8	64.24	FRWY
(880, 881)	1998	1997	189	12	11.0	704.3	662.2	19.9	19.5	0.3	0.98	0.94	0.02	998.5	15.6	63.81	FRWY
(881, 882)	1997	1997	202	12	9.1	575.5	546.5	16.4	16.0	0.4	0.97	0.95	0.03	998.9	15.8	63.18	FRWY
(882, 883)	1997	2001	205	7	9.0	568.3	542.8	16.3	15.8	0.5	0.97	0.96	0.03	1000.2	15.9	62.82	FRWY
(883, 884)	1954	1956	138	4	7.1	444.3	424.7	13.0	12.6	0.4	0.97	0.96	0.03	976.7	15.6	62.77	FRWY

(883, 873)	47	47	0	0	0.1	5.4	5.8	7.5	7.4	0.0	1.00	1.09	0.00	47.0	0.9	55.00	RAMP
(884, 885)	1956	1958	132	8	6.6	410.4	393.2	12.1	11.6	0.4	0.96	0.96	0.03	977.9	15.6	62.63	FRWY
(885, 886)	1958	1958	156	7	8.1	507.4	486.8	14.9	14.4	0.6	0.96	0.96	0.04	977.7	15.6	62.54	FRWY
(886, 887)	2169	2172	424	5	10.0	616.6	600.5	16.6	15.8	0.8	0.95	0.97	0.05	943.7	15.3	61.61	FRWY
(887, 888)	2172	2161	208	24	10.2	633.3	612.1	16.9	16.2	0.7	0.96	0.97	0.04	1083.6	17.5	62.09	FRWY
(875, 886)	211	211	0	0	0.3	17.0	18.8	5.3	5.3	0.1	0.99	1.10	0.01	211.0	3.9	54.33	RAMP
(888, 889)	2161	2166	228	4	11.1	686.7	663.5	18.4	17.6	0.8	0.96	0.97	0.04	1082.4	17.4	62.10	FRWY
(889, 890)	2166	2163	155	6	7.3	453.2	438.5	12.2	11.6	0.5	0.96	0.97	0.04	1081.9	17.4	62.01	FRWY
(890, 891)	2163	2167	227	11	11.5	714.0	691.2	19.2	18.3	0.9	0.95	0.97	0.04	1082.6	17.5	61.97	FRWY
(891, 892)	2167	2166	182	7	8.7	537.5	521.4	14.4	13.7	0.7	0.95	0.97	0.05	1084.0	17.5	61.86	FRWY
(892, 893)	2166	2162	424	20	20.3	1254.7	1217.6	33.8	32.2	1.6	0.95	0.97	0.05	1080.7	17.5	61.83	FRWY
(893, 894)	2162	2162	517	19	24.0	1481.9	1439.0	39.9	38.0	1.9	0.95	0.97	0.05	1082.2	17.5	61.79	FRWY
(894, 895)	2162	2156	291	20	14.7	906.6	882.4	24.5	23.3	1.2	0.95	0.97	0.05	1081.0	17.5	61.64	FRWY
(895, 896)	2156	2161	396	23	23.0	1412.4	1377.8	38.3	36.2	2.0	0.95	0.98	0.05	1080.4	17.6	61.50	FRWY
(896, 897)	2161	2171	458	20	24.7	1515.7	1481.9	41.1	38.8	2.3	0.95	0.98	0.05	1082.7	17.6	61.37	FRWY
(897, 898)	2171	2169	267	11	13.7	838.5	820.5	22.7	21.4	1.3	0.94	0.98	0.05	1085.1	17.7	61.32	FRWY
(898, 899)	2169	2168	198	8	10.1	616.0	604.3	16.7	15.8	1.0	0.94	0.98	0.06	1084.1	17.7	61.16	FRWY
(899, 900)	2100	2102	188	16	10.6	654.0	638.6	18.3	17.3	1.0	0.95	0.98	0.05	1048.3	17.1	61.45	FRWY
(899, 866)	68	68	0	0	0.1	8.0	8.7	7.7	7.6	0.1	0.99	1.09	0.01	68.0	1.2	55.18	RAMP
(900, 901)	2102	2100	251	10	12.6	771.3	753.8	21.5	20.3	1.2	0.95	0.98	0.05	1052.3	17.1	61.39	FRWY
(901, 902)	2491	2490	661	7	11.9	707.7	714.2	17.2	15.8	1.4	0.92	1.01	0.08	1083.0	18.2	59.45	FRWY
(902, 903)	2490	2477	219	16	11.6	710.7	696.4	16.8	15.9	0.9	0.94	0.98	0.06	1241.7	20.3	61.23	FRWY
(858, 901)	391	391	0	0	1.1	59.0	66.3	10.2	9.9	0.3	0.97	1.12	0.03	391.0	7.3	53.45	RAMP
(903, 904)	2477	2468	243	20	13.2	811.1	794.8	19.3	18.2	1.1	0.94	0.98	0.06	1237.1	20.2	61.23	FRWY

(904, 905)	2468	2462	179	12	10.2	625.1	612.2	14.9	14.1	0.8	0.94	0.98	0.06	1232.4	20.1	61.26	FRWY
(906, 907)	2499	2498	137	11	10.1	647.9	607.4	14.4	14.2	0.2	0.98	0.94	0.01	1266.0	19.8	64.00	FRWY
(907, 908)	2498	2496	369	13	15.2	963.7	913.3	22.0	21.4	0.6	0.97	0.95	0.02	1247.8	19.7	63.31	FRWY
(908, 909)	2496	2502	254	10	11.4	709.5	684.8	16.5	15.8	0.7	0.96	0.97	0.04	1248.7	20.1	62.16	FRWY
(909, 910)	2199	2197	168	10	8.8	551.1	528.2	14.4	13.9	0.5	0.96	0.96	0.04	1098.9	17.6	62.60	FRWY
(909, 859)	303	303	0	1	0.8	43.7	48.7	9.6	9.5	0.2	0.98	1.11	0.02	302.9	5.6	53.91	RAMP
(910, 911)	2197	2194	223	12	10.6	661.7	633.3	17.3	16.7	0.6	0.96	0.96	0.03	1096.7	17.5	62.69	FRWY
(911, 912)	2194	2193	233	11	9.7	607.8	583.3	16.0	15.3	0.6	0.96	0.96	0.04	1096.8	17.5	62.53	FRWY
(861, 912)	47	47	0	0	0.1	4.5	5.0	6.3	6.3	0.0	1.00	1.10	0.00	47.0	0.9	54.36	RAMP
(912, 913)	2240	2242	254	11	10.2	636.4	611.0	16.4	15.7	0.6	0.96	0.96	0.04	974.0	15.6	62.49	FRWY
(913, 914)	2242	2238	205	12	10.7	667.3	641.9	17.2	16.5	0.7	0.96	0.96	0.04	1120.6	18.0	62.37	FRWY
(914, 915)	2238	2228	442	31	21.1	1311.0	1266.1	34.0	32.5	1.5	0.96	0.97	0.04	1117.6	18.0	62.13	FRWY
(915, 916)	2228	2228	461	16	21.2	1318.7	1274.8	34.3	32.7	1.6	0.95	0.97	0.04	1115.1	18.0	62.07	FRWY
(916, 917)	2228	2231	354	16	19.3	1198.5	1159.8	31.2	29.7	1.5	0.95	0.97	0.05	1115.3	18.0	62.00	FRWY
(917, 918)	2231	2240	314	12	15.2	940.7	912.9	24.5	23.3	1.2	0.95	0.97	0.05	1118.7	18.1	61.83	FRWY
(918, 919)	2240	2232	345	21	19.6	1212.0	1175.6	31.5	30.0	1.6	0.95	0.97	0.05	1119.1	18.1	61.86	FRWY
(919, 920)	2232	2240	388	22	20.4	1257.5	1221.7	32.7	31.1	1.7	0.95	0.97	0.05	1119.3	18.1	61.76	FRWY
(920, 921)	2240	2236	246	12	12.4	767.5	746.4	20.0	19.0	1.0	0.95	0.97	0.05	1117.5	18.1	61.69	FRWY
(921, 922)	2236	2248	208	8	11.9	731.7	713.6	19.1	18.1	1.0	0.95	0.98	0.05	1118.6	18.2	61.52	FRWY
(922, 923)	2248	2237	209	20	12.0	740.0	722.5	19.3	18.2	1.1	0.94	0.98	0.05	1123.4	18.3	61.46	FRWY
(923, 924)	2237	2223	253	14	13.4	824.2	805.6	21.7	20.5	1.2	0.94	0.98	0.06	1113.5	18.1	61.39	FRWY
(924, 925)	2223	2223	218	11	12.6	775.5	758.5	20.5	19.3	1.2	0.94	0.98	0.06	1110.3	18.1	61.35	FRWY
(925, 926)	2192	2191	234	17	14.4	886.5	866.3	23.7	22.4	1.3	0.94	0.98	0.06	1096.2	17.9	61.40	FRWY

(925, 876)	31	31	0	0	0.1	4.7	5.3	10.3	10.2	0.1	0.99	1.12	0.01	31.0	0.6	53.44	RAMP
(926, 927)	2191	2194	197	2	10.6	652.0	638.0	17.5	16.4	1.0	0.94	0.98	0.06	1096.4	17.9	61.32	FRWY
(878, 927)	61	60	0	1	0.1	3.4	3.7	3.7	3.7	0.1	0.99	1.10	0.02	60.2	1.1	54.54	RAMP
(927, 928)	2254	2262	233	7	10.5	641.7	627.6	16.7	15.7	1.0	0.94	0.98	0.06	982.0	16.0	61.34	FRWY
(928, 929)	2262	2267	176	14	9.8	598.5	585.1	15.5	14.6	0.9	0.94	0.98	0.06	1132.6	18.5	61.37	FRWY
(929, 930)	2267	2265	188	8	12.0	739.4	721.8	19.1	18.1	1.1	0.94	0.98	0.05	1132.2	18.4	61.46	FRWY
(930, 931)	2265	2261	141	9	8.0	492.9	481.6	12.8	12.0	0.7	0.94	0.98	0.06	1131.6	18.4	61.41	FRWY
(654,7079)	702	702	0	1	0.7	34.6	42.9	3.7	3.2	0.4	0.88	1.24	0.15	351.1	7.3	48.32	RAMP
(683, 687)	1549	1547	40	2	2.8	139.6	168.2	6.5	6.4	0.1	0.98	1.21	0.03	774.0	15.5	49.79	FRWY
(407, 369)	1852	1851	111	3	2.5	129.0	149.2	4.8	4.6	0.3	0.94	1.16	0.07	617.0	11.9	51.90	RAMP
(411, 416)	332	333	0	0	0.3	17.3	20.8	3.8	3.7	0.0	0.99	1.21	0.02	332.4	6.7	49.71	FRWY
(115, 117)	253	251	0	2	1.0	47.7	58.2	13.9	13.6	0.3	0.98	1.22	0.03	251.9	5.1	49.22	RAMP
(382, 383)	1182	1180	22	2	1.3	44.5	80.6	4.1	3.8	0.3	0.93	1.81	0.12	590.9	17.8	33.16	RAMP
(412, 414)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(281, 937)	2480	2481	103	0	2.1	94.4	123.5	3.0	2.7	0.2	0.92	1.31	0.11	826.9	18.0	45.87	FRWY
(383, 414)	1180	1177	92	4	2.9	114.2	175.7	8.9	7.8	1.2	0.87	1.54	0.20	596.0	15.3	39.01	RAMP
(314, 553)	927	927	0	0	2.0	105.9	120.1	7.8	7.5	0.3	0.96	1.13	0.04	927.0	17.5	52.88	RAMP
(553, 933)	927	925	0	3	2.6	128.0	158.4	10.2	9.8	0.4	0.96	1.24	0.05	927.1	19.1	48.50	RAMP
(933, 934)	925	922	0	5	2.6	122.6	154.4	10.0	9.5	0.5	0.95	1.26	0.06	924.7	19.4	47.64	RAMP
(935, 936)	1470	1472	107	1	3.9	188.6	232.1	9.5	9.2	0.3	0.97	1.23	0.03	735.3	15.1	48.74	FRWY
(934, 935)	1476	1470	138	7	2.1	99.6	124.0	5.1	4.9	0.2	0.96	1.25	0.05	736.4	15.3	48.19	FRWY
(936, 309)	1472	1469	75	4	3.2	153.7	189.1	7.7	7.5	0.2	0.97	1.23	0.03	735.3	15.1	48.79	FRWY
(414, 415)	1177	1179	0	0	1.5	61.4	88.5	4.5	4.2	0.3	0.93	1.44	0.10	589.3	14.2	41.64	FRWY
(937, 555)	2462	2457	189	7	3.2	160.8	193.8	4.7	4.3	0.4	0.91	1.21	0.11	1230.2	24.7	49.77	RAMP

(111, 676)	3067	3066	821	7	7.3	384.1	439.4	8.6	8.2	0.4	0.95	1.14	0.05	1022.6	19.5	52.45	FRWY
(416, 161)	584	585	44	0	1.2	61.7	74.9	7.7	7.6	0.1	0.98	1.21	0.02	292.4	5.9	49.41	FRWY
(162, 165)	5271	5269	319	15	14.6	918.1	875.0	9.8	9.5	0.3	0.97	0.95	0.03	1345.1	21.4	62.95	FRWY
(165, 166)	5269	5269	133	14	11.9	748.4	711.8	8.1	7.9	0.2	0.97	0.95	0.03	1317.2	20.9	63.09	FRWY
(386, 167)	3731	3728	525	5	8.5	529.6	512.9	8.3	7.9	0.4	0.95	0.97	0.04	810.5	13.1	61.96	FRWY
(167, 168)	3728	3732	165	5	8.5	529.8	508.3	8.2	7.9	0.3	0.96	0.96	0.04	932.5	14.9	62.54	FRWY
(168, 169)	3732	3725	184	14	9.1	568.0	543.7	8.7	8.4	0.3	0.96	0.96	0.03	932.5	14.9	62.68	FRWY
(404, 170)	185	185	0	0	0.2	10.1	11.1	3.6	3.6	0.0	0.99	1.11	0.01	185.0	3.4	54.16	RAMP
(7018, 171)	306	306	0	0	0.3	11.8	16.1	2.9	2.5	0.3	0.88	1.36	0.16	336.6	7.7	43.98	RAMP
(171, 172)	306	307	0	0	0.2	10.8	13.2	2.6	2.5	0.1	0.98	1.23	0.03	306.9	6.3	48.83	RAMP
(172, 387)	307	308	0	1	0.2	11.5	13.7	2.7	2.5	0.2	0.92	1.19	0.09	307.0	6.1	50.54	RAMP
(7020, 174)	311	312	0	0	0.3	14.0	18.4	3.3	3.0	0.3	0.91	1.31	0.11	337.4	7.4	45.69	RAMP
(174, 175)	312	312	0	0	0.3	14.3	17.4	3.3	3.3	0.0	0.99	1.22	0.02	312.0	6.3	49.34	RAMP
(175, 386)	312	312	0	0	0.3	16.9	19.6	3.8	3.5	0.2	0.94	1.16	0.07	312.0	6.0	51.85	RAMP
(385, 173)	634	633	0	1	0.6	30.8	34.9	3.3	3.2	0.1	0.97	1.13	0.04	633.0	12.0	52.92	RAMP
(173,7019)	633	632	0	1	0.6	28.9	34.2	3.2	3.2	0.1	0.98	1.19	0.03	632.1	12.5	50.56	RAMP
(170,7017)	185	185	0	0	0.2	9.8	11.5	3.7	3.7	0.0	0.99	1.17	0.01	185.0	3.6	51.38	RAMP
(151, 344)	1127	1128	10	2	2.5	129.9	149.3	7.9	7.5	0.4	0.95	1.15	0.06	1113.5	21.3	52.19	RAMP
(344,7026)	1128	1129	0	1	1.0	44.6	58.2	3.1	2.8	0.3	0.90	1.30	0.13	563.9	12.3	45.99	RAMP
(7007, 208)	133	133	0	0	0.1	4.7	7.5	3.0	2.5	0.5	0.84	1.59	0.26	148.6	3.9	37.81	RAMP
(209, 180)	133	133	0	0	0.1	7.0	8.4	3.8	3.4	0.3	0.91	1.19	0.10	133.0	2.6	50.48	RAMP
(315, 555)	3323	3320	249	15	12.7	808.5	764.8	13.8	13.5	0.3	0.98	0.95	0.02	664.4	10.5	63.43	FRWY
(313, 248)	4251	4254	1508	17	13.7	854.2	821.8	11.6	11.1	0.5	0.96	0.96	0.04	850.2	13.6	62.37	FRWY

(258, 259)	1443	1441	0	2	1.9	87.1	116.5	4.8	4.4	0.5	0.90	1.34	0.13	1097.6	24.5	44.87	FRWY
(259, 260)	2553	2553	453	5	6.6	347.6	397.8	9.4	8.9	0.4	0.96	1.14	0.05	850.8	16.2	52.43	FRWY
(260, 261)	2553	2551	10	7	6.2	329.2	373.1	8.8	8.5	0.3	0.97	1.13	0.04	850.8	16.1	52.94	FRWY
(261, 262)	1059	1059	0	10	4.8	249.4	290.5	16.5	15.5	1.0	0.94	1.16	0.07	1057.5	20.5	51.50	FRWY
(262, 263)	1059	1059	0	6	2.0	102.0	119.9	6.8	6.3	0.5	0.93	1.17	0.08	1058.6	20.7	51.09	FRWY
(263, 264)	1059	1059	0	1	2.2	112.6	132.8	7.5	7.0	0.5	0.93	1.18	0.08	1059.9	20.8	50.88	FRWY
(7008, 625)	849	851	0	2	0.9	30.5	55.3	3.5	1.8	1.7	0.51	1.81	0.88	942.0	28.4	33.12	RAMP
(403, 310)	1221	1218	86	3	1.9	77.5	112.0	5.5	4.2	1.3	0.76	1.44	0.35	939.1	22.6	41.55	RAMP
(307, 187)	4981	4979	119	4	6.3	389.5	375.9	4.5	4.3	0.2	0.96	0.96	0.04	996.0	16.0	62.18	FRWY
(264, 187)	1059	1056	0	4	1.2	58.3	69.3	3.9	3.6	0.3	0.92	1.19	0.10	1057.1	21.0	50.42	RAMP
(261, 189)	1492	1493	102	4	3.2	170.7	192.0	7.7	7.5	0.2	0.97	1.12	0.03	746.3	14.0	53.35	RAMP
(189, 265)	1493	1489	80	7	3.4	167.8	203.6	8.2	8.0	0.2	0.97	1.21	0.03	745.6	15.1	49.43	RAMP
(265, 266)	1489	1491	68	3	2.7	120.6	161.6	6.5	6.4	0.2	0.98	1.34	0.03	744.1	16.6	44.78	RAMP
(266, 267)	1491	1493	66	4	3.6	157.3	215.6	8.7	8.4	0.2	0.98	1.37	0.03	746.8	17.1	43.77	RAMP
(267, 268)	1493	1486	58	7	3.4	146.7	201.5	8.1	7.9	0.2	0.97	1.37	0.04	744.6	17.1	43.67	RAMP
(268, 269)	1486	1482	613	8	5.4	252.4	325.4	13.2	12.3	0.9	0.93	1.29	0.09	741.2	15.9	46.54	RAMP
(441, 397)	622	622	0	0	0.6	30.2	36.3	3.5	3.2	0.3	0.91	1.20	0.11	622.0	12.5	49.88	RAMP
(564, 399)	4645	4645	2043	10	10.2	616.1	612.6	7.9	7.5	0.4	0.95	0.99	0.05	929.4	15.4	60.34	FRWY
(399, 400)	3427	3428	96	2	4.5	274.5	269.1	4.7	4.4	0.3	0.94	0.98	0.06	856.5	14.0	61.21	FRWY
(269, 15)	1482	1483	241	2	2.4	99.2	145.8	5.9	4.4	1.5	0.74	1.47	0.38	801.9	19.7	40.81	RAMP
(10, 401)	1183	1182	71	5	3.0	154.7	180.0	9.1	8.6	0.5	0.94	1.16	0.07	1044.6	20.3	51.59	RAMP
(400, 10)	3428	3430	213	15	15.9	974.1	956.2	16.7	15.9	0.8	0.95	0.98	0.05	857.2	14.0	61.12	FRWY
(270, 7)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(613, 7)	1855	1855	44	1	1.4	75.2	85.4	2.8	2.7	0.1	0.96	1.14	0.05	927.1	17.6	52.81	RAMP

(7, 8)	1855	1854	256	3	1.4	76.9	86.8	2.8	2.7	0.1	0.97	1.13	0.04	618.3	11.6	53.16	FRWY
(8, 9)	1854	1853	56	4	1.5	74.8	87.1	2.8	2.7	0.1	0.96	1.16	0.05	750.4	14.6	51.50	FRWY
(9, 273)	561	560	0	1	0.5	26.3	31.1	3.3	3.3	0.1	0.98	1.18	0.03	560.3	11.0	50.76	FRWY
(273, 274)	560	562	19	1	0.6	26.1	34.1	3.6	3.6	0.1	0.98	1.30	0.02	403.7	8.8	46.06	FRWY
(9, 271)	1292	1296	24	0	1.4	69.1	85.4	4.0	3.8	0.1	0.97	1.24	0.04	646.5	13.3	48.51	RAMP
(271, 272)	1296	1301	14	0	1.3	61.2	79.7	3.7	3.6	0.1	0.98	1.30	0.02	649.4	14.1	46.11	RAMP
(415, 276)	1179	1180	0	0	1.2	51.2	73.6	3.7	3.5	0.3	0.93	1.44	0.10	821.0	19.7	41.70	FRWY
(272, 276)	1301	1301	63	1	3.0	131.5	180.2	8.3	8.1	0.2	0.97	1.37	0.04	650.1	14.8	43.79	RAMP
(276, 281)	2481	2480	872	4	3.0	136.6	179.7	4.3	4.0	0.4	0.91	1.32	0.11	826.4	18.1	45.62	FRWY
(937, 277)	19	19	0	0	0.0	0.9	1.2	3.8	2.3	1.5	0.62	1.37	0.53	19.0	0.4	43.75	FRWY
(264, 279)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(274, 275)	562	561	31	1	0.8	36.6	50.0	5.3	5.2	0.1	0.97	1.37	0.04	280.6	6.4	43.89	FRWY
(275, 934)	561	554	42	7	2.1	99.2	125.8	13.6	12.8	0.8	0.94	1.27	0.07	363.3	7.7	47.31	FRWY
(490, 258)	1444	1443	0	2	1.4	58.5	84.6	3.5	2.9	0.6	0.83	1.45	0.24	721.9	17.4	41.52	FRWY
(304, 259)	1115	1112	50	6	2.8	154.2	170.7	9.2	9.1	0.1	0.99	1.11	0.02	556.8	10.3	54.19	RAMP
(278, 490)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(27, 28)	1865	1865	60	2	2.7	166.0	159.9	5.1	4.9	0.2	0.96	0.96	0.04	621.6	10.0	62.29	FRWY
(28, 29)	1865	1866	46	1	2.3	143.1	136.4	4.4	4.3	0.1	0.97	0.95	0.03	621.8	9.9	62.95	FRWY
(29, 30)	1866	1866	39	1	2.6	161.9	154.0	5.0	4.8	0.1	0.97	0.95	0.03	622.0	9.9	63.07	FRWY
(30, 31)	1866	1870	37	2	2.5	158.2	150.6	4.8	4.7	0.1	0.97	0.95	0.03	622.8	9.9	63.01	FRWY
(23, 24)	3715	3711	1252	12	7.2	445.5	432.3	7.0	6.7	0.3	0.95	0.97	0.05	927.5	15.0	61.83	FRWY
(31, 32)	1870	1867	33	4	2.0	128.8	122.9	3.9	3.8	0.1	0.97	0.95	0.03	622.8	9.9	62.87	FRWY
(283, 632)	1867	1866	66	3	4.6	246.5	277.7	8.9	8.6	0.3	0.97	1.13	0.04	933.6	17.5	53.26	RAMP

(284, 283)	1869	1867	113	4	5.0	266.7	299.7	9.6	9.3	0.3	0.97	1.12	0.03	933.7	17.5	53.39	RAMP
(285, 284)	1867	1869	83	1	3.5	188.9	212.4	6.8	6.6	0.2	0.97	1.12	0.03	933.8	17.5	53.36	RAMP
(286, 285)	1864	1867	113	6	6.0	323.5	362.9	11.7	11.4	0.3	0.97	1.12	0.03	932.5	17.4	53.49	RAMP
(27, 286)	1864	1864	106	3	4.7	253.1	283.9	9.1	8.9	0.3	0.97	1.12	0.03	931.9	17.4	53.48	RAMP
(596, 111)	3063	3067	241	3	7.0	364.6	419.8	8.2	7.8	0.4	0.95	1.15	0.06	1532.8	29.4	52.12	RAMP
(673, 675)	916	916	0	0	1.4	70.1	82.2	5.4	5.0	0.4	0.93	1.17	0.08	916.0	17.9	51.16	FRWY
(675, 287)	1878	1878	153	3	5.0	266.8	301.2	9.6	9.3	0.3	0.97	1.13	0.04	939.3	17.7	53.16	FRWY
(287, 289)	1878	1878	112	1	5.0	266.7	301.2	9.6	9.3	0.3	0.97	1.13	0.04	938.8	17.7	53.13	FRWY
(289, 294)	1878	1877	147	1	6.8	358.1	405.7	13.0	12.5	0.5	0.96	1.13	0.04	938.7	17.7	52.96	FRWY
(294, 296)	1877	1877	108	2	6.1	323.3	366.7	11.7	11.3	0.4	0.96	1.13	0.04	938.9	17.8	52.89	FRWY
(296, 297)	1877	1883	102	9	9.2	485.0	552.3	17.6	16.9	0.7	0.96	1.14	0.05	940.1	17.8	52.69	FRWY
(297, 601)	1883	1887	145	6	5.2	270.4	309.6	9.8	9.4	0.5	0.95	1.14	0.05	943.1	18.0	52.41	RAMP
(282, 346)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(297, 352)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY

NETWORK STATISTICS

VEHICLE-MILES = 245246.1, VEHICLE-MINUTES = 249055.7, MOVING/TOTAL TRIP TIME = 0.937,

AVERAGE CONTENT = 4150.9, CURRENT CONTENT = 4171.0, SPEED(MPH) = 59.08,

TOTAL DELAY (VEH-MIN) = 15632.86, TRAVEL TIME (MIN)/VEH-MILE = 1.02, DELAY TIME (MIN)/ VEH-MILE = 0.06

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

								SEC./VEHICLE			SEC./PERSON				
LINK	VEHICLES LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	VOLUME OF CONT	VOLUME VEH/HR	TOTAL VIOLATORS	MOVE TIME	DELAY TIME	TOTAL TIME	MOVE TIME	DELAY TIME	SPEED TIME	MILES/HR

(153, 96)	1	SOV	---	---	1	963.2	-----	14.7	13.5	1.2	11.4	10.4	0.9	60.13
(153, 96)	2	SOV	---	---	7	2026.6	-----	15.3	14.1	1.1	11.8	11.0	0.9	58.09
(153, 96)	3	SOV	---	---	5	1548.2	-----	14.1	13.6	0.6	10.9	10.5	0.4	62.66
(153, 96)	4	SOV	---	---	3	1095.5	-----	13.8	13.3	0.5	10.6	10.2	0.4	64.18
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	5	1585.6	-----	15.2	14.3	0.9	11.7	11.0	0.7	58.48
(563, 98)	1	SOV	---	---	12	2148.8	-----	19.0	16.0	3.0	14.6	12.4	2.3	53.94
(563, 98)	2	SOV	---	---	6	1253.2	-----	18.0	16.1	1.9	13.9	12.4	1.5	56.95
(563, 98)	3	SOV	---	---	2	997.4	-----	16.3	15.7	0.7	12.6	12.1	0.5	62.74
(563, 98)	4	SOV	---	---	4	850.0	-----	15.8	15.3	0.5	12.2	11.8	0.4	64.73
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	8	662.3	-----	29.9	29.2	0.6	23.2	22.7	0.5	64.82
(154, 101)	2	SOV	---	---	10	1125.0	-----	30.7	30.0	0.7	23.9	23.3	0.6	62.97
(154, 101)	3	SOV	---	---	12	1122.4	-----	30.0	29.4	0.7	23.3	22.8	0.5	64.47
(154, 101)	4	SOV	---	---	7	1130.2	-----	31.1	30.1	1.0	23.9	23.2	0.7	62.31
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	7	1851.2	-----	11.2	8.4	2.8	8.7	6.5	2.1	48.70
(103, 104)	2	SOV	---	---	7	1467.4	-----	9.1	8.4	0.8	7.1	6.5	0.6	59.81
(103, 104)	3	SOV	---	---	3	1116.8	-----	8.5	8.2	0.3	6.6	6.4	0.2	64.05
(103, 104)	4	SOV	---	---	2	799.8	-----	8.7	8.4	0.3	6.7	6.5	0.2	62.81
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	0	127.1	-----	13.2	11.3	1.9	10.2	8.8	1.5	41.25
(158, 105)	1	SOV	---	---	9	2809.9	-----	21.0	16.1	4.9	16.2	12.4	3.8	48.81
(158, 105)	2	SOV	---	---	7	1639.4	-----	17.1	15.7	1.3	13.2	12.2	1.0	59.93
(158, 105)	3	SOV	---	---	3	1094.5	-----	15.9	15.5	0.5	12.3	11.9	0.3	64.27
(158, 105)	4	SOV	---	---	2	623.1	-----	15.9	15.6	0.3	12.3	12.0	0.3	64.19
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	2	763.8	-----	23.3	22.6	0.7	18.0	17.4	0.5	64.19
(128, 97)	2	SOV	---	---	10	1354.1	-----	25.0	24.0	1.0	19.4	18.7	0.8	59.72
(128, 97)	3	SOV	---	---	9	1331.7	-----	23.7	23.0	0.7	18.2	17.7	0.5	63.23
(128, 97)	4	SOV	---	---	6	1093.7	-----	23.1	22.4	0.8	17.8	17.2	0.6	64.70
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	7	2210.8	-----	15.6	13.9	1.8	12.1	10.7	1.4	56.65
(156, 102)	2	SOV	---	---	2	1287.3	-----	14.7	13.6	1.1	11.4	10.5	0.9	60.30
(156, 102)	3	SOV	---	---	2	993.8	-----	13.8	13.4	0.4	10.7	10.3	0.3	64.18
(156, 102)	4	SOV	---	---	3	739.8	-----	14.1	13.8	0.3	10.9	10.6	0.3	62.79
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	9	SOV	---	---	0	288.3	-----	15.7	14.6	1.1	12.1	11.3	0.9	56.56
(109,7001)	1	SOV	---	---	0	1378.1	-----	2.2	2.2	0.1	1.7	1.7	0.1	51.82
(109,7001)	2	SOV	---	---	0	559.0	-----	2.1	2.1	0.0	1.6	1.6	0.0	55.59

(102, 103)	1	SOV	---	---	15	1098.2	-----	25.5	24.1	1.4	19.7	18.7	1.1	60.83
(102, 103)	2	SOV	---	---	15	1255.7	-----	24.7	23.8	0.9	19.1	18.4	0.7	62.66
(102, 103)	3	SOV	---	---	7	1061.3	-----	24.0	23.4	0.6	18.6	18.1	0.5	64.47
(102, 103)	4	SOV	---	---	4	763.9	-----	24.7	24.0	0.7	19.0	18.4	0.5	62.75
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	2	614.1	-----	2.7	2.7	0.0	2.1	2.1	0.0	54.37
(160,7002)	2	SOV	---	---	1	726.7	-----	2.7	2.7	0.1	2.1	2.1	0.0	53.58
(7003, 106)	1	SOV	---	---	0	574.9	-----	8.8	6.6	2.2	6.8	5.1	1.7	34.25
(7003, 106)	2	SOV	---	---	0	665.4	-----	8.8	6.4	2.4	6.7	4.9	1.8	34.27
(106, 103)	1	SOV	---	---	0	962.8	-----	11.4	7.9	3.6	8.8	6.1	2.8	36.61
(106, 103)	2	SOV	---	---	0	215.1	-----	18.1	8.7	9.4	14.0	6.7	7.2	23.15
(7004, 107)	1	SOV	---	---	0	482.0	-----	4.2	3.0	1.2	3.2	2.3	1.0	40.94
(7004, 107)	2	SOV	---	---	0	409.2	-----	3.7	3.1	0.6	2.9	2.4	0.5	46.36
(107, 104)	1	SOV	---	---	0	502.2	-----	8.7	6.3	2.4	6.7	4.9	1.8	38.85
(107, 104)	2	SOV	---	---	0	326.6	-----	8.6	6.2	2.4	6.6	4.8	1.8	39.40
(110, 109)	1	SOV	---	---	0	1411.4	-----	2.4	2.3	0.1	1.9	1.8	0.1	52.22
(110, 109)	2	SOV	---	---	0	524.8	-----	2.3	2.2	0.1	1.8	1.7	0.0	55.70
(96, 110)	1	SOV	---	---	1	1461.1	-----	1.7	1.7	0.1	1.3	1.3	0.0	52.36
(96, 110)	2	SOV	---	---	0	475.3	-----	1.6	1.6	0.0	1.3	1.2	0.0	55.75
(127, 97)	1	SOV	---	---	1	628.5	-----	12.2	7.9	4.4	9.4	6.1	3.4	33.13
(127, 97)	2	SOV	---	---	0	74.8	-----	25.4	8.2	17.2	19.6	6.4	13.3	15.89
(96, 128)	1	SOV	---	---	6	1288.0	-----	16.8	15.9	0.9	13.0	12.3	0.7	60.85
(96, 128)	2	SOV	---	---	9	1557.5	-----	17.2	16.3	0.9	13.4	12.7	0.7	59.36
(96, 128)	3	SOV	---	---	6	1394.0	-----	16.1	15.6	0.5	12.4	12.0	0.4	63.39
(96, 128)	4	SOV	---	---	7	1054.3	-----	15.8	15.3	0.5	12.2	11.8	0.4	64.71
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	3	720.2	-----	11.8	11.3	0.5	9.1	8.7	0.4	52.19
(128, 129)	2	SOV	---	---	0	33.2	-----	13.0	10.5	2.5	10.0	8.1	1.9	47.50
(132, 130)	1	SOV	---	---	7	2028.0	-----	10.5	8.3	2.3	8.1	6.4	1.8	50.80
(132, 130)	2	SOV	---	---	6	1934.1	-----	9.0	8.4	0.6	7.0	6.5	0.5	59.34
(132, 130)	3	SOV	---	---	6	1611.7	-----	8.6	8.2	0.4	6.6	6.3	0.3	62.56
(132, 130)	4	SOV	---	---	2	1281.4	-----	8.5	8.1	0.4	6.5	6.2	0.3	63.21
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	2	99.1	-----	13.8	10.8	3.0	10.7	8.4	2.3	38.73

(131, 130)	1	SOV	---	---	0	263.0	-----	3.1	2.9	0.2	2.4	2.2	0.1	50.66
(151, 132)	1	SOV	---	---	10	1438.0	-----	16.9	15.8	1.1	13.1	12.2	0.9	60.22
(151, 132)	2	SOV	---	---	9	1889.6	-----	16.7	15.9	0.8	12.9	12.3	0.6	60.82
(151, 132)	3	SOV	---	---	3	1556.3	-----	16.2	15.6	0.6	12.5	12.0	0.5	62.72
(151, 132)	4	SOV	---	---	3	1228.7	-----	16.1	15.4	0.7	12.4	11.8	0.5	63.31
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	6	1102.5	-----	14.2	13.2	1.0	11.1	10.3	0.8	58.84
(105, 137)	2	SOV	---	---	8	1663.1	-----	13.5	13.0	0.6	10.5	10.0	0.4	61.86
(105, 137)	3	SOV	---	---	5	1215.6	-----	13.0	12.7	0.3	10.0	9.8	0.2	64.54
(105, 137)	4	SOV	---	---	4	677.7	-----	13.0	12.7	0.3	10.0	9.8	0.2	64.36
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	2	1635.0	-----	6.9	6.4	0.5	5.3	4.9	0.4	51.05
(98, 138)	2	SOV	---	---	0	0.1	-----	7.1	-2.5	9.6	5.5	-1.9	7.4	49.15
(138, 139)	1	SOV	---	---	2	1539.5	-----	2.6	2.5	0.1	2.0	1.9	0.1	52.55
(138, 139)	2	SOV	---	---	0	96.4	-----	2.6	2.3	0.4	2.0	1.7	0.3	52.15
(141, 140)	1	SOV	---	---	0	257.8	-----	11.5	5.8	5.7	8.9	4.5	4.4	25.05
(141, 140)	2	SOV	---	---	0	1209.9	-----	8.4	5.2	3.2	6.5	4.0	2.5	34.43
(140, 101)	1	SOV	---	---	0	1422.1	-----	11.3	9.3	2.1	8.7	7.2	1.6	44.95
(140, 101)	2	SOV	---	---	0	57.7	-----	12.6	12.6	0.0	9.7	9.7	0.0	40.34
(105, 143)	1	SOV	---	---	7	1416.9	-----	6.5	4.3	2.3	5.1	3.3	1.8	32.36
(7005, 127)	1	SOV	---	---	0	502.8	-----	3.4	1.4	2.0	2.7	1.1	1.6	20.46
(7005, 127)	2	SOV	---	---	0	327.8	-----	2.6	1.4	1.2	2.0	1.1	1.0	26.87
(129,7006)	1	SOV	---	---	0	6.0	-----	5.2	3.6	1.5	4.0	2.8	1.2	31.12
(129,7006)	2	SOV	---	---	0	746.9	-----	4.3	3.5	0.9	3.4	2.7	0.7	37.04
(147, 148)	1	SOV	---	---	2	546.3	-----	6.0	5.6	0.3	4.6	4.4	0.3	47.19
(148, 137)	1	SOV	---	---	0	546.0	-----	4.1	3.8	0.3	3.2	3.0	0.2	50.81
(163, 149)	1	SOV	---	---	17	1782.0	-----	34.5	32.8	1.7	26.8	25.5	1.3	62.19
(163, 149)	2	SOV	---	---	21	1852.0	-----	34.5	33.1	1.4	26.8	25.7	1.1	62.14
(163, 149)	3	SOV	---	---	17	1718.1	-----	34.0	32.9	1.1	26.4	25.5	0.9	63.14
(163, 149)	4	SOV	---	---	14	1754.5	-----	34.4	33.2	1.2	26.4	25.5	0.9	62.44
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	13	2826.3	-----	15.8	12.6	3.2	12.2	9.7	2.5	51.39
(311, 150)	2	SOV	---	---	7	1841.4	-----	13.9	12.7	1.2	10.7	9.8	0.9	58.60
(311, 150)	3	SOV	---	---	5	1453.7	-----	13.0	12.5	0.6	10.0	9.6	0.4	62.42

(311, 150)	4	SOV	---	---	5	1124.2	-----	12.8	12.3	0.5	9.9	9.5	0.4	63.36
(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	2	993.0	-----	2.7	2.3	0.4	2.1	1.8	0.3	49.86
(152, 153)	2	SOV	---	---	2	2281.6	-----	2.5	2.1	0.5	2.0	1.6	0.4	53.72
(152, 153)	3	SOV	---	---	0	1382.6	-----	2.2	2.0	0.2	1.7	1.6	0.2	60.62
(152, 153)	4	HOV	0	1017	1	738.3	738.3	2.1	2.0	0.1	1.6	1.6	0.1	63.89
(152, 153)	9	SOV	---	---	2	1821.6	-----	2.4	2.1	0.3	1.8	1.6	0.2	57.34
(130, 152)	1	SOV	---	---	8	1962.4	-----	15.9	13.7	2.2	12.3	10.6	1.7	55.91
(130, 152)	2	SOV	---	---	7	2394.0	-----	15.8	13.9	2.0	12.2	10.7	1.5	56.02
(130, 152)	3	SOV	---	---	4	1644.8	-----	14.3	13.6	0.7	11.0	10.5	0.6	61.95
(130, 152)	4	SOV	---	---	3	1202.9	-----	14.0	13.4	0.6	10.8	10.3	0.5	63.28
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	17.7	-----	18.7	10.5	8.2	14.4	8.1	6.3	47.37
(100, 154)	1	SOV	---	---	4	614.7	-----	17.3	17.2	0.1	13.5	13.4	0.1	65.33
(100, 154)	2	SOV	---	---	5	1221.0	-----	17.7	17.4	0.3	13.7	13.5	0.2	63.79
(100, 154)	3	SOV	---	---	5	1018.2	-----	17.4	17.2	0.2	13.5	13.4	0.2	64.88
(100, 154)	4	SOV	---	---	6	1231.1	-----	17.8	17.5	0.3	13.7	13.5	0.2	63.63
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	6	1751.6	-----	16.7	13.6	3.1	12.9	10.5	2.4	53.01
(101, 155)	2	SOV	---	---	6	1352.2	-----	14.6	13.7	1.0	11.3	10.6	0.7	60.59
(101, 155)	3	SOV	---	---	7	1255.9	-----	13.9	13.4	0.5	10.7	10.4	0.4	63.86
(101, 155)	4	SOV	---	---	5	1078.4	-----	14.4	13.8	0.5	11.0	10.6	0.4	61.71
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	0	79.5	-----	23.8	18.1	5.7	18.4	14.0	4.4	37.26
(155, 156)	1	SOV	---	---	0	1977.7	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.91
(155, 156)	2	SOV	---	---	0	1517.3	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.10
(155, 156)	3	SOV	---	---	1	1199.4	-----	2.1	2.1	0.1	1.7	1.6	0.1	63.61
(155, 156)	4	SOV	---	---	0	822.4	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.06
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	32	2264.4	-----	19.2	15.9	3.3	14.8	12.3	2.5	53.35
(104, 157)	2	SOV	---	---	9	1791.8	-----	17.0	15.8	1.3	13.2	12.2	1.0	60.11
(104, 157)	3	SOV	---	---	7	1254.8	-----	16.1	15.5	0.6	12.4	12.0	0.5	63.67
(104, 157)	4	SOV	---	---	6	802.8	-----	16.2	15.7	0.5	12.5	12.1	0.4	62.98
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	1	58.6	-----	23.3	19.5	3.8	18.0	15.1	2.9	43.92
(157, 158)	1	SOV	---	---	2	2966.1	-----	2.6	2.1	0.5	2.0	1.6	0.4	52.44
(157, 158)	2	SOV	---	---	1	1605.8	-----	2.3	2.1	0.2	1.7	1.6	0.1	60.52
(157, 158)	3	SOV	---	---	0	996.1	-----	2.1	2.1	0.1	1.6	1.6	0.1	64.08
(157, 158)	4	SOV	---	---	0	594.2	-----	2.1	2.1	0.0	1.6	1.6	0.0	63.89
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(137, 159)	1	SOV	---	---	6	2080.5	-----	11.5	9.9	1.7	8.9	7.6	1.3	55.19
(137, 159)	2	SOV	---	---	2	1448.0	-----	10.4	9.8	0.5	8.0	7.6	0.4	61.45
(137, 159)	3	SOV	---	---	3	1030.8	-----	9.8	9.6	0.2	7.6	7.4	0.2	64.69
(137, 159)	4	SOV	---	---	0	587.9	-----	9.8	9.6	0.2	7.5	7.4	0.2	64.91
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	0	53.2	-----	14.0	11.4	2.7	10.8	8.8	2.1	45.33
(150, 151)	1	SOV	---	---	6	2644.1	-----	8.8	7.7	1.1	6.8	6.0	0.8	55.70
(150, 151)	2	SOV	---	---	3	1903.7	-----	8.1	7.6	0.4	6.3	5.9	0.3	60.63
(150, 151)	3	SOV	---	---	1	1517.4	-----	7.8	7.5	0.3	6.0	5.8	0.2	62.80
(150, 151)	4	SOV	---	---	2	1177.6	-----	7.7	7.4	0.3	5.9	5.7	0.2	63.30
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	11	1417.7	-----	37.3	35.0	2.2	28.9	27.1	1.7	59.98
(325, 95)	2	SOV	---	---	16	1349.2	-----	36.8	35.3	1.5	28.4	27.3	1.2	60.71
(325, 95)	3	SOV	---	---	13	1344.0	-----	35.0	34.0	0.9	27.0	26.3	0.7	63.91
(325, 95)	4	SOV	---	---	5	1140.0	-----	34.0	33.0	1.1	26.2	25.4	0.8	65.67
(325, 95)	5	HOV	21	21	0	21.0	21.0	34.7	34.4	0.3	26.8	26.5	0.2	64.40
(102, 160)	1	SOV	---	---	1	601.5	-----	5.3	5.2	0.1	4.1	4.1	0.0	54.08
(102, 160)	2	SOV	---	---	1	739.1	-----	5.4	5.2	0.2	4.2	4.0	0.1	53.20
(98, 99)	1	SOV	---	---	7	781.4	-----	24.9	23.7	1.2	19.2	18.3	0.9	61.44
(98, 99)	2	SOV	---	---	8	1033.6	-----	25.4	24.3	1.1	19.7	18.8	0.9	60.31
(98, 99)	3	SOV	---	---	7	969.4	-----	24.0	23.5	0.5	18.5	18.1	0.4	63.64
(98, 99)	4	SOV	---	---	5	826.1	-----	23.6	22.9	0.6	18.1	17.6	0.5	64.95
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	4	798.9	-----	16.2	15.7	0.5	12.5	12.1	0.4	62.55
(99, 164)	2	SOV	---	---	4	992.7	-----	16.6	16.0	0.5	12.9	12.5	0.4	61.00
(99, 164)	3	SOV	---	---	5	982.3	-----	15.9	15.5	0.3	12.2	12.0	0.3	63.72
(99, 164)	4	SOV	---	---	5	832.6	-----	15.6	15.2	0.4	12.0	11.7	0.3	64.93
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	2	720.0	-----	8.3	8.2	0.1	6.4	6.3	0.1	48.22
(295, 200)	2	SOV	---	---	2	677.6	-----	8.3	8.3	0.1	6.4	6.4	0.1	47.86
(295, 200)	9	SOV	---	---	0	166.4	-----	8.7	8.6	0.1	6.8	6.7	0.1	45.61
(203, 201)	1	SOV	---	---	0	876.3	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.58
(203, 201)	2	SOV	---	---	1	861.9	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.50
(200, 199)	1	SOV	---	---	1	585.0	-----	6.7	6.6	0.1	5.1	5.1	0.1	44.66
(200, 199)	2	SOV	---	---	1	661.6	-----	6.7	6.6	0.1	5.2	5.1	0.0	44.52
(179, 178)	1	SOV	---	---	2	1466.0	-----	6.5	6.1	0.4	5.1	4.7	0.3	52.11
(179, 178)	2	SOV	---	---	4	1412.3	-----	6.5	6.1	0.4	5.1	4.7	0.3	52.05

(180, 179)	1	SOV	---	---	7	1465.9	-----	13.2	12.4	0.8	10.2	9.6	0.6	51.80
(180, 179)	2	SOV	---	---	8	1408.0	-----	13.1	12.4	0.7	10.1	9.6	0.5	51.95
(180, 179)	9	SOV	---	---	0	10.5	-----	14.4	12.4	2.0	11.3	9.7	1.6	47.20
(181, 180)	1	SOV	---	---	4	1329.7	-----	6.4	6.2	0.3	5.0	4.8	0.2	52.85
(181, 180)	2	SOV	---	---	3	1423.9	-----	6.5	6.2	0.3	5.0	4.8	0.2	52.31
(199, 198)	1	SOV	---	---	2	561.0	-----	8.4	8.2	0.2	6.5	6.3	0.2	44.74
(199, 198)	2	SOV	---	---	1	686.5	-----	8.4	8.2	0.2	6.5	6.4	0.1	44.39
(198, 197)	1	SOV	---	---	4	847.4	-----	15.9	15.0	0.8	12.3	11.6	0.6	52.12
(198, 197)	2	SOV	---	---	3	750.0	-----	15.8	15.1	0.7	12.2	11.7	0.6	52.22
(198, 197)	9	SOV	---	---	0	12.3	-----	18.6	18.0	0.6	14.4	13.9	0.5	44.44
(197, 196)	1	SOV	---	---	4	1015.4	-----	19.3	18.6	0.7	14.9	14.4	0.5	53.11
(197, 196)	2	SOV	---	---	2	825.3	-----	19.0	18.6	0.4	14.7	14.3	0.3	53.91
(197, 196)	9	SOV	---	---	1	9.0	-----	23.6	20.5	3.1	18.3	15.9	2.4	43.35
(196, 195)	1	SOV	---	---	9	961.3	-----	33.1	32.1	1.0	25.5	24.8	0.7	53.19
(196, 195)	2	SOV	---	---	5	885.7	-----	32.7	31.8	0.9	25.3	24.6	0.7	53.85
(182, 181)	1	SOV	---	---	8	1274.3	-----	22.0	21.2	0.8	17.0	16.4	0.6	52.93
(182, 181)	2	SOV	---	---	6	1478.0	-----	22.2	21.2	1.0	17.1	16.4	0.8	52.53
(183, 182)	1	SOV	---	---	11	2141.6	-----	20.0	18.6	1.3	15.4	14.4	1.0	51.26
(183, 182)	2	SOV	---	---	12	1555.0	-----	19.4	18.5	0.9	15.0	14.3	0.7	52.77
(184, 183)	1	SOV	---	---	12	1929.2	-----	24.7	23.8	0.8	19.1	18.4	0.6	53.05
(184, 183)	2	SOV	---	---	13	1802.6	-----	24.4	23.7	0.7	18.9	18.3	0.6	53.54
(205, 204)	1	SOV	---	---	1	247.5	-----	2.8	2.8	0.1	2.2	2.1	0.1	44.13
(204, 197)	1	SOV	---	---	2	246.2	-----	4.7	4.7	0.1	3.6	3.6	0.1	44.45
(182, 193)	1	SOV	---	---	0	464.6	-----	7.5	6.3	1.1	5.8	4.9	0.9	53.73
(182, 193)	2	SOV	---	---	0	479.1	-----	6.8	6.2	0.6	5.2	4.8	0.5	59.05
(193, 194)	1	SOV	---	---	0	164.9	-----	4.3	3.8	0.6	3.3	2.9	0.4	60.16
(193, 194)	2	SOV	---	---	0	780.0	-----	4.3	4.0	0.2	3.3	3.1	0.2	60.92
(193, 194)	3	SOV	---	---	0	0.1	-----	4.7	-1.1	5.8	3.6	-0.8	4.5	55.27
(208, 209)	1	SOV	---	---	0	133.0	-----	6.6	6.2	0.4	5.1	4.8	0.3	46.79
(207, 198)	1	SOV	---	---	0	361.0	-----	5.3	5.1	0.2	4.1	3.9	0.2	42.81
(206, 207)	1	SOV	---	---	0	361.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	36.73

(200, 210)	1	SOV	---	---	1	316.4	-----	4.2	4.1	0.0	3.2	3.2	0.0	44.71
(210, 211)	1	SOV	---	---	0	317.0	-----	3.6	3.6	0.0	2.8	2.7	0.0	41.30
(178, 202)	1	SOV	---	---	1	1466.9	-----	2.0	1.7	0.3	1.5	1.3	0.2	53.08
(178, 202)	2	SOV	---	---	1	1410.8	-----	2.0	1.7	0.3	1.5	1.3	0.2	52.91
(139,7009)	1	SOV	---	---	1	1466.4	-----	2.2	2.1	0.1	1.7	1.6	0.1	52.29
(139,7009)	2	SOV	---	---	0	170.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	54.90
(7010, 141)	1	SOV	---	---	1	791.9	-----	6.6	5.3	1.2	5.1	4.1	1.0	44.97
(7010, 141)	2	SOV	---	---	3	753.8	-----	6.4	5.3	1.2	5.0	4.1	0.9	46.06
(211,7011)	1	SOV	---	---	0	317.0	-----	4.8	4.6	0.2	3.7	3.6	0.2	33.84
(7012, 206)	1	SOV	---	---	0	421.5	-----	2.3	2.1	0.2	1.8	1.7	0.1	33.39
(7014, 205)	1	SOV	---	---	0	267.4	-----	4.0	3.7	0.3	3.1	2.9	0.2	42.13
(194,7015)	1	SOV	---	---	1	179.7	-----	2.0	1.8	0.2	1.5	1.4	0.2	58.06
(194,7015)	2	SOV	---	---	1	760.4	-----	2.0	1.8	0.2	1.6	1.4	0.1	57.70
(194,7015)	3	SOV	---	---	0	4.0	-----	2.1	1.9	0.3	1.7	1.4	0.2	54.02
(201, 295)	1	SOV	---	---	1	796.3	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.57
(201, 295)	2	SOV	---	---	2	767.1	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.47
(149, 298)	1	SOV	---	---	8	2320.9	-----	18.8	15.8	3.1	14.6	12.2	2.4	54.27
(149, 298)	2	SOV	---	---	7	1652.6	-----	16.8	15.7	1.0	13.0	12.2	0.8	60.96
(149, 298)	3	SOV	---	---	9	1593.2	-----	16.3	15.6	0.6	12.6	12.1	0.5	62.80
(149, 298)	4	SOV	---	---	8	1487.0	-----	16.6	15.9	0.8	12.8	12.2	0.6	61.51
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	8	1948.4	-----	12.8	5.8	7.0	9.9	4.5	5.4	29.55
(533, 299)	2	SOV	---	---	6	1956.4	-----	6.9	5.8	1.1	5.4	4.5	0.9	54.54
(533, 299)	3	SOV	---	---	3	1730.5	-----	6.1	5.8	0.3	4.7	4.5	0.3	61.96
(533, 299)	4	SOV	---	---	1	1476.6	-----	6.2	5.9	0.3	4.8	4.5	0.3	61.10
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	1	420.0	-----	15.0	10.9	4.1	11.6	8.4	3.2	25.29
(299, 300)	1	SOV	---	---	19	2247.8	-----	22.2	15.9	6.4	17.2	12.3	4.9	46.02
(299, 300)	2	SOV	---	---	14	2316.3	-----	18.9	15.9	3.0	14.6	12.3	2.3	54.21
(299, 300)	3	SOV	---	---	11	2012.2	-----	16.8	15.6	1.2	13.0	12.1	0.9	60.79
(299, 300)	4	SOV	---	---	3	1572.3	-----	16.8	15.8	1.0	12.9	12.1	0.8	60.91
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	4	82.9	-----	25.9	22.3	3.6	20.0	17.2	2.8	39.44

(300, 301)	1	SOV	---	---	12	2185.9	-----	29.9	27.2	2.6	23.1	21.1	2.0	59.26
(300, 301)	2	SOV	---	---	13	2217.7	-----	29.9	27.5	2.3	23.1	21.3	1.8	59.27
(300, 301)	3	SOV	---	---	16	2124.5	-----	28.7	27.1	1.6	22.2	21.0	1.3	61.61
(300, 301)	4	SOV	---	---	11	1707.2	-----	28.9	27.2	1.7	22.3	20.9	1.3	61.13
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	6	1208.2	-----	14.2	13.1	1.1	11.0	10.2	0.9	59.82
(301, 302)	2	SOV	---	---	9	1953.7	-----	14.1	13.2	0.9	10.9	10.2	0.7	60.48
(301, 302)	3	SOV	---	---	14	2123.8	-----	14.3	13.0	1.3	11.0	10.1	1.0	59.56
(301, 302)	4	HOV	0	1558	5	931.1	931.1	13.8	13.0	0.8	10.6	10.0	0.6	61.62
(301, 302)	9	SOV	---	---	6	2033.2	-----	14.3	13.2	1.2	11.1	10.2	0.9	59.40
(302, 303)	1	SOV	---	---	7	2349.7	-----	18.0	15.7	2.3	13.9	12.2	1.8	56.90
(302, 303)	2	SOV	---	---	6	1667.6	-----	17.0	15.9	1.0	13.1	12.3	0.8	60.24
(302, 303)	3	SOV	---	---	5	1555.4	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.38
(302, 303)	4	SOV	---	---	4	1380.8	-----	16.6	15.6	0.9	12.7	12.0	0.7	61.77
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	9	SOV	---	---	4	585.2	-----	16.9	15.7	1.2	13.0	12.1	0.9	60.67
(302, 303)	10	SOV	---	---	2	709.3	-----	17.6	16.4	1.2	13.6	12.7	0.9	58.11
(303, 304)	1	SOV	---	---	5	2099.7	-----	11.7	10.7	1.0	9.1	8.3	0.8	58.57
(303, 304)	2	SOV	---	---	6	1688.8	-----	11.3	10.7	0.6	8.7	8.3	0.4	61.00
(303, 304)	3	SOV	---	---	6	1548.4	-----	11.0	10.5	0.4	8.5	8.2	0.3	62.76
(303, 304)	4	SOV	---	---	5	1345.1	-----	11.1	10.6	0.6	8.6	8.1	0.4	61.91
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	9	SOV	---	---	2	618.1	-----	11.4	11.1	0.3	8.8	8.5	0.2	60.38
(304, 305)	1	SOV	---	---	6	2054.8	-----	11.1	9.7	1.4	8.6	7.5	1.1	55.94
(304, 305)	2	SOV	---	---	3	1578.8	-----	10.3	9.5	0.8	8.0	7.4	0.6	60.52
(304, 305)	3	SOV	---	---	1	1202.9	-----	10.0	9.5	0.5	7.7	7.3	0.4	62.22
(304, 305)	4	HOV	0	1186	1	207.6	207.6	10.0	9.5	0.5	7.7	7.3	0.4	62.50
(304, 305)	9	SOV	---	---	4	1140.1	-----	10.3	9.6	0.7	8.0	7.4	0.6	60.50
(305, 306)	1	SOV	---	---	5	663.9	-----	16.2	15.3	0.9	12.6	11.8	0.7	63.02
(305, 306)	2	SOV	---	---	12	1765.8	-----	16.9	16.2	0.8	13.1	12.6	0.6	60.35
(305, 306)	3	SOV	---	---	6	1515.4	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.88
(305, 306)	4	SOV	---	---	9	1209.3	-----	16.3	15.6	0.8	12.6	12.0	0.6	62.57
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	5	1029.3	-----	16.9	16.4	0.5	13.1	12.7	0.4	60.38
(306, 307)	1	SOV	---	---	3	729.9	-----	19.5	19.0	0.5	15.0	14.7	0.3	65.81
(306, 307)	2	SOV	---	---	4	1525.9	-----	21.2	20.4	0.8	16.5	15.9	0.6	60.41
(306, 307)	3	SOV	---	---	6	1506.2	-----	20.4	19.6	0.8	15.8	15.2	0.6	62.74
(306, 307)	4	SOV	---	---	9	1225.9	-----	20.5	19.5	1.0	15.8	15.0	0.7	62.56
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	1	SOV	---	---	0	1589.7	-----	8.7	7.0	1.8	6.8	5.4	1.4	52.69

(187, 310)	2	SOV	---	---	3	1548.0	-----	7.8	7.3	0.5	6.0	5.7	0.4	59.22
(187, 310)	3	SOV	---	---	0	1507.6	-----	7.4	7.1	0.3	5.7	5.5	0.2	62.36
(187, 310)	4	SOV	---	---	1	1271.2	-----	7.4	7.0	0.4	5.7	5.4	0.3	62.64
(187, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	9	SOV	---	---	0	123.4	-----	12.3	8.7	3.6	9.5	6.7	2.8	37.60
(310, 311)	1	SOV	---	---	13	2570.6	-----	20.4	15.6	4.8	15.8	12.1	3.7	50.13
(310, 311)	2	SOV	---	---	8	1826.8	-----	17.8	16.1	1.7	13.8	12.5	1.3	57.62
(310, 311)	3	SOV	---	---	12	1531.6	-----	16.6	15.7	0.9	12.8	12.1	0.7	61.72
(310, 311)	4	SOV	---	---	10	1218.9	-----	16.3	15.5	0.8	12.6	12.0	0.6	62.68
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	1	107.4	-----	21.7	19.4	2.3	16.9	15.1	1.8	47.14
(159, 312)	1	SOV	---	---	2	2080.7	-----	6.7	6.0	0.7	5.2	4.7	0.5	57.70
(159, 312)	2	SOV	---	---	2	1448.8	-----	6.3	6.0	0.3	4.8	4.6	0.2	61.63
(159, 312)	3	SOV	---	---	1	1057.7	-----	6.0	5.8	0.1	4.6	4.5	0.1	64.86
(159, 312)	4	SOV	---	---	0	620.9	-----	6.0	5.8	0.1	4.6	4.5	0.1	64.96
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	7	2029.8	-----	10.9	10.1	0.8	8.5	7.8	0.6	58.26
(312, 313)	2	SOV	---	---	3	1442.1	-----	10.2	9.9	0.4	7.9	7.6	0.3	62.16
(312, 313)	3	SOV	---	---	4	1097.3	-----	9.8	9.6	0.2	7.5	7.4	0.1	64.98
(312, 313)	4	SOV	---	---	2	642.2	-----	9.8	9.6	0.2	7.5	7.4	0.2	65.06
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(248, 314)	1	SOV	---	---	4	1654.1	-----	17.2	16.1	1.1	13.3	12.5	0.9	59.30
(248, 314)	2	SOV	---	---	1	1129.9	-----	16.4	15.9	0.5	12.7	12.3	0.4	62.35
(248, 314)	3	SOV	---	---	4	904.7	-----	15.7	15.5	0.2	12.1	11.9	0.2	65.17
(248, 314)	4	SOV	---	---	1	563.8	-----	15.6	15.3	0.3	12.0	11.8	0.2	65.60
(248, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	3	722.2	-----	8.2	7.8	0.3	6.3	6.1	0.3	60.66
(314, 315)	2	SOV	---	---	3	1091.3	-----	8.0	7.8	0.2	6.2	6.0	0.2	62.20
(314, 315)	3	SOV	---	---	2	922.5	-----	7.6	7.5	0.1	5.9	5.8	0.1	65.06
(314, 315)	4	SOV	---	---	0	589.3	-----	7.6	7.4	0.1	5.8	5.7	0.1	65.61
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	1	SOV	---	---	3	423.5	-----	24.5	23.4	1.1	19.0	18.1	0.9	61.61
(555, 316)	2	SOV	---	---	12	1239.0	-----	24.3	23.6	0.7	18.8	18.2	0.6	62.11
(555, 316)	3	SOV	---	---	9	951.6	-----	23.3	22.8	0.4	17.9	17.6	0.3	64.95
(555, 316)	4	SOV	---	---	7	576.4	-----	23.0	22.5	0.5	17.7	17.3	0.4	65.61
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	9	SOV	---	---	8	1310.9	-----	24.7	23.3	1.4	19.1	18.0	1.0	61.17
(555, 316)	10	SOV	---	---	8	1270.6	-----	25.1	23.6	1.4	19.3	18.2	1.1	60.25
(316, 317)	1	SOV	---	---	2	380.7	-----	10.7	10.3	0.4	8.3	8.0	0.3	63.94
(316, 317)	2	SOV	---	---	8	1790.3	-----	11.1	10.7	0.4	8.6	8.3	0.3	61.34

(316, 317)	3	SOV	---	---	2	1103.4	-----	10.5	10.3	0.2	8.1	8.0	0.2	64.83
(316, 317)	4	SOV	---	---	0	689.2	-----	10.4	10.1	0.2	8.0	7.8	0.2	65.80
(316, 317)	5	HOV	22	22	0	22.0	22.0	10.5	10.5	0.0	8.1	8.1	0.0	64.81
(316, 317)	9	SOV	---	---	5	1776.8	-----	11.2	10.6	0.6	8.6	8.2	0.4	61.06
(317, 318)	1	SOV	---	---	8	1272.6	-----	17.2	16.0	1.2	13.3	12.4	1.0	59.32
(317, 318)	2	SOV	---	---	7	1463.9	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.36
(317, 318)	3	SOV	---	---	6	914.0	-----	15.7	15.3	0.4	12.1	11.8	0.3	65.21
(317, 318)	4	SOV	---	---	2	233.8	-----	15.6	15.2	0.3	12.0	11.7	0.3	65.64
(317, 318)	5	HOV	22	0	0	6.7	6.7	15.7	15.7	0.0	12.1	12.1	0.0	65.08
(317, 318)	9	SOV	---	---	5	1866.4	-----	17.3	15.9	1.4	13.4	12.3	1.1	59.02
(318, 319)	1	SOV	---	---	10	2240.7	-----	20.3	15.9	4.4	15.7	12.3	3.4	50.38
(318, 319)	2	SOV	---	---	10	1959.6	-----	17.6	16.1	1.6	13.6	12.4	1.2	57.98
(318, 319)	3	SOV	---	---	4	1427.4	-----	16.0	15.5	0.5	12.4	12.0	0.4	63.92
(318, 319)	4	SOV	---	---	6	880.8	-----	15.6	15.1	0.4	12.0	11.7	0.3	65.72
(318, 319)	5	HOV	22	22	0	22.0	22.0	15.8	15.7	0.0	12.2	12.1	0.0	64.84
(318, 319)	9	SOV	---	---	0	63.5	-----	25.7	20.3	5.5	20.0	15.7	4.3	39.73
(319, 320)	1	SOV	---	---	5	2141.6	-----	8.5	7.8	0.7	6.6	6.0	0.5	58.98
(319, 320)	2	SOV	---	---	4	1921.6	-----	8.3	7.9	0.4	6.4	6.1	0.3	60.31
(319, 320)	3	SOV	---	---	3	1524.6	-----	7.8	7.6	0.2	6.0	5.9	0.2	64.22
(319, 320)	4	SOV	---	---	1	981.5	-----	7.6	7.4	0.2	5.9	5.7	0.2	65.72
(319, 320)	5	HOV	22	22	0	22.0	22.0	7.8	7.7	0.1	6.0	5.9	0.0	64.61
(320, 321)	1	SOV	---	---	16	2555.6	-----	21.8	17.7	4.2	16.9	13.6	3.2	52.14
(320, 321)	2	SOV	---	---	5	1765.5	-----	19.2	17.8	1.4	14.9	13.8	1.1	59.15
(320, 321)	3	SOV	---	---	6	1363.5	-----	17.7	17.2	0.5	13.7	13.3	0.4	64.19
(320, 321)	4	SOV	---	---	4	888.6	-----	17.3	16.8	0.5	13.3	12.9	0.3	65.88
(320, 321)	5	HOV	22	22	0	22.0	22.0	17.6	17.5	0.1	13.6	13.5	0.1	64.58
(321, 322)	1	SOV	---	---	11	2193.3	-----	18.3	16.2	2.0	14.1	12.6	1.6	56.03
(321, 322)	2	SOV	---	---	8	1589.0	-----	16.9	16.0	0.9	13.1	12.4	0.7	60.46
(321, 322)	3	SOV	---	---	5	1281.1	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.41
(321, 322)	4	SOV	---	---	3	855.2	-----	15.5	15.1	0.4	11.9	11.6	0.3	65.91
(321, 322)	5	HOV	22	22	0	22.0	22.0	15.8	15.7	0.1	12.2	12.1	0.1	64.58
(321, 322)	9	SOV	---	---	3	644.4	-----	17.6	16.6	1.0	13.6	12.8	0.8	57.98
(322, 323)	1	SOV	---	---	4	1151.5	-----	19.9	19.0	1.0	15.5	14.7	0.8	60.51
(322, 323)	2	SOV	---	---	8	1477.1	-----	19.8	19.0	0.8	15.3	14.7	0.6	61.04
(322, 323)	3	SOV	---	---	10	1313.3	-----	18.7	18.3	0.5	14.5	14.1	0.4	64.41
(322, 323)	4	SOV	---	---	9	925.0	-----	18.3	17.8	0.5	14.1	13.7	0.4	65.88
(322, 323)	5	HOV	22	21	1	21.6	21.6	18.7	18.6	0.2	14.4	14.3	0.1	64.48
(323, 324)	1	SOV	---	---	2	1238.0	-----	10.2	9.5	0.6	7.9	7.4	0.5	59.97
(323, 324)	2	SOV	---	---	3	1413.0	-----	10.1	9.6	0.4	7.8	7.4	0.3	60.64
(323, 324)	3	SOV	---	---	4	1332.0	-----	9.5	9.2	0.2	7.3	7.1	0.2	64.22

(323, 324)	4	SOV	---	---	2	988.9	-----	9.3	9.0	0.3	7.1	6.9	0.2	65.89
(323, 324)	5	HOV	21	21	0	21.0	21.0	9.5	9.4	0.1	7.3	7.2	0.1	64.40
(323, 324)	9	SOV	---	---	0	10.0	-----	12.3	10.1	2.2	9.5	7.8	1.7	49.68
(324, 325)	1	SOV	---	---	8	1447.6	-----	17.2	16.0	1.2	13.3	12.4	0.9	59.44
(324, 325)	2	SOV	---	---	8	1404.1	-----	16.9	16.1	0.7	13.1	12.5	0.6	60.56
(324, 325)	3	SOV	---	---	5	1335.2	-----	15.9	15.5	0.4	12.3	12.0	0.3	64.14
(324, 325)	4	SOV	---	---	5	1056.1	-----	15.5	15.1	0.5	11.9	11.6	0.3	65.85
(324, 325)	5	HOV	21	21	0	21.0	21.0	15.9	15.7	0.2	12.3	12.1	0.1	64.33
(324, 325)	9	SOV	---	---	0	13.8	-----	20.7	17.4	3.2	16.0	13.5	2.5	49.46
(7023, 147)	1	SOV	---	---	0	602.4	-----	3.3	2.7	0.6	2.6	2.1	0.5	37.84
(143,7025)	1	SOV	---	---	9	1307.5	-----	4.7	2.8	1.9	3.6	2.1	1.5	22.06
(144, 131)	1	SOV	---	---	0	263.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	48.82
(7022, 144)	1	SOV	---	---	0	289.7	-----	2.6	2.3	0.3	2.0	1.8	0.2	44.54
(347, 348)	1	SOV	---	---	0	59.1	-----	2.9	2.8	0.1	2.2	2.1	0.1	51.53
(347, 348)	2	SOV	---	---	0	903.4	-----	2.9	2.8	0.0	2.2	2.2	0.0	51.56
(348, 349)	1	SOV	---	---	0	112.6	-----	4.5	4.3	0.2	3.5	3.3	0.1	51.25
(348, 349)	2	SOV	---	---	1	850.1	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.57
(560, 370)	1	SOV	---	---	0	178.8	-----	5.1	5.1	0.1	4.0	3.9	0.0	66.31
(560, 370)	2	SOV	---	---	1	809.5	-----	5.3	5.2	0.1	4.1	4.0	0.1	63.89
(560, 370)	3	SOV	---	---	0	754.5	-----	5.4	5.4	0.1	4.2	4.1	0.1	62.71
(560, 370)	4	SOV	---	---	2	798.9	-----	5.3	5.2	0.1	4.1	4.0	0.1	64.36
(560, 370)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(560, 370)	9	SOV	---	---	0	853.0	-----	5.4	5.3	0.1	4.1	4.1	0.1	63.57
(370, 371)	1	SOV	---	---	2	142.7	-----	17.4	13.7	3.7	13.5	10.6	2.9	43.19
(370, 371)	2	SOV	---	---	1	870.2	-----	11.9	11.5	0.4	9.2	8.9	0.3	63.14
(370, 371)	3	SOV	---	---	2	774.2	-----	12.0	11.7	0.2	9.2	9.1	0.2	62.86
(370, 371)	4	SOV	---	---	1	676.7	-----	11.7	11.4	0.3	9.0	8.8	0.2	64.26
(370, 371)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(370, 371)	9	SOV	---	---	1	909.5	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.00
(371, 372)	1	SOV	---	---	2	589.2	-----	16.7	15.4	1.3	12.9	11.9	1.0	59.97
(371, 372)	2	SOV	---	---	8	1420.6	-----	16.6	15.5	1.0	12.8	12.0	0.8	60.66
(371, 372)	3	SOV	---	---	2	857.4	-----	16.0	15.5	0.5	12.4	12.0	0.4	62.71
(371, 372)	4	SOV	---	---	2	514.5	-----	15.7	15.3	0.4	12.1	11.8	0.3	64.17
(371, 372)	5	HOV	13	0	0	8.3	8.3	15.5	15.5	0.1	12.0	12.0	0.1	64.68
(372, 373)	1	SOV	---	---	8	2420.4	-----	10.9	9.8	1.2	8.4	7.5	0.9	57.36
(372, 373)	2	SOV	---	---	4	994.8	-----	10.1	9.6	0.5	7.8	7.4	0.4	62.02

(372, 373)	3	SOV	---	---	2	672.3	-----	9.8	9.5	0.3	7.5	7.3	0.2	64.24
(372, 373)	4	HOV	13	13	0	13.0	13.0	9.7	9.6	0.1	7.5	7.4	0.0	64.70
(372, 373)	9	SOV	---	---	0	323.8	-----	10.8	9.7	1.1	8.4	7.5	0.9	57.91
(373, 374)	1	SOV	---	---	3	2050.6	-----	6.6	6.2	0.4	5.1	4.8	0.3	59.82
(373, 374)	2	SOV	---	---	3	1148.6	-----	6.2	6.0	0.2	4.8	4.7	0.2	63.47
(373, 374)	3	SOV	---	---	5	744.4	-----	6.1	6.0	0.2	4.7	4.6	0.1	64.68
(373, 374)	4	HOV	13	13	0	13.0	13.0	6.1	6.1	0.0	4.7	4.7	0.0	64.57
(373, 374)	9	SOV	---	---	3	456.9	-----	6.2	5.9	0.3	4.8	4.6	0.2	64.06
(374, 375)	1	SOV	---	---	7	1905.1	-----	10.6	10.0	0.6	8.1	7.7	0.4	59.31
(374, 375)	2	SOV	---	---	3	1211.8	-----	9.8	9.5	0.2	7.6	7.4	0.2	64.00
(374, 375)	3	SOV	---	---	4	785.2	-----	9.6	9.4	0.2	7.4	7.3	0.2	65.20
(374, 375)	4	HOV	13	13	0	13.0	13.0	9.7	9.6	0.1	7.5	7.4	0.1	64.44
(374, 375)	9	SOV	---	---	4	488.6	-----	10.2	10.1	0.2	7.9	7.8	0.1	61.15
(375, 376)	1	SOV	---	---	9	1304.5	-----	17.4	16.5	0.8	13.4	12.8	0.6	60.24
(375, 376)	2	SOV	---	---	9	1273.0	-----	16.4	16.0	0.4	12.6	12.3	0.3	63.87
(375, 376)	3	SOV	---	---	6	867.3	-----	16.0	15.6	0.4	12.4	12.1	0.3	65.31
(375, 376)	4	HOV	13	13	0	13.0	13.0	16.2	16.1	0.1	12.5	12.4	0.1	64.55
(376, 377)	1	SOV	---	---	4	1443.9	-----	8.6	7.9	0.6	6.6	6.1	0.5	58.84
(376, 377)	2	SOV	---	---	4	1306.8	-----	8.0	7.7	0.3	6.1	5.9	0.2	63.31
(376, 377)	3	SOV	---	---	3	949.8	-----	7.7	7.5	0.2	6.0	5.8	0.1	65.32
(376, 377)	4	HOV	13	13	0	13.0	13.0	7.8	7.7	0.1	6.0	6.0	0.0	64.58
(376, 377)	9	SOV	---	---	0	26.4	-----	10.3	8.8	1.5	8.0	6.8	1.2	48.84
(377, 378)	1	SOV	---	---	7	1827.2	-----	15.3	13.9	1.4	11.8	10.7	1.1	57.98
(377, 378)	2	SOV	---	---	3	1277.0	-----	14.1	13.6	0.5	10.9	10.5	0.4	62.86
(377, 378)	3	SOV	---	---	4	913.0	-----	13.6	13.2	0.3	10.5	10.2	0.3	65.37
(377, 378)	4	HOV	13	13	0	13.0	13.0	13.7	13.6	0.1	10.6	10.5	0.1	64.48
(377, 378)	9	SOV	---	---	0	18.9	-----	18.1	15.1	3.0	14.0	11.7	2.3	48.91
(381, 382)	1	SOV	---	---	0	90.4	-----	3.3	3.3	0.1	2.6	2.5	0.0	45.01
(381, 382)	2	SOV	---	---	0	1091.6	-----	3.6	3.6	0.0	2.8	2.8	0.0	40.96
(378, 384)	1	SOV	---	---	1	1843.7	-----	2.3	2.1	0.2	1.8	1.7	0.1	59.28
(378, 384)	2	SOV	---	---	0	1269.6	-----	2.2	2.1	0.1	1.7	1.6	0.1	63.28
(378, 384)	3	SOV	---	---	1	923.6	-----	2.1	2.0	0.0	1.6	1.6	0.0	65.69
(378, 384)	4	HOV	13	13	0	13.0	13.0	2.1	2.1	0.0	1.6	1.6	0.0	64.69
(384, 385)	1	SOV	---	---	3	1793.1	-----	15.0	14.1	0.9	11.6	10.9	0.7	59.16
(384, 385)	2	SOV	---	---	3	1276.8	-----	14.0	13.6	0.4	10.8	10.5	0.3	63.49
(384, 385)	3	SOV	---	---	2	966.7	-----	13.5	13.2	0.3	10.4	10.2	0.2	65.72
(384, 385)	4	HOV	13	13	0	13.0	13.0	13.7	13.6	0.1	10.6	10.5	0.1	64.47
(385, 386)	1	SOV	---	---	6	1075.8	-----	28.8	27.7	1.1	22.2	21.4	0.8	60.44

(385, 386)	2	SOV	---	---	8	1265.7	-----	27.5	26.8	0.7	21.2	20.7	0.6	63.20
(385, 386)	3	SOV	---	---	4	1067.1	-----	26.6	25.9	0.7	20.6	20.0	0.6	65.45
(385, 386)	4	HOV	13	12	1	12.7	12.7	27.0	26.8	0.2	20.9	20.7	0.2	64.47
(402, 403)	1	SOV	---	---	3	505.7	-----	11.2	9.5	1.7	8.7	7.3	1.3	44.35
(402, 403)	2	SOV	---	---	2	712.2	-----	10.9	9.8	1.1	8.4	7.6	0.8	45.43
(401, 381)	1	SOV	---	---	0	75.1	-----	2.8	2.7	0.0	2.1	2.1	0.0	51.32
(401, 381)	2	SOV	---	---	2	1107.2	-----	2.8	2.8	0.0	2.2	2.2	0.0	49.91
(395, 396)	1	SOV	---	---	3	1231.4	-----	12.9	12.3	0.7	10.0	9.5	0.5	60.82
(395, 396)	2	SOV	---	---	9	1514.7	-----	12.6	12.1	0.5	9.7	9.4	0.4	62.61
(395, 396)	3	SOV	---	---	9	1297.5	-----	12.6	12.0	0.6	9.8	9.3	0.5	62.26
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	3	1849.0	-----	6.5	6.1	0.4	5.0	4.7	0.3	58.47
(394, 395)	2	SOV	---	---	4	1497.9	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.70
(394, 395)	3	SOV	---	---	6	1281.8	-----	6.1	5.8	0.3	4.7	4.5	0.2	62.16
(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	9	SOV	---	---	0	434.7	-----	6.4	6.2	0.1	4.9	4.8	0.1	60.08
(393, 394)	1	SOV	---	---	4	1945.0	-----	10.7	10.0	0.7	8.2	7.7	0.5	60.10
(393, 394)	2	SOV	---	---	5	1456.0	-----	10.3	9.9	0.4	7.9	7.6	0.3	62.37
(393, 394)	3	SOV	---	---	5	1264.9	-----	10.3	9.8	0.5	8.0	7.6	0.4	62.23
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	9	SOV	---	---	1	397.6	-----	10.2	9.6	0.6	7.9	7.4	0.4	63.05
(392, 393)	1	SOV	---	---	8	2194.4	-----	6.6	5.9	0.7	5.1	4.6	0.5	58.03
(392, 393)	2	SOV	---	---	4	1368.3	-----	6.2	5.9	0.3	4.8	4.5	0.2	61.85
(392, 393)	3	SOV	---	---	1	1239.5	-----	6.2	5.8	0.3	4.8	4.5	0.2	62.08
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	2	259.8	-----	6.8	5.8	0.9	5.2	4.5	0.7	56.54
(391, 392)	1	SOV	---	---	3	1548.5	-----	12.5	11.4	1.1	9.7	8.8	0.9	58.95
(391, 392)	2	SOV	---	---	9	1537.2	-----	12.0	11.4	0.6	9.2	8.8	0.4	61.67
(391, 392)	3	SOV	---	---	6	1395.0	-----	12.0	11.3	0.7	9.3	8.7	0.5	61.51
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	24.2	-----	16.7	13.0	3.7	12.9	10.0	2.9	44.13
(390, 391)	1	SOV	---	---	1	1052.6	-----	17.3	16.5	0.9	13.4	12.7	0.7	61.30
(390, 391)	2	SOV	---	---	5	1641.9	-----	17.1	16.4	0.7	13.2	12.7	0.5	62.19
(390, 391)	3	SOV	---	---	4	1461.9	-----	17.3	16.3	1.0	13.4	12.6	0.8	61.43
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	13	2328.2	-----	17.6	16.0	1.6	13.6	12.3	1.3	58.07
(389, 390)	2	SOV	---	---	10	1631.7	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.18
(389, 390)	3	SOV	---	---	6	1434.7	-----	16.6	15.7	0.9	12.8	12.1	0.7	61.64

(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(388, 389)	1	SOV	---	---	4	2441.6	-----	5.8	5.2	0.7	4.5	4.0	0.5	57.34
(388, 389)	2	SOV	---	---	3	1540.2	-----	5.4	5.2	0.3	4.2	4.0	0.2	61.70
(388, 389)	3	SOV	---	---	5	1409.7	-----	5.4	5.2	0.3	4.2	4.0	0.2	61.82
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	8	1913.4	-----	17.1	15.7	1.4	13.2	12.1	1.1	59.73
(387, 388)	2	SOV	---	---	8	1746.6	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.62
(387, 388)	3	SOV	---	---	9	1713.1	-----	16.8	15.8	1.0	13.0	12.2	0.8	61.01
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	17.5	-----	21.4	17.4	4.0	16.5	13.4	3.1	47.74
(166, 404)	1	SOV	---	---	4	1599.5	-----	8.3	7.9	0.4	6.4	6.1	0.3	61.82
(166, 404)	2	SOV	---	---	5	1798.9	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.28
(166, 404)	3	SOV	---	---	3	1869.1	-----	8.2	7.9	0.4	6.4	6.1	0.3	61.99
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	7	1434.1	-----	17.7	17.0	0.8	13.7	13.1	0.6	62.37
(404, 387)	2	SOV	---	---	9	1789.2	-----	17.9	17.1	0.8	13.8	13.2	0.6	61.93
(404, 387)	3	SOV	---	---	11	1857.2	-----	18.0	17.0	1.0	14.0	13.2	0.8	61.30
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	3	917.4	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.29
(306, 405)	2	SOV	---	---	1	283.3	-----	5.9	5.8	0.1	4.6	4.5	0.1	56.74
(558, 406)	1	SOV	---	---	2	709.5	-----	5.1	5.0	0.2	4.0	3.8	0.1	43.83
(558, 406)	2	SOV	---	---	0	432.4	-----	4.7	4.7	0.1	3.7	3.6	0.0	47.49
(558, 406)	3	SOV	---	---	0	58.9	-----	4.4	4.4	0.0	3.4	3.4	0.0	51.68
(351, 408)	1	SOV	---	---	0	239.2	-----	5.4	4.5	0.9	4.2	3.5	0.7	40.17
(351, 408)	2	SOV	---	---	1	730.1	-----	5.1	4.9	0.2	3.9	3.8	0.2	42.65
(408, 409)	1	SOV	---	---	0	573.9	-----	10.3	9.5	0.8	7.9	7.3	0.6	41.34
(408, 409)	2	SOV	---	---	0	395.1	-----	10.3	9.5	0.8	7.9	7.4	0.6	41.39
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	3	810.8	-----	12.0	11.8	0.2	9.3	9.1	0.2	43.33
(413, 409)	2	SOV	---	---	2	389.2	-----	11.1	11.0	0.1	8.6	8.5	0.1	46.88
(349, 350)	1	SOV	---	---	0	219.3	-----	15.1	14.9	0.2	11.7	11.5	0.2	52.31
(349, 350)	2	SOV	---	---	0	745.1	-----	16.4	16.1	0.3	12.6	12.4	0.2	48.35
(350, 351)	1	SOV	---	---	0	305.5	-----	12.6	12.4	0.2	9.7	9.6	0.2	47.46
(350, 351)	2	SOV	---	---	3	664.2	-----	13.7	13.4	0.2	10.5	10.4	0.2	43.70

(559, 407)	1	SOV	---	---	4	878.7	-----	21.9	21.2	0.7	16.9	16.4	0.5	47.62
(559, 407)	6	SOV	---	---	0	535.2	-----	20.5	20.0	0.5	15.8	15.5	0.4	51.05
(559, 407)	7	SOV	---	---	2	759.8	-----	21.8	21.2	0.6	16.8	16.3	0.5	47.93
(407, 411)	1	SOV	---	---	1	331.3	-----	5.7	5.6	0.1	4.4	4.3	0.1	49.46
(406, 413)	1	SOV	---	---	2	843.3	-----	6.7	6.6	0.1	5.2	5.1	0.1	43.28
(406, 413)	2	SOV	---	---	0	356.6	-----	6.2	6.1	0.1	4.8	4.8	0.0	46.79
(161,7031)	1	SOV	---	---	1	252.7	-----	4.4	4.2	0.2	3.4	3.3	0.1	48.00
(161,7031)	2	SOV	---	---	2	331.9	-----	4.4	4.2	0.2	3.4	3.3	0.1	48.26
(7032, 435)	1	SOV	---	---	1	1126.1	-----	3.6	3.2	0.4	2.8	2.5	0.3	44.31
(435, 436)	1	SOV	---	---	1	1042.3	-----	3.1	3.0	0.2	2.4	2.3	0.1	48.23
(436, 372)	1	SOV	---	---	1	1041.1	-----	3.9	3.7	0.3	3.0	2.8	0.2	50.23
(395, 437)	1	SOV	---	---	1	449.2	-----	6.6	6.5	0.1	5.1	5.0	0.1	55.68
(395, 437)	2	SOV	---	---	1	572.0	-----	7.0	6.8	0.1	5.4	5.3	0.1	52.72
(437,7033)	1	SOV	---	---	2	452.6	-----	5.5	5.1	0.4	4.3	3.9	0.3	48.52
(437,7033)	2	SOV	---	---	1	567.0	-----	5.7	5.3	0.4	4.4	4.1	0.3	46.55
(7034, 440)	1	SOV	---	---	0	676.3	-----	3.3	2.9	0.4	2.5	2.2	0.3	43.86
(440, 441)	1	SOV	---	---	0	621.9	-----	2.7	2.5	0.2	2.1	2.0	0.1	47.84
(7035, 443)	1	SOV	---	---	1	311.5	-----	3.9	2.9	1.0	3.0	2.2	0.8	33.67
(443, 444)	1	SOV	---	---	1	283.8	-----	3.2	2.9	0.3	2.5	2.2	0.3	44.54
(444, 376)	1	SOV	---	---	0	285.0	-----	9.2	8.8	0.4	7.1	6.8	0.3	52.45
(375, 442)	1	SOV	---	---	1	494.1	-----	4.5	4.4	0.1	3.4	3.4	0.1	55.57
(375, 442)	2	SOV	---	---	0	450.7	-----	4.8	4.7	0.1	3.7	3.6	0.1	51.79
(442,7036)	1	SOV	---	---	1	501.9	-----	3.3	3.2	0.1	2.5	2.5	0.1	52.23
(442,7036)	2	SOV	---	---	1	441.4	-----	3.6	3.4	0.2	2.8	2.6	0.1	47.48
(7037, 454)	1	SOV	---	---	0	337.4	-----	3.5	3.1	0.4	2.7	2.4	0.3	45.02
(454, 455)	1	SOV	---	---	0	312.6	-----	3.5	3.4	0.1	2.7	2.6	0.1	49.01
(455, 377)	1	SOV	---	---	0	314.6	-----	5.0	4.8	0.2	3.9	3.7	0.2	52.02
(390, 458)	1	SOV	---	---	1	1208.6	-----	13.8	8.7	5.1	10.6	6.7	3.9	34.07

(456, 457)	1	SOV	---	---	0	349.0	-----	2.4	2.2	0.2	1.8	1.7	0.2	45.62
(457, 391)	1	SOV	---	---	0	349.0	-----	2.0	1.9	0.2	1.6	1.5	0.1	48.71
(7038, 456)	1	SOV	---	---	0	403.4	-----	2.0	1.6	0.5	1.6	1.2	0.4	39.67
(458,7039)	1	SOV	---	---	1	1056.7	-----	12.0	4.8	7.2	9.3	3.7	5.6	12.01
(7040, 466)	1	SOV	---	---	1	608.9	-----	3.4	3.0	0.4	2.6	2.3	0.3	44.01
(466, 467)	1	SOV	---	---	1	559.8	-----	3.1	2.9	0.1	2.4	2.3	0.1	48.42
(467, 392)	1	SOV	---	---	2	559.9	-----	4.0	3.7	0.2	3.1	2.9	0.2	51.04
(309,7043)	1	SOV	---	---	2	697.5	-----	5.5	5.3	0.1	4.2	4.1	0.1	49.22
(309,7043)	2	SOV	---	---	1	770.6	-----	5.6	5.5	0.2	4.3	4.2	0.1	47.90
(7044, 483)	1	SOV	---	---	4	884.7	-----	6.1	5.3	0.8	4.7	4.1	0.6	43.98
(484, 318)	1	SOV	---	---	1	841.2	-----	4.9	4.5	0.4	3.8	3.5	0.3	49.77
(483, 484)	1	SOV	---	---	1	841.4	-----	3.7	3.5	0.2	2.9	2.7	0.2	47.29
(303, 487)	1	SOV	---	---	0	952.0	-----	3.9	3.7	0.2	3.0	2.9	0.1	52.46
(487, 488)	1	SOV	---	---	2	952.3	-----	7.0	6.7	0.3	5.4	5.2	0.2	48.72
(488,7046)	1	SOV	---	---	3	949.3	-----	4.3	4.0	0.3	3.3	3.1	0.2	46.56
(489, 490)	1	SOV	---	---	1	1069.4	-----	6.3	4.3	2.0	4.9	3.3	1.5	32.03
(489, 490)	2	SOV	---	---	1	333.2	-----	8.2	4.6	3.6	6.3	3.5	2.8	24.75
(7047, 489)	1	SOV	---	---	0	459.8	-----	5.0	2.9	2.1	3.8	2.2	1.6	29.33
(7047, 489)	2	SOV	---	---	0	1074.0	-----	5.0	2.9	2.1	3.8	2.2	1.6	29.26
(7045, 531)	1	SOV	---	---	3	674.5	-----	4.5	2.3	2.2	3.5	1.8	1.7	35.55
(7045, 531)	2	SOV	---	---	1	56.8	-----	5.4	2.3	3.1	4.1	1.8	2.4	29.94
(531, 532)	1	SOV	---	---	0	675.5	-----	3.1	2.3	0.9	2.4	1.7	0.7	45.54
(531, 532)	2	SOV	---	---	0	0.5	-----	13.1	4.3	8.8	10.1	3.3	6.8	10.85
(532, 299)	1	SOV	---	---	1	675.8	-----	2.7	2.3	0.4	2.1	1.8	0.3	51.70
(322, 522)	1	SOV	---	---	1	826.4	-----	3.0	3.0	0.0	2.3	2.3	0.0	54.25
(322, 522)	2	SOV	---	---	1	851.8	-----	3.0	2.9	0.1	2.3	2.3	0.1	53.67

(7049, 523)	1	SOV	---	---	0	132.2	-----	3.2	2.9	0.2	2.4	2.3	0.2	38.86
(523, 524)	1	SOV	---	---	0	120.0	-----	6.2	5.7	0.5	4.8	4.4	0.4	45.76
(524, 323)	1	SOV	---	---	2	119.4	-----	5.1	4.9	0.2	3.9	3.8	0.1	53.26
(298, 533)	1	SOV	---	---	4	1018.4	-----	20.2	18.4	1.8	15.7	14.3	1.4	59.73
(298, 533)	2	SOV	---	---	10	1716.7	-----	19.7	18.6	1.1	15.2	14.4	0.8	61.31
(298, 533)	3	SOV	---	---	6	1659.0	-----	19.3	18.4	0.8	14.9	14.3	0.6	62.62
(298, 533)	4	SOV	---	---	8	1466.4	-----	19.7	18.7	1.0	15.1	14.4	0.8	61.26
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	537.4	-----	4.1	2.9	1.2	3.1	2.2	0.9	29.68
(7050, 529)	2	SOV	---	---	0	1345.3	-----	4.1	2.8	1.2	3.1	2.2	1.0	29.72
(529, 530)	1	SOV	---	---	0	667.8	-----	3.9	1.9	2.0	3.0	1.5	1.5	28.77
(529, 530)	2	SOV	---	---	0	1025.6	-----	4.1	2.5	1.6	3.2	1.9	1.2	26.94
(530, 533)	1	SOV	---	---	0	1701.9	-----	8.4	6.4	2.1	6.5	4.9	1.6	40.34
(7051, 525)	1	SOV	---	---	0	300.7	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.82
(525, 526)	1	SOV	---	---	0	277.0	-----	5.5	5.4	0.1	4.2	4.2	0.1	49.31
(526, 324)	1	SOV	---	---	0	277.0	-----	6.7	6.5	0.2	5.2	5.0	0.2	52.80
(298, 534)	1	SOV	---	---	2	1123.4	-----	14.4	6.0	8.4	11.2	4.6	6.5	23.04
(534,7052)	1	SOV	---	---	2	1059.3	-----	14.5	4.8	9.7	11.3	3.7	7.6	12.54
(313, 347)	1	SOV	---	---	1	621.4	-----	5.2	5.1	0.2	4.1	3.9	0.1	53.01
(313, 347)	2	SOV	---	---	0	340.1	-----	5.2	5.1	0.2	4.0	3.9	0.1	53.38
(522,7048)	1	SOV	---	---	2	829.9	-----	3.3	3.3	0.0	2.6	2.5	0.0	51.15
(522,7048)	2	SOV	---	---	2	846.7	-----	3.3	3.3	0.1	2.6	2.5	0.1	50.74
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	0	884.6	-----	2.8	2.8	0.0	2.1	2.1	0.0	51.22
(405, 558)	7	SOV	---	---	1	315.5	-----	2.6	2.6	0.0	2.0	2.0	0.0	55.53
(409, 559)	1	SOV	---	---	1	801.2	-----	5.2	5.0	0.2	4.0	3.9	0.1	43.20
(409, 559)	2	SOV	---	---	1	451.3	-----	4.8	4.7	0.1	3.7	3.7	0.1	46.47
(409, 559)	6	SOV	---	---	0	916.5	-----	5.2	5.0	0.2	4.0	3.9	0.1	43.26
(369, 560)	1	SOV	---	---	2	749.9	-----	11.0	10.7	0.3	8.5	8.3	0.2	62.11
(369, 560)	2	SOV	---	---	0	812.2	-----	10.6	10.3	0.3	8.2	8.0	0.2	64.48
(369, 560)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(369, 560)	9	SOV	---	---	2	594.6	-----	11.4	10.7	0.7	8.8	8.3	0.5	59.91
(369, 560)	10	SOV	---	---	1	601.0	-----	11.0	10.2	0.8	8.5	7.9	0.6	62.22
(369, 560)	11	SOV	---	---	3	635.1	-----	11.4	10.8	0.6	8.8	8.3	0.5	59.75
(97, 563)	1	SOV	---	---	10	1331.2	-----	17.9	15.6	2.3	13.8	12.1	1.7	57.22
(97, 563)	2	SOV	---	---	6	1399.1	-----	17.2	16.4	0.9	13.4	12.7	0.7	59.30
(97, 563)	3	SOV	---	---	8	1329.1	-----	16.3	15.7	0.5	12.5	12.1	0.4	62.92
(97, 563)	4	SOV	---	---	7	1166.6	-----	15.9	15.3	0.6	12.2	11.8	0.5	64.40
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	0	34.5	-----	26.8	19.9	6.9	20.8	15.4	5.4	38.16
(10, 11)	1	SOV	---	---	4	1224.5	-----	6.7	6.3	0.4	5.1	4.9	0.3	60.54
(10, 11)	2	SOV	---	---	2	1020.3	-----	6.4	6.1	0.3	4.9	4.7	0.2	63.42
(10, 11)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(11, 12)	1	SOV	---	---	4	1184.7	-----	6.4	6.1	0.3	5.0	4.7	0.2	60.92
(11, 12)	2	SOV	---	---	4	1059.9	-----	6.2	5.9	0.3	4.8	4.6	0.2	63.51
(11, 12)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(12, 13)	1	SOV	---	---	0	1157.8	-----	3.7	3.5	0.2	2.9	2.7	0.1	60.98
(12, 13)	2	SOV	---	---	3	1083.2	-----	3.6	3.4	0.1	2.7	2.6	0.1	63.62
(12, 13)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(13, 14)	1	SOV	---	---	3	1143.5	-----	3.7	3.6	0.2	2.9	2.8	0.1	60.90
(13, 14)	2	SOV	---	---	1	1095.3	-----	3.6	3.4	0.1	2.8	2.7	0.1	63.73
(13, 14)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(14, 15)	1	SOV	---	---	0	1129.3	-----	3.8	3.7	0.2	3.0	2.8	0.1	60.85
(14, 15)	2	SOV	---	---	1	1109.7	-----	3.7	3.5	0.1	2.8	2.7	0.1	63.71
(14, 15)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15, 16)	1	SOV	---	---	2	1276.2	-----	11.3	10.6	0.7	8.7	8.2	0.5	60.30
(15, 16)	2	SOV	---	---	5	1143.2	-----	10.7	10.3	0.4	8.3	8.0	0.3	63.52
(15, 16)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15, 16)	9	SOV	---	---	3	1301.8	-----	12.3	10.7	1.7	9.5	8.3	1.3	55.27
(16, 17)	1	SOV	---	---	0	1279.7	-----	5.5	5.3	0.2	4.3	4.1	0.2	61.83
(16, 17)	2	SOV	---	---	0	1169.9	-----	5.4	5.2	0.2	4.1	4.0	0.2	63.57
(16, 17)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(16, 17)	9	SOV	---	---	2	1273.4	-----	5.6	5.3	0.3	4.3	4.1	0.2	61.26
(17, 18)	1	SOV	---	---	2	1279.0	-----	11.0	10.6	0.4	8.5	8.2	0.3	62.07
(17, 18)	2	SOV	---	---	6	1189.9	-----	10.7	10.3	0.4	8.3	8.0	0.3	63.54
(17, 18)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(17, 18)	9	SOV	---	---	4	1257.2	-----	11.1	10.6	0.5	8.6	8.2	0.4	61.31
(18, 19)	1	SOV	---	---	5	1264.1	-----	9.8	9.5	0.3	7.6	7.3	0.3	62.09

(18, 19)	2	SOV	---	---	4	1206.4	-----	9.6	9.2	0.4	7.4	7.1	0.3	63.37
(18, 19)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(18, 19)	9	SOV	---	---	4	1251.7	-----	10.0	9.5	0.5	7.7	7.3	0.4	61.20
(19, 20)	1	SOV	---	---	4	1265.4	-----	8.6	8.3	0.3	6.6	6.4	0.2	62.10
(19, 20)	2	SOV	---	---	3	1217.1	-----	8.4	8.0	0.4	6.5	6.2	0.3	63.15
(19, 20)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(19, 20)	9	SOV	---	---	3	1234.3	-----	8.7	8.3	0.4	6.7	6.4	0.3	61.23
(20, 21)	1	SOV	---	---	2	1275.1	-----	8.6	8.3	0.3	6.7	6.4	0.2	62.06
(20, 21)	2	SOV	---	---	1	1218.1	-----	8.5	8.1	0.4	6.5	6.3	0.3	63.21
(20, 21)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(20, 21)	9	SOV	---	---	4	1223.9	-----	8.8	8.3	0.4	6.8	6.4	0.3	61.17
(21, 22)	1	SOV	---	---	2	1274.7	-----	6.1	5.9	0.2	4.7	4.5	0.2	62.12
(21, 22)	2	SOV	---	---	4	1223.0	-----	6.0	5.7	0.3	4.6	4.4	0.2	63.25
(21, 22)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(21, 22)	9	SOV	---	---	2	1216.4	-----	6.2	5.9	0.3	4.8	4.5	0.2	61.15
(22, 23)	1	SOV	---	---	5	1273.4	-----	12.9	12.5	0.4	10.0	9.7	0.3	62.30
(22, 23)	2	SOV	---	---	9	1241.9	-----	12.7	12.2	0.6	9.8	9.4	0.4	63.18
(22, 23)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(22, 23)	9	SOV	---	---	12	1199.4	-----	13.2	12.5	0.7	10.2	9.7	0.5	61.13
(24, 25)	1	SOV	---	---	1	2078.3	-----	9.3	8.4	1.0	7.2	6.4	0.8	57.32
(24, 25)	2	SOV	---	---	1	838.7	-----	8.6	8.0	0.5	6.6	6.2	0.4	62.29
(24, 25)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(24, 25)	9	SOV	---	---	1	805.3	-----	8.7	8.2	0.5	6.8	6.3	0.4	61.36
(25, 26)	1	SOV	---	---	2	1834.6	-----	5.7	5.4	0.3	4.4	4.1	0.3	60.06
(25, 26)	2	SOV	---	---	1	961.4	-----	5.4	5.1	0.2	4.1	4.0	0.2	63.60
(25, 26)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(25, 26)	9	SOV	---	---	0	934.3	-----	5.4	5.2	0.2	4.2	4.0	0.2	62.69
(26, 27)	1	SOV	---	---	3	1731.3	-----	11.6	10.9	0.7	9.0	8.4	0.5	58.80
(26, 27)	2	SOV	---	---	2	1031.5	-----	10.6	10.2	0.4	8.2	7.9	0.3	64.20
(26, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(26, 27)	9	SOV	---	---	5	966.0	-----	11.4	11.0	0.4	8.8	8.5	0.3	59.79
(190, 255)	1	SOV	---	---	2	446.7	-----	11.0	10.8	0.2	8.5	8.3	0.2	61.81
(190, 255)	2	SOV	---	---	0	352.9	-----	10.2	10.1	0.1	7.9	7.8	0.1	66.61
(255, 257)	1	SOV	---	---	2	803.6	-----	9.3	8.6	0.7	7.2	6.6	0.5	58.78
(255, 257)	2	SOV	---	---	0	441.5	-----	8.4	8.1	0.3	6.5	6.3	0.2	65.10
(255, 257)	9	SOV	---	---	0	31.6	-----	11.3	9.6	1.8	8.7	7.4	1.4	48.06
(257, 280)	1	SOV	---	---	0	765.2	-----	5.6	5.4	0.2	4.3	4.2	0.2	61.01

(257, 280)	2	SOV	---	---	0	515.4	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.64
(280, 282)	1	SOV	---	---	5	1352.3	-----	17.3	16.1	1.3	13.4	12.4	1.0	59.06
(280, 282)	6	SOV	---	---	2	697.1	-----	15.6	15.2	0.4	12.1	11.8	0.3	65.47
(280, 282)	9	SOV	---	---	0	47.3	-----	18.7	17.4	1.3	14.5	13.4	1.0	54.62
(282, 32)	1	SOV	---	---	4	1285.6	-----	8.4	8.1	0.3	6.5	6.3	0.3	60.78
(282, 32)	2	SOV	---	---	3	810.9	-----	7.8	7.6	0.1	6.0	5.9	0.1	65.87
(32, 33)	1	SOV	---	---	1	846.3	-----	8.3	8.1	0.2	6.4	6.2	0.2	61.84
(32, 33)	2	SOV	---	---	0	1018.7	-----	8.0	7.7	0.3	6.2	6.0	0.2	63.81
(32, 33)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32, 33)	9	SOV	---	---	2	906.7	-----	7.8	7.6	0.1	6.0	5.9	0.1	65.75
(32, 33)	10	SOV	---	---	5	1190.9	-----	8.4	8.1	0.3	6.5	6.3	0.2	60.78
(33, 34)	1	SOV	---	---	3	1125.4	-----	8.4	8.1	0.3	6.5	6.3	0.2	60.75
(33, 34)	2	SOV	---	---	4	972.9	-----	7.8	7.6	0.1	6.0	5.9	0.1	65.98
(33, 34)	3	SOV	---	---	3	865.4	-----	8.2	8.0	0.2	6.3	6.2	0.1	62.24
(33, 34)	4	SOV	---	---	1	995.2	-----	8.0	7.7	0.3	6.2	6.0	0.2	63.61
(33, 34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(34, 35)	1	SOV	---	---	1	1074.9	-----	8.5	8.2	0.3	6.6	6.3	0.2	60.65
(34, 35)	2	SOV	---	---	2	1042.9	-----	7.8	7.7	0.1	6.0	5.9	0.1	65.87
(34, 35)	3	SOV	---	---	1	873.3	-----	8.3	8.1	0.2	6.4	6.2	0.1	62.45
(34, 35)	4	SOV	---	---	3	971.6	-----	8.1	7.8	0.3	6.3	6.1	0.2	63.41
(34, 35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35, 36)	1	SOV	---	---	4	1041.3	-----	8.9	8.6	0.3	6.9	6.6	0.2	60.52
(35, 36)	2	SOV	---	---	3	1084.2	-----	8.2	8.0	0.1	6.3	6.2	0.1	65.72
(35, 36)	3	SOV	---	---	2	880.7	-----	8.6	8.4	0.2	6.6	6.5	0.1	62.63
(35, 36)	4	SOV	---	---	0	958.5	-----	8.5	8.2	0.3	6.6	6.3	0.2	63.37
(35, 36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(36, 37)	1	SOV	---	---	2	1000.0	-----	9.8	9.5	0.3	7.6	7.3	0.3	60.50
(36, 37)	2	SOV	---	---	4	1117.1	-----	9.0	8.9	0.2	7.0	6.9	0.1	65.51
(36, 37)	3	SOV	---	---	4	913.7	-----	9.4	9.2	0.2	7.3	7.1	0.1	62.99
(36, 37)	4	SOV	---	---	6	926.6	-----	9.4	9.0	0.4	7.2	7.0	0.3	63.19
(36, 37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37, 54)	1	SOV	---	---	4	953.6	-----	11.3	10.9	0.4	8.7	8.4	0.3	60.36
(37, 54)	2	SOV	---	---	3	1156.5	-----	10.4	10.2	0.2	8.0	7.9	0.2	65.22
(37, 54)	3	SOV	---	---	3	923.8	-----	10.8	10.5	0.2	8.3	8.1	0.2	63.04
(37, 54)	4	SOV	---	---	1	919.7	-----	10.7	10.3	0.4	8.3	8.0	0.3	63.22
(37, 54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54, 55)	1	SOV	---	---	2	1023.8	-----	7.4	7.1	0.3	5.7	5.4	0.3	59.90
(54, 55)	2	SOV	---	---	3	1190.6	-----	6.8	6.7	0.2	5.3	5.1	0.1	65.00

(54,	55)	3	SOV	---	---	2	936.3	-----	7.0	6.9	0.2	5.4	5.3	0.1	63.02
(54,	55)	4	SOV	---	---	2	915.6	-----	7.0	6.8	0.3	5.4	5.2	0.2	63.10
(54,	55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	9	SOV	---	---	0	12.0	-----	8.8	7.6	1.2	6.8	5.9	0.9	50.34
(55,	56)	1	SOV	---	---	1	1010.7	-----	5.6	5.4	0.2	4.3	4.2	0.1	60.55
(55,	56)	2	SOV	---	---	2	1195.1	-----	5.2	5.1	0.1	4.1	4.0	0.1	64.94
(55,	56)	3	SOV	---	---	2	969.6	-----	5.4	5.3	0.1	4.2	4.1	0.1	63.17
(55,	56)	4	SOV	---	---	3	905.8	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.14
(55,	56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	1	SOV	---	---	3	1237.6	-----	10.5	10.3	0.3	8.1	7.9	0.2	64.67
(56,	57)	2	SOV	---	---	3	993.2	-----	10.8	10.5	0.3	8.3	8.1	0.2	63.30
(56,	57)	3	SOV	---	---	1	899.2	-----	10.8	10.4	0.4	8.3	8.0	0.3	63.19
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	4	1198.2	-----	11.4	10.8	0.6	8.8	8.3	0.5	59.75
(56,	57)	10	SOV	---	---	0	17.8	-----	13.9	11.6	2.3	10.7	9.0	1.7	49.19
(57,	58)	1	SOV	---	---	1	1251.5	-----	5.3	5.1	0.1	4.1	4.0	0.1	64.77
(57,	58)	2	SOV	---	---	0	1006.4	-----	5.4	5.3	0.1	4.2	4.1	0.1	63.34
(57,	58)	3	SOV	---	---	3	903.8	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.23
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	1	1183.7	-----	5.6	5.4	0.2	4.3	4.2	0.2	60.76
(58,	59)	1	SOV	---	---	1	1254.5	-----	6.1	6.0	0.1	4.7	4.6	0.1	64.68
(58,	59)	2	SOV	---	---	3	996.9	-----	6.2	6.1	0.2	4.8	4.7	0.1	63.35
(58,	59)	3	SOV	---	---	1	881.2	-----	6.3	6.0	0.2	4.8	4.7	0.2	63.21
(58,	59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58,	59)	9	SOV	---	---	2	1211.6	-----	6.5	6.3	0.2	5.0	4.8	0.2	60.92
(59,	60)	1	SOV	---	---	6	1122.1	-----	8.9	8.7	0.2	6.9	6.7	0.2	64.59
(59,	60)	2	SOV	---	---	2	878.3	-----	9.0	8.8	0.2	7.0	6.8	0.1	63.75
(59,	60)	3	SOV	---	---	0	781.1	-----	9.1	8.8	0.3	7.0	6.8	0.2	63.46
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	5	1558.8	-----	9.5	9.0	0.5	7.4	7.0	0.4	60.24
(60,	61)	1	SOV	---	---	7	1427.3	-----	17.1	16.0	1.1	13.2	12.3	0.8	59.95
(60,	61)	2	SOV	---	---	4	1479.0	-----	16.6	15.9	0.7	12.8	12.3	0.5	61.79
(60,	61)	3	SOV	---	---	1	822.5	-----	16.0	15.6	0.4	12.4	12.1	0.3	63.97
(60,	61)	4	SOV	---	---	4	605.9	-----	16.0	15.7	0.4	12.4	12.1	0.3	63.83
(60,	61)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61,	62)	1	SOV	---	---	4	1317.1	-----	11.0	10.6	0.4	8.5	8.2	0.3	62.00
(61,	62)	2	SOV	---	---	2	898.6	-----	10.6	10.4	0.2	8.2	8.0	0.2	64.47
(61,	62)	3	SOV	---	---	3	634.6	-----	10.6	10.4	0.3	8.2	8.0	0.2	64.06
(61,	62)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61,	62)	9	SOV	---	---	1	857.4	-----	11.7	11.0	0.6	9.0	8.5	0.5	58.38

(62,	63)	1	SOV	---	---	9	1226.3	-----	12.3	11.8	0.4	9.5	9.1	0.3	61.51
(62,	63)	2	SOV	---	---	5	955.5	-----	11.7	11.5	0.2	9.1	8.9	0.2	64.43
(62,	63)	3	SOV	---	---	4	665.2	-----	11.8	11.5	0.3	9.1	8.9	0.2	64.20
(62,	63)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(63,	64)	1	SOV	---	---	7	1119.7	-----	12.8	12.3	0.5	9.9	9.5	0.4	61.24
(63,	64)	2	SOV	---	---	4	1024.6	-----	12.2	11.9	0.3	9.4	9.2	0.2	64.25
(63,	64)	3	SOV	---	---	2	693.2	-----	12.2	11.9	0.3	9.4	9.2	0.2	64.24
(63,	64)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64,	65)	1	SOV	---	---	4	1428.3	-----	11.6	10.7	0.9	8.9	8.3	0.7	58.85
(64,	65)	2	SOV	---	---	6	1111.3	-----	10.7	10.4	0.3	8.3	8.0	0.2	63.66
(64,	65)	3	SOV	---	---	2	739.3	-----	10.6	10.3	0.3	8.2	8.0	0.2	64.30
(64,	65)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64,	65)	9	SOV	---	---	0	33.1	-----	14.1	11.9	2.2	10.8	9.1	1.7	48.47
(65,	66)	1	SOV	---	---	2	1352.6	-----	5.6	5.4	0.2	4.3	4.1	0.2	60.62
(65,	66)	2	SOV	---	---	1	1169.6	-----	5.3	5.2	0.1	4.1	4.0	0.1	63.91
(65,	66)	3	SOV	---	---	0	790.6	-----	5.3	5.1	0.1	4.1	4.0	0.1	64.47
(65,	66)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(66,	67)	1	SOV	---	---	4	1385.5	-----	10.5	10.1	0.5	8.1	7.8	0.3	60.88
(66,	67)	2	SOV	---	---	3	1147.2	-----	10.0	9.8	0.2	7.7	7.5	0.2	64.01
(66,	67)	3	SOV	---	---	1	783.9	-----	9.9	9.6	0.3	7.7	7.4	0.2	64.56
(66,	67)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(67,	68)	1	SOV	---	---	6	1881.7	-----	15.0	13.9	1.2	11.6	10.7	0.9	59.09
(67,	68)	2	SOV	---	---	2	872.7	-----	13.9	13.5	0.4	10.7	10.4	0.3	63.94
(67,	68)	3	SOV	---	---	2	558.5	-----	13.6	13.3	0.3	10.5	10.3	0.2	65.12
(67,	68)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(68,	69)	1	SOV	---	---	7	1779.6	-----	17.3	16.2	1.1	13.4	12.5	0.8	59.08
(68,	69)	2	SOV	---	---	6	912.0	-----	15.9	15.6	0.3	12.3	12.1	0.2	64.35
(68,	69)	3	SOV	---	---	8	615.6	-----	15.7	15.3	0.3	12.1	11.8	0.2	65.34
(68,	69)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(69,	70)	1	SOV	---	---	4	618.3	-----	19.1	18.7	0.4	14.7	14.4	0.3	60.56
(69,	70)	2	SOV	---	---	5	901.9	-----	18.0	17.7	0.3	13.9	13.7	0.2	64.22
(69,	70)	3	SOV	---	---	3	652.2	-----	17.6	17.3	0.3	13.6	13.4	0.3	65.52
(69,	70)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(70,	71)	1	SOV	---	---	2	606.4	-----	8.7	8.5	0.2	6.7	6.6	0.1	60.77
(70,	71)	2	SOV	---	---	2	865.6	-----	8.3	8.1	0.2	6.4	6.3	0.1	63.93
(70,	71)	3	SOV	---	---	2	691.5	-----	8.1	7.9	0.2	6.3	6.1	0.1	65.53
(70,	71)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(71, 72)	1	SOV	---	---	6	874.1	-----	17.1	16.3	0.8	13.2	12.6	0.6	59.90
(71, 72)	2	SOV	---	---	3	906.5	-----	16.0	15.7	0.3	12.4	12.1	0.2	63.84
(71, 72)	3	SOV	---	---	3	730.0	-----	15.6	15.3	0.4	12.1	11.8	0.3	65.43
(71, 72)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71, 72)	9	SOV	---	---	0	14.3	-----	19.8	18.0	1.8	15.2	13.8	1.4	51.68
(72, 73)	1	SOV	---	---	4	679.5	-----	24.8	24.0	0.8	19.1	18.5	0.6	60.96
(72, 73)	2	SOV	---	---	5	1242.1	-----	24.1	23.3	0.8	18.6	18.0	0.6	62.70
(72, 73)	3	SOV	---	---	2	599.2	-----	23.2	22.6	0.6	17.9	17.5	0.5	65.07
(72, 73)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(73, 74)	1	SOV	---	---	7	1427.4	-----	16.8	16.2	0.6	13.0	12.5	0.5	60.73
(73, 74)	2	SOV	---	---	3	504.6	-----	15.6	15.3	0.3	12.0	11.8	0.2	65.66
(73, 74)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(73, 74)	9	SOV	---	---	3	589.1	-----	16.9	16.5	0.4	13.0	12.7	0.3	60.52
(74, 75)	1	SOV	---	---	3	584.5	-----	23.2	22.8	0.4	17.9	17.6	0.3	61.72
(74, 75)	2	SOV	---	---	5	551.5	-----	21.7	21.4	0.3	16.8	16.5	0.2	65.88
(74, 75)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(75, 76)	1	SOV	---	---	0	789.7	-----	6.0	5.6	0.3	4.6	4.3	0.2	60.24
(75, 76)	2	SOV	---	---	0	585.3	-----	5.5	5.4	0.1	4.2	4.2	0.1	65.33
(75, 76)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(75, 76)	9	SOV	---	---	0	26.0	-----	6.9	6.3	0.6	5.3	4.9	0.4	52.25
(76, 77)	1	SOV	---	---	2	964.2	-----	3.8	3.4	0.4	3.0	2.6	0.3	57.02
(76, 77)	2	SOV	---	---	1	661.7	-----	3.4	3.3	0.1	2.6	2.5	0.1	64.52
(76, 77)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(76, 77)	9	SOV	---	---	1	60.7	-----	5.3	3.8	1.5	4.1	2.9	1.1	41.56
(568, 569)	1	SOV	---	---	5	1431.9	-----	2.6	2.2	0.4	2.0	1.7	0.3	52.37
(568, 569)	2	SOV	---	---	3	756.8	-----	2.7	2.1	0.6	2.1	1.6	0.5	49.86
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	5	755.2	-----	13.8	13.1	0.7	10.7	10.1	0.6	61.12
(569, 570)	2	SOV	---	---	5	721.7	-----	13.9	13.0	1.0	10.8	10.0	0.7	60.66
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	1	SOV	---	---	2	959.0	-----	9.0	8.6	0.4	6.9	6.6	0.3	62.60
(570, 571)	2	SOV	---	---	4	736.0	-----	9.0	8.6	0.4	6.9	6.6	0.3	62.66
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	9	SOV	---	---	4	1087.9	-----	9.7	8.9	0.8	7.5	6.8	0.6	58.17
(571, 572)	1	SOV	---	---	9	1225.0	-----	16.9	16.0	0.9	13.0	12.3	0.7	60.66
(571, 572)	2	SOV	---	---	7	1066.2	-----	16.0	15.6	0.4	12.3	12.0	0.3	64.04
(571, 572)	3	SOV	---	---	3	757.4	-----	16.3	15.6	0.7	12.6	12.1	0.5	62.88
(571, 572)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(571, 572)	9	SOV	---	---	0	13.3	-----	20.4	17.2	3.2	15.8	13.4	2.5	50.03
(572, 573)	1	SOV	---	---	5	1234.9	-----	24.5	23.5	1.1	18.9	18.1	0.8	60.97
(572, 573)	2	SOV	---	---	4	1091.2	-----	23.3	22.8	0.6	18.0	17.6	0.4	64.13
(572, 573)	3	SOV	---	---	0	736.4	-----	23.6	22.7	0.8	18.2	17.6	0.7	63.42
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	11	1311.0	-----	17.0	16.2	0.8	13.1	12.5	0.6	60.21
(573, 574)	2	SOV	---	---	8	1044.1	-----	16.0	15.6	0.4	12.3	12.0	0.3	64.04
(573, 574)	3	SOV	---	---	2	706.7	-----	16.0	15.5	0.5	12.3	11.9	0.4	64.07
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	2	885.1	-----	14.2	13.7	0.5	10.9	10.6	0.4	60.89
(574, 575)	2	SOV	---	---	3	1049.4	-----	13.5	13.2	0.3	10.4	10.2	0.2	63.99
(574, 575)	3	SOV	---	---	4	748.8	-----	13.4	13.0	0.4	10.4	10.0	0.3	64.24
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	3	790.9	-----	19.5	18.8	0.8	15.1	14.5	0.6	60.72
(575, 576)	2	SOV	---	---	6	1105.3	-----	18.7	18.2	0.4	14.4	14.1	0.3	63.57
(575, 576)	3	SOV	---	---	5	792.5	-----	18.4	17.8	0.6	14.2	13.8	0.4	64.47
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	12	2122.3	-----	19.8	15.9	3.8	15.2	12.3	2.9	51.77
(576, 577)	2	SOV	---	---	4	1518.3	-----	16.9	15.8	1.2	13.1	12.1	0.9	60.44
(576, 577)	3	SOV	---	---	1	972.9	-----	16.0	15.3	0.7	12.4	11.8	0.6	63.74
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	1	100.4	-----	26.2	20.5	5.6	20.2	15.9	4.4	39.09
(577, 578)	1	SOV	---	---	6	1907.5	-----	14.3	13.6	0.7	11.1	10.5	0.6	60.69
(577, 578)	2	SOV	---	---	6	1654.8	-----	13.8	13.4	0.4	10.7	10.3	0.3	62.89
(577, 578)	3	SOV	---	---	4	1152.0	-----	13.5	13.0	0.5	10.4	10.0	0.4	64.39
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	9	2302.2	-----	12.3	11.3	1.1	9.5	8.7	0.8	58.67
(578, 579)	2	SOV	---	---	4	1440.0	-----	11.5	11.1	0.4	8.9	8.6	0.3	62.97
(578, 579)	3	SOV	---	---	2	971.6	-----	11.1	10.8	0.3	8.6	8.3	0.2	65.13
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(579, 580)	1	SOV	---	---	6	2260.6	-----	5.8	5.3	0.5	4.5	4.1	0.3	58.88
(579, 580)	2	SOV	---	---	3	1448.9	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.28
(579, 580)	3	SOV	---	---	2	999.1	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.34
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	10	2181.7	-----	11.6	10.8	0.8	9.0	8.4	0.6	58.53
(580, 581)	2	SOV	---	---	3	1463.9	-----	10.8	10.5	0.3	8.3	8.1	0.2	63.32
(580, 581)	3	SOV	---	---	5	1058.3	-----	10.5	10.1	0.3	8.1	7.8	0.3	65.11
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(581, 582)	1	SOV	---	---	5	1203.8	-----	11.8	11.3	0.5	9.1	8.7	0.4	60.33
(581, 582)	2	SOV	---	---	7	1436.3	-----	11.3	11.0	0.3	8.7	8.5	0.2	63.27
(581, 582)	3	SOV	---	---	5	1120.9	-----	10.9	10.6	0.3	8.4	8.2	0.2	65.28
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	3	1144.7	-----	13.9	13.4	0.5	10.7	10.3	0.4	61.02
(582, 583)	2	SOV	---	---	5	1437.6	-----	13.5	13.1	0.4	10.4	10.1	0.3	62.85
(582, 583)	3	SOV	---	---	7	1176.0	-----	13.0	12.6	0.4	10.1	9.7	0.3	65.03
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	10	1773.8	-----	12.5	10.7	1.8	9.7	8.2	1.4	54.40
(583, 584)	2	SOV	---	---	6	1590.7	-----	11.1	10.5	0.6	8.6	8.1	0.4	61.35
(583, 584)	3	SOV	---	---	5	1262.8	-----	10.5	10.1	0.4	8.1	7.8	0.3	64.70
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	1	72.4	-----	15.6	12.1	3.6	12.1	9.3	2.8	43.59
(584, 585)	1	SOV	---	---	15	2506.6	-----	20.9	16.0	4.9	16.1	12.3	3.8	48.97
(584, 585)	2	SOV	---	---	9	1819.6	-----	17.2	15.8	1.4	13.3	12.2	1.1	59.37
(584, 585)	3	SOV	---	---	5	1376.2	-----	16.0	15.2	0.7	12.3	11.8	0.6	64.04
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	1	126.9	-----	20.8	19.9	0.9	16.1	15.4	0.7	49.21
(585, 586)	1	SOV	---	---	3	2650.6	-----	8.9	7.7	1.2	6.9	5.9	1.0	54.89
(585, 586)	2	SOV	---	---	1	1768.1	-----	8.0	7.6	0.5	6.2	5.8	0.3	60.99
(585, 586)	3	SOV	---	---	2	1414.3	-----	7.6	7.3	0.3	5.9	5.6	0.2	64.21
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	4	2547.9	-----	7.7	7.0	0.7	5.9	5.4	0.5	58.19
(586, 587)	2	SOV	---	---	2	1817.5	-----	7.2	6.9	0.3	5.5	5.3	0.2	62.22
(586, 587)	3	SOV	---	---	1	1474.5	-----	6.9	6.7	0.3	5.3	5.2	0.2	64.43
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	3	2502.9	-----	5.8	5.3	0.4	4.4	4.1	0.3	59.28
(587, 588)	2	SOV	---	---	3	1821.7	-----	5.5	5.3	0.2	4.2	4.1	0.2	62.40
(587, 588)	3	SOV	---	---	1	1521.1	-----	5.3	5.1	0.2	4.1	3.9	0.2	64.29
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(588, 589)	1	SOV	---	---	3	2448.2	-----	11.7	10.8	0.9	9.1	8.3	0.7	58.06
(588, 589)	2	SOV	---	---	3	1839.6	-----	11.0	10.5	0.4	8.5	8.1	0.3	62.20
(588, 589)	3	SOV	---	---	3	1565.7	-----	10.6	10.2	0.4	8.2	7.9	0.3	64.14
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	4	1184.8	-----	9.4	8.9	0.5	7.2	6.8	0.4	59.23
(589, 590)	2	SOV	---	---	8	1738.8	-----	9.0	8.6	0.4	6.9	6.7	0.3	61.72
(589, 590)	3	SOV	---	---	8	1638.4	-----	8.7	8.4	0.4	6.7	6.4	0.3	63.51
(589, 590)	4	HOV	0	1624	2	322.9	322.9	8.7	8.3	0.4	6.7	6.4	0.3	63.90

(590, 591)	1	SOV	---	---	1	202.9	-----	6.6	6.1	0.5	5.1	4.7	0.4	63.01
(590, 591)	2	SOV	---	---	3	1309.8	-----	6.9	6.7	0.2	5.3	5.2	0.1	60.85
(590, 591)	3	SOV	---	---	3	1725.3	-----	6.7	6.5	0.3	5.2	5.0	0.2	62.09
(590, 591)	4	SOV	---	---	6	1639.9	-----	6.6	6.3	0.3	5.1	4.8	0.2	63.78
(590, 591)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	3	335.1	-----	7.1	6.9	0.2	5.5	5.3	0.2	65.68
(591, 592)	2	SOV	---	---	1	1214.4	-----	7.6	7.5	0.1	5.9	5.8	0.1	61.00
(591, 592)	3	SOV	---	---	6	1673.9	-----	7.5	7.2	0.3	5.8	5.6	0.2	61.93
(591, 592)	4	SOV	---	---	7	1650.9	-----	7.3	7.0	0.3	5.6	5.4	0.3	63.66
(591, 592)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	1	406.1	-----	10.3	10.1	0.2	8.0	7.8	0.2	66.10
(592, 593)	2	SOV	---	---	5	1501.5	-----	11.3	10.8	0.5	8.7	8.3	0.4	60.47
(592, 593)	3	SOV	---	---	5	1590.2	-----	11.1	10.6	0.5	8.5	8.2	0.4	61.70
(592, 593)	4	SOV	---	---	4	1376.0	-----	10.7	10.2	0.5	8.3	7.9	0.4	63.71
(592, 593)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	1	SOV	---	---	1	648.2	-----	5.5	5.0	0.5	4.3	3.9	0.4	61.66
(593, 594)	2	SOV	---	---	3	2380.3	-----	5.9	5.3	0.5	4.5	4.1	0.4	58.14
(593, 594)	3	SOV	---	---	3	1123.6	-----	5.6	5.4	0.2	4.3	4.1	0.2	61.16
(593, 594)	4	SOV	---	---	2	719.0	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.11
(593, 594)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	1	SOV	---	---	4	1009.4	-----	10.6	10.2	0.5	8.2	7.8	0.4	64.17
(594, 595)	2	SOV	---	---	9	2055.9	-----	11.4	10.7	0.6	8.8	8.3	0.5	59.94
(594, 595)	3	SOV	---	---	6	1030.3	-----	11.0	10.7	0.3	8.5	8.3	0.2	61.96
(594, 595)	4	SOV	---	---	4	775.8	-----	10.4	10.2	0.2	8.0	7.9	0.2	65.56
(594, 595)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	1	SOV	---	---	3	985.0	-----	7.3	7.1	0.2	5.6	5.5	0.1	62.12
(595, 596)	2	SOV	---	---	4	813.0	-----	6.9	6.7	0.2	5.3	5.2	0.2	65.50
(595, 596)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	6	1947.8	-----	8.1	7.6	0.6	6.3	5.8	0.4	55.74
(595, 596)	10	SOV	---	---	5	1116.1	-----	7.6	7.3	0.2	5.8	5.7	0.2	59.92
(596, 597)	1	SOV	---	---	3	953.8	-----	7.8	7.6	0.2	6.0	5.9	0.2	61.80
(596, 597)	2	SOV	---	---	2	845.4	-----	7.4	7.3	0.2	5.7	5.6	0.1	65.42
(596, 597)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	1	SOV	---	---	2	923.5	-----	9.1	8.9	0.2	7.0	6.8	0.2	61.59
(597, 598)	2	SOV	---	---	2	876.9	-----	8.6	8.4	0.2	6.6	6.5	0.2	65.26
(597, 598)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	1	SOV	---	---	3	884.6	-----	4.8	4.7	0.1	3.7	3.6	0.1	61.53
(598, 599)	2	SOV	---	---	2	914.1	-----	4.5	4.4	0.1	3.5	3.4	0.1	65.00

(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(600, 601)	1	SOV	---	---	0	832.2	-----	6.6	6.4	0.2	5.1	4.9	0.1	61.47
(600, 601)	2	SOV	---	---	0	967.6	-----	6.2	6.1	0.2	4.8	4.7	0.1	64.81
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	2	1019.5	-----	8.6	8.0	0.6	6.6	6.1	0.5	59.31
(601, 602)	2	SOV	---	---	1	1021.5	-----	7.9	7.7	0.3	6.1	5.9	0.2	64.35
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	9	SOV	---	---	10	1554.2	-----	9.7	7.9	1.7	7.4	6.1	1.3	52.94
(601, 602)	10	SOV	---	---	1	91.9	-----	11.2	9.6	1.6	8.6	7.4	1.2	45.73
(602, 603)	1	SOV	---	---	2	1161.8	-----	8.3	8.0	0.3	6.4	6.1	0.3	61.51
(602, 603)	2	SOV	---	---	1	1082.5	-----	8.0	7.7	0.3	6.1	5.9	0.2	64.21
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	9	SOV	---	---	4	1445.2	-----	8.5	8.0	0.6	6.6	6.1	0.4	59.87
(603, 604)	1	SOV	---	---	2	1183.2	-----	7.0	6.8	0.2	5.4	5.2	0.1	62.62
(603, 604)	2	SOV	---	---	1	1096.2	-----	6.8	6.6	0.2	5.2	5.1	0.2	64.39
(603, 604)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 604)	9	SOV	---	---	3	1412.9	-----	7.1	6.8	0.3	5.5	5.2	0.2	61.68
(604, 605)	1	SOV	---	---	2	1220.0	-----	7.9	7.7	0.2	6.1	5.9	0.2	62.70
(604, 605)	2	SOV	---	---	1	1099.9	-----	7.7	7.5	0.2	5.9	5.8	0.2	64.36
(604, 605)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(604, 605)	9	SOV	---	---	3	1378.6	-----	8.1	7.7	0.4	6.2	5.9	0.3	61.31
(605, 606)	1	SOV	---	---	5	1228.7	-----	10.4	10.1	0.3	8.0	7.8	0.2	62.60
(605, 606)	2	SOV	---	---	1	1124.3	-----	10.1	9.8	0.4	7.8	7.5	0.3	64.12
(605, 606)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(605, 606)	9	SOV	---	---	7	1341.2	-----	10.6	10.1	0.5	8.2	7.8	0.4	61.15
(606, 607)	1	SOV	---	---	3	1228.3	-----	8.2	8.0	0.2	6.3	6.2	0.2	62.57
(606, 607)	2	SOV	---	---	3	1152.9	-----	8.0	7.8	0.3	6.2	6.0	0.2	64.04
(606, 607)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(606, 607)	9	SOV	---	---	1	1305.7	-----	8.5	8.0	0.4	6.5	6.2	0.3	60.91
(607, 608)	1	SOV	---	---	0	1240.1	-----	7.2	6.9	0.2	5.5	5.4	0.2	62.54
(607, 608)	2	SOV	---	---	1	1160.6	-----	7.0	6.7	0.3	5.4	5.2	0.2	64.06
(607, 608)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(607, 608)	9	SOV	---	---	1	1284.5	-----	7.4	7.0	0.4	5.7	5.4	0.3	60.91
(608, 609)	1	SOV	---	---	4	1253.1	-----	8.9	8.6	0.3	6.9	6.6	0.2	62.49
(608, 609)	2	SOV	---	---	2	1180.6	-----	8.7	8.4	0.3	6.7	6.5	0.3	64.00
(608, 609)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(608, 609)	9	SOV	---	---	1	1251.6	-----	9.1	8.7	0.4	7.0	6.7	0.3	60.95

(609, 610)	1	SOV	---	---	3	1261.3	-----	10.1	9.8	0.3	7.8	7.5	0.2	62.54
(609, 610)	2	SOV	---	---	1	1180.0	-----	9.9	9.5	0.4	7.6	7.3	0.3	63.98
(609, 610)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(609, 610)	9	SOV	---	---	3	1236.4	-----	10.4	9.9	0.5	8.0	7.6	0.4	60.92
(610, 611)	1	SOV	---	---	1	1561.3	-----	7.9	7.5	0.4	6.1	5.8	0.3	61.55
(610, 611)	2	SOV	---	---	1	1039.0	-----	7.6	7.3	0.3	5.9	5.7	0.2	63.87
(610, 611)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(610, 611)	9	SOV	---	---	0	1076.8	-----	8.0	7.6	0.4	6.2	5.9	0.3	61.02
(611, 612)	1	SOV	---	---	3	2085.5	-----	8.7	7.9	0.8	6.7	6.1	0.6	58.67
(611, 612)	2	SOV	---	---	0	784.7	-----	8.0	7.6	0.4	6.2	5.9	0.3	63.22
(611, 612)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(611, 612)	9	SOV	---	---	0	810.6	-----	8.3	7.8	0.4	6.4	6.1	0.3	61.55
(612, 613)	1	SOV	---	---	11	1816.7	-----	17.2	16.2	1.0	13.2	12.5	0.7	59.62
(612, 613)	2	SOV	---	---	6	912.2	-----	15.8	15.3	0.5	12.2	11.8	0.3	64.91
(612, 613)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(612, 613)	9	SOV	---	---	7	946.3	-----	16.9	16.3	0.6	13.0	12.6	0.5	60.48
(613, 614)	1	SOV	---	---	0	939.0	-----	3.6	3.4	0.2	2.8	2.6	0.2	59.41
(613, 614)	2	SOV	---	---	0	872.2	-----	3.3	3.2	0.1	2.5	2.5	0.1	64.80
(613, 614)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(614, 615)	1	SOV	---	---	1	942.0	-----	3.2	3.1	0.1	2.5	2.4	0.1	60.79
(614, 615)	2	SOV	---	---	2	870.4	-----	3.0	2.9	0.1	2.3	2.3	0.1	65.02
(614, 615)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(615, 616)	1	SOV	---	---	3	940.3	-----	5.5	5.4	0.2	4.3	4.1	0.1	61.50
(615, 616)	2	SOV	---	---	2	871.3	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.10
(615, 616)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(616, 617)	1	SOV	---	---	5	946.0	-----	11.2	10.9	0.4	8.7	8.4	0.3	60.73
(616, 617)	2	SOV	---	---	3	866.5	-----	10.5	10.3	0.3	8.1	7.9	0.2	64.91
(616, 617)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 618)	1	SOV	---	---	6	706.0	-----	11.0	10.7	0.3	8.5	8.3	0.2	61.77
(617, 618)	2	SOV	---	---	4	845.8	-----	10.5	10.2	0.3	8.1	7.9	0.2	64.67
(617, 618)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(618, 619)	1	SOV	---	---	3	720.1	-----	9.9	9.7	0.2	7.6	7.4	0.2	61.97
(618, 619)	2	SOV	---	---	6	823.6	-----	9.5	9.2	0.2	7.3	7.1	0.2	64.49
(618, 619)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(619, 620)	1	SOV	---	---	2	721.7	-----	4.6	4.5	0.1	3.5	3.5	0.1	61.93
(619, 620)	2	SOV	---	---	0	819.2	-----	4.4	4.3	0.1	3.4	3.3	0.1	64.50
(619, 620)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(599, 600)	1	SOV	---	---	0	858.2	-----	4.3	4.2	0.1	3.3	3.2	0.1	61.50
(599, 600)	2	SOV	---	---	0	937.7	-----	4.1	4.0	0.1	3.1	3.1	0.1	64.89
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	0	987.0	-----	2.2	2.0	0.2	1.7	1.6	0.1	57.93
(77,7053)	2	SOV	---	---	0	698.4	-----	2.0	1.9	0.0	1.5	1.5	0.0	64.51
(77,7053)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7054, 568)	1	SOV	---	---	2	1494.5	-----	3.2	2.3	0.9	2.5	1.8	0.7	48.81
(7054, 568)	2	SOV	---	---	1	880.2	-----	3.3	2.3	1.0	2.6	1.8	0.8	47.36
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(396, 397)	1	SOV	---	---	13	1277.3	-----	25.4	24.2	1.3	19.7	18.7	1.0	61.21
(396, 397)	2	SOV	---	---	8	1458.5	-----	25.0	24.0	1.0	19.3	18.5	0.8	62.38
(396, 397)	3	SOV	---	---	9	1295.5	-----	25.0	23.8	1.2	19.3	18.4	0.9	62.32
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	2	2050.2	-----	8.3	7.4	0.8	6.4	5.7	0.6	57.61
(397, 398)	2	SOV	---	---	2	1187.9	-----	7.7	7.3	0.3	5.9	5.7	0.3	62.24
(397, 398)	3	SOV	---	---	0	1025.7	-----	7.6	7.3	0.3	5.8	5.6	0.2	63.17
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	0	386.0	-----	8.3	7.3	1.0	6.4	5.6	0.8	57.47
(398, 564)	1	SOV	---	---	7	1766.9	-----	9.1	8.6	0.5	7.0	6.6	0.4	60.25
(398, 564)	2	SOV	---	---	4	1274.7	-----	8.7	8.4	0.3	6.7	6.5	0.2	62.87
(398, 564)	3	SOV	---	---	1	1065.3	-----	8.7	8.3	0.3	6.7	6.4	0.3	63.04
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(398, 564)	9	SOV	---	---	0	542.3	-----	8.5	8.2	0.4	6.6	6.3	0.3	63.86
(620, 369)	1	SOV	---	---	1	714.2	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.00
(620, 369)	2	SOV	---	---	1	825.8	-----	5.2	5.1	0.1	4.0	3.9	0.1	64.49
(620, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 114)	1	SOV	---	---	0	254.0	-----	8.1	8.0	0.1	6.3	6.2	0.1	54.57
(114, 115)	1	SOV	---	---	1	254.0	-----	11.5	11.2	0.2	8.8	8.7	0.2	50.02
(117, 416)	1	SOV	---	---	1	251.6	-----	8.9	8.7	0.2	6.9	6.7	0.1	49.12
(399, 402)	1	SOV	---	---	1	599.5	-----	20.2	19.9	0.2	15.6	15.4	0.2	55.74
(399, 402)	2	SOV	---	---	3	618.7	-----	21.3	21.0	0.3	16.5	16.2	0.2	52.68
(625, 132)	1	SOV	---	---	0	851.0	-----	3.2	2.7	0.5	2.5	2.1	0.4	43.76
(626, 627)	1	SOV	---	---	0	463.4	-----	4.6	4.5	0.1	3.6	3.5	0.1	61.54
(626, 627)	2	SOV	---	---	0	336.6	-----	4.3	4.2	0.1	3.4	3.3	0.1	65.82

(627, 190)	1	SOV	---	---	0	460.2	-----	3.5	3.5	0.1	2.7	2.7	0.0	62.09
(627, 190)	2	SOV	---	---	0	339.8	-----	3.3	3.2	0.0	2.5	2.5	0.0	66.70
(629, 255)	1	SOV	---	---	1	476.3	-----	4.9	4.3	0.6	3.7	3.3	0.4	47.36
(628, 629)	1	SOV	---	---	2	476.2	-----	5.9	5.3	0.6	4.6	4.1	0.5	39.92
(631, 280)	1	SOV	---	---	0	813.3	-----	6.6	6.2	0.4	5.1	4.8	0.3	51.20
(630, 631)	1	SOV	---	---	2	811.5	-----	6.0	5.8	0.3	4.7	4.5	0.2	48.32
(632, 633)	1	SOV	---	---	3	960.6	-----	8.3	8.0	0.3	6.4	6.2	0.2	53.45
(632, 633)	2	SOV	---	---	4	902.7	-----	8.4	8.1	0.3	6.5	6.3	0.2	52.83
(635, 54)	1	SOV	---	---	0	122.0	-----	8.4	7.9	0.5	6.5	6.1	0.4	51.18
(634, 635)	1	SOV	---	---	0	122.0	-----	7.6	7.1	0.6	5.9	5.5	0.4	41.74
(637, 56)	1	SOV	---	---	3	265.9	-----	8.1	8.0	0.1	6.3	6.2	0.1	54.18
(636, 637)	1	SOV	---	---	2	265.8	-----	5.7	5.6	0.1	4.4	4.3	0.1	54.04
(61, 638)	1	SOV	---	---	3	619.0	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.40
(638, 639)	1	SOV	---	---	0	132.2	-----	4.4	4.2	0.2	3.4	3.2	0.1	52.70
(638, 639)	2	SOV	---	---	0	487.1	-----	4.4	4.2	0.2	3.4	3.2	0.1	52.79
(62, 640)	1	SOV	---	---	2	859.4	-----	5.2	5.0	0.2	4.0	3.9	0.2	52.76
(640, 641)	1	SOV	---	---	0	250.2	-----	2.9	2.8	0.1	2.2	2.1	0.1	52.55
(640, 641)	2	SOV	---	---	0	607.8	-----	2.8	2.7	0.1	2.2	2.1	0.1	52.90
(643, 64)	1	SOV	---	---	2	477.4	-----	7.5	7.3	0.2	5.8	5.6	0.2	52.83
(642, 643)	1	SOV	---	---	2	320.6	-----	6.6	5.9	0.7	5.1	4.6	0.5	48.95
(642, 643)	2	SOV	---	---	0	158.0	-----	6.8	6.1	0.7	5.3	4.7	0.6	47.71
(69, 644)	1	SOV	---	---	0	836.0	-----	4.6	4.4	0.2	3.6	3.4	0.2	51.85
(69, 644)	2	SOV	---	---	0	286.0	-----	4.6	4.3	0.3	3.5	3.3	0.2	52.30
(644, 645)	1	SOV	---	---	0	12.8	-----	3.4	3.3	0.2	2.7	2.5	0.1	49.19
(644, 645)	2	SOV	---	---	0	332.6	-----	3.3	3.2	0.1	2.5	2.5	0.0	51.81
(644, 645)	3	SOV	---	---	0	776.6	-----	3.4	3.3	0.1	2.6	2.5	0.1	49.99
(647, 71)	1	SOV	---	---	0	361.1	-----	9.5	8.8	0.7	7.3	6.8	0.5	50.57

(646, 647)	1	SOV	---	---	2	358.8	-----	8.2	7.6	0.6	6.4	5.9	0.5	41.41
(74, 648)	1	SOV	---	---	0	611.5	-----	5.9	5.8	0.1	4.6	4.5	0.1	53.49
(74, 648)	2	SOV	---	---	1	776.1	-----	5.9	5.8	0.1	4.6	4.4	0.1	53.69
(648, 649)	1	SOV	---	---	0	632.9	-----	5.0	4.9	0.1	3.9	3.8	0.1	53.68
(648, 649)	2	SOV	---	---	1	753.6	-----	5.0	4.9	0.1	3.9	3.8	0.1	53.56
(651, 75)	1	SOV	---	---	1	269.8	-----	5.4	4.9	0.5	4.2	3.8	0.4	49.03
(650, 651)	1	SOV	---	---	1	269.2	-----	5.3	4.7	0.6	4.1	3.6	0.4	40.18
(653, 76)	1	SOV	---	---	1	287.2	-----	3.1	3.1	0.1	2.4	2.4	0.1	53.48
(652, 653)	1	SOV	---	---	0	288.0	-----	3.6	3.4	0.1	2.8	2.7	0.1	53.14
(569, 654)	1	SOV	---	---	2	435.9	-----	3.5	3.3	0.2	2.7	2.5	0.2	51.36
(569, 654)	2	SOV	---	---	0	267.2	-----	3.5	3.2	0.3	2.7	2.4	0.3	51.27
(656, 570)	1	SOV	---	---	2	1304.3	-----	6.5	5.8	0.7	5.0	4.5	0.5	48.15
(655, 656)	1	SOV	---	---	0	1301.9	-----	7.6	6.8	0.7	5.8	5.3	0.6	40.56
(658, 571)	1	SOV	---	---	2	275.4	-----	6.7	6.6	0.1	5.1	5.1	0.1	54.10
(657, 658)	1	SOV	---	---	4	276.4	-----	5.6	5.6	0.1	4.3	4.3	0.1	53.99
(574, 660)	1	SOV	---	---	0	374.0	-----	2.8	2.8	0.1	2.2	2.1	0.0	53.97
(660, 661)	1	SOV	---	---	0	374.3	-----	2.8	2.7	0.1	2.2	2.1	0.1	51.46
(663, 576)	1	SOV	---	---	2	1753.7	-----	7.8	6.2	1.6	6.0	4.8	1.2	43.67
(663, 576)	2	SOV	---	---	1	276.4	-----	9.8	7.1	2.7	7.6	5.5	2.1	34.54
(662, 663)	1	SOV	---	---	0	183.7	-----	6.9	4.5	2.4	5.4	3.5	1.9	32.92
(662, 663)	2	SOV	---	---	2	1843.8	-----	5.9	4.5	1.4	4.5	3.4	1.1	38.76
(581, 664)	1	SOV	---	---	2	935.7	-----	7.5	7.2	0.3	5.8	5.6	0.2	52.93
(664, 665)	1	SOV	---	---	0	936.0	-----	2.9	2.8	0.1	2.2	2.1	0.1	52.71
(667, 583)	1	SOV	---	---	6	945.7	-----	12.6	10.9	1.7	9.7	8.4	1.3	46.61
(666, 667)	1	SOV	---	---	3	948.9	-----	4.3	4.0	0.3	3.3	3.1	0.2	34.06
(669, 584)	1	SOV	---	---	4	1006.1	-----	7.9	7.3	0.6	6.1	5.6	0.5	50.52
(669, 584)	2	SOV	---	---	1	120.1	-----	8.3	7.6	0.7	6.4	5.9	0.5	47.74

(668, 669)	1	SOV	---	---	0	56.3	-----	6.8	4.2	2.6	5.2	3.2	2.0	32.02
(668, 669)	2	SOV	---	---	5	1075.3	-----	4.3	3.9	0.4	3.3	3.0	0.3	50.41
(589, 670)	1	SOV	---	---	1	971.6	-----	3.0	2.8	0.1	2.3	2.2	0.1	52.65
(670, 671)	1	SOV	---	---	0	972.8	-----	2.8	2.7	0.1	2.2	2.1	0.1	53.01
(672, 673)	1	SOV	---	---	0	914.5	-----	6.4	6.0	0.4	4.9	4.6	0.3	47.13
(674, 675)	1	SOV	---	---	2	961.5	-----	3.9	3.8	0.2	3.0	2.9	0.1	52.51
(676, 677)	1	SOV	---	---	8	1726.7	-----	19.9	18.6	1.3	15.4	14.3	1.0	51.40
(676, 677)	2	SOV	---	---	2	1061.0	-----	19.6	18.9	0.7	15.1	14.6	0.5	52.17
(676, 677)	3	SOV	---	---	0	43.2	-----	19.6	19.3	0.3	15.1	14.9	0.2	52.09
(676, 677)	9	SOV	---	---	1	244.8	-----	19.3	18.8	0.5	15.0	14.5	0.4	52.86
(677, 680)	1	SOV	---	---	4	636.0	-----	16.5	16.1	0.3	12.7	12.4	0.3	55.54
(677, 680)	2	SOV	---	---	3	915.2	-----	17.5	17.0	0.4	13.4	13.1	0.3	52.36
(677, 678)	1	SOV	---	---	0	588.0	-----	5.1	5.1	0.0	3.9	3.9	0.0	50.28
(677, 678)	2	SOV	---	---	0	942.2	-----	5.3	5.2	0.1	4.1	4.0	0.1	48.37
(678, 679)	1	SOV	---	---	1	616.2	-----	5.5	5.5	0.0	4.3	4.3	0.0	50.38
(678, 679)	2	SOV	---	---	1	915.6	-----	5.8	5.7	0.2	4.5	4.4	0.1	47.95
(680, 681)	1	SOV	---	---	1	722.0	-----	8.9	8.7	0.2	6.8	6.7	0.1	55.68
(680, 681)	2	SOV	---	---	2	833.3	-----	9.5	9.2	0.3	7.3	7.1	0.2	51.95
(681, 682)	1	SOV	---	---	0	753.0	-----	9.2	9.0	0.2	7.1	7.0	0.1	55.69
(681, 682)	2	SOV	---	---	3	800.4	-----	9.9	9.6	0.3	7.6	7.4	0.2	51.84
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(686, 111)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(685, 681)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(682, 683)	1	SOV	---	---	2	781.5	-----	9.2	9.0	0.2	7.1	7.0	0.1	55.67
(682, 683)	2	SOV	---	---	4	770.1	-----	9.9	9.6	0.2	7.6	7.4	0.2	51.81
(687, 688)	1	SOV	---	---	1	800.7	-----	6.8	6.7	0.1	5.3	5.2	0.1	46.36
(687, 688)	2	SOV	---	---	1	745.1	-----	7.3	7.1	0.2	5.6	5.5	0.2	43.16
(688,7027)	1	SOV	---	---	2	794.5	-----	4.4	4.4	0.0	3.4	3.4	0.0	40.73
(688,7027)	2	SOV	---	---	1	748.8	-----	4.8	4.8	0.1	3.7	3.7	0.1	37.37

(7056, 626)	1	SOV	---	---	1	499.6	-----	5.3	4.6	0.7	4.0	3.5	0.5	54.93
(7056, 626)	2	SOV	---	---	0	335.2	-----	4.7	4.2	0.5	3.6	3.3	0.4	61.27
(679,7058)	1	SOV	---	---	0	631.9	-----	3.1	3.1	0.0	2.4	2.4	0.0	50.05
(679,7058)	2	SOV	---	---	0	900.1	-----	3.3	3.2	0.1	2.5	2.4	0.1	47.08
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	1	519.1	-----	4.3	4.1	0.2	3.3	3.1	0.2	33.94
(7061, 630)	1	SOV	---	---	1	858.6	-----	4.8	4.4	0.4	3.7	3.4	0.3	46.18
(7062, 674)	1	SOV	---	---	0	1068.6	-----	2.4	2.0	0.3	1.8	1.6	0.3	47.94
(7063, 672)	1	SOV	---	---	1	951.7	-----	7.5	6.8	0.7	5.8	5.2	0.5	41.27
(671,7064)	1	SOV	---	---	0	973.5	-----	2.4	2.3	0.1	1.8	1.8	0.1	52.65
(633,7065)	1	SOV	---	---	1	949.2	-----	4.2	4.1	0.1	3.3	3.2	0.1	53.35
(633,7065)	2	SOV	---	---	2	912.2	-----	4.3	4.2	0.1	3.3	3.2	0.1	52.58
(7066, 634)	1	SOV	---	---	0	133.1	-----	4.1	3.9	0.2	3.1	3.0	0.1	34.93
(7067, 636)	1	SOV	---	---	1	280.0	-----	5.1	4.7	0.4	3.9	3.6	0.3	50.84
(665,7068)	1	SOV	---	---	1	935.8	-----	2.7	2.6	0.2	2.1	2.0	0.1	51.16
(7069, 666)	1	SOV	---	---	2	1054.1	-----	3.4	3.3	0.1	2.6	2.6	0.1	35.45
(7070, 668)	1	SOV	---	---	0	266.8	-----	4.5	3.9	0.7	3.5	3.0	0.5	47.04
(7070, 668)	2	SOV	---	---	1	935.6	-----	4.1	3.9	0.3	3.2	3.0	0.2	51.91
(639,7071)	1	SOV	---	---	0	50.0	-----	2.2	2.0	0.2	1.7	1.5	0.2	50.60
(639,7071)	2	SOV	---	---	0	570.0	-----	2.2	2.1	0.1	1.7	1.6	0.1	50.88
(7072, 642)	1	SOV	---	---	0	133.4	-----	2.3	1.9	0.5	1.8	1.4	0.3	45.31
(7072, 642)	2	SOV	---	---	0	404.2	-----	2.2	1.9	0.3	1.7	1.4	0.3	47.55
(641,7073)	1	SOV	---	---	0	52.0	-----	2.2	2.2	0.0	1.7	1.7	0.0	52.93
(641,7073)	2	SOV	---	---	0	806.8	-----	2.3	2.3	0.0	1.8	1.8	0.0	50.72
(661,7074)	1	SOV	---	---	0	376.0	-----	2.8	2.6	0.2	2.1	2.0	0.1	46.75
(7075, 662)	1	SOV	---	---	0	549.7	-----	4.5	3.8	0.7	3.5	2.9	0.5	43.73
(7075, 662)	2	SOV	---	---	3	1604.8	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.62
(645,7076)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(645,7076)	2	SOV	---	---	0	121.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	51.80
(645,7076)	3	SOV	---	---	0	1002.9	-----	3.4	3.3	0.1	2.6	2.5	0.1	47.62
(7077, 646)	1	SOV	---	---	1	402.0	-----	3.2	3.0	0.2	2.4	2.3	0.1	34.40
(7078, 657)	1	SOV	---	---	0	294.3	-----	4.5	4.3	0.2	3.5	3.3	0.2	52.37
(7080, 650)	1	SOV	---	---	0	286.0	-----	6.0	5.8	0.2	4.6	4.5	0.2	34.70
(7081, 655)	1	SOV	---	---	0	1415.2	-----	4.2	4.0	0.2	3.3	3.1	0.2	34.06
(649,7082)	1	SOV	---	---	1	642.3	-----	3.8	3.7	0.1	2.9	2.8	0.1	52.92
(649,7082)	2	SOV	---	---	1	744.5	-----	3.9	3.7	0.3	3.0	2.8	0.2	51.20
(7083, 652)	1	SOV	---	---	1	312.1	-----	3.2	2.9	0.4	2.5	2.2	0.3	49.54
(7084, 857)	1	SOV	---	---	0	429.2	-----	2.6	2.3	0.3	2.0	1.8	0.2	49.22
(857, 858)	1	SOV	---	---	0	391.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	53.22
(859,7085)	1	SOV	---	---	0	303.0	-----	6.2	6.0	0.2	4.8	4.7	0.2	52.98
(7086, 860)	1	SOV	---	---	0	48.9	-----	5.9	5.8	0.1	4.5	4.5	0.1	54.06
(860, 861)	1	SOV	---	---	0	47.0	-----	5.7	5.6	0.0	4.4	4.4	0.0	54.40
(866,7087)	1	SOV	---	---	0	68.0	-----	3.8	3.7	0.1	2.9	2.9	0.0	54.74
(873,7088)	1	SOV	---	---	0	47.0	-----	6.9	6.9	0.0	5.3	5.3	0.0	54.99
(7089, 874)	1	SOV	---	---	0	225.0	-----	3.8	3.6	0.2	2.9	2.8	0.2	51.73
(874, 875)	1	SOV	---	---	0	211.0	-----	3.7	3.6	0.1	2.9	2.8	0.1	53.92
(876,7090)	1	SOV	---	---	0	31.0	-----	6.0	6.0	0.0	4.7	4.6	0.0	53.45
(7091, 877)	1	SOV	---	---	0	65.0	-----	5.0	3.6	1.5	3.9	2.8	1.1	39.85
(877, 878)	1	SOV	---	---	0	61.0	-----	4.5	4.3	0.2	3.5	3.3	0.2	51.89
(879, 880)	1	SOV	---	---	5	993.1	-----	13.9	13.7	0.2	10.8	10.6	0.1	64.28
(879, 880)	2	SOV	---	---	4	1034.3	-----	13.9	13.7	0.2	10.7	10.6	0.1	64.21
(880, 881)	1	SOV	---	---	6	981.8	-----	19.9	19.5	0.3	15.4	15.1	0.3	63.84
(880, 881)	2	SOV	---	---	6	1015.3	-----	19.9	19.5	0.4	15.4	15.1	0.3	63.79
(881, 882)	1	SOV	---	---	7	993.1	-----	16.4	16.0	0.4	12.7	12.4	0.3	63.22

(881, 882)	2	SOV	---	---	5	1004.7	-----	16.4	16.0	0.5	12.7	12.4	0.4	63.14
(882, 883)	1	SOV	---	---	4	997.7	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.73
(882, 883)	2	SOV	---	---	3	1002.8	-----	16.3	15.7	0.5	12.6	12.2	0.4	62.91
(883, 884)	1	SOV	---	---	2	945.7	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.79
(883, 884)	2	SOV	---	---	2	1007.7	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.76
(883, 873)	1	SOV	---	---	0	47.0	-----	7.5	7.4	0.0	5.8	5.7	0.0	55.00
(884, 885)	1	SOV	---	---	4	953.7	-----	12.1	11.6	0.4	9.3	9.0	0.3	62.63
(884, 885)	2	SOV	---	---	4	1002.1	-----	12.1	11.6	0.4	9.3	9.0	0.3	62.63
(885, 886)	1	SOV	---	---	4	956.3	-----	14.9	14.4	0.6	11.5	11.1	0.4	62.63
(885, 886)	2	SOV	---	---	3	999.1	-----	15.0	14.4	0.6	11.6	11.2	0.4	62.45
(886, 887)	1	SOV	---	---	4	1112.9	-----	16.7	15.7	0.9	12.9	12.2	0.7	61.34
(886, 887)	2	SOV	---	---	1	1046.7	-----	16.5	15.8	0.7	12.8	12.2	0.6	62.04
(886, 887)	9	SOV	---	---	0	10.9	-----	20.2	17.1	3.1	15.7	13.3	2.4	50.52
(887, 888)	1	SOV	---	---	11	1087.1	-----	17.0	16.2	0.7	13.1	12.6	0.6	62.01
(887, 888)	2	SOV	---	---	13	1080.1	-----	16.9	16.2	0.7	13.1	12.5	0.6	62.16
(875, 886)	1	SOV	---	---	0	211.0	-----	5.3	5.3	0.1	4.1	4.1	0.0	54.33
(888, 889)	1	SOV	---	---	2	1074.4	-----	18.4	17.6	0.8	14.3	13.6	0.6	62.02
(888, 889)	2	SOV	---	---	2	1090.3	-----	18.4	17.6	0.8	14.2	13.6	0.6	62.18
(889, 890)	1	SOV	---	---	4	1085.1	-----	12.2	11.6	0.6	9.4	9.0	0.4	61.95
(889, 890)	2	SOV	---	---	2	1078.7	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.08
(890, 891)	1	SOV	---	---	9	1088.4	-----	19.2	18.3	0.9	14.8	14.1	0.7	61.90
(890, 891)	2	SOV	---	---	2	1076.8	-----	19.1	18.3	0.8	14.8	14.2	0.6	62.05
(891, 892)	1	SOV	---	---	3	1081.9	-----	14.4	13.7	0.7	11.2	10.6	0.5	61.77
(891, 892)	2	SOV	---	---	4	1086.2	-----	14.4	13.7	0.7	11.2	10.6	0.5	61.94
(892, 893)	1	SOV	---	---	9	1085.5	-----	33.9	32.2	1.7	26.3	24.9	1.3	61.63
(892, 893)	2	SOV	---	---	11	1075.9	-----	33.7	32.2	1.5	26.1	24.9	1.2	62.03
(893, 894)	1	SOV	---	---	9	1052.0	-----	40.0	38.0	2.0	31.0	29.4	1.5	61.60
(893, 894)	2	SOV	---	---	10	1112.6	-----	39.8	37.9	1.9	30.8	29.3	1.5	61.97
(894, 895)	1	SOV	---	---	12	1054.8	-----	24.5	23.3	1.2	18.9	18.0	0.9	61.69
(894, 895)	2	SOV	---	---	8	1107.2	-----	24.5	23.2	1.3	19.0	18.0	1.0	61.60
(895, 896)	1	SOV	---	---	11	1075.9	-----	38.2	36.2	2.0	29.5	28.0	1.5	61.61

(895, 896)	2	SOV	---	---	12	1085.1	-----	38.3	36.3	2.0	29.7	28.1	1.6	61.40
(896, 897)	1	SOV	---	---	10	1073.9	-----	41.1	38.8	2.3	31.8	30.0	1.8	61.39
(896, 897)	2	SOV	---	---	10	1091.5	-----	41.1	38.8	2.2	31.8	30.1	1.7	61.36
(897, 898)	1	SOV	---	---	6	1080.2	-----	22.7	21.4	1.3	17.6	16.6	1.0	61.16
(897, 898)	2	SOV	---	---	5	1090.0	-----	22.6	21.4	1.2	17.5	16.6	0.9	61.48
(898, 899)	1	SOV	---	---	6	1085.8	-----	16.8	15.8	1.0	13.0	12.2	0.8	60.83
(898, 899)	2	SOV	---	---	2	1082.3	-----	16.6	15.7	0.9	12.9	12.2	0.7	61.50
(899, 900)	1	SOV	---	---	7	1006.9	-----	18.4	17.4	1.0	14.2	13.4	0.8	61.17
(899, 900)	2	SOV	---	---	9	1089.7	-----	18.2	17.3	0.9	14.1	13.4	0.7	61.71
(899, 866)	1	SOV	---	---	0	68.0	-----	7.7	7.6	0.1	5.9	5.9	0.0	55.18
(900, 901)	1	SOV	---	---	3	1017.2	-----	21.5	20.4	1.1	16.6	15.8	0.9	61.36
(900, 901)	2	SOV	---	---	7	1087.3	-----	21.5	20.3	1.2	16.6	15.7	0.9	61.41
(901, 902)	1	SOV	---	---	3	1290.9	-----	17.5	15.8	1.7	13.5	12.2	1.3	58.50
(901, 902)	2	SOV	---	---	4	1180.2	-----	16.8	15.7	1.1	13.0	12.2	0.8	60.88
(901, 902)	9	SOV	---	---	0	19.6	-----	23.2	18.5	4.8	17.9	14.3	3.7	44.00
(902, 903)	1	SOV	---	---	9	1259.4	-----	16.8	15.9	0.9	13.0	12.3	0.7	61.14
(902, 903)	2	SOV	---	---	7	1223.9	-----	16.8	15.8	1.0	13.0	12.2	0.8	61.32
(858, 901)	1	SOV	---	---	0	391.0	-----	10.2	9.9	0.3	7.8	7.6	0.2	53.45
(903, 904)	1	SOV	---	---	13	1236.5	-----	19.3	18.2	1.1	15.0	14.1	0.9	61.02
(903, 904)	2	SOV	---	---	7	1237.6	-----	19.2	18.1	1.1	14.9	14.0	0.8	61.45
(904, 905)	1	SOV	---	---	6	1205.8	-----	15.0	14.1	0.8	11.6	10.9	0.6	61.04
(904, 905)	2	SOV	---	---	6	1259.0	-----	14.9	14.0	0.8	11.5	10.9	0.6	61.48
(906, 907)	1	SOV	---	---	5	1247.5	-----	14.3	14.1	0.2	11.1	10.9	0.2	64.24
(906, 907)	2	SOV	---	---	6	1284.5	-----	14.4	14.2	0.3	11.2	11.0	0.2	63.77
(907, 908)	1	SOV	---	---	6	1272.5	-----	21.9	21.3	0.6	17.0	16.5	0.5	63.37
(907, 908)	2	SOV	---	---	7	1223.1	-----	22.0	21.4	0.6	17.0	16.6	0.4	63.25
(908, 909)	1	SOV	---	---	4	1338.5	-----	16.6	15.8	0.8	12.8	12.3	0.6	61.61
(908, 909)	2	SOV	---	---	6	1158.9	-----	16.3	15.7	0.6	12.6	12.2	0.4	62.80
(909, 910)	1	SOV	---	---	6	1033.1	-----	14.5	13.9	0.6	11.2	10.8	0.4	62.40
(909, 910)	2	SOV	---	---	4	1164.8	-----	14.4	13.9	0.5	11.1	10.7	0.4	62.78
(909, 859)	1	SOV	---	---	1	302.9	-----	9.6	9.5	0.2	7.5	7.3	0.1	53.91

(910, 911)	1	SOV	---	---	5	1057.6	-----	17.3	16.7	0.6	13.4	12.9	0.5	62.78
(910, 911)	2	SOV	---	---	7	1135.7	-----	17.3	16.7	0.6	13.4	12.9	0.5	62.61
(911, 912)	1	SOV	---	---	6	1088.5	-----	15.9	15.3	0.6	12.3	11.8	0.5	62.75
(911, 912)	2	SOV	---	---	5	1105.1	-----	16.0	15.4	0.6	12.4	11.9	0.5	62.31
(861, 912)	1	SOV	---	---	0	47.0	-----	6.3	6.3	0.0	4.9	4.9	0.0	54.36
(912, 913)	1	SOV	---	---	6	1143.0	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.70
(912, 913)	2	SOV	---	---	5	1095.5	-----	16.4	15.8	0.6	12.7	12.2	0.5	62.28
(912, 913)	9	SOV	---	---	0	1.5	-----	18.8	17.8	1.0	14.5	13.7	0.8	54.39
(913, 914)	1	SOV	---	---	7	1144.1	-----	17.1	16.4	0.7	13.2	12.7	0.5	62.57
(913, 914)	2	SOV	---	---	5	1097.1	-----	17.2	16.5	0.7	13.3	12.8	0.6	62.16
(914, 915)	1	SOV	---	---	16	1126.3	-----	33.9	32.4	1.5	26.3	25.1	1.2	62.21
(914, 915)	2	SOV	---	---	15	1108.9	-----	34.0	32.5	1.5	26.3	25.2	1.2	62.05
(915, 916)	1	SOV	---	---	5	1121.0	-----	34.3	32.7	1.6	26.5	25.3	1.2	62.09
(915, 916)	2	SOV	---	---	11	1109.4	-----	34.3	32.8	1.6	26.5	25.3	1.2	62.05
(916, 917)	1	SOV	---	---	9	1120.8	-----	31.2	29.7	1.5	24.2	23.0	1.1	61.99
(916, 917)	2	SOV	---	---	7	1109.8	-----	31.2	29.8	1.4	24.1	23.0	1.1	62.01
(917, 918)	1	SOV	---	---	6	1117.5	-----	24.5	23.3	1.2	18.9	18.0	0.9	61.86
(917, 918)	2	SOV	---	---	6	1120.0	-----	24.5	23.3	1.2	18.9	18.0	0.9	61.81
(918, 919)	1	SOV	---	---	10	1121.4	-----	31.5	30.0	1.5	24.4	23.2	1.2	61.86
(918, 919)	2	SOV	---	---	11	1117.0	-----	31.5	29.9	1.6	24.4	23.2	1.2	61.86
(919, 920)	1	SOV	---	---	9	1133.0	-----	32.8	31.1	1.7	25.4	24.1	1.3	61.72
(919, 920)	2	SOV	---	---	13	1105.7	-----	32.7	31.1	1.7	25.3	24.0	1.3	61.81
(920, 921)	1	SOV	---	---	4	1145.4	-----	20.1	19.0	1.1	15.5	14.7	0.8	61.60
(920, 921)	2	SOV	---	---	8	1089.6	-----	20.0	19.0	1.0	15.5	14.7	0.8	61.79
(921, 922)	1	SOV	---	---	4	1139.7	-----	19.2	18.1	1.1	14.9	14.0	0.8	61.39
(921, 922)	2	SOV	---	---	4	1097.4	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.66
(922, 923)	1	SOV	---	---	14	1139.5	-----	19.3	18.3	1.1	15.0	14.1	0.8	61.36
(922, 923)	2	SOV	---	---	6	1107.3	-----	19.3	18.2	1.1	14.9	14.1	0.8	61.55
(923, 924)	1	SOV	---	---	8	1127.8	-----	21.7	20.5	1.2	16.8	15.9	0.9	61.35
(923, 924)	2	SOV	---	---	6	1099.2	-----	21.7	20.4	1.3	16.8	15.8	1.0	61.43
(924, 925)	1	SOV	---	---	6	1144.9	-----	20.5	19.4	1.2	15.9	15.0	0.9	61.22

(924, 925)	2	SOV	---	---	5	1075.7	-----	20.4	19.3	1.1	15.8	14.9	0.9	61.49
(925, 926)	1	SOV	---	---	8	1110.5	-----	23.7	22.4	1.3	18.3	17.3	1.0	61.46
(925, 926)	2	SOV	---	---	9	1081.9	-----	23.7	22.4	1.4	18.4	17.3	1.1	61.35
(925, 876)	1	SOV	---	---	0	31.0	-----	10.3	10.2	0.1	7.9	7.9	0.0	53.44
(926, 927)	1	SOV	---	---	1	1121.5	-----	17.4	16.4	1.0	13.5	12.7	0.8	61.36
(926, 927)	2	SOV	---	---	1	1071.2	-----	17.5	16.4	1.0	13.5	12.7	0.8	61.28
(878, 927)	1	SOV	---	---	1	60.2	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.54
(927, 928)	1	SOV	---	---	4	1170.5	-----	16.7	15.7	1.0	12.9	12.2	0.8	61.30
(927, 928)	2	SOV	---	---	3	1086.2	-----	16.7	15.7	0.9	12.9	12.2	0.7	61.41
(927, 928)	9	SOV	---	---	0	2.0	-----	19.4	18.0	1.5	15.2	14.1	1.1	52.67
(928, 929)	1	SOV	---	---	5	1172.6	-----	15.5	14.6	0.9	12.0	11.3	0.7	61.30
(928, 929)	2	SOV	---	---	9	1092.6	-----	15.5	14.6	0.9	12.0	11.3	0.7	61.44
(929, 930)	1	SOV	---	---	3	1154.5	-----	19.2	18.1	1.1	14.8	14.0	0.8	61.33
(929, 930)	2	SOV	---	---	5	1110.0	-----	19.1	18.0	1.0	14.8	14.0	0.8	61.60
(930, 931)	1	SOV	---	---	5	1145.4	-----	12.8	12.1	0.7	9.9	9.3	0.5	61.34
(930, 931)	2	SOV	---	---	4	1117.7	-----	12.8	12.1	0.7	9.9	9.3	0.5	61.48
(654,7079)	1	SOV	---	---	0	20.0	-----	3.6	3.2	0.4	2.8	2.5	0.3	49.73
(654,7079)	2	SOV	---	---	1	682.2	-----	3.7	3.3	0.4	2.8	2.5	0.3	48.28
(683, 687)	1	SOV	---	---	1	788.6	-----	6.3	6.2	0.1	4.9	4.8	0.1	51.56
(683, 687)	2	SOV	---	---	1	759.5	-----	6.8	6.6	0.2	5.2	5.1	0.1	48.07
(407, 369)	1	SOV	---	---	1	657.5	-----	4.9	4.7	0.2	3.8	3.6	0.2	50.84
(407, 369)	2	SOV	---	---	1	558.1	-----	4.6	4.4	0.2	3.6	3.4	0.2	54.16
(407, 369)	3	SOV	---	---	1	635.6	-----	4.9	4.7	0.2	3.8	3.6	0.2	51.12
(411, 416)	1	SOV	---	---	0	332.4	-----	3.8	3.7	0.0	2.9	2.9	0.0	49.71
(115, 117)	1	SOV	---	---	2	251.9	-----	13.9	13.6	0.3	10.7	10.5	0.2	49.22
(382, 383)	1	SOV	---	---	0	103.6	-----	3.7	3.4	0.3	2.9	2.6	0.2	36.76
(382, 383)	2	SOV	---	---	2	1078.2	-----	4.1	3.7	0.4	3.2	2.9	0.3	32.85
(412, 414)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(281, 937)	1	SOV	---	---	0	47.0	-----	5.7	0.3	5.4	4.4	0.2	4.2	24.10
(281, 937)	6	SOV	---	---	0	1428.5	-----	3.0	2.8	0.2	2.3	2.1	0.2	45.70
(281, 937)	7	SOV	---	---	0	1005.2	-----	2.8	2.8	0.1	2.2	2.1	0.1	48.15

(383, 414)	1	SOV	---	---	0	124.7	-----	9.1	7.8	1.4	7.1	6.0	1.0	38.26
(383, 414)	2	SOV	---	---	4	1053.4	-----	8.9	7.9	1.0	6.9	6.1	0.8	39.10
(314, 553)	1	SOV	---	---	0	927.0	-----	7.8	7.5	0.3	6.0	5.8	0.2	52.88
(553, 933)	1	SOV	---	---	3	927.1	-----	10.2	9.8	0.4	7.9	7.6	0.3	48.50
(933, 934)	1	SOV	---	---	5	924.7	-----	10.0	9.6	0.5	7.7	7.4	0.4	47.64
(935, 936)	1	SOV	---	---	1	660.9	-----	9.3	9.1	0.2	7.2	7.0	0.2	49.51
(935, 936)	2	SOV	---	---	0	809.8	-----	9.6	9.3	0.3	7.4	7.2	0.2	48.13
(934, 935)	1	SOV	---	---	4	596.2	-----	5.0	4.8	0.1	3.8	3.7	0.1	48.98
(934, 935)	6	SOV	---	---	3	876.5	-----	5.1	4.9	0.2	3.9	3.8	0.2	47.67
(936, 309)	1	SOV	---	---	0	689.0	-----	7.6	7.4	0.2	5.9	5.7	0.1	49.63
(936, 309)	2	SOV	---	---	4	781.5	-----	7.8	7.6	0.2	6.0	5.9	0.2	48.07
(414, 415)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(414, 415)	9	SOV	---	---	0	1178.6	-----	4.5	4.2	0.3	3.5	3.3	0.2	41.64
(937, 555)	1	SOV	---	---	3	1395.2	-----	4.8	4.4	0.4	3.7	3.4	0.3	49.17
(937, 555)	2	SOV	---	---	4	1065.1	-----	4.7	4.3	0.3	3.6	3.3	0.3	50.58
(111, 676)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(111, 676)	6	SOV	---	---	4	1802.6	-----	8.6	8.1	0.4	6.6	6.3	0.3	52.59
(111, 676)	7	SOV	---	---	3	1265.4	-----	8.6	8.3	0.3	6.6	6.4	0.2	52.24
(416, 161)	1	SOV	---	---	0	336.0	-----	7.7	7.5	0.1	5.9	5.8	0.1	49.56
(416, 161)	9	SOV	---	---	0	248.7	-----	7.7	7.6	0.1	6.0	5.8	0.1	49.21
(162, 165)	1	SOV	---	---	5	1560.8	-----	9.7	9.4	0.3	7.5	7.3	0.2	63.29
(162, 165)	2	SOV	---	---	6	1881.4	-----	9.8	9.4	0.3	7.6	7.3	0.2	62.86
(162, 165)	3	SOV	---	---	4	1938.0	-----	9.8	9.4	0.3	7.6	7.3	0.3	62.77
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	5	1567.1	-----	8.1	7.9	0.2	6.2	6.1	0.2	63.34
(165, 166)	2	SOV	---	---	4	1817.2	-----	8.1	7.9	0.2	6.3	6.1	0.2	63.05
(165, 166)	3	SOV	---	---	5	1884.7	-----	8.1	7.9	0.3	6.3	6.1	0.2	62.91
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	3	1260.2	-----	8.7	8.1	0.6	6.7	6.2	0.5	58.91
(386, 167)	2	SOV	---	---	2	1285.1	-----	8.1	7.9	0.3	6.3	6.1	0.2	62.77
(386, 167)	3	SOV	---	---	0	1142.3	-----	7.8	7.6	0.3	6.1	5.9	0.2	65.15
(386, 167)	4	HOV	12	12	0	12.0	12.0	7.9	7.9	0.1	6.1	6.1	0.1	64.34
(386, 167)	9	SOV	---	---	0	28.5	-----	10.6	9.0	1.6	8.2	6.9	1.3	48.31

(167, 168)	1	SOV	---	---	2	1252.2	-----	8.5	8.1	0.4	6.6	6.3	0.3	60.06
(167, 168)	2	SOV	---	---	3	1298.1	-----	8.1	7.9	0.2	6.3	6.1	0.2	62.91
(167, 168)	3	SOV	---	---	0	1167.5	-----	7.9	7.6	0.3	6.1	5.9	0.2	64.98
(167, 168)	4	HOV	12	12	0	12.0	12.0	7.9	7.9	0.1	6.1	6.1	0.1	64.34
(168, 169)	1	SOV	---	---	6	1238.2	-----	9.1	8.7	0.4	7.0	6.7	0.3	60.42
(168, 169)	2	SOV	---	---	2	1293.8	-----	8.7	8.5	0.2	6.7	6.5	0.2	62.98
(168, 169)	3	SOV	---	---	6	1185.9	-----	8.5	8.2	0.3	6.5	6.3	0.2	64.86
(168, 169)	4	HOV	12	12	0	12.0	12.0	8.5	8.5	0.1	6.6	6.5	0.1	64.30
(404, 170)	1	SOV	---	---	0	185.0	-----	3.6	3.6	0.0	2.8	2.8	0.0	54.16
(7018, 171)	1	SOV	---	---	0	336.6	-----	2.9	2.5	0.3	2.2	1.9	0.3	43.98
(171, 172)	1	SOV	---	---	0	306.9	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.83
(172, 387)	1	SOV	---	---	1	307.0	-----	2.7	2.5	0.2	2.1	1.9	0.1	50.54
(7020, 174)	1	SOV	---	---	0	337.4	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.69
(174, 175)	1	SOV	---	---	0	312.0	-----	3.3	3.3	0.1	2.6	2.5	0.1	49.34
(175, 386)	1	SOV	---	---	0	312.0	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.85
(385, 173)	1	SOV	---	---	1	633.0	-----	3.3	3.2	0.1	2.6	2.5	0.1	52.92
(173,7019)	1	SOV	---	---	1	632.1	-----	3.2	3.2	0.1	2.5	2.5	0.1	50.56
(170,7017)	1	SOV	---	---	0	185.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	51.38
(151, 344)	1	SOV	---	---	2	1043.2	-----	7.9	7.6	0.4	6.1	5.9	0.3	52.28
(151, 344)	2	SOV	---	---	0	85.0	-----	8.1	7.2	0.9	6.3	5.6	0.7	51.15
(344,7026)	1	SOV	---	---	0	10.0	-----	3.3	2.8	0.5	2.5	2.1	0.4	43.09
(344,7026)	2	SOV	---	---	1	1117.8	-----	3.1	2.8	0.3	2.4	2.2	0.2	46.02
(7007, 208)	1	SOV	---	---	0	148.6	-----	3.0	2.5	0.6	2.3	1.9	0.4	37.81
(209, 180)	1	SOV	---	---	0	133.0	-----	3.8	3.5	0.3	2.9	2.7	0.2	50.48
(315, 555)	1	SOV	---	---	2	727.9	-----	14.2	13.8	0.4	11.0	10.7	0.3	61.73
(315, 555)	2	SOV	---	---	3	1052.2	-----	14.1	13.7	0.4	10.9	10.6	0.3	62.10
(315, 555)	3	SOV	---	---	6	941.3	-----	13.5	13.3	0.2	10.4	10.2	0.2	64.94
(315, 555)	4	SOV	---	---	4	600.8	-----	13.3	13.1	0.3	10.3	10.1	0.2	65.66
(315, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(313, 248)	1	SOV	---	---	7	1572.6	-----	12.1	11.3	0.8	9.3	8.7	0.6	59.90
(313, 248)	2	SOV	---	---	6	1212.5	-----	11.6	11.2	0.4	9.0	8.7	0.3	62.42
(313, 248)	3	SOV	---	---	3	924.8	-----	11.1	10.9	0.2	8.6	8.4	0.1	65.07
(313, 248)	4	SOV	---	---	1	541.2	-----	11.1	10.9	0.2	8.5	8.4	0.1	65.41
(313, 248)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(258, 259)	1	SOV	---	---	1	1142.0	-----	4.8	4.3	0.5	3.7	3.3	0.4	45.28
(258, 259)	2	SOV	---	---	1	299.7	-----	5.0	4.6	0.4	3.9	3.6	0.3	43.36
(259, 260)	1	SOV	---	---	0	1106.3	-----	9.6	9.0	0.6	7.4	6.9	0.5	51.13
(259, 260)	6	SOV	---	---	2	920.8	-----	9.2	8.9	0.3	7.1	6.9	0.2	53.46
(259, 260)	7	SOV	---	---	3	525.3	-----	9.2	9.0	0.2	7.1	7.0	0.1	53.46
(260, 261)	1	SOV	---	---	6	1061.6	-----	8.9	8.4	0.5	6.9	6.5	0.4	52.19
(260, 261)	6	SOV	---	---	1	946.5	-----	8.7	8.4	0.2	6.7	6.5	0.2	53.48
(260, 261)	7	SOV	---	---	0	544.2	-----	8.7	8.5	0.1	6.7	6.6	0.1	53.53
(261, 262)	1	SOV	---	---	10	1057.6	-----	16.5	15.5	1.0	12.7	11.9	0.8	51.50
(262, 263)	1	SOV	---	---	6	1058.6	-----	6.8	6.3	0.5	5.2	4.9	0.4	51.09
(263, 264)	1	SOV	---	---	1	1059.9	-----	7.5	7.0	0.5	5.8	5.4	0.4	50.88
(7008, 625)	1	SOV	---	---	2	942.0	-----	3.5	1.7	1.8	2.7	1.3	1.4	33.12
(403, 310)	1	SOV	---	---	1	980.3	-----	5.3	4.2	1.1	4.1	3.2	0.9	43.02
(403, 310)	2	SOV	---	---	2	237.8	-----	6.3	4.7	1.6	4.9	3.7	1.2	36.35
(307, 187)	1	SOV	---	---	0	764.2	-----	4.3	4.2	0.2	3.4	3.2	0.1	64.88
(307, 187)	2	SOV	---	---	1	1471.9	-----	4.7	4.5	0.2	3.6	3.5	0.2	60.21
(307, 187)	3	SOV	---	---	2	1493.0	-----	4.5	4.3	0.2	3.5	3.3	0.1	62.51
(307, 187)	4	SOV	---	---	1	1250.8	-----	4.5	4.3	0.2	3.5	3.3	0.2	62.60
(307, 187)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(264, 187)	1	SOV	---	---	4	1057.1	-----	3.9	3.7	0.3	3.0	2.8	0.2	50.42
(261, 189)	1	SOV	---	---	4	906.6	-----	7.7	7.5	0.2	6.0	5.8	0.2	53.28
(261, 189)	2	SOV	---	---	0	586.0	-----	7.7	7.5	0.2	6.0	5.8	0.1	53.45
(189, 265)	1	SOV	---	---	3	852.4	-----	8.2	8.0	0.2	6.4	6.2	0.2	49.19
(189, 265)	2	SOV	---	---	4	638.9	-----	8.1	8.0	0.2	6.3	6.2	0.1	49.75
(265, 266)	1	SOV	---	---	1	821.1	-----	6.6	6.4	0.2	5.1	4.9	0.1	44.46
(265, 266)	2	SOV	---	---	2	667.1	-----	6.5	6.3	0.1	5.0	4.9	0.1	45.18
(266, 267)	1	SOV	---	---	1	797.3	-----	8.7	8.5	0.3	6.8	6.6	0.2	43.35
(266, 267)	2	SOV	---	---	3	696.3	-----	8.6	8.4	0.2	6.6	6.5	0.1	44.27

(267, 268)	1	SOV	---	---	4	783.7	-----	8.2	7.9	0.3	6.3	6.1	0.2	43.23
(267, 268)	2	SOV	---	---	3	705.6	-----	8.0	7.8	0.2	6.2	6.0	0.2	44.17
(268, 269)	1	SOV	---	---	3	670.5	-----	13.4	12.4	1.1	10.4	9.6	0.8	45.63
(268, 269)	2	SOV	---	---	5	811.9	-----	13.0	12.1	0.8	10.0	9.4	0.6	47.32
(441, 397)	1	SOV	---	---	0	622.0	-----	3.5	3.2	0.3	2.7	2.5	0.2	49.88
(564, 399)	1	SOV	---	---	4	1709.3	-----	8.2	7.6	0.6	6.3	5.9	0.4	58.19
(564, 399)	2	SOV	---	---	2	1495.6	-----	7.8	7.3	0.4	6.0	5.7	0.3	61.57
(564, 399)	3	SOV	---	---	3	864.9	-----	7.6	7.3	0.3	5.8	5.6	0.2	63.11
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(564, 399)	9	SOV	---	---	1	577.1	-----	8.0	7.8	0.2	6.2	6.0	0.1	59.87
(399, 400)	1	SOV	---	---	0	1175.2	-----	4.8	4.5	0.4	3.7	3.5	0.3	59.81
(399, 400)	2	SOV	---	---	2	1383.7	-----	4.7	4.5	0.2	3.6	3.5	0.2	61.07
(399, 400)	3	SOV	---	---	0	867.3	-----	4.5	4.4	0.2	3.5	3.4	0.1	63.43
(399, 400)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(269, 15)	1	SOV	---	---	0	458.2	-----	6.5	4.5	2.0	5.0	3.5	1.5	37.07
(269, 15)	2	SOV	---	---	2	1022.8	-----	5.6	4.5	1.2	4.4	3.5	0.9	42.63
(10, 401)	1	SOV	---	---	5	965.8	-----	9.2	8.6	0.5	7.1	6.7	0.4	51.45
(10, 401)	2	SOV	---	---	0	216.4	-----	9.0	8.6	0.4	7.0	6.6	0.3	52.21
(400, 10)	1	SOV	---	---	7	1300.1	-----	16.7	15.9	0.8	12.9	12.3	0.6	61.32
(400, 10)	2	SOV	---	---	2	946.2	-----	16.1	15.5	0.6	12.4	11.9	0.5	63.71
(400, 10)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 10)	9	SOV	---	---	6	1182.7	-----	17.3	16.3	1.1	13.4	12.6	0.8	59.00
(270, 7)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(613, 7)	1	SOV	---	---	1	948.7	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.98
(613, 7)	2	SOV	---	---	0	905.6	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.63
(7, 8)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7, 8)	6	SOV	---	---	1	993.9	-----	2.8	2.7	0.1	2.2	2.1	0.1	53.08
(7, 8)	7	SOV	---	---	2	861.1	-----	2.8	2.7	0.1	2.2	2.1	0.1	53.26
(8, 9)	1	SOV	---	---	1	846.2	-----	2.8	2.7	0.2	2.2	2.1	0.1	51.07
(8, 9)	2	SOV	---	---	3	344.3	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.30
(8, 9)	6	SOV	---	---	0	662.5	-----	2.8	2.7	0.1	2.2	2.1	0.1	51.66
(9, 273)	1	SOV	---	---	1	560.3	-----	3.3	3.3	0.1	2.6	2.5	0.1	50.76
(273, 274)	1	SOV	---	---	1	271.3	-----	3.5	3.5	0.0	2.7	2.7	0.0	47.57

(273, 274)	2	SOV	---	---	0	289.9	-----	3.8	3.6	0.1	2.9	2.8	0.1	44.72
(9, 271)	1	SOV	---	---	0	643.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	48.47
(9, 271)	2	SOV	---	---	0	650.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	48.56
(271, 272)	1	SOV	---	---	0	645.1	-----	3.7	3.6	0.1	2.8	2.8	0.1	46.26
(271, 272)	2	SOV	---	---	0	653.6	-----	3.7	3.6	0.1	2.8	2.8	0.1	45.96
(415, 276)	1	SOV	---	---	0	1179.5	-----	3.7	3.4	0.3	2.9	2.7	0.2	41.70
(415, 276)	2	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(272, 276)	1	SOV	---	---	0	651.2	-----	8.3	8.1	0.2	6.4	6.2	0.2	43.85
(272, 276)	2	SOV	---	---	1	649.1	-----	8.3	8.2	0.2	6.4	6.3	0.1	43.74
(276, 281)	1	SOV	---	---	0	1035.8	-----	4.4	4.0	0.4	3.4	3.1	0.3	44.99
(276, 281)	9	SOV	---	---	2	877.1	-----	4.3	4.1	0.2	3.3	3.1	0.2	46.02
(276, 281)	10	SOV	---	---	2	566.4	-----	4.3	4.0	0.3	3.3	3.1	0.2	46.17
(937, 277)	1	SOV	---	---	0	19.0	-----	3.8	2.6	1.2	2.9	2.0	0.9	43.75
(264, 279)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(274, 275)	1	SOV	---	---	0	39.7	-----	6.1	4.8	1.2	4.7	3.7	1.0	38.73
(274, 275)	2	SOV	---	---	1	521.4	-----	5.3	5.2	0.1	4.1	4.0	0.1	44.34
(275, 934)	1	SOV	---	---	3	287.1	-----	13.6	12.9	0.7	10.5	9.9	0.6	47.25
(275, 934)	2	SOV	---	---	4	267.5	-----	13.6	12.9	0.7	10.5	10.0	0.6	47.12
(490, 258)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(490, 258)	6	SOV	---	---	2	1443.9	-----	3.5	3.0	0.5	2.7	2.3	0.4	41.52
(304, 259)	1	SOV	---	---	3	610.2	-----	9.1	9.0	0.1	7.0	6.9	0.1	54.95
(304, 259)	2	SOV	---	---	3	503.5	-----	9.4	9.2	0.1	7.3	7.1	0.1	53.29
(278, 490)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	2	804.6	-----	5.3	5.1	0.2	4.1	3.9	0.2	59.92
(27, 28)	2	SOV	---	---	0	1060.2	-----	5.0	4.8	0.2	3.9	3.7	0.1	64.22
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	0	810.5	-----	4.5	4.4	0.1	3.5	3.4	0.1	61.29
(28, 29)	2	SOV	---	---	1	1054.9	-----	4.3	4.2	0.1	3.3	3.2	0.1	64.28
(28, 29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(29, 30)	1	SOV	---	---	0	819.5	-----	5.1	4.9	0.1	3.9	3.8	0.1	61.59
(29, 30)	2	SOV	---	---	1	1046.5	-----	4.9	4.7	0.1	3.8	3.6	0.1	64.28
(29, 30)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(30, 31)	1	SOV	---	---	1	831.9	-----	4.9	4.8	0.1	3.8	3.7	0.1	61.58
(30, 31)	2	SOV	---	---	1	1036.4	-----	4.7	4.6	0.1	3.7	3.6	0.1	64.20
(30, 31)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	1	SOV	---	---	4	1530.4	-----	7.0	6.7	0.4	5.4	5.1	0.3	61.32
(23, 24)	2	SOV	---	---	4	1118.7	-----	6.9	6.5	0.3	5.3	5.1	0.2	63.09
(23, 24)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	9	SOV	---	---	4	1060.8	-----	7.1	6.7	0.3	5.5	5.2	0.3	61.25
(31, 32)	1	SOV	---	---	3	839.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	61.48
(31, 32)	2	SOV	---	---	1	1029.5	-----	3.9	3.7	0.1	3.0	2.9	0.1	64.05
(31, 32)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(283, 632)	1	SOV	---	---	3	965.8	-----	8.9	8.6	0.3	6.8	6.6	0.2	53.64
(283, 632)	2	SOV	---	---	0	901.4	-----	9.0	8.7	0.3	6.9	6.7	0.2	52.86
(284, 283)	1	SOV	---	---	3	974.9	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.76
(284, 283)	2	SOV	---	---	1	892.5	-----	9.7	9.4	0.3	7.5	7.3	0.2	53.00
(285, 284)	1	SOV	---	---	0	975.5	-----	6.8	6.6	0.2	5.2	5.1	0.2	53.74
(285, 284)	2	SOV	---	---	1	892.2	-----	6.9	6.7	0.2	5.3	5.2	0.2	52.94
(286, 285)	1	SOV	---	---	4	971.1	-----	11.6	11.2	0.3	9.0	8.7	0.3	53.93
(286, 285)	2	SOV	---	---	2	894.0	-----	11.8	11.5	0.3	9.1	8.8	0.3	53.01
(27, 286)	1	SOV	---	---	2	964.5	-----	9.0	8.8	0.2	7.0	6.8	0.2	54.02
(27, 286)	2	SOV	---	---	1	899.3	-----	9.2	9.0	0.3	7.1	6.9	0.2	52.92
(596, 111)	1	SOV	---	---	1	1253.0	-----	7.8	7.5	0.2	6.0	5.8	0.2	55.16
(596, 111)	2	SOV	---	---	2	1812.7	-----	8.5	8.0	0.5	6.6	6.2	0.4	50.21
(673, 675)	1	SOV	---	---	0	916.0	-----	5.4	5.0	0.3	4.2	3.9	0.3	51.16
(675, 287)	1	SOV	---	---	1	923.1	-----	9.7	9.3	0.4	7.4	7.2	0.3	52.91
(675, 287)	9	SOV	---	---	2	955.5	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.40
(287, 289)	1	SOV	---	---	0	955.6	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.33
(287, 289)	2	SOV	---	---	1	922.0	-----	9.7	9.3	0.4	7.4	7.2	0.3	52.93
(289, 294)	1	SOV	---	---	0	938.4	-----	13.0	12.5	0.5	10.0	9.6	0.3	53.01
(289, 294)	2	SOV	---	---	1	939.1	-----	13.0	12.5	0.5	10.0	9.6	0.4	52.92
(294, 296)	1	SOV	---	---	1	930.0	-----	11.7	11.3	0.4	9.0	8.7	0.3	52.87
(294, 296)	2	SOV	---	---	1	947.9	-----	11.7	11.3	0.4	9.0	8.7	0.3	52.92
(296, 297)	1	SOV	---	---	6	944.1	-----	17.7	16.9	0.7	13.6	13.0	0.6	52.61

(296, 297)	6	SOV	---	---	3	936.3	-----	17.6	16.9	0.7	13.6	13.0	0.5	52.79
(297, 601)	1	SOV	---	---	4	949.1	-----	9.9	9.4	0.4	7.6	7.3	0.3	52.31
(297, 601)	2	SOV	---	---	2	937.2	-----	9.8	9.4	0.4	7.6	7.2	0.3	52.51
(282, 346)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(297, 352)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00

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PM Peak

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CUMULATIVE FRESIM STATISTICS AT TIME 17 0 0

LINK STATISTICS

LINK	VEHICLES IN	LANE OUT	CURR CHNG	AVG CONT	VEH-CONT	VEH-MILES	TOTAL MIN	MOVE TIME	DELAY TIME	TIME	VEH-MIN/ SECONDS/VEHICLE M/T	TOTAL	VEH-MILE DELAY	VOLUME VPHPL	DENSITY VPMPL	SPEED MILE/HR	LINK TYPE
(153, 96)	7058	7005	1405	79	30.0	1734.8	1799.2	15.3	13.8	1.5	0.90	1.04	0.10	1174.3	20.3	57.85	FRWY
(563, 98)	5730	5727	2254	28	27.2	1627.6	1633.5	17.1	15.8	1.3	0.93	1.00	0.07	1145.8	19.2	59.78	FRWY
(154, 101)	4732	4736	978	35	40.4	2545.5	2422.1	30.7	29.8	0.9	0.97	0.95	0.03	946.8	15.0	63.06	FRWY
(103, 104)	6704	6651	2491	65	42.9	1011.1	2572.2	23.1	8.6	14.5	0.37	2.54	1.59	1186.4	50.3	23.59	FRWY
(158, 105)	7489	7436	2960	88	68.3	2116.3	4096.7	33.0	15.8	17.2	0.48	1.94	1.01	1489.9	48.1	30.99	FRWY
(128, 97)	4999	4996	691	42	33.2	2075.6	1990.9	23.9	23.1	0.8	0.96	0.96	0.03	999.0	16.0	62.55	FRWY
(156, 102)	7007	7006	1985	28	30.7	1725.0	1840.4	15.8	13.7	2.1	0.87	1.07	0.14	1282.8	22.8	56.24	FRWY
(109,7001)	1635	1620	0	17	1.7	52.7	103.2	3.8	2.1	1.7	0.56	1.96	0.87	814.4	26.6	30.66	RAMP
(102, 103)	5729	5671	1813	103	58.3	2457.3	3495.5	36.7	23.9	12.8	0.65	1.42	0.50	1142.6	27.1	42.18	FRWY
(160,7002)	1278	1278	0	1	1.0	51.8	57.8	2.7	2.7	0.1	0.98	1.11	0.02	639.2	11.9	53.83	RAMP
(7003, 106)	1113	1066	365	47	16.8	94.6	1008.1	53.3	6.7	46.6	0.13	10.65	9.31	567.9	100.8	5.63	RAMP
(106, 103)	1066	1033	278	33	15.1	121.9	903.8	51.7	7.6	44.1	0.15	7.41	6.32	842.7	104.1	8.10	RAMP
(7004, 107)	987	960	78	28	9.9	50.1	595.3	34.2	3.2	31.0	0.09	11.88	10.79	522.7	103.5	5.05	RAMP
(107, 104)	960	934	509	32	13.0	88.5	781.9	49.7	6.2	43.5	0.12	8.83	7.74	587.9	86.6	6.79	RAMP
(110, 109)	1664	1635	46	30	1.9	58.1	113.9	4.1	2.3	1.8	0.56	1.96	0.87	824.5	26.9	30.60	RAMP
(96, 110)	1678	1664	40	14	1.1	42.4	67.4	2.4	1.7	0.8	0.69	1.59	0.50	835.4	22.1	37.77	RAMP

(127, 97)	731	731	457	0	2.7	82.1	162.1	13.3	7.4	5.9	0.55	1.97	0.88	625.5	20.6	30.40	RAMP
(96, 128)	5327	5327	1056	26	24.3	1513.8	1459.7	16.4	15.8	0.6	0.96	0.96	0.04	1065.7	17.1	62.22	FRWY
(128, 129)	328	331	3	0	1.1	56.5	64.8	11.8	11.3	0.5	0.96	1.15	0.05	327.6	6.3	52.26	RAMP
(132, 130)	6369	6356	1692	25	16.7	946.1	1004.6	9.5	8.3	1.2	0.87	1.06	0.13	1141.8	20.2	56.51	FRWY
(131, 130)	720	720	0	0	0.6	31.1	37.5	3.1	2.9	0.3	0.91	1.20	0.10	720.0	14.5	49.81	RAMP
(151, 132)	5370	5370	543	24	24.5	1515.3	1468.4	16.4	15.7	0.8	0.95	0.97	0.04	1073.2	17.3	61.92	FRWY
(105, 137)	5780	5777	1254	22	22.6	1345.1	1356.0	14.1	12.9	1.1	0.92	1.01	0.08	1155.7	19.4	59.52	FRWY
(98, 138)	1166	1165	10	2	2.2	113.5	130.0	6.7	6.4	0.3	0.95	1.15	0.05	1134.7	21.7	52.35	RAMP
(138, 139)	1165	1166	72	0	0.8	44.2	49.8	2.6	2.5	0.1	0.97	1.13	0.03	582.9	10.9	53.25	RAMP
(141, 140)	2273	2269	923	4	7.7	182.1	462.4	12.2	5.3	6.9	0.43	2.54	1.44	1136.3	48.1	23.62	RAMP
(140, 101)	2269	2269	0	10	8.0	321.0	479.8	12.7	9.3	3.4	0.73	1.49	0.40	2269.0	56.5	40.14	RAMP
(105, 143)	1656	1652	0	7	6.8	97.1	410.4	14.9	3.8	11.0	0.26	4.23	3.13	1654.1	116.5	14.20	RAMP
(7005, 127)	730	731	25	0	0.7	16.9	42.8	3.0	1.6	1.4	0.53	2.54	1.20	432.3	18.3	23.67	RAMP
(129,7006)	331	332	0	0	0.4	14.8	22.3	4.0	3.4	0.6	0.85	1.51	0.23	165.5	4.2	39.84	RAMP
(147, 148)	790	790	0	2	1.3	62.1	78.8	6.0	5.7	0.3	0.95	1.27	0.07	789.6	16.7	47.23	RAMP
(148, 137)	790	792	0	0	0.9	45.9	54.2	4.1	3.8	0.3	0.93	1.18	0.09	791.3	15.6	50.79	RAMP
(163, 149)	6647	6656	2560	60	63.6	3988.5	3815.6	34.2	33.0	1.2	0.97	0.96	0.03	1337.9	21.3	62.72	FRWY
(311, 150)	6058	6064	558	24	22.5	1369.1	1348.3	13.3	12.5	0.8	0.94	0.98	0.06	1212.9	19.9	60.93	FRWY
(152, 153)	7061	7058	1090	7	5.2	267.4	313.0	2.7	2.1	0.6	0.79	1.17	0.25	1283.7	25.0	51.27	FRWY
(130, 152)	7076	7061	5877	40	34.1	1741.8	2045.2	17.3	13.7	3.7	0.79	1.17	0.25	1323.2	25.9	51.10	FRWY
(100, 154)	4735	4732	315	28	23.5	1503.7	1409.9	17.7	17.4	0.3	0.98	0.94	0.01	957.1	15.0	63.99	FRWY
(101, 155)	7005	7008	3902	31	34.4	1725.0	2064.9	17.7	13.9	3.8	0.78	1.20	0.26	1310.5	26.1	50.12	FRWY
(155, 156)	7008	7007	1690	6	4.5	265.4	270.9	2.3	2.1	0.2	0.91	1.02	0.10	1401.3	23.8	58.79	FRWY
(104, 157)	7585	7498	4763	130	95.7	2143.0	5739.7	45.7	16.1	29.6	0.35	2.68	1.74	1414.4	63.1	22.40	FRWY

(157, 158)	7498	7489	883	18	11.0	283.8	657.2	5.3	2.1	3.2	0.40	2.32	1.39	1498.5	57.8	25.91	FRWY
(137, 159)	6569	6585	2809	8	20.1	1162.0	1206.3	11.0	9.8	1.2	0.89	1.04	0.11	1187.9	20.6	57.80	FRWY
(150, 151)	6064	6071	243	10	13.6	825.1	813.5	8.0	7.6	0.5	0.94	0.99	0.06	1213.5	19.9	60.85	FRWY
(325, 95)	6856	6847	1318	38	69.3	4254.1	4160.7	36.4	34.5	2.0	0.95	0.98	0.05	1370.9	22.3	61.35	FRWY
(102, 160)	1277	1278	34	2	1.9	101.6	115.1	5.4	5.2	0.2	0.96	1.13	0.04	638.9	12.1	52.98	RAMP
(98, 99)	4561	4560	633	29	31.1	1939.4	1867.2	24.6	23.6	1.0	0.96	0.96	0.04	912.7	14.6	62.32	FRWY
(99, 164)	4560	4542	440	30	20.4	1277.3	1225.1	16.2	15.6	0.6	0.97	0.96	0.03	910.2	14.5	62.56	FRWY
(295, 200)	1344	1348	207	2	3.1	149.2	187.6	8.4	8.3	0.1	0.99	1.26	0.01	535.9	11.2	47.71	FRWY
(203, 201)	1343	1343	35	1	0.7	46.6	44.1	1.8	1.7	0.0	0.98	0.95	0.02	745.9	11.7	63.49	FRWY
(200, 199)	1247	1246	59	4	2.3	102.9	138.7	6.7	6.6	0.1	0.99	1.35	0.01	623.3	14.0	44.52	FRWY
(179, 178)	544	544	8	0	0.9	51.5	56.7	6.3	6.2	0.0	0.99	1.10	0.01	272.0	5.0	54.48	FRWY
(180, 179)	545	544	154	3	1.9	103.1	113.7	12.5	12.5	0.1	0.99	1.10	0.01	222.1	4.1	54.40	FRWY
(181, 180)	415	415	4	0	0.7	39.1	42.9	6.2	6.2	0.0	1.00	1.10	0.00	207.5	3.8	54.64	FRWY
(199, 198)	1246	1248	94	2	2.9	129.4	174.7	8.4	8.3	0.1	0.99	1.35	0.01	623.2	14.0	44.42	FRWY
(198, 197)	1517	1514	446	11	6.7	347.7	400.9	15.9	15.1	0.8	0.95	1.15	0.06	638.8	12.3	52.04	FRWY
(197, 196)	1757	1754	429	8	9.3	498.5	560.1	19.2	18.7	0.5	0.97	1.12	0.03	762.9	14.3	53.40	FRWY
(196, 195)	1754	1751	287	20	16.0	855.2	959.8	32.9	32.1	0.8	0.98	1.12	0.03	874.8	16.4	53.46	FRWY
(182, 181)	416	415	23	3	2.5	134.8	148.0	21.3	21.2	0.1	1.00	1.10	0.00	208.2	3.8	54.63	FRWY
(183, 182)	1707	1713	189	8	9.2	485.7	553.7	19.4	18.7	0.7	0.96	1.14	0.04	854.8	16.2	52.63	FRWY
(184, 183)	1713	1707	626	17	11.6	627.2	696.2	24.2	23.9	0.3	0.99	1.11	0.01	862.9	16.0	54.05	FRWY
(205, 204)	244	244	0	0	0.2	8.5	11.5	2.8	2.8	0.0	0.98	1.35	0.02	244.0	5.5	44.33	RAMP
(204, 197)	244	243	0	1	0.3	14.2	19.2	4.7	4.7	0.1	0.99	1.35	0.02	243.8	5.5	44.46	RAMP
(182, 193)	1297	1293	248	5	2.6	144.1	155.0	7.2	6.2	1.0	0.87	1.08	0.14	868.7	15.6	55.78	RAMP

(193, 194)	1293	1294	81	0	1.6	93.3	93.4	4.3	4.0	0.3	0.93	1.00	0.07	621.3	10.4	59.96	RAMP
(208, 209)	130	130	0	0	0.2	11.2	14.0	6.4	6.2	0.2	0.97	1.25	0.04	130.0	2.7	48.02	RAMP
(207, 198)	269	269	0	0	0.4	17.0	23.7	5.3	5.1	0.2	0.96	1.40	0.06	269.0	6.3	42.89	RAMP
(206, 207)	269	269	0	0	0.2	7.6	12.5	2.8	2.6	0.2	0.93	1.63	0.12	269.0	7.3	36.83	RAMP
(200, 210)	101	101	0	0	0.1	5.2	7.0	4.1	4.1	0.0	0.99	1.34	0.01	101.0	2.2	44.89	RAMP
(210, 211)	101	101	0	0	0.1	4.1	5.9	3.5	3.5	0.0	1.00	1.44	0.00	101.0	2.4	41.71	RAMP
(178, 202)	544	544	2	0	0.3	15.9	17.2	1.9	1.6	0.3	0.86	1.08	0.16	272.0	4.9	55.35	FRWY
(139,7009)	1166	1165	0	1	0.7	36.6	41.3	2.1	2.1	0.1	0.97	1.13	0.04	582.8	10.9	53.23	RAMP
(7010, 141)	2273	2273	357	1	4.4	195.0	262.5	6.6	5.4	1.2	0.81	1.35	0.25	1186.2	26.6	44.57	RAMP
(211,7011)	101	101	0	0	0.1	4.6	7.8	4.6	4.6	0.1	0.98	1.72	0.03	101.0	2.9	34.98	RAMP
(7012, 206)	269	269	0	0	0.2	6.7	12.1	2.3	2.2	0.1	0.95	1.80	0.09	313.8	9.4	33.37	RAMP
(7014, 205)	244	244	0	0	0.3	12.4	17.4	4.0	3.7	0.2	0.94	1.41	0.08	263.0	6.2	42.48	RAMP
(194,7015)	1294	1295	0	0	0.7	41.7	45.0	2.1	1.8	0.3	0.86	1.08	0.15	431.4	7.8	55.58	RAMP
(201, 295)	1343	1344	15	3	3.3	189.5	198.2	8.9	8.8	0.0	1.00	1.05	0.00	671.7	11.7	57.38	FRWY
(149, 298)	6656	6664	559	28	30.7	1892.2	1840.8	16.6	15.7	0.8	0.95	0.97	0.05	1332.1	21.6	61.68	FRWY
(533, 299)	7057	7053	2118	16	15.3	741.5	920.6	7.8	6.0	1.9	0.76	1.24	0.29	1214.1	25.1	48.33	FRWY
(299, 300)	7769	7786	2002	29	39.6	2210.3	2377.4	18.3	15.8	2.6	0.86	1.08	0.15	1468.0	26.3	55.78	FRWY
(300, 301)	7786	7756	1389	92	71.4	3822.8	4281.3	33.0	27.3	5.8	0.83	1.12	0.20	1555.6	29.0	53.57	FRWY
(301, 302)	7756	7681	3897	107	41.3	1826.7	2480.9	19.3	13.1	6.2	0.68	1.36	0.43	1388.8	31.4	44.18	FRWY
(302, 303)	7681	7582	6817	130	49.3	2169.2	2957.0	23.2	15.8	7.4	0.68	1.36	0.44	1090.8	24.8	44.02	FRWY
(303, 304)	6778	6701	2399	103	30.6	1287.6	1834.8	16.3	10.7	5.7	0.65	1.42	0.49	1123.0	26.7	42.11	FRWY
(304, 305)	5598	5594	2206	13	16.3	968.6	976.3	10.5	9.6	0.9	0.92	1.01	0.08	1091.8	18.3	59.53	FRWY
(305, 306)	5594	5614	937	12	25.9	1592.0	1552.0	16.6	15.9	0.7	0.96	0.97	0.04	934.0	15.2	61.55	FRWY
(306, 307)	4110	4114	562	18	23.4	1463.1	1401.3	20.5	19.7	0.7	0.96	0.96	0.03	822.3	13.1	62.65	FRWY

(187, 310)	4968	4965	1155	9	10.5	635.7	629.8	7.6	7.1	0.5	0.93	0.99	0.07	876.4	14.5	60.57	FRWY
(310, 311)	6070	6058	3035	42	29.0	1722.5	1738.4	17.2	15.8	1.4	0.92	1.01	0.08	1109.1	18.7	59.45	FRWY
(159, 312)	6585	6590	271	7	11.9	707.6	715.6	6.5	6.0	0.6	0.92	1.01	0.09	1317.8	22.2	59.32	FRWY
(312, 313)	6590	6598	339	14	19.4	1165.2	1162.7	10.6	9.9	0.7	0.93	1.00	0.07	1318.8	21.9	60.13	FRWY
(248, 314)	5336	5341	444	26	24.7	1518.3	1484.8	16.7	15.9	0.8	0.95	0.98	0.05	1068.9	17.4	61.36	FRWY
(314, 315)	4229	4241	228	6	9.4	582.9	562.3	8.0	7.7	0.3	0.96	0.96	0.04	846.6	13.6	62.19	FRWY
(555, 316)	6940	6936	2267	44	47.3	2910.8	2835.9	24.5	23.3	1.2	0.95	0.97	0.05	1005.2	16.3	61.59	FRWY
(316, 317)	6936	6941	1762	17	21.3	1314.3	1276.3	11.0	10.5	0.5	0.95	0.97	0.05	1156.6	18.7	61.78	FRWY
(317, 318)	6941	6948	916	26	33.4	1972.2	2002.2	17.3	15.8	1.5	0.91	1.02	0.09	1301.7	22.0	59.10	FRWY
(318, 319)	7864	7849	2260	49	41.6	2232.8	2498.4	19.1	15.9	3.2	0.83	1.12	0.19	1482.9	27.7	53.62	FRWY
(319, 320)	7849	7845	288	19	18.0	1092.1	1080.9	8.3	7.7	0.5	0.94	0.99	0.06	1569.1	25.9	60.63	FRWY
(320, 321)	7845	7832	4092	47	46.8	2476.5	2808.2	21.5	17.6	3.9	0.82	1.13	0.21	1567.9	29.6	52.91	FRWY
(321, 322)	7832	7813	1763	51	38.6	2222.8	2314.7	17.8	15.9	1.9	0.90	1.04	0.11	1356.8	23.5	57.62	FRWY
(322, 323)	5934	5934	674	22	32.1	1988.6	1927.3	19.5	18.6	0.9	0.96	0.97	0.04	1186.4	19.2	61.91	FRWY
(323, 324)	6469	6469	968	21	18.1	1095.4	1086.6	10.1	9.4	0.7	0.93	0.99	0.07	1175.5	19.4	60.48	FRWY
(324, 325)	6859	6856	1103	33	32.2	1947.3	1932.0	16.9	15.8	1.1	0.93	0.99	0.07	1293.3	21.4	60.48	FRWY
(7023, 147)	792	790	0	2	0.8	30.5	48.7	3.4	2.8	0.5	0.84	1.60	0.26	870.3	23.2	37.55	RAMP
(143,7025)	1652	1649	0	4	3.9	47.5	236.2	8.6	2.1	6.5	0.24	4.97	3.77	1651.3	136.7	12.08	RAMP
(144, 131)	720	720	0	0	0.4	20.0	25.1	2.1	2.0	0.1	0.96	1.25	0.05	720.0	15.0	47.98	RAMP
(7022, 144)	720	720	0	0	0.6	25.6	35.5	2.7	2.3	0.3	0.87	1.39	0.18	799.4	18.5	43.26	RAMP
(347, 348)	1273	1274	44	0	1.0	52.6	61.8	2.9	2.9	0.0	0.98	1.17	0.02	636.7	12.5	51.07	RAMP
(348, 349)	1274	1275	98	2	1.7	81.9	101.3	4.8	4.6	0.1	0.97	1.24	0.03	637.6	13.1	48.50	RAMP
(560, 370)	4331	4325	793	8	6.5	409.9	388.6	5.4	5.3	0.1	0.98	0.95	0.02	721.3	11.4	63.27	FRWY

(370, 371)	4325	4317	976	26	17.9	903.2	1074.5	14.9	11.6	3.3	0.78	1.19	0.26	732.0	14.5	50.44	FRWY
(371, 372)	4317	4280	1668	47	20.2	1199.5	1211.9	16.9	15.5	1.4	0.92	1.01	0.08	919.0	15.5	59.39	FRWY
(372, 373)	5436	5440	2535	9	16.4	946.9	982.9	10.8	9.7	1.2	0.89	1.04	0.11	1088.0	18.8	57.80	FRWY
(373, 374)	5440	5431	288	13	9.8	598.2	589.0	6.5	6.1	0.4	0.94	0.98	0.06	1087.2	17.8	60.93	FRWY
(374, 375)	5431	5426	284	16	15.4	944.9	923.5	10.2	9.8	0.4	0.96	0.98	0.04	1085.7	17.7	61.39	FRWY
(375, 376)	4565	4562	489	18	21.4	1324.4	1283.3	16.9	16.1	0.8	0.96	0.97	0.04	1140.4	18.4	61.92	FRWY
(376, 377)	5200	5190	1095	12	12.4	727.3	741.1	8.6	7.8	0.8	0.91	1.02	0.09	1127.4	19.1	58.88	FRWY
(377, 378)	5759	5747	2170	29	24.5	1416.6	1468.9	15.3	13.7	1.6	0.89	1.04	0.11	1323.9	22.9	57.87	FRWY
(381, 382)	1174	1175	31	2	1.2	48.7	70.4	3.6	3.6	0.0	0.99	1.45	0.01	587.2	14.2	41.50	RAMP
(378, 384)	5747	5748	65	4	3.6	217.7	217.1	2.3	2.1	0.2	0.93	1.00	0.07	1437.1	23.9	60.19	FRWY
(384, 385)	5748	5752	376	16	23.2	1415.2	1392.7	14.5	13.7	0.8	0.94	0.98	0.06	1437.0	23.6	60.97	FRWY
(385, 386)	4927	4922	721	31	38.4	2378.7	2304.9	28.1	26.9	1.2	0.96	0.97	0.04	1229.9	19.9	61.92	FRWY
(402, 403)	1107	1105	509	2	3.4	152.4	203.2	11.0	9.8	1.2	0.89	1.33	0.15	552.8	12.3	45.02	RAMP
(401, 381)	1174	1174	12	0	0.9	46.0	55.1	2.8	2.8	0.0	0.99	1.20	0.01	587.0	11.7	50.16	RAMP
(395, 396)	4250	4254	327	16	15.0	930.3	901.9	12.7	12.1	0.6	0.95	0.97	0.05	1063.2	17.2	61.89	FRWY
(394, 395)	5355	5346	154	14	9.3	567.2	561.0	6.3	6.0	0.3	0.95	0.99	0.05	1069.6	17.6	60.67	FRWY
(393, 394)	5364	5355	467	17	15.6	954.5	934.7	10.5	9.9	0.6	0.94	0.98	0.05	1072.3	17.5	61.27	FRWY
(392, 393)	5362	5364	1433	7	9.6	569.0	577.0	6.5	5.9	0.6	0.91	1.01	0.09	1073.0	18.1	59.17	FRWY
(391, 392)	4544	4551	1687	8	15.4	932.1	921.4	12.2	11.4	0.8	0.94	0.99	0.06	1030.1	17.0	60.70	FRWY
(390, 391)	4219	4222	443	19	20.2	1244.6	1209.4	17.2	16.4	0.8	0.95	0.97	0.05	1054.5	17.1	61.75	FRWY
(389, 390)	5248	5247	447	30	24.6	1489.6	1474.3	16.9	15.8	1.0	0.94	0.99	0.06	1310.8	21.6	60.62	FRWY
(388, 389)	5250	5248	210	10	8.1	487.9	484.8	5.5	5.2	0.4	0.93	0.99	0.07	1311.7	21.7	60.38	FRWY
(387, 388)	5249	5250	2115	23	24.7	1490.9	1483.8	17.0	15.8	1.2	0.93	1.00	0.07	1220.5	20.2	60.29	FRWY
(166, 404)	5030	5026	230	16	11.5	714.3	690.0	8.2	7.9	0.3	0.96	0.97	0.04	1257.2	20.2	62.12	FRWY

(404, 387)	4738	4744	492	16	23.5	1456.5	1408.8	17.8	17.0	0.8	0.96	0.97	0.04	1185.3	19.1	62.03	FRWY
(306, 405)	1504	1507	106	0	2.6	140.6	157.9	6.3	6.1	0.2	0.97	1.12	0.03	752.7	14.1	53.42	RAMP
(558, 406)	1508	1504	83	5	2.1	94.1	125.9	5.0	4.9	0.1	0.97	1.34	0.03	653.9	14.6	44.87	FRWY
(351, 408)	1273	1273	334	2	1.8	76.4	109.8	5.2	4.8	0.4	0.93	1.44	0.10	636.4	15.2	41.77	RAMP
(408, 409)	1273	1274	166	3	3.8	150.4	225.2	10.6	9.5	1.1	0.89	1.50	0.16	859.4	21.4	40.07	RAMP
(410, 405)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(413, 409)	1507	1512	132	1	5.0	218.4	298.8	11.9	11.6	0.3	0.98	1.37	0.03	754.8	17.2	43.86	FRWY
(349, 350)	1275	1277	171	4	5.7	280.6	344.1	16.2	15.9	0.3	0.98	1.23	0.02	637.6	13.0	48.93	RAMP
(350, 351)	1277	1273	107	7	4.7	211.5	284.6	13.4	13.1	0.3	0.98	1.35	0.03	637.3	14.3	44.57	RAMP
(559, 407)	2785	2791	816	12	16.8	809.3	1008.7	21.7	20.9	0.8	0.96	1.25	0.04	929.1	19.3	48.14	FRWY
(407, 411)	366	366	0	0	0.6	28.5	34.7	5.7	5.6	0.1	0.98	1.22	0.02	366.0	7.4	49.25	FRWY
(406, 413)	1504	1507	89	4	2.8	121.6	166.6	6.6	6.5	0.2	0.97	1.37	0.03	753.5	17.2	43.78	FRWY
(161,7031)	676	675	0	1	0.8	39.9	49.1	4.4	4.2	0.1	0.97	1.23	0.03	337.6	6.9	48.80	FRWY
(7032, 435)	1154	1155	0	0	1.3	55.5	76.0	3.7	3.2	0.4	0.88	1.37	0.17	1246.4	28.5	43.80	RAMP
(435, 436)	1155	1155	0	1	1.0	48.3	60.5	3.1	3.0	0.1	0.96	1.25	0.05	1154.8	24.1	47.92	RAMP
(436, 372)	1155	1156	0	0	1.3	63.5	76.1	4.0	3.6	0.3	0.91	1.20	0.11	1155.6	23.1	50.02	RAMP
(395, 437)	1096	1096	38	1	2.2	111.7	130.3	7.1	6.7	0.4	0.94	1.17	0.07	548.0	10.7	51.43	RAMP
(437,7033)	1096	1094	0	3	4.9	80.9	296.1	16.2	5.3	10.9	0.32	3.66	2.47	547.7	33.4	16.40	RAMP
(7034, 440)	625	625	0	2	0.6	27.2	36.6	3.2	2.9	0.4	0.89	1.34	0.15	680.4	15.3	44.61	RAMP
(440, 441)	625	625	0	0	0.5	22.4	27.5	2.6	2.6	0.1	0.97	1.23	0.04	625.0	12.8	48.81	RAMP
(7035, 443)	638	638	0	0	0.8	25.5	45.2	3.9	2.9	0.9	0.76	1.77	0.43	698.9	20.6	33.89	RAMP
(443, 444)	638	639	0	0	0.6	25.2	33.8	3.2	2.9	0.3	0.90	1.34	0.14	638.5	14.3	44.68	RAMP
(444, 376)	639	638	0	1	1.6	85.3	97.8	9.2	8.8	0.4	0.96	1.15	0.05	638.1	12.2	52.35	RAMP

(375, 442)	861	860	10	1	1.1	59.1	66.1	4.6	4.5	0.1	0.98	1.12	0.02	430.1	8.0	53.65	RAMP
(442,7036)	860	859	0	1	0.8	40.7	49.5	3.5	3.3	0.2	0.96	1.22	0.05	429.5	8.7	49.29	RAMP
(7037, 454)	566	567	0	0	0.6	26.7	35.7	3.5	3.1	0.4	0.90	1.34	0.14	613.0	13.7	44.87	RAMP
(454, 455)	567	568	0	0	0.6	27.0	33.0	3.5	3.4	0.1	0.98	1.22	0.03	567.7	11.6	49.00	RAMP
(455, 377)	568	569	0	0	0.8	41.2	47.7	5.0	4.7	0.3	0.94	1.16	0.07	569.0	11.0	51.76	RAMP
(390, 458)	1028	1024	0	4	2.7	133.6	164.8	9.6	8.6	1.1	0.89	1.23	0.14	1025.0	21.1	48.64	RAMP
(456, 457)	322	322	0	0	0.2	9.8	12.8	2.4	2.2	0.2	0.92	1.31	0.11	322.0	7.1	45.67	RAMP
(457, 391)	322	322	0	0	0.2	8.9	10.9	2.0	1.8	0.2	0.90	1.22	0.13	322.0	6.6	49.05	RAMP
(7038, 456)	322	322	0	0	0.2	8.4	12.7	2.0	1.6	0.4	0.80	1.51	0.31	372.0	9.4	39.64	RAMP
(458,7039)	1024	1023	0	1	1.6	40.9	95.4	5.6	2.8	2.8	0.51	2.33	1.15	1023.5	39.8	25.72	RAMP
(7040, 466)	811	811	0	1	0.8	36.8	50.1	3.4	3.0	0.4	0.88	1.36	0.16	882.1	20.1	43.99	RAMP
(466, 467)	811	811	0	0	0.7	33.6	41.7	3.1	3.0	0.1	0.97	1.24	0.04	811.0	16.8	48.42	RAMP
(467, 392)	811	811	0	0	0.9	45.6	53.9	4.0	3.7	0.3	0.92	1.18	0.09	811.0	16.0	50.83	RAMP
(309,7043)	1759	1756	0	3	2.8	131.9	165.5	5.6	5.4	0.2	0.96	1.25	0.05	879.0	18.4	47.81	FRWY
(7044, 483)	919	916	0	3	1.6	71.3	94.6	5.9	5.3	0.6	0.90	1.33	0.13	962.8	21.3	45.24	RAMP
(484, 318)	917	916	0	2	1.2	62.1	74.3	4.9	4.4	0.4	0.91	1.20	0.10	916.6	18.3	50.20	RAMP
(483, 484)	916	917	0	0	0.9	45.0	56.0	3.7	3.5	0.1	0.96	1.24	0.04	916.7	19.0	48.21	RAMP
(303, 487)	804	804	0	0	0.9	45.4	51.7	3.9	3.7	0.2	0.96	1.14	0.05	804.0	15.3	52.66	RAMP
(487, 488)	804	802	0	2	1.5	75.5	92.3	6.9	6.7	0.2	0.97	1.22	0.04	802.2	16.4	49.06	RAMP
(488,7046)	802	803	0	0	0.9	44.4	56.7	4.2	4.0	0.3	0.94	1.28	0.08	802.2	17.1	46.91	RAMP
(489, 490)	1339	1340	117	3	2.2	75.1	133.7	6.0	4.1	1.9	0.68	1.78	0.58	1001.5	29.7	33.71	RAMP
(7047, 489)	1341	1339	703	3	1.7	58.8	101.2	4.2	2.9	1.2	0.70	1.72	0.52	728.8	20.9	34.86	RAMP
(7045, 531)	720	718	127	2	1.0	34.5	58.7	4.5	2.5	2.1	0.54	1.70	0.78	388.0	11.0	35.32	RAMP
(531, 532)	718	718	4	0	0.6	28.3	37.1	3.1	2.2	0.9	0.70	1.31	0.39	484.9	10.6	45.74	RAMP

(532, 299)	718	716	0	2	0.5	28.2	32.6	2.7	2.2	0.5	0.80	1.15	0.23	716.7	13.8	52.03	RAMP
(322, 522)	1879	1881	40	0	2.9	84.4	174.1	5.6	2.9	2.6	0.53	2.06	0.97	940.4	32.3	29.10	RAMP
(7049, 523)	533	534	0	1	0.5	20.2	32.4	3.3	3.1	0.2	0.93	1.61	0.11	587.9	15.7	37.35	RAMP
(523, 524)	534	533	0	3	0.9	41.9	56.2	6.3	5.7	0.6	0.90	1.34	0.14	533.4	11.9	44.78	RAMP
(524, 323)	533	535	0	1	0.8	40.3	47.1	5.3	4.9	0.3	0.94	1.17	0.07	535.0	10.4	51.39	RAMP
(298, 533)	5588	5588	738	26	30.2	1870.8	1809.7	19.4	18.6	0.9	0.95	0.97	0.04	1117.4	18.0	62.03	FRWY
(7050, 529)	1469	1468	653	2	1.7	54.4	102.7	3.8	3.0	0.8	0.80	1.89	0.38	811.8	25.5	31.80	RAMP
(529, 530)	1468	1466	83	5	1.4	45.3	84.5	3.5	2.2	1.2	0.65	1.87	0.66	815.7	25.4	32.14	RAMP
(530, 533)	1466	1469	0	5	3.2	138.7	193.6	7.9	6.2	1.7	0.78	1.40	0.30	1467.8	34.1	42.99	RAMP
(7051, 525)	390	390	0	0	0.4	17.6	23.1	3.3	3.0	0.3	0.91	1.32	0.12	423.5	9.3	45.54	RAMP
(525, 526)	390	389	0	1	0.6	29.3	35.8	5.5	5.4	0.1	0.98	1.22	0.02	389.1	7.9	49.16	RAMP
(526, 324)	389	390	0	0	0.7	38.5	43.9	6.8	6.5	0.3	0.96	1.14	0.05	389.4	7.4	52.61	RAMP
(298, 534)	1076	1076	0	0	1.7	99.2	99.1	5.5	5.1	0.4	0.93	1.00	0.07	1076.0	17.9	60.08	RAMP
(534,7052)	1076	1076	0	0	1.1	54.4	63.5	3.5	2.8	0.7	0.79	1.17	0.24	1076.0	20.9	51.45	RAMP
(313, 347)	1273	1273	79	2	1.9	98.3	112.7	5.3	5.1	0.2	0.95	1.15	0.05	1006.2	19.2	52.35	RAMP
(522,7048)	1881	1879	0	2	6.7	88.3	399.7	12.8	3.3	9.4	0.26	4.53	3.35	939.9	70.9	13.25	RAMP
(405, 558)	1507	1508	9	0	1.2	59.7	69.3	2.8	2.7	0.0	0.99	1.16	0.01	502.6	9.7	51.70	FRWY
(409, 559)	2786	2785	270	2	4.0	173.6	239.8	5.2	5.0	0.2	0.97	1.38	0.05	928.8	21.4	43.44	FRWY
(369, 560)	4328	4331	530	5	13.4	819.8	802.7	11.1	10.5	0.6	0.95	0.98	0.05	721.4	11.8	61.28	FRWY
(97, 563)	5727	5730	1428	18	27.0	1627.5	1622.6	17.0	15.8	1.2	0.93	1.00	0.07	1080.9	18.0	60.18	FRWY
(10, 11)	2582	2584	101	3	4.7	288.9	283.0	6.6	6.2	0.4	0.94	0.98	0.06	860.5	14.0	61.27	FRWY
(11, 12)	2584	2577	105	9	4.5	281.1	272.1	6.3	6.0	0.3	0.95	0.97	0.04	860.5	13.9	61.98	FRWY
(12, 13)	2577	2571	54	7	2.6	161.8	156.3	3.6	3.5	0.2	0.96	0.97	0.04	857.7	13.8	62.11	FRWY

(13, 14)	2571	2575	33	3	2.6	162.9	157.1	3.7	3.5	0.2	0.96	0.96	0.04	858.1	13.8	62.19	FRWY
(14, 15)	2575	2575	47	4	2.7	167.3	161.6	3.8	3.6	0.2	0.96	0.97	0.04	858.3	13.8	62.11	FRWY
(15, 16)	4170	4172	629	11	13.5	790.0	810.6	11.7	10.5	1.2	0.90	1.03	0.10	1042.8	17.8	58.48	FRWY
(16, 17)	4172	4169	126	8	6.4	394.9	384.6	5.5	5.3	0.3	0.95	0.97	0.05	1042.6	16.9	61.62	FRWY
(17, 18)	4169	4168	276	15	12.8	788.8	765.1	11.0	10.5	0.5	0.95	0.97	0.05	1042.2	16.8	61.86	FRWY
(18, 19)	4168	4173	238	5	11.4	706.1	684.1	9.8	9.4	0.5	0.95	0.97	0.04	1042.5	16.8	61.93	FRWY
(19, 20)	4173	4176	193	4	10.0	616.7	597.3	8.6	8.2	0.4	0.95	0.97	0.04	1043.6	16.8	61.94	FRWY
(20, 21)	4176	4172	215	16	10.0	621.5	602.2	8.7	8.3	0.4	0.95	0.97	0.04	1043.7	16.9	61.92	FRWY
(21, 22)	4172	4165	151	13	7.0	436.6	423.0	6.1	5.8	0.3	0.95	0.97	0.04	1042.2	16.8	61.94	FRWY
(22, 23)	4165	4160	312	17	15.0	931.0	902.5	13.0	12.4	0.6	0.95	0.97	0.04	1040.6	16.8	61.90	FRWY
(24, 25)	4160	4163	705	9	10.5	619.0	630.5	9.1	8.2	0.8	0.91	1.02	0.09	1040.8	17.7	58.90	FRWY
(25, 26)	4163	4154	159	12	6.4	393.8	385.9	5.6	5.3	0.3	0.94	0.98	0.06	1039.7	17.0	61.23	FRWY
(26, 27)	4154	4137	161	25	13.0	785.3	778.9	11.3	10.7	0.6	0.95	0.99	0.05	1036.6	17.1	60.49	FRWY
(190, 255)	1672	1672	109	5	5.0	316.4	299.7	10.8	10.5	0.2	0.98	0.95	0.02	835.4	13.2	63.34	FRWY
(255, 257)	2663	2660	1302	8	6.9	403.4	416.0	9.4	8.4	0.9	0.90	1.03	0.10	1039.1	17.9	58.19	FRWY
(257, 280)	2660	2661	97	1	4.1	252.0	246.2	5.6	5.3	0.3	0.95	0.98	0.05	1330.5	21.7	61.42	FRWY
(280, 282)	3641	3644	1297	10	17.6	1034.8	1058.7	17.4	15.8	1.6	0.91	1.02	0.09	1437.8	24.5	58.64	FRWY
(282, 32)	3644	3651	211	0	8.5	520.2	510.2	8.4	7.9	0.5	0.94	0.98	0.05	1823.7	29.8	61.17	RAMP
(32, 33)	6211	6213	428	17	14.2	882.1	854.3	8.3	7.9	0.4	0.96	0.97	0.04	1241.9	20.0	61.95	FRWY
(33, 34)	6213	6220	333	12	14.2	883.0	853.6	8.2	7.9	0.4	0.96	0.97	0.04	1243.3	20.0	62.07	FRWY
(34, 35)	6220	6210	310	23	14.3	890.5	860.6	8.3	8.0	0.4	0.96	0.97	0.04	1242.3	20.0	62.09	FRWY
(35, 36)	6210	6202	332	18	14.9	927.4	896.0	8.7	8.3	0.4	0.96	0.97	0.04	1241.2	20.0	62.10	FRWY
(36, 37)	6202	6188	359	23	16.4	1019.8	985.4	9.5	9.1	0.4	0.96	0.97	0.04	1239.3	20.0	62.10	FRWY
(37, 54)	6188	6178	404	26	18.8	1166.1	1127.3	10.9	10.5	0.5	0.96	0.97	0.04	1236.4	19.9	62.07	FRWY

(54,	55)	6399	6399	502	17	12.8	787.6	766.8	7.2	6.8	0.4	0.95	0.97	0.05	1123.9	18.2	61.62	FRWY
(55,	56)	6399	6394	240	22	9.8	605.8	589.0	5.5	5.3	0.3	0.95	0.97	0.05	1279.4	20.7	61.71	FRWY
(56,	57)	6948	6931	1146	25	21.8	1313.6	1309.9	11.3	10.5	0.8	0.93	1.00	0.07	1272.6	21.2	60.17	FRWY
(57,	58)	6931	6932	220	5	10.7	656.3	641.9	5.6	5.3	0.3	0.95	0.98	0.05	1386.2	22.6	61.35	FRWY
(58,	59)	6932	6928	1245	16	12.3	761.3	739.7	6.4	6.1	0.3	0.95	0.97	0.05	1386.1	22.4	61.75	FRWY
(59,	60)	6928	6933	885	12	18.4	1106.2	1101.1	9.5	8.9	0.7	0.93	1.00	0.07	1385.7	23.0	60.28	FRWY
(60,	61)	6933	6929	4019	32	33.2	1969.3	1990.1	17.2	15.8	1.4	0.92	1.01	0.08	1386.4	23.4	59.37	FRWY
(61,	62)	5924	5911	283	22	18.3	1120.9	1100.6	11.2	10.6	0.5	0.95	0.98	0.05	1183.6	19.4	61.11	FRWY
(62,	63)	4598	4594	394	13	15.6	965.3	934.7	12.2	11.7	0.5	0.96	0.97	0.04	1149.0	18.5	61.97	FRWY
(63,	64)	4594	4585	393	16	16.1	998.8	968.4	12.7	12.1	0.6	0.95	0.97	0.04	1147.4	18.5	61.88	FRWY
(64,	65)	5470	5465	1578	15	18.5	1035.4	1109.9	12.2	10.6	1.6	0.87	1.07	0.14	1228.6	21.9	55.98	FRWY
(65,	66)	5465	5460	185	10	8.6	517.3	513.7	5.6	5.3	0.4	0.93	0.99	0.07	1365.6	22.6	60.41	FRWY
(66,	67)	5460	5459	1932	17	15.8	969.8	948.7	10.4	9.9	0.6	0.95	0.98	0.05	1364.8	22.3	61.33	FRWY
(67,	68)	5459	5443	1314	25	25.3	1341.5	1518.4	16.7	13.7	3.0	0.82	1.13	0.21	1362.1	25.7	53.01	FRWY
(68,	69)	5443	5439	314	27	25.9	1546.3	1553.0	17.1	15.9	1.2	0.93	1.00	0.07	1360.8	22.8	59.74	FRWY
(69,	70)	3350	3354	349	8	17.2	1076.7	1029.1	18.4	17.9	0.5	0.97	0.96	0.03	838.5	13.4	62.78	FRWY
(70,	71)	3354	3356	149	4	7.9	494.6	473.2	8.5	8.2	0.3	0.97	0.96	0.03	839.1	13.4	62.72	FRWY
(71,	72)	3735	3722	744	17	17.1	1058.2	1026.0	16.5	15.8	0.7	0.96	0.97	0.04	866.2	14.0	61.88	FRWY
(72,	73)	3722	3700	2340	31	25.5	1556.8	1529.4	24.7	23.3	1.4	0.94	0.98	0.06	927.7	15.2	61.08	FRWY
(73,	74)	3700	3684	266	22	17.3	1048.3	1039.3	16.9	16.1	0.8	0.95	0.99	0.05	922.5	15.2	60.52	FRWY
(74,	75)	1398	1398	137	9	8.7	554.3	523.0	22.5	22.0	0.5	0.98	0.94	0.02	464.8	7.3	63.59	FRWY
(75,	76)	1821	1820	570	2	3.0	181.4	177.9	5.9	5.5	0.3	0.94	0.98	0.06	472.2	7.7	61.17	FRWY
(76,	77)	2151	2151	447	1	2.3	130.7	136.3	3.8	3.4	0.4	0.89	1.04	0.12	546.5	9.5	57.55	FRWY

(568, 569)	2152	2152	79	0	1.7	81.5	102.7	2.9	2.1	0.7	0.74	1.26	0.33	717.3	15.1	47.61	FRWY
(569, 570)	1320	1321	92	1	5.1	309.9	305.0	13.9	13.0	0.9	0.94	0.98	0.06	440.1	7.2	60.96	FRWY
(570, 571)	2642	2636	394	7	6.8	411.9	406.2	9.2	8.6	0.6	0.94	0.99	0.06	659.8	10.8	60.85	FRWY
(571, 572)	2899	2894	566	20	13.2	823.8	791.5	16.4	15.8	0.6	0.96	0.96	0.04	674.4	10.8	62.45	FRWY
(572, 573)	2894	2890	788	24	19.2	1203.0	1151.5	23.9	23.0	0.8	0.97	0.96	0.03	723.5	11.5	62.68	FRWY
(573, 574)	2890	2888	249	8	13.1	820.5	787.1	16.4	15.8	0.6	0.97	0.96	0.03	722.1	11.5	62.55	FRWY
(574, 575)	2594	2584	200	10	9.8	620.9	590.7	13.7	13.3	0.4	0.97	0.95	0.03	647.4	10.3	63.07	FRWY
(575, 576)	2584	2574	403	18	13.5	849.2	808.8	18.8	18.3	0.6	0.97	0.95	0.03	644.2	10.2	63.00	FRWY
(576, 577)	4440	4446	2952	18	22.5	1262.3	1352.7	18.3	15.8	2.4	0.87	1.07	0.14	1033.3	18.5	55.99	FRWY
(577, 578)	4446	4452	304	23	17.2	1074.4	1033.5	13.9	13.4	0.6	0.96	0.96	0.04	1111.5	17.8	62.38	FRWY
(578, 579)	4452	4442	1218	19	14.6	893.9	876.5	11.8	11.1	0.7	0.94	0.98	0.06	1111.1	18.2	61.19	FRWY
(579, 580)	4442	4442	144	11	6.8	420.7	409.9	5.5	5.2	0.3	0.95	0.97	0.05	1110.8	18.0	61.58	FRWY
(580, 581)	4442	4447	271	13	13.7	841.5	819.8	11.1	10.6	0.5	0.95	0.97	0.04	1110.8	18.0	61.59	FRWY
(581, 582)	3681	3677	249	11	11.6	727.8	695.0	11.3	11.0	0.4	0.97	0.96	0.03	919.3	14.6	62.83	FRWY
(582, 583)	3677	3680	294	7	13.8	866.4	827.0	13.5	13.0	0.5	0.97	0.95	0.03	920.1	14.6	62.86	FRWY
(583, 584)	4765	4764	1705	10	15.5	902.5	929.0	11.7	10.5	1.2	0.90	1.03	0.10	1070.8	18.4	58.29	FRWY
(584, 585)	5835	5815	2988	43	29.4	1653.3	1765.6	18.2	15.8	2.4	0.87	1.07	0.14	1283.8	22.8	56.19	FRWY
(585, 586)	5815	5808	373	20	13.3	790.3	798.0	8.2	7.5	0.7	0.91	1.01	0.09	1452.9	24.5	59.42	FRWY
(586, 587)	5808	5809	169	12	11.7	720.2	702.3	7.3	6.9	0.4	0.95	0.98	0.05	1451.5	23.6	61.53	FRWY
(587, 588)	5809	5804	122	13	8.9	549.8	534.0	5.5	5.2	0.3	0.95	0.97	0.05	1451.4	23.5	61.78	FRWY
(588, 589)	5804	5793	281	24	18.0	1097.8	1077.8	11.2	10.5	0.6	0.94	0.98	0.05	1449.1	23.7	61.11	FRWY
(589, 590)	4996	5006	299	7	12.5	771.1	747.6	9.0	8.5	0.4	0.95	0.97	0.05	1208.1	19.5	61.88	FRWY
(590, 591)	5006	5003	348	14	9.3	582.3	560.4	6.7	6.4	0.3	0.96	0.96	0.04	1001.5	16.1	62.35	FRWY
(591, 592)	5003	5002	245	8	10.3	647.1	620.9	7.4	7.2	0.3	0.96	0.96	0.04	1000.4	16.0	62.53	FRWY

(592, 593)	5002	4997	3945	16	15.2	946.5	912.5	11.0	10.5	0.5	0.96	0.96	0.04	999.5	16.1	62.24	FRWY
(593, 594)	4997	5001	632	2	7.8	473.3	466.3	5.6	5.2	0.3	0.94	0.99	0.06	999.7	16.4	60.91	FRWY
(594, 595)	5001	4985	371	20	15.1	945.8	907.9	10.9	10.5	0.4	0.96	0.96	0.04	998.8	16.0	62.51	FRWY
(595, 596)	4985	4981	80	8	10.5	626.9	627.6	7.6	7.2	0.3	0.96	1.00	0.04	996.9	16.6	59.93	FRWY
(596, 597)	2331	2329	89	5	5.0	313.8	299.5	7.7	7.5	0.2	0.97	0.95	0.03	776.7	12.4	62.86	FRWY
(597, 598)	2329	2325	107	9	5.8	362.6	346.4	8.9	8.6	0.3	0.97	0.96	0.03	775.5	12.3	62.81	FRWY
(598, 599)	2325	2324	58	5	3.0	190.2	181.9	4.7	4.5	0.2	0.97	0.96	0.03	775.0	12.3	62.76	FRWY
(600, 601)	2324	2323	73	4	4.2	260.4	249.3	6.4	6.2	0.2	0.97	0.96	0.03	774.1	12.4	62.67	FRWY
(601, 602)	4494	4485	1793	17	11.2	637.9	671.1	9.0	7.9	1.1	0.88	1.05	0.12	976.3	17.1	57.03	FRWY
(602, 603)	4485	4484	271	13	10.4	636.6	625.2	8.4	7.9	0.5	0.94	0.98	0.06	1120.4	18.3	61.10	FRWY
(603, 604)	4484	4487	133	4	8.7	545.3	524.9	7.0	6.8	0.3	0.96	0.96	0.04	1121.2	18.0	62.34	FRWY
(604, 605)	4487	4476	189	17	9.9	616.9	595.5	8.0	7.6	0.3	0.96	0.97	0.04	1120.2	18.0	62.16	FRWY
(605, 606)	4476	4471	251	11	13.0	806.9	781.9	10.5	10.0	0.5	0.96	0.97	0.04	1118.8	18.1	61.92	FRWY
(606, 607)	4471	4461	226	15	10.4	639.5	621.2	8.3	8.0	0.4	0.95	0.97	0.05	1116.5	18.1	61.76	FRWY
(607, 608)	4461	4468	176	2	9.0	556.2	540.4	7.3	6.9	0.3	0.95	0.97	0.05	1115.9	18.1	61.76	FRWY
(608, 609)	4468	4464	215	11	11.2	690.1	670.3	9.0	8.6	0.4	0.95	0.97	0.05	1116.3	18.1	61.77	FRWY
(609, 610)	4464	4461	272	15	12.7	783.7	762.2	10.2	9.7	0.5	0.95	0.97	0.05	1116.0	18.1	61.69	FRWY
(610, 611)	4461	4460	1599	13	9.9	602.9	592.0	8.0	7.5	0.5	0.94	0.98	0.06	1114.7	18.2	61.11	FRWY
(611, 612)	4460	4464	840	3	10.9	630.4	655.4	8.8	7.8	1.0	0.89	1.04	0.11	1115.5	19.3	57.71	FRWY
(612, 613)	4464	4450	513	23	21.0	1266.8	1257.2	16.9	16.0	0.9	0.95	0.99	0.05	1114.8	18.4	60.46	FRWY
(613, 614)	2240	2241	51	0	2.1	132.0	128.6	3.4	3.3	0.2	0.95	0.97	0.05	747.0	12.1	61.59	FRWY
(614, 615)	2241	2241	19	2	1.9	121.8	116.8	3.1	3.0	0.1	0.97	0.96	0.03	747.0	11.9	62.59	FRWY
(615, 616)	2241	2236	33	6	3.4	212.0	201.9	5.4	5.3	0.2	0.97	0.95	0.03	746.2	11.8	62.99	FRWY

(616, 617)	2236	2229	98	9	6.8	422.7	407.0	10.9	10.6	0.4	0.97	0.96	0.03	743.9	11.9	62.31	FRWY
(617, 618)	1918	1913	94	7	5.7	360.4	343.9	10.8	10.5	0.3	0.97	0.95	0.03	638.2	10.1	62.89	FRWY
(618, 619)	1913	1910	64	9	5.2	324.9	310.3	9.7	9.5	0.3	0.97	0.96	0.03	636.7	10.1	62.82	FRWY
(619, 620)	1910	1907	42	3	2.4	151.0	144.6	4.5	4.4	0.1	0.97	0.96	0.03	635.9	10.1	62.68	FRWY
(599, 600)	2324	2324	67	1	2.7	170.3	163.0	4.2	4.1	0.1	0.97	0.96	0.03	774.6	12.4	62.71	FRWY
(77,7053)	2151	2150	0	1	1.3	75.8	77.2	2.2	2.0	0.2	0.91	1.02	0.10	716.9	12.2	58.86	FRWY
(7054, 568)	2153	2152	398	1	2.1	101.9	127.1	3.3	2.4	0.9	0.74	1.25	0.33	776.6	16.1	48.11	FRWY
(396, 397)	4254	4242	1546	44	29.7	1836.2	1779.0	25.1	24.0	1.2	0.95	0.97	0.04	1061.2	17.1	61.93	FRWY
(397, 398)	4868	4865	1120	14	10.7	645.3	641.1	7.9	7.3	0.6	0.93	0.99	0.07	973.5	16.1	60.39	FRWY
(398, 564)	4865	4856	320	15	11.9	736.5	712.4	8.8	8.4	0.4	0.96	0.97	0.04	972.2	15.7	62.04	FRWY
(620, 369)	1907	1906	62	4	2.8	177.7	170.2	5.4	5.2	0.2	0.97	0.96	0.03	635.6	10.1	62.63	FRWY
(617, 114)	311	310	0	1	0.7	38.2	42.3	8.2	8.0	0.1	0.98	1.10	0.02	310.2	5.7	54.30	RAMP
(114, 115)	310	310	0	1	1.0	49.5	59.4	11.5	11.3	0.2	0.98	1.20	0.02	310.5	6.2	49.93	RAMP
(117, 416)	311	309	0	2	0.8	37.6	46.3	9.0	8.7	0.3	0.97	1.23	0.04	310.0	6.4	48.74	RAMP
(399, 402)	1097	1107	100	2	6.4	344.3	381.6	20.8	20.5	0.3	0.99	1.11	0.01	551.5	10.2	54.13	RAMP
(625, 132)	1000	999	0	1	0.9	39.0	53.7	3.2	2.6	0.7	0.79	1.38	0.29	999.6	23.0	43.55	RAMP
(626, 627)	1675	1673	47	5	2.1	132.8	126.7	4.5	4.4	0.1	0.97	0.95	0.03	836.4	13.3	62.87	FRWY
(627, 190)	1673	1672	25	3	1.6	101.3	95.6	3.4	3.4	0.1	0.98	0.94	0.02	835.9	13.1	63.61	FRWY
(629, 255)	991	991	0	1	1.3	63.5	80.9	4.9	4.2	0.7	0.86	1.27	0.18	991.5	21.1	47.07	RAMP
(628, 629)	994	991	0	3	1.6	65.1	98.2	5.9	5.2	0.7	0.88	1.51	0.17	993.2	25.0	39.76	RAMP
(631, 280)	980	980	0	1	1.8	92.2	108.9	6.7	6.2	0.5	0.93	1.18	0.09	979.1	19.3	50.77	RAMP
(630, 631)	975	980	0	0	1.6	79.2	98.7	6.1	5.9	0.2	0.97	1.25	0.04	977.1	20.3	48.13	RAMP
(632, 633)	1557	1555	51	4	3.6	191.7	215.9	8.3	8.1	0.2	0.97	1.13	0.03	777.5	14.6	53.28	RAMP
(635, 54)	220	221	0	0	0.5	26.3	31.0	8.4	7.8	0.6	0.93	1.18	0.08	221.0	4.3	51.01	RAMP

(634, 635)	220	220	0	0	0.5	19.5	28.1	7.7	7.1	0.6	0.93	1.44	0.11	220.0	5.3	41.67	RAMP
(637, 56)	552	554	0	0	1.3	67.7	75.9	8.2	8.0	0.2	0.97	1.12	0.03	552.4	10.3	53.53	RAMP
(636, 637)	553	552	0	1	0.9	47.0	52.9	5.7	5.6	0.2	0.97	1.13	0.03	552.9	10.4	53.29	RAMP
(61, 638)	1005	1005	0	0	1.6	85.3	96.1	5.7	5.6	0.2	0.97	1.13	0.04	1005.0	18.9	53.26	RAMP
(638, 639)	1005	1005	83	1	1.2	64.3	72.9	4.4	4.2	0.2	0.96	1.13	0.04	589.3	11.1	52.91	RAMP
(62, 640)	1313	1313	0	1	1.9	100.8	115.4	5.3	5.0	0.2	0.96	1.15	0.05	1313.6	25.1	52.39	RAMP
(640, 641)	1313	1313	102	0	1.0	54.7	62.9	2.9	2.7	0.1	0.95	1.15	0.06	849.6	16.3	52.19	RAMP
(643, 64)	884	885	0	0	1.9	97.9	113.8	7.7	7.3	0.4	0.95	1.16	0.06	884.9	17.1	51.60	RAMP
(642, 643)	884	884	63	0	1.7	79.9	101.7	6.9	5.9	1.0	0.86	1.27	0.18	622.8	13.2	47.09	RAMP
(69, 644)	2089	2089	83	0	2.7	138.9	163.6	4.7	4.4	0.3	0.93	1.18	0.09	1824.0	35.8	50.93	RAMP
(644, 645)	2089	2093	191	0	2.0	98.2	118.4	3.4	3.3	0.1	0.97	1.21	0.03	805.1	16.2	49.76	RAMP
(647, 71)	381	379	0	2	1.0	50.7	60.5	9.5	8.7	0.8	0.92	1.19	0.10	380.4	7.6	50.32	RAMP
(646, 647)	384	381	0	3	0.9	36.3	52.8	8.3	7.6	0.7	0.92	1.46	0.12	382.3	9.3	41.22	RAMP
(74, 648)	2286	2286	86	1	3.8	201.3	231.0	6.1	5.8	0.3	0.96	1.15	0.05	1143.1	21.9	52.30	RAMP
(648, 649)	2286	2280	56	8	3.8	170.5	230.5	6.1	4.9	1.1	0.81	1.35	0.25	1142.4	25.7	44.38	RAMP
(651, 75)	423	423	0	0	0.6	31.3	38.9	5.5	4.9	0.7	0.88	1.24	0.15	423.0	8.8	48.32	RAMP
(650, 651)	423	423	0	0	0.6	24.8	37.5	5.3	4.7	0.6	0.88	1.51	0.18	423.0	10.6	39.75	RAMP
(653, 76)	331	331	0	0	0.3	15.4	17.4	3.2	3.1	0.1	0.97	1.13	0.04	331.0	6.2	53.06	RAMP
(652, 653)	331	331	0	0	0.3	17.4	19.7	3.6	3.4	0.1	0.97	1.13	0.04	331.0	6.2	53.14	RAMP
(569, 654)	832	831	34	1	0.8	41.3	49.3	3.6	3.2	0.3	0.91	1.20	0.11	672.7	13.4	50.19	RAMP
(656, 570)	1320	1321	0	4	2.4	115.2	143.8	6.5	5.7	0.8	0.88	1.25	0.16	1319.8	27.4	48.09	RAMP
(655, 656)	1321	1320	0	3	2.8	112.5	166.5	7.6	6.8	0.7	0.90	1.48	0.15	1320.1	32.6	40.54	RAMP
(658, 571)	263	263	0	0	0.5	26.3	29.4	6.7	6.6	0.1	0.98	1.12	0.02	263.0	4.9	53.80	RAMP

(657, 658)	263	263	0	0	0.4	22.2	24.9	5.7	5.6	0.1	0.98	1.12	0.02	263.0	4.9	53.64	RAMP
(574, 660)	294	294	0	0	0.2	12.4	13.8	2.8	2.8	0.1	0.98	1.11	0.03	294.0	5.5	53.83	RAMP
(660, 661)	294	294	0	0	0.2	11.7	13.8	2.8	2.8	0.1	0.98	1.18	0.03	294.0	5.8	50.90	RAMP
(663, 576)	1863	1866	44	1	4.1	176.3	244.1	7.9	6.2	1.7	0.79	1.38	0.30	1553.6	35.9	43.32	RAMP
(662, 663)	1861	1863	248	1	3.0	117.8	179.3	5.8	4.6	1.2	0.79	1.52	0.32	931.1	23.6	39.42	RAMP
(581, 664)	766	767	0	0	1.6	84.0	94.7	7.4	7.2	0.2	0.97	1.13	0.03	766.2	14.4	53.23	RAMP
(664, 665)	767	767	0	0	0.6	32.7	37.0	2.9	2.8	0.1	0.97	1.13	0.04	767.0	14.5	52.95	RAMP
(667, 583)	1085	1085	0	0	3.8	177.3	228.1	12.6	10.7	1.9	0.85	1.29	0.19	1085.0	23.3	46.66	RAMP
(666, 667)	1085	1085	0	0	1.3	43.8	77.0	4.3	4.1	0.1	0.97	1.76	0.04	1085.0	31.8	34.11	RAMP
(669, 584)	1069	1071	14	4	2.3	118.3	138.9	7.8	7.3	0.5	0.93	1.17	0.08	913.2	17.9	51.09	RAMP
(668, 669)	1070	1069	79	1	1.3	64.4	77.5	4.3	3.9	0.4	0.91	1.20	0.11	534.8	10.7	49.91	RAMP
(589, 670)	797	796	0	1	0.6	34.4	38.6	2.9	2.8	0.1	0.97	1.12	0.04	796.4	14.9	53.43	RAMP
(670, 671)	796	795	0	1	0.6	32.7	36.6	2.8	2.7	0.1	0.97	1.12	0.03	795.9	14.9	53.59	RAMP
(672, 673)	1096	1097	0	2	2.0	91.8	117.3	6.4	6.0	0.4	0.94	1.28	0.08	1096.7	23.4	46.96	FRWY
(674, 675)	1072	1071	0	1	1.2	61.5	70.2	3.9	3.8	0.2	0.96	1.14	0.05	1071.9	20.4	52.60	RAMP
(676, 677)	2648	2640	810	20	14.4	751.5	864.5	19.6	18.7	0.9	0.95	1.15	0.05	1072.4	20.6	52.15	FRWY
(677, 680)	1254	1252	134	8	5.9	317.6	353.6	17.0	16.6	0.3	0.98	1.11	0.02	625.7	11.6	53.89	FRWY
(677, 678)	1386	1385	29	4	2.0	98.9	120.9	5.2	5.1	0.1	0.98	1.22	0.02	692.9	14.1	49.11	RAMP
(678, 679)	1385	1380	33	6	2.2	107.4	131.5	5.7	5.6	0.1	0.98	1.22	0.02	691.3	14.1	49.00	RAMP
(680, 681)	1252	1250	63	8	3.2	171.3	190.3	9.1	9.0	0.2	0.98	1.11	0.02	624.8	11.6	54.01	FRWY
(681, 682)	1250	1247	49	4	3.3	177.3	197.1	9.5	9.3	0.2	0.98	1.11	0.02	480.2	8.9	53.98	FRWY
(684, 685)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(686, 111)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(685, 681)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP

(682, 683)	1247	1243	60	4	3.3	176.8	196.8	9.5	9.3	0.2	0.98	1.11	0.02	622.5	11.5	53.91	FRWY
(687, 688)	1238	1238	46	0	2.4	108.8	144.9	7.0	6.9	0.1	0.98	1.33	0.03	619.0	13.7	45.05	FRWY
(688,7027)	1238	1238	0	1	1.6	62.1	94.4	4.6	4.5	0.0	0.99	1.52	0.01	618.9	15.7	39.47	FRWY
(7056, 626)	1669	1675	121	2	2.5	139.8	147.7	5.1	4.4	0.6	0.88	1.06	0.13	872.7	15.4	56.79	FRWY
(679,7058)	1380	1379	0	1	1.2	59.3	73.6	3.2	3.1	0.1	0.97	1.24	0.04	689.7	14.3	48.34	RAMP
(7059, 684)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	RAMP
(7060, 628)	996	994	0	2	1.3	43.9	77.5	4.3	4.2	0.1	0.97	1.77	0.06	1082.0	31.9	33.95	RAMP
(7061, 630)	972	975	0	0	1.4	63.9	83.6	4.9	4.5	0.4	0.92	1.31	0.10	1029.3	22.4	45.91	RAMP
(7062, 674)	1072	1072	0	0	0.8	37.5	46.6	2.3	2.1	0.3	0.88	1.25	0.15	1191.6	24.7	48.19	RAMP
(7063, 672)	1097	1096	0	2	2.4	97.9	142.8	7.5	6.9	0.6	0.91	1.46	0.12	1141.4	27.7	41.15	FRWY
(671,7064)	795	793	0	2	0.5	27.4	31.1	2.3	2.3	0.1	0.96	1.14	0.05	794.1	15.0	52.82	RAMP
(633,7065)	1555	1556	0	1	1.8	97.9	110.7	4.3	4.1	0.1	0.97	1.13	0.04	778.1	14.7	53.06	RAMP
(7066, 634)	220	220	0	0	0.3	9.5	16.3	4.1	4.0	0.1	0.99	1.72	0.02	239.9	6.9	34.80	RAMP
(7067, 636)	553	553	0	0	0.8	41.8	50.3	5.2	4.7	0.5	0.91	1.20	0.11	581.2	11.6	49.92	RAMP
(665,7068)	767	769	0	0	0.6	29.8	34.8	2.7	2.5	0.2	0.94	1.17	0.07	767.3	14.9	51.41	RAMP
(7069, 666)	1084	1085	0	1	1.1	40.0	67.7	3.4	3.3	0.1	0.98	1.69	0.03	1200.0	33.8	35.46	RAMP
(7070, 668)	1070	1070	526	0	1.3	67.2	79.1	4.2	3.9	0.3	0.93	1.18	0.09	567.0	11.1	50.98	RAMP
(639,7071)	1005	1005	0	0	0.6	31.4	37.7	2.2	2.0	0.2	0.91	1.20	0.11	502.5	10.0	50.01	RAMP
(7072, 642)	885	884	464	1	0.6	29.1	37.7	2.3	1.9	0.3	0.85	1.30	0.20	495.0	10.7	46.25	RAMP
(641,7073)	1313	1312	0	1	0.9	43.2	52.4	2.4	2.4	0.0	0.99	1.21	0.01	656.1	13.3	49.48	RAMP
(661,7074)	294	294	0	0	0.2	10.5	13.7	2.8	2.6	0.2	0.92	1.30	0.10	294.0	6.4	46.13	RAMP
(7075, 662)	1862	1861	591	1	2.3	107.8	140.7	4.3	3.9	0.4	0.92	1.31	0.11	991.2	21.6	45.95	RAMP
(645,7076)	2093	2093	0	3	2.0	93.6	117.7	3.4	3.2	0.2	0.95	1.26	0.06	697.7	14.6	47.69	RAMP

(7077, 646)	386	384	0	2	0.4	13.0	22.9	3.2	3.1	0.1	0.97	1.76	0.06	429.9	12.6	34.11	RAMP
(7078, 657)	263	263	0	0	0.4	18.1	21.0	4.5	4.3	0.3	0.94	1.16	0.06	277.6	5.4	51.76	RAMP
(7080, 650)	422	423	0	0	0.8	25.9	45.3	6.1	5.9	0.1	0.98	1.75	0.04	448.6	13.1	34.35	RAMP
(7081, 655)	1321	1321	0	3	1.7	57.4	101.4	4.2	4.1	0.1	0.97	1.77	0.06	1437.2	42.3	33.99	RAMP
(649,7082)	2280	2261	0	21	7.8	127.3	466.7	12.3	3.7	8.6	0.30	3.67	2.57	1135.4	69.4	16.36	RAMP
(7083, 652)	331	331	0	0	0.3	16.0	19.4	3.3	2.9	0.3	0.90	1.21	0.12	357.9	7.2	49.43	RAMP
(7084, 857)	316	316	0	0	0.3	12.4	15.2	2.6	2.3	0.3	0.89	1.23	0.14	347.2	7.1	48.83	RAMP
(857, 858)	316	316	0	0	0.4	18.7	21.2	4.0	3.9	0.2	0.96	1.14	0.05	316.0	6.0	52.86	RAMP
(859,7085)	575	568	0	9	1.2	52.6	70.5	7.4	6.0	1.4	0.81	1.34	0.26	573.4	12.8	44.72	RAMP
(7086, 860)	47	47	0	0	0.1	4.3	4.8	5.9	5.7	0.2	0.97	1.11	0.03	49.0	0.9	53.87	RAMP
(860, 861)	47	47	0	0	0.1	4.0	4.4	5.6	5.6	0.0	0.99	1.09	0.01	47.0	0.9	54.80	RAMP
(866,7087)	70	70	0	0	0.1	4.0	4.6	4.0	3.8	0.2	0.96	1.14	0.05	70.0	1.3	52.41	RAMP
(873,7088)	84	84	0	0	0.2	8.8	9.7	6.9	6.8	0.1	0.99	1.09	0.01	84.0	1.5	54.85	RAMP
(7089, 874)	116	117	0	0	0.1	6.8	7.7	3.7	3.6	0.2	0.95	1.14	0.05	123.8	2.4	52.56	RAMP
(874, 875)	117	118	0	0	0.1	6.5	7.2	3.7	3.6	0.0	0.99	1.11	0.01	117.1	2.2	54.25	RAMP
(876,7090)	252	252	0	0	0.4	22.6	25.3	6.0	5.8	0.2	0.97	1.12	0.04	252.0	4.7	53.64	RAMP
(7091, 877)	69	68	0	1	0.1	4.1	6.1	5.1	3.7	1.4	0.72	1.51	0.42	73.0	1.8	39.79	RAMP
(877, 878)	68	68	0	0	0.1	4.5	5.1	4.5	4.3	0.3	0.94	1.15	0.07	68.0	1.3	51.99	RAMP
(879, 880)	1995	1999	129	7	7.8	501.7	469.2	13.9	13.7	0.2	0.99	0.94	0.01	1012.5	15.8	64.15	FRWY
(880, 881)	1999	1999	178	10	11.1	704.7	663.4	19.9	19.6	0.4	0.98	0.94	0.02	999.2	15.7	63.73	FRWY
(881, 882)	1999	2002	225	9	9.1	575.8	546.9	16.4	16.0	0.4	0.97	0.95	0.03	999.4	15.8	63.17	FRWY
(882, 883)	2002	2003	197	8	9.0	568.6	542.9	16.3	15.8	0.5	0.97	0.95	0.03	1000.8	15.9	62.84	FRWY
(883, 884)	1920	1920	141	6	7.0	437.1	417.1	13.0	12.6	0.4	0.97	0.95	0.03	960.8	15.3	62.87	FRWY
(883, 873)	83	84	0	0	0.2	9.5	10.3	7.4	7.4	0.0	1.00	1.09	0.01	83.1	1.5	55.18	RAMP

(884, 885)	1920	1916	126	10	6.4	402.5	384.5	12.0	11.6	0.4	0.97	0.96	0.03	959.0	15.3	62.80	FRWY
(885, 886)	1916	1919	146	6	7.9	497.1	476.1	14.9	14.4	0.5	0.97	0.96	0.03	957.9	15.3	62.65	FRWY
(886, 887)	2037	2037	309	10	9.3	577.8	555.9	16.4	15.8	0.6	0.96	0.96	0.04	884.3	14.2	62.36	FRWY
(887, 888)	2037	2029	174	16	9.5	594.4	571.6	16.9	16.2	0.7	0.96	0.96	0.04	1017.0	16.3	62.39	FRWY
(875, 886)	118	118	0	0	0.2	9.5	10.5	5.3	5.3	0.0	0.99	1.10	0.01	118.0	2.2	54.56	RAMP
(888, 889)	2029	2039	209	5	10.4	645.9	623.7	18.4	17.6	0.8	0.96	0.97	0.04	1018.0	16.4	62.14	FRWY
(889, 890)	2039	2041	135	5	6.9	426.9	412.5	12.1	11.6	0.5	0.96	0.97	0.04	1019.1	16.4	62.10	FRWY
(890, 891)	2041	2034	212	12	10.8	672.4	650.4	19.1	18.3	0.8	0.96	0.97	0.04	1019.5	16.4	62.02	FRWY
(891, 892)	2034	2040	159	6	8.1	505.0	488.4	14.4	13.7	0.6	0.96	0.97	0.04	1018.6	16.4	62.04	FRWY
(892, 893)	2040	2035	394	22	19.1	1182.3	1143.6	33.7	32.2	1.5	0.96	0.97	0.04	1018.4	16.4	62.03	FRWY
(893, 894)	2035	2038	443	22	22.6	1399.4	1355.8	39.8	38.0	1.8	0.95	0.97	0.04	1022.0	16.5	61.93	FRWY
(894, 895)	2038	2028	254	18	13.8	851.6	827.7	24.5	23.3	1.2	0.95	0.97	0.05	1015.5	16.4	61.73	FRWY
(895, 896)	2028	2032	419	22	21.5	1326.4	1292.3	38.2	36.3	1.9	0.95	0.97	0.05	1014.7	16.5	61.58	FRWY
(896, 897)	2032	2036	419	16	23.1	1422.3	1386.5	40.9	38.8	2.1	0.95	0.97	0.05	1015.9	16.5	61.55	FRWY
(897, 898)	2036	2027	263	16	12.8	785.7	766.7	22.6	21.4	1.2	0.95	0.98	0.05	1016.8	16.5	61.49	FRWY
(898, 899)	2027	2026	179	7	9.4	575.7	563.3	16.7	15.8	0.9	0.95	0.98	0.05	1013.2	16.5	61.32	FRWY
(899, 900)	1956	1953	181	8	9.9	609.4	593.5	18.2	17.3	0.9	0.95	0.97	0.05	976.7	15.9	61.60	FRWY
(899, 866)	70	70	0	0	0.2	8.2	9.1	7.8	7.7	0.1	0.99	1.11	0.01	70.0	1.3	54.27	RAMP
(900, 901)	1953	1929	222	37	11.6	713.0	693.0	21.4	20.3	1.0	0.95	0.97	0.05	972.7	15.8	61.73	FRWY
(901, 902)	2245	2239	562	9	10.4	636.1	623.3	16.7	15.8	0.9	0.94	0.98	0.06	973.5	15.9	61.24	FRWY
(902, 903)	2239	2238	165	8	10.4	640.4	622.4	16.7	15.9	0.8	0.95	0.97	0.05	1118.9	18.1	61.73	FRWY
(858, 901)	316	316	0	0	0.9	47.7	53.7	10.2	9.9	0.3	0.97	1.13	0.04	316.0	5.9	53.27	RAMP
(903, 904)	2238	2235	197	7	11.9	733.3	714.5	19.2	18.2	1.0	0.95	0.97	0.05	1118.4	18.2	61.58	FRWY

(904, 905)	2235	2223	182	13	9.2	564.6	550.3	14.8	14.1	0.8	0.95	0.97	0.05	1113.1	18.1	61.56	FRWY
(906, 907)	2501	2505	165	7	10.1	649.1	607.3	14.4	14.1	0.2	0.98	0.94	0.02	1268.4	19.8	64.13	FRWY
(907, 908)	2505	2496	464	19	15.2	966.6	914.0	21.9	21.3	0.6	0.97	0.95	0.03	1251.5	19.7	63.45	FRWY
(908, 909)	2496	2495	270	12	11.5	709.7	687.5	16.5	15.8	0.7	0.96	0.97	0.04	1249.1	20.2	61.94	FRWY
(909, 910)	1920	1918	163	7	7.7	481.1	459.3	14.4	13.9	0.5	0.97	0.95	0.03	959.3	15.3	62.86	FRWY
(909, 859)	575	575	0	0	1.5	83.0	92.5	9.7	9.4	0.3	0.97	1.11	0.03	575.0	10.7	53.81	RAMP
(910, 911)	1918	1919	198	8	9.2	578.7	552.6	17.3	16.7	0.6	0.96	0.95	0.03	959.1	15.3	62.84	FRWY
(911, 912)	1919	1913	149	13	8.4	530.0	506.5	15.9	15.3	0.6	0.96	0.96	0.03	956.4	15.2	62.78	FRWY
(861, 912)	47	47	0	0	0.1	4.5	4.9	6.3	6.2	0.0	0.99	1.09	0.01	47.0	0.9	55.01	RAMP
(912, 913)	1960	1963	229	7	8.9	557.5	534.3	16.3	15.7	0.6	0.96	0.96	0.04	853.2	13.6	62.60	FRWY
(913, 914)	1963	1968	187	5	9.4	586.2	562.2	17.1	16.5	0.7	0.96	0.96	0.04	984.4	15.7	62.56	FRWY
(914, 915)	1968	1966	378	19	18.5	1154.9	1110.7	33.8	32.4	1.4	0.96	0.96	0.04	984.5	15.8	62.39	FRWY
(915, 916)	1966	1970	375	21	18.7	1164.6	1123.6	34.2	32.7	1.5	0.96	0.96	0.04	984.8	15.8	62.19	FRWY
(916, 917)	1970	1969	341	20	17.0	1057.2	1021.9	31.2	29.7	1.4	0.95	0.97	0.04	983.7	15.8	62.07	FRWY
(917, 918)	1969	1976	281	11	13.4	829.4	803.3	24.4	23.3	1.2	0.95	0.97	0.05	986.3	15.9	61.95	FRWY
(918, 919)	1976	1968	327	18	17.2	1068.0	1035.0	31.5	30.0	1.5	0.95	0.97	0.05	986.2	15.9	61.91	FRWY
(919, 920)	1968	1963	351	17	17.9	1104.0	1072.0	32.7	31.1	1.6	0.95	0.97	0.05	982.6	15.9	61.79	FRWY
(920, 921)	1963	1972	203	6	10.9	675.9	654.7	20.0	19.0	1.0	0.95	0.97	0.05	984.2	15.9	61.94	FRWY
(921, 922)	1972	1967	189	17	10.4	644.7	625.5	19.0	18.1	0.9	0.95	0.97	0.05	985.6	15.9	61.85	FRWY
(922, 923)	1967	1977	191	6	10.5	649.7	630.8	19.2	18.2	1.0	0.95	0.97	0.05	986.3	16.0	61.80	FRWY
(923, 924)	1977	1976	274	5	11.8	731.5	710.4	21.6	20.5	1.1	0.95	0.97	0.05	988.3	16.0	61.78	FRWY
(924, 925)	1976	1980	245	7	11.4	690.8	683.0	20.7	19.4	1.3	0.93	0.99	0.06	989.0	16.3	60.69	FRWY
(925, 926)	1729	1722	221	17	11.3	699.6	675.1	23.4	22.4	1.0	0.96	0.97	0.04	865.0	13.9	62.17	FRWY
(925, 876)	251	252	0	0	0.7	38.4	42.4	10.1	9.9	0.2	0.98	1.10	0.02	251.7	4.6	54.37	RAMP

(926, 927)	1722	1723	165	7	8.2	512.3	492.6	17.2	16.5	0.7	0.96	0.96	0.04	861.5	13.8	62.40	FRWY
(878, 927)	68	68	0	0	0.1	3.8	4.2	3.7	3.7	0.0	0.99	1.10	0.01	68.0	1.2	54.49	RAMP
(927, 928)	1791	1783	245	14	8.2	508.6	489.9	16.4	15.7	0.7	0.96	0.96	0.04	778.3	12.5	62.29	FRWY
(928, 929)	1783	1777	138	11	7.5	469.7	452.1	15.3	14.6	0.6	0.96	0.96	0.04	888.8	14.3	62.33	FRWY
(929, 930)	1777	1771	169	6	9.3	579.5	558.2	18.9	18.1	0.8	0.96	0.96	0.04	887.5	14.2	62.29	FRWY
(930, 931)	1771	1769	118	3	6.2	385.3	370.9	12.6	12.1	0.5	0.96	0.96	0.04	884.5	14.2	62.33	FRWY
(654,7079)	831	830	0	1	0.8	40.9	50.3	3.6	3.2	0.4	0.88	1.23	0.14	415.1	8.5	48.73	RAMP
(683, 687)	1243	1238	42	6	2.2	111.8	134.0	6.5	6.4	0.1	0.98	1.20	0.02	619.9	12.4	50.06	FRWY
(407, 369)	2425	2422	169	4	3.3	169.0	197.1	4.9	4.6	0.3	0.94	1.17	0.08	808.2	15.7	51.44	RAMP
(411, 416)	366	364	0	2	0.4	18.9	22.9	3.8	3.7	0.0	0.99	1.21	0.01	364.6	7.4	49.47	FRWY
(115, 117)	310	311	0	0	1.2	58.8	72.0	13.9	13.6	0.3	0.98	1.22	0.03	310.4	6.3	49.02	RAMP
(382, 383)	1175	1173	26	2	1.3	44.2	79.8	4.1	3.8	0.3	0.93	1.80	0.12	586.8	17.6	33.26	RAMP
(412, 414)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(281, 937)	2720	2721	112	2	2.3	103.6	137.5	3.0	2.7	0.3	0.90	1.33	0.13	906.9	20.1	45.19	FRWY
(383, 414)	1173	1169	86	5	2.9	113.6	175.1	9.0	7.7	1.2	0.86	1.54	0.21	592.7	15.2	38.92	RAMP
(314, 553)	1112	1108	0	4	2.4	126.9	145.1	7.8	7.5	0.3	0.96	1.14	0.05	1111.2	21.2	52.47	RAMP
(553, 933)	1108	1107	0	2	3.2	152.9	191.4	10.4	9.9	0.5	0.95	1.25	0.06	1107.6	23.1	47.94	RAMP
(933, 934)	1107	1108	0	2	3.1	146.8	187.3	10.2	9.6	0.6	0.94	1.28	0.07	1107.1	23.5	47.01	RAMP
(935, 936)	1755	1755	123	2	4.7	225.1	279.9	9.6	9.3	0.3	0.97	1.24	0.04	877.7	18.2	48.24	FRWY
(934, 935)	1756	1755	191	2	2.5	118.7	149.7	5.1	4.9	0.2	0.95	1.26	0.06	878.0	18.4	47.60	FRWY
(936, 309)	1755	1759	82	3	3.8	183.6	228.6	7.8	7.5	0.3	0.97	1.24	0.04	878.3	18.2	48.21	FRWY
(414, 415)	1169	1172	0	0	1.5	60.9	87.5	4.5	4.2	0.3	0.93	1.44	0.10	584.9	14.0	41.76	FRWY
(937, 555)	2694	2697	232	3	3.6	176.2	214.2	4.8	4.3	0.5	0.90	1.22	0.12	1348.3	27.3	49.35	RAMP

(111, 676)	2645	2648	756	3	6.3	331.3	376.3	8.5	8.2	0.3	0.96	1.14	0.05	882.0	16.7	52.81	FRWY
(416, 161)	673	676	57	0	1.4	71.1	86.8	7.7	7.6	0.1	0.98	1.22	0.02	337.0	6.9	49.18	FRWY
(162, 165)	5028	5028	453	14	13.9	876.1	835.1	9.8	9.5	0.3	0.97	0.95	0.03	1283.5	20.4	62.95	FRWY
(165, 166)	5028	5030	153	12	11.3	714.4	678.4	8.1	7.9	0.2	0.97	0.95	0.02	1257.4	19.9	63.18	FRWY
(386, 167)	5202	5197	546	12	12.1	738.6	726.4	8.4	7.9	0.5	0.94	0.98	0.06	1130.4	18.5	61.01	FRWY
(167, 168)	5197	5204	239	8	12.0	738.5	721.0	8.3	7.9	0.4	0.95	0.98	0.05	1299.7	21.1	61.45	FRWY
(168, 169)	5204	5203	242	13	12.8	792.0	770.4	8.9	8.5	0.4	0.95	0.97	0.05	1300.4	21.1	61.68	FRWY
(404, 170)	288	287	0	1	0.3	15.6	17.3	3.6	3.6	0.0	0.99	1.11	0.01	287.1	5.3	54.08	RAMP
(7018, 171)	506	506	0	0	0.5	19.5	27.4	3.0	2.5	0.4	0.86	1.40	0.19	557.2	13.0	42.75	RAMP
(171, 172)	506	505	0	1	0.4	17.7	22.2	2.6	2.5	0.1	0.96	1.26	0.05	505.7	10.6	47.80	RAMP
(172, 387)	505	505	0	0	0.4	18.9	23.0	2.7	2.5	0.3	0.91	1.21	0.11	505.0	10.2	49.44	RAMP
(7020, 174)	281	281	0	0	0.3	12.6	16.5	3.3	3.0	0.3	0.92	1.31	0.11	304.6	6.7	45.80	RAMP
(174, 175)	281	281	0	0	0.3	12.9	15.6	3.3	3.3	0.0	0.99	1.21	0.02	281.0	5.7	49.40	RAMP
(175, 386)	281	280	0	1	0.3	15.2	17.6	3.8	3.5	0.2	0.94	1.16	0.06	280.4	5.4	51.86	RAMP
(385, 173)	825	825	0	0	0.8	40.2	45.4	3.3	3.2	0.1	0.97	1.13	0.04	825.0	15.5	53.07	RAMP
(173,7019)	825	826	0	0	0.7	37.7	44.5	3.2	3.2	0.1	0.98	1.18	0.02	825.8	16.3	50.78	RAMP
(170,7017)	287	288	0	0	0.3	15.2	17.8	3.7	3.7	0.0	0.99	1.17	0.01	287.4	5.6	51.22	RAMP
(151, 344)	701	700	11	2	1.6	80.7	95.8	8.2	7.6	0.6	0.92	1.19	0.09	691.5	13.7	50.51	RAMP
(344,7026)	700	702	0	1	0.8	27.8	46.6	4.0	2.8	1.2	0.71	1.68	0.48	350.7	9.8	35.73	RAMP
(7007, 208)	130	130	0	0	0.1	4.6	7.1	2.9	2.6	0.4	0.87	1.55	0.20	144.3	3.7	38.66	RAMP
(209, 180)	130	130	0	0	0.1	6.9	8.0	3.7	3.5	0.2	0.95	1.16	0.06	130.0	2.5	51.60	RAMP
(315, 555)	4241	4243	339	6	16.5	1032.1	991.4	14.0	13.5	0.5	0.96	0.96	0.03	848.2	13.6	62.46	FRWY
(313, 248)	5325	5336	2228	12	17.4	1070.8	1043.2	11.7	11.2	0.6	0.95	0.97	0.05	1065.7	17.3	61.59	FRWY
(258, 259)	1340	1339	0	1	1.8	80.9	107.3	4.8	4.4	0.4	0.91	1.33	0.12	1019.6	22.5	45.26	FRWY

(259, 260)	2443	2443	566	1	6.3	332.6	380.5	9.3	8.9	0.4	0.96	1.14	0.05	814.2	15.5	52.45	FRWY
(260, 261)	2443	2446	15	0	5.9	315.4	356.7	8.8	8.5	0.3	0.97	1.13	0.04	815.0	15.4	53.04	FRWY
(261, 262)	858	855	0	4	3.9	201.8	233.1	16.3	15.5	0.8	0.95	1.16	0.06	856.0	16.5	51.95	FRWY
(262, 263)	855	855	0	0	1.6	82.4	96.0	6.7	6.3	0.4	0.94	1.16	0.07	855.0	16.6	51.52	FRWY
(263, 264)	855	854	0	1	1.8	90.8	106.3	7.5	7.0	0.5	0.94	1.17	0.07	855.0	16.7	51.30	FRWY
(7008, 625)	999	1000	0	0	1.1	36.0	65.1	3.5	1.8	1.7	0.51	1.81	0.89	1110.2	33.5	33.14	RAMP
(403, 310)	1105	1105	79	2	1.7	70.3	99.5	5.4	4.2	1.2	0.77	1.42	0.32	851.1	20.1	42.36	RAMP
(307, 187)	4114	4117	111	1	5.1	321.9	308.5	4.5	4.3	0.2	0.96	0.96	0.03	823.1	13.1	62.60	FRWY
(264, 187)	854	851	0	3	0.9	47.0	55.1	3.9	3.6	0.3	0.93	1.17	0.08	852.5	16.7	51.17	RAMP
(261, 189)	1588	1595	96	0	3.4	182.0	205.1	7.7	7.5	0.2	0.97	1.13	0.03	795.4	14.9	53.24	RAMP
(189, 265)	1595	1596	73	1	3.6	179.5	218.3	8.2	8.0	0.2	0.97	1.22	0.03	797.7	16.2	49.33	RAMP
(265, 266)	1596	1599	71	1	2.9	129.4	173.5	6.5	6.4	0.2	0.97	1.34	0.03	798.2	17.8	44.75	RAMP
(266, 267)	1599	1600	78	0	3.9	168.5	231.1	8.7	8.4	0.2	0.97	1.37	0.04	799.9	18.3	43.74	RAMP
(267, 268)	1600	1597	73	3	3.6	157.4	216.3	8.1	7.9	0.2	0.97	1.37	0.04	799.0	18.3	43.66	RAMP
(268, 269)	1597	1598	671	3	6.1	272.0	368.0	13.8	12.3	1.6	0.89	1.35	0.15	798.7	18.0	44.35	RAMP
(441, 397)	625	626	0	0	0.6	30.3	35.7	3.4	3.2	0.3	0.92	1.18	0.09	625.1	12.3	50.90	RAMP
(564, 399)	4856	4857	2130	8	10.6	643.6	639.0	7.9	7.5	0.4	0.95	0.99	0.05	970.9	16.1	60.43	FRWY
(399, 400)	3760	3757	102	9	4.9	301.1	295.2	4.7	4.4	0.3	0.94	0.98	0.06	939.7	15.4	61.20	FRWY
(269, 15)	1598	1595	284	5	3.1	106.6	184.2	6.9	4.4	2.5	0.63	1.73	0.63	862.2	24.8	34.73	RAMP
(10, 401)	1173	1174	69	0	3.0	153.6	180.3	9.2	8.6	0.7	0.93	1.17	0.08	1036.9	20.3	51.10	RAMP
(400, 10)	3757	3755	256	16	17.6	1066.3	1058.7	16.9	15.9	1.0	0.94	0.99	0.06	938.3	15.5	60.43	FRWY
(270, 7)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(613, 7)	2210	2211	62	0	1.7	89.6	102.1	2.8	2.7	0.1	0.96	1.14	0.05	1105.2	21.0	52.63	RAMP

(7, 8)	2211	2211	325	0	1.7	91.7	104.0	2.8	2.7	0.1	0.96	1.13	0.04	737.0	13.9	52.89	FRWY
(8, 9)	2211	2209	48	2	1.7	89.2	104.4	2.8	2.7	0.1	0.95	1.17	0.06	894.9	17.5	51.21	FRWY
(9, 273)	654	652	0	2	0.6	30.7	36.5	3.4	3.3	0.1	0.98	1.19	0.03	653.2	13.0	50.37	FRWY
(273, 274)	652	650	27	2	0.7	30.3	39.7	3.7	3.6	0.1	0.98	1.31	0.02	468.2	10.2	45.80	FRWY
(9, 271)	1555	1554	44	2	1.7	83.0	102.9	4.0	3.8	0.1	0.97	1.24	0.04	777.2	16.1	48.39	RAMP
(271, 272)	1554	1554	16	2	1.6	73.3	95.8	3.7	3.6	0.1	0.98	1.31	0.02	776.9	16.9	45.90	RAMP
(415, 276)	1172	1172	0	2	1.2	50.8	72.7	3.7	3.5	0.3	0.93	1.43	0.10	815.8	19.4	41.96	FRWY
(272, 276)	1554	1551	83	4	3.6	157.0	215.9	8.3	8.1	0.2	0.97	1.37	0.04	776.3	17.8	43.64	RAMP
(276, 281)	2723	2720	963	4	3.3	150.0	197.7	4.4	4.0	0.4	0.91	1.32	0.12	907.1	19.9	45.52	FRWY
(937, 277)	27	27	0	0	0.0	1.2	1.9	4.1	2.4	1.8	0.57	1.49	0.64	27.0	0.7	40.21	FRWY
(264, 279)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(274, 275)	650	649	31	1	1.0	42.3	58.2	5.4	5.2	0.2	0.97	1.38	0.04	324.7	7.4	43.58	FRWY
(275, 934)	649	648	44	4	2.4	115.6	146.5	13.6	12.9	0.7	0.95	1.27	0.07	423.1	8.9	47.32	FRWY
(490, 258)	1340	1340	0	1	1.3	54.3	77.0	3.5	2.9	0.5	0.85	1.42	0.21	669.9	15.8	42.29	FRWY
(304, 259)	1103	1104	55	2	2.9	152.7	174.0	9.5	9.1	0.4	0.96	1.14	0.05	551.5	10.5	52.65	RAMP
(278, 490)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(27, 28)	2571	2568	70	6	3.7	228.8	223.1	5.2	4.9	0.3	0.95	0.98	0.05	856.6	13.9	61.51	FRWY
(28, 29)	2568	2564	55	5	3.2	196.8	190.1	4.4	4.3	0.2	0.96	0.97	0.04	855.4	13.8	62.11	FRWY
(29, 30)	2564	2559	54	7	3.6	222.0	214.1	5.0	4.8	0.2	0.96	0.96	0.04	853.2	13.7	62.23	FRWY
(30, 31)	2559	2558	42	2	3.5	216.7	209.4	4.9	4.7	0.2	0.96	0.97	0.04	853.1	13.7	62.10	FRWY
(23, 24)	4160	4160	1344	6	8.1	499.7	487.5	7.0	6.7	0.4	0.95	0.98	0.05	1040.3	16.9	61.50	FRWY
(31, 32)	2558	2560	37	1	2.8	176.4	170.9	4.0	3.8	0.2	0.95	0.97	0.04	853.0	13.8	61.95	FRWY
(283, 632)	1561	1557	72	10	3.9	206.0	231.5	8.9	8.7	0.2	0.97	1.12	0.03	780.2	14.6	53.39	RAMP
(284, 283)	1561	1561	81	7	4.2	222.9	250.5	9.6	9.4	0.3	0.97	1.12	0.03	780.3	14.6	53.37	RAMP

(285, 284)	1561	1561	53	3	3.0	157.8	177.2	6.8	6.6	0.2	0.97	1.12	0.03	780.4	14.6	53.46	RAMP
(286, 285)	1559	1561	91	2	5.1	270.5	303.2	11.7	11.4	0.3	0.98	1.12	0.03	779.7	14.6	53.54	RAMP
(27, 286)	1566	1559	97	11	4.0	212.2	237.8	9.1	8.9	0.2	0.98	1.12	0.03	781.2	14.6	53.54	RAMP
(596, 111)	2650	2645	204	5	6.0	314.9	359.2	8.1	7.8	0.4	0.96	1.14	0.05	1323.9	25.2	52.61	RAMP
(673, 675)	1097	1097	0	1	1.6	83.9	98.7	5.4	5.0	0.4	0.93	1.18	0.08	1097.1	21.5	51.01	FRWY
(675, 287)	2168	2170	161	4	5.8	308.1	349.1	9.7	9.3	0.3	0.97	1.13	0.04	1084.6	20.5	52.96	FRWY
(287, 289)	2170	2169	124	8	5.8	308.4	350.1	9.7	9.3	0.3	0.96	1.14	0.04	1085.4	20.5	52.84	FRWY
(289, 294)	2169	2171	165	9	7.8	413.9	471.0	13.0	12.5	0.5	0.96	1.14	0.04	1085.1	20.6	52.73	FRWY
(294, 296)	2171	2171	146	9	7.1	373.9	426.7	11.8	11.3	0.5	0.96	1.14	0.05	1086.0	20.7	52.59	FRWY
(296, 297)	2171	2172	142	1	10.7	560.3	641.8	17.7	16.9	0.8	0.96	1.15	0.05	1086.0	20.7	52.38	FRWY
(297, 601)	2172	2171	166	4	6.0	311.4	358.5	9.9	9.4	0.5	0.95	1.15	0.06	1085.8	20.8	52.11	RAMP
(282, 346)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY
(297, 352)	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.00	FRWY

NETWORK STATISTICS

VEHICLE-MILES = 265580.0, VEHICLE-MINUTES = 285834.9, MOVING/TOTAL TRIP TIME = 0.883,

AVERAGE CONTENT = 4763.9, CURRENT CONTENT = 5312.0, SPEED(MPH) = 55.75,

TOTAL DELAY (VEH-MIN) = 33409.06, TRAVEL TIME (MIN)/VEH-MILE = 1.08, DELAY TIME (MIN)/ VEH-MILE = 0.13

LINK STATISTICS BY LANE

(SOME STATISTICS APPLY TO HOV LANES ONLY)

									SEC./VEHICLE			SEC./PERSON				
LINK	VEHICLES LANE	VEHICLES TYPE	CURR IN	VOLUME OUT	VOLUME OF CONT	VOLUME VEH/HR	TOTAL VIOLATORS	MOVE TIME	DELAY TIME	TOTAL TIME	MOVE TIME	DELAY TIME	SPEED TIME	MILES/HR
(153, 96)	1	SOV	---	---	19	1053.7	-----	15.8	13.8	2.1	12.3	10.7	1.6	56.01

(153, 96)	2	SOV	---	---	11	1998.2	-----	15.7	14.1	1.6	12.2	10.9	1.2	56.57
(153, 96)	3	SOV	---	---	7	1523.9	-----	14.4	13.6	0.8	11.1	10.5	0.6	61.47
(153, 96)	4	SOV	---	---	6	1120.9	-----	13.9	13.4	0.6	10.7	10.3	0.4	63.72
(153, 96)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(153, 96)	9	SOV	---	---	36	1287.0	-----	17.4	15.0	2.4	13.4	11.6	1.9	50.91
(563, 98)	1	SOV	---	---	10	2073.1	-----	18.0	15.9	2.0	13.9	12.3	1.6	56.97
(563, 98)	2	SOV	---	---	9	1384.0	-----	17.4	16.1	1.4	13.5	12.5	1.1	58.62
(563, 98)	3	SOV	---	---	4	1195.2	-----	16.3	15.7	0.6	12.6	12.1	0.5	62.60
(563, 98)	4	SOV	---	---	5	1076.7	-----	15.9	15.3	0.5	12.2	11.8	0.4	64.33
(563, 98)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(154, 101)	1	SOV	---	---	5	839.0	-----	30.3	29.4	1.0	23.6	22.8	0.8	63.82
(154, 101)	2	SOV	---	---	14	1329.9	-----	30.9	30.0	0.9	24.0	23.3	0.7	62.68
(154, 101)	3	SOV	---	---	8	1284.0	-----	30.3	29.5	0.8	23.5	22.9	0.6	63.78
(154, 101)	4	SOV	---	---	8	1281.3	-----	31.1	30.1	1.0	23.9	23.1	0.8	62.25
(154, 101)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	1	SOV	---	---	27	1168.6	-----	60.0	17.6	42.4	46.5	13.6	32.9	9.09
(103, 104)	2	SOV	---	---	13	1832.9	-----	21.9	8.5	13.4	17.0	6.6	10.4	24.92
(103, 104)	3	SOV	---	---	10	1842.9	-----	11.1	8.3	2.8	8.6	6.4	2.2	49.04
(103, 104)	4	SOV	---	---	7	1434.5	-----	9.2	8.3	0.9	7.1	6.4	0.7	59.14
(103, 104)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(103, 104)	9	SOV	---	---	8	134.6	-----	76.9	36.0	40.9	59.4	27.8	31.6	7.09
(158, 105)	1	SOV	---	---	46	2054.7	-----	63.5	19.9	43.6	49.2	15.4	33.8	16.10
(158, 105)	2	SOV	---	---	14	1506.3	-----	31.7	17.6	14.1	24.6	13.7	10.9	32.30
(158, 105)	3	SOV	---	---	15	1800.9	-----	19.7	15.9	3.8	15.2	12.3	3.0	51.83
(158, 105)	4	SOV	---	---	13	1868.6	-----	17.2	15.6	1.6	13.2	12.0	1.2	59.57
(158, 105)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 97)	1	SOV	---	---	3	958.3	-----	23.4	22.7	0.8	18.1	17.5	0.6	63.82
(128, 97)	2	SOV	---	---	10	1444.4	-----	24.9	23.9	1.1	19.4	18.6	0.8	59.99
(128, 97)	3	SOV	---	---	15	1398.6	-----	23.7	23.0	0.7	18.3	17.7	0.6	63.01
(128, 97)	4	SOV	---	---	14	1194.0	-----	23.3	22.5	0.8	17.9	17.3	0.6	64.31
(128, 97)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	1	SOV	---	---	15	2472.0	-----	17.1	13.8	3.2	13.2	10.7	2.5	51.95
(156, 102)	2	SOV	---	---	6	1833.6	-----	16.0	13.6	2.4	12.4	10.6	1.9	55.30
(156, 102)	3	SOV	---	---	4	1395.4	-----	14.2	13.5	0.7	11.0	10.4	0.5	62.52
(156, 102)	4	SOV	---	---	2	1018.5	-----	14.1	13.7	0.5	10.9	10.5	0.4	62.65
(156, 102)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(156, 102)	9	SOV	---	---	1	286.7	-----	16.3	14.6	1.7	12.6	11.2	1.3	54.49
(109,7001)	1	SOV	---	---	10	827.1	-----	5.1	3.5	1.5	3.9	2.7	1.2	23.08
(109,7001)	2	SOV	---	---	7	337.4	-----	6.0	4.0	2.0	4.6	3.1	1.5	19.53

(102, 103)	1	SOV	---	---	54	1129.2	-----	71.7	31.9	39.8	55.8	24.8	31.0	21.59
(102, 103)	2	SOV	---	---	27	1753.8	-----	34.7	23.9	10.8	26.9	18.5	8.3	44.68
(102, 103)	3	SOV	---	---	15	1561.4	-----	25.5	23.6	1.9	19.7	18.2	1.5	60.64
(102, 103)	4	SOV	---	---	7	1130.5	-----	24.9	23.8	1.1	19.1	18.3	0.8	62.31
(102, 103)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(160,7002)	1	SOV	---	---	1	616.3	-----	2.7	2.7	0.0	2.1	2.1	0.0	53.91
(160,7002)	2	SOV	---	---	0	662.0	-----	2.7	2.6	0.1	2.1	2.0	0.1	53.75
(7003, 106)	1	SOV	---	---	24	407.1	-----	72.6	26.7	46.0	56.0	20.6	35.5	4.13
(7003, 106)	2	SOV	---	---	23	413.9	-----	74.7	27.0	47.6	57.5	20.8	36.7	4.02
(106, 103)	1	SOV	---	---	26	683.6	-----	61.5	20.3	41.2	47.4	15.6	31.8	6.81
(106, 103)	2	SOV	---	---	7	148.3	-----	82.4	26.9	55.4	63.4	20.7	42.7	5.08
(7004, 107)	1	SOV	---	---	14	419.9	-----	42.4	11.7	30.7	32.6	9.0	23.6	4.07
(7004, 107)	2	SOV	---	---	14	396.0	-----	45.2	13.5	31.7	34.9	10.4	24.5	3.81
(107, 104)	1	SOV	---	---	19	460.4	-----	59.3	18.4	40.9	45.8	14.2	31.6	5.69
(107, 104)	2	SOV	---	---	13	279.9	-----	70.1	23.0	47.1	54.2	17.8	36.4	4.82
(110, 109)	1	SOV	---	---	10	902.7	-----	4.7	3.4	1.3	3.6	2.6	1.0	27.08
(110, 109)	2	SOV	---	---	20	321.4	-----	8.1	5.0	3.1	6.3	3.9	2.4	15.64
(96, 110)	1	SOV	---	---	7	992.6	-----	3.0	2.2	0.7	2.3	1.7	0.6	30.88
(96, 110)	2	SOV	---	---	7	364.5	-----	3.0	2.2	0.8	2.3	1.7	0.6	30.13
(127, 97)	1	SOV	---	---	0	644.1	-----	12.0	7.8	4.3	9.3	6.0	3.3	33.57
(127, 97)	2	SOV	---	---	0	77.2	-----	25.5	8.2	17.3	19.7	6.3	13.4	15.88
(96, 128)	1	SOV	---	---	4	1122.1	-----	16.5	15.8	0.7	12.7	12.2	0.5	62.09
(96, 128)	2	SOV	---	---	8	1615.9	-----	17.1	16.3	0.8	13.3	12.6	0.7	59.80
(96, 128)	3	SOV	---	---	9	1460.7	-----	16.1	15.7	0.5	12.4	12.1	0.4	63.40
(96, 128)	4	SOV	---	---	5	1129.7	-----	15.8	15.4	0.5	12.2	11.8	0.4	64.57
(96, 128)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(128, 129)	1	SOV	---	---	0	315.0	-----	11.8	11.3	0.4	9.1	8.7	0.3	52.50
(128, 129)	2	SOV	---	---	0	14.4	-----	13.0	10.5	2.5	10.0	8.1	1.9	47.39
(132, 130)	1	SOV	---	---	7	2012.0	-----	10.8	8.2	2.6	8.4	6.4	2.0	49.49
(132, 130)	2	SOV	---	---	7	1821.5	-----	9.0	8.3	0.7	7.0	6.4	0.6	59.47
(132, 130)	3	SOV	---	---	6	1359.1	-----	8.5	8.2	0.3	6.5	6.3	0.2	63.08
(132, 130)	4	SOV	---	---	3	1054.1	-----	8.5	8.1	0.3	6.5	6.3	0.3	63.13
(132, 130)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(132, 130)	9	SOV	---	---	2	115.2	-----	14.3	10.7	3.7	11.1	8.2	2.9	37.31
(131, 130)	1	SOV	---	---	0	720.0	-----	3.1	2.9	0.2	2.4	2.2	0.2	49.81

(151, 132)	1	SOV	---	---	7	1397.6	-----	16.9	15.8	1.1	13.1	12.2	0.8	60.22
(151, 132)	2	SOV	---	---	6	1651.1	-----	16.5	15.7	0.8	12.8	12.2	0.6	61.46
(151, 132)	3	SOV	---	---	5	1309.4	-----	16.0	15.6	0.4	12.4	12.0	0.3	63.47
(151, 132)	4	SOV	---	---	6	1007.9	-----	16.1	15.5	0.6	12.4	11.9	0.5	63.14
(151, 132)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(105, 137)	1	SOV	---	---	1	601.4	-----	15.2	12.9	2.3	11.9	10.1	1.8	55.10
(105, 137)	2	SOV	---	---	3	1373.5	-----	14.8	13.2	1.7	11.5	10.2	1.3	56.44
(105, 137)	3	SOV	---	---	7	1824.6	-----	13.8	13.0	0.8	10.6	10.0	0.6	60.81
(105, 137)	4	SOV	---	---	11	1979.1	-----	13.5	12.8	0.7	10.4	9.8	0.5	62.17
(105, 137)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(98, 138)	1	SOV	---	---	2	1165.5	-----	6.7	6.4	0.3	5.2	4.9	0.2	52.35
(98, 138)	2	SOV	---	---	0	0.1	-----	6.9	-4.2	11.1	5.4	-3.3	8.7	50.75
(138, 139)	1	SOV	---	---	0	1112.1	-----	2.6	2.5	0.1	2.0	1.9	0.0	53.31
(138, 139)	2	SOV	---	---	0	53.7	-----	2.6	2.3	0.3	2.0	1.8	0.2	52.10
(141, 140)	1	SOV	---	---	0	559.5	-----	12.2	5.9	6.3	9.4	4.6	4.8	23.66
(141, 140)	2	SOV	---	---	4	1670.8	-----	12.5	5.2	7.3	9.7	4.0	5.6	23.03
(140, 101)	1	SOV	---	---	10	2197.0	-----	12.6	9.3	3.3	9.7	7.2	2.5	40.42
(140, 101)	2	SOV	---	---	0	72.0	-----	15.3	15.3	0.0	11.8	11.8	0.0	33.18
(105, 143)	1	SOV	---	---	7	1396.9	-----	17.6	6.6	11.1	13.6	5.1	8.5	11.99
(7005, 127)	1	SOV	---	---	0	543.1	-----	3.2	1.3	1.9	2.5	1.0	1.5	21.96
(7005, 127)	2	SOV	---	---	0	316.1	-----	2.6	1.4	1.3	2.0	1.1	1.0	26.78
(129,7006)	1	SOV	---	---	0	3.0	-----	3.3	3.1	0.1	2.5	2.4	0.1	49.03
(129,7006)	2	SOV	---	---	0	328.0	-----	4.0	3.4	0.6	3.1	2.7	0.5	39.77
(147, 148)	1	SOV	---	---	2	789.6	-----	6.0	5.7	0.3	4.6	4.4	0.2	47.23
(148, 137)	1	SOV	---	---	0	791.3	-----	4.1	3.9	0.2	3.2	3.0	0.2	50.79
(163, 149)	1	SOV	---	---	11	1624.6	-----	34.2	32.8	1.4	26.6	25.4	1.1	62.69
(163, 149)	2	SOV	---	---	16	1760.0	-----	34.4	33.2	1.3	26.7	25.7	1.0	62.37
(163, 149)	3	SOV	---	---	16	1617.0	-----	33.9	32.9	1.0	26.3	25.5	0.8	63.22
(163, 149)	4	SOV	---	---	17	1688.7	-----	34.3	33.2	1.1	26.4	25.5	0.8	62.65
(163, 149)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(311, 150)	1	SOV	---	---	10	2310.5	-----	13.9	12.6	1.3	10.7	9.7	1.0	58.60
(311, 150)	2	SOV	---	---	5	1567.4	-----	13.2	12.6	0.7	10.3	9.8	0.5	61.45
(311, 150)	3	SOV	---	---	5	1208.3	-----	12.8	12.5	0.4	9.9	9.6	0.3	63.30
(311, 150)	4	SOV	---	---	4	978.2	-----	12.9	12.4	0.5	9.9	9.5	0.4	63.05

(311, 150)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(152, 153)	1	SOV	---	---	3	1122.4	-----	3.1	2.4	0.8	2.4	1.8	0.6	43.31
(152, 153)	2	SOV	---	---	1	2324.7	-----	2.8	2.1	0.7	2.2	1.6	0.6	48.80
(152, 153)	3	SOV	---	---	0	1353.2	-----	2.4	2.0	0.4	1.8	1.6	0.3	57.31
(152, 153)	4	HOV	0	1010	1	731.2	731.2	2.2	2.1	0.1	1.7	1.6	0.1	62.33
(152, 153)	9	SOV	---	---	2	1528.0	-----	2.6	2.1	0.4	2.0	1.7	0.3	53.03
(130, 152)	1	SOV	---	---	14	2049.2	-----	19.5	13.7	5.8	15.0	10.6	4.5	45.53
(130, 152)	2	SOV	---	---	13	2412.1	-----	18.5	13.8	4.7	14.3	10.7	3.7	47.97
(130, 152)	3	SOV	---	---	6	1500.9	-----	14.7	13.5	1.2	11.3	10.4	0.9	60.30
(130, 152)	4	SOV	---	---	7	1044.0	-----	14.1	13.5	0.7	10.9	10.4	0.5	62.81
(130, 152)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(130, 152)	9	SOV	---	---	0	67.2	-----	21.6	16.1	5.6	16.7	12.4	4.3	40.96
(100, 154)	1	SOV	---	---	6	833.2	-----	17.4	17.3	0.2	13.6	13.4	0.1	64.85
(100, 154)	2	SOV	---	---	9	1373.1	-----	17.8	17.5	0.3	13.8	13.5	0.3	63.57
(100, 154)	3	SOV	---	---	5	1202.1	-----	17.6	17.3	0.3	13.6	13.4	0.2	64.38
(100, 154)	4	SOV	---	---	8	1377.2	-----	17.8	17.5	0.3	13.7	13.5	0.2	63.56
(100, 154)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	1	SOV	---	---	11	2187.8	-----	22.3	13.7	8.6	17.3	10.6	6.7	39.70
(101, 155)	2	SOV	---	---	7	1869.6	-----	15.9	13.6	2.3	12.3	10.6	1.8	55.72
(101, 155)	3	SOV	---	---	8	1485.3	-----	14.3	13.5	0.8	11.0	10.5	0.6	62.15
(101, 155)	4	SOV	---	---	4	1251.0	-----	14.4	13.8	0.7	11.1	10.6	0.5	61.41
(101, 155)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(101, 155)	9	SOV	---	---	1	199.8	-----	30.3	23.5	6.9	23.5	18.1	5.3	29.21
(155, 156)	1	SOV	---	---	1	2333.5	-----	2.5	2.1	0.4	1.9	1.6	0.3	55.03
(155, 156)	2	SOV	---	---	1	2064.6	-----	2.3	2.1	0.2	1.8	1.6	0.1	59.37
(155, 156)	3	SOV	---	---	2	1555.7	-----	2.2	2.1	0.1	1.7	1.6	0.1	62.25
(155, 156)	4	SOV	---	---	2	1052.8	-----	2.2	2.1	0.1	1.7	1.6	0.1	61.85
(155, 156)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	1	SOV	---	---	61	1529.1	-----	94.6	25.3	69.3	73.2	19.6	53.6	10.81
(104, 157)	2	SOV	---	---	32	1688.7	-----	54.1	19.9	34.1	42.2	15.6	26.6	18.92
(104, 157)	3	SOV	---	---	19	2001.2	-----	30.6	16.3	14.3	23.6	12.6	11.0	33.46
(104, 157)	4	SOV	---	---	16	1850.1	-----	19.8	15.6	4.3	15.3	12.0	3.3	51.58
(104, 157)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(104, 157)	9	SOV	---	---	2	109.8	-----	97.0	48.6	48.4	75.0	37.6	37.4	10.54
(157, 158)	1	SOV	---	---	11	1913.6	-----	10.1	2.8	7.3	7.9	2.2	5.7	13.44
(157, 158)	2	SOV	---	---	5	1665.5	-----	5.7	2.6	3.1	4.4	2.0	2.4	24.02
(157, 158)	3	SOV	---	---	1	1889.6	-----	3.2	2.1	1.1	2.5	1.6	0.8	42.37
(157, 158)	4	SOV	---	---	1	1725.9	-----	2.6	2.1	0.5	2.0	1.6	0.4	52.47
(157, 158)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(137, 159)	1	SOV	---	---	0	2064.0	-----	12.2	9.8	2.4	9.4	7.6	1.9	52.13
(137, 159)	2	SOV	---	---	1	1332.2	-----	10.9	9.9	1.0	8.4	7.7	0.8	58.54
(137, 159)	3	SOV	---	---	2	1526.6	-----	10.3	9.9	0.4	7.9	7.6	0.3	61.93
(137, 159)	4	SOV	---	---	5	1583.8	-----	10.1	9.7	0.4	7.8	7.5	0.3	62.78
(137, 159)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(137, 159)	9	SOV	---	---	0	68.0	-----	14.5	12.1	2.4	11.2	9.4	1.9	43.73
(150, 151)	1	SOV	---	---	4	2207.5	-----	8.4	7.7	0.7	6.5	6.0	0.6	57.99
(150, 151)	2	SOV	---	---	5	1611.8	-----	7.9	7.6	0.4	6.2	5.9	0.3	61.67
(150, 151)	3	SOV	---	---	0	1259.5	-----	7.7	7.5	0.2	5.9	5.8	0.2	63.54
(150, 151)	4	SOV	---	---	1	988.9	-----	7.8	7.5	0.3	6.0	5.7	0.2	63.05
(150, 151)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(325, 95)	1	SOV	---	---	6	1776.6	-----	37.2	34.8	2.4	28.8	27.0	1.8	60.02
(325, 95)	2	SOV	---	---	14	1804.1	-----	36.9	35.0	1.9	28.6	27.1	1.4	60.56
(325, 95)	3	SOV	---	---	11	1712.5	-----	35.9	34.3	1.6	27.7	26.5	1.2	62.26
(325, 95)	4	SOV	---	---	7	1531.9	-----	35.5	33.6	1.9	27.3	25.9	1.5	62.86
(325, 95)	5	HOV	30	30	0	30.0	30.0	34.5	34.3	0.2	26.7	26.5	0.2	64.74
(102, 160)	1	SOV	---	---	1	605.6	-----	5.3	5.3	0.1	4.1	4.1	0.0	53.63
(102, 160)	2	SOV	---	---	1	672.2	-----	5.5	5.2	0.3	4.2	4.0	0.2	52.41
(98, 99)	1	SOV	---	---	6	1074.9	-----	24.9	23.7	1.2	19.3	18.3	1.0	61.46
(98, 99)	2	SOV	---	---	6	1261.8	-----	25.2	24.1	1.1	19.6	18.7	0.9	60.68
(98, 99)	3	SOV	---	---	8	1162.8	-----	24.2	23.6	0.6	18.7	18.2	0.5	63.13
(98, 99)	4	SOV	---	---	9	1063.9	-----	23.8	23.0	0.8	18.3	17.7	0.6	64.40
(98, 99)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(99, 164)	1	SOV	---	---	6	1077.4	-----	16.3	15.6	0.6	12.6	12.1	0.5	62.08
(99, 164)	2	SOV	---	---	8	1225.6	-----	16.5	15.9	0.6	12.9	12.4	0.5	61.06
(99, 164)	3	SOV	---	---	9	1166.7	-----	16.0	15.6	0.4	12.3	12.0	0.3	63.17
(99, 164)	4	SOV	---	---	7	1081.1	-----	15.7	15.2	0.5	12.1	11.7	0.4	64.16
(99, 164)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(295, 200)	1	SOV	---	---	1	630.8	-----	8.3	8.3	0.0	6.4	6.4	0.0	48.00
(295, 200)	2	SOV	---	---	0	658.9	-----	8.4	8.3	0.1	6.5	6.4	0.0	47.56
(295, 200)	9	SOV	---	---	1	56.8	-----	8.6	8.6	0.1	6.6	6.6	0.1	46.23
(203, 201)	1	SOV	---	---	0	727.3	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.66
(203, 201)	2	SOV	---	---	1	764.4	-----	1.8	1.7	0.0	1.4	1.3	0.0	63.32
(200, 199)	1	SOV	---	---	2	582.5	-----	6.6	6.6	0.0	5.1	5.1	0.0	44.81
(200, 199)	2	SOV	---	---	2	664.1	-----	6.7	6.7	0.1	5.2	5.1	0.1	44.26
(179, 178)	1	SOV	---	---	0	269.8	-----	6.3	6.2	0.1	4.9	4.8	0.1	53.78
(179, 178)	2	SOV	---	---	0	274.2	-----	6.2	6.1	0.1	4.8	4.7	0.1	55.18

(180, 179)	1	SOV	---	---	1	268.8	-----	12.7	12.6	0.1	9.8	9.7	0.1	53.71
(180, 179)	2	SOV	---	---	1	269.6	-----	12.4	12.3	0.1	9.6	9.5	0.1	55.10
(180, 179)	9	SOV	---	---	1	5.8	-----	12.4	12.4	0.0	9.6	9.6	0.0	54.90
(181, 180)	1	SOV	---	---	0	144.0	-----	6.3	6.3	0.0	4.9	4.9	0.0	53.49
(181, 180)	2	SOV	---	---	0	271.0	-----	6.1	6.1	0.0	4.7	4.7	0.0	55.28
(199, 198)	1	SOV	---	---	1	559.6	-----	8.3	8.2	0.2	6.4	6.3	0.1	44.84
(199, 198)	2	SOV	---	---	1	686.8	-----	8.5	8.3	0.2	6.5	6.4	0.2	44.08
(198, 197)	1	SOV	---	---	6	803.0	-----	15.8	15.0	0.8	12.2	11.6	0.6	52.23
(198, 197)	2	SOV	---	---	5	702.2	-----	15.9	15.2	0.7	12.3	11.8	0.5	51.94
(198, 197)	9	SOV	---	---	0	9.5	-----	18.7	18.1	0.5	14.4	14.0	0.4	44.30
(197, 196)	1	SOV	---	---	4	977.7	-----	19.2	18.6	0.6	14.8	14.4	0.5	53.23
(197, 196)	2	SOV	---	---	4	769.3	-----	19.0	18.7	0.3	14.7	14.5	0.3	53.72
(197, 196)	9	SOV	---	---	0	7.6	-----	22.7	21.2	1.5	17.5	16.3	1.2	45.11
(196, 195)	1	SOV	---	---	13	904.2	-----	33.1	32.2	0.9	25.5	24.8	0.7	53.23
(196, 195)	2	SOV	---	---	7	845.5	-----	32.8	32.0	0.7	25.3	24.8	0.6	53.72
(182, 181)	1	SOV	---	---	2	133.5	-----	22.0	21.9	0.1	17.0	16.9	0.1	53.03
(182, 181)	2	SOV	---	---	1	282.9	-----	21.0	20.9	0.1	16.3	16.2	0.1	55.42
(183, 182)	1	SOV	---	---	7	1407.4	-----	19.6	18.8	0.9	15.2	14.5	0.7	52.07
(183, 182)	2	SOV	---	---	1	302.2	-----	18.5	18.2	0.2	14.3	14.1	0.2	55.37
(184, 183)	1	SOV	---	---	9	1028.8	-----	24.5	24.1	0.3	18.9	18.6	0.3	53.50
(184, 183)	2	SOV	---	---	8	697.0	-----	23.8	23.7	0.2	18.4	18.3	0.1	54.89
(205, 204)	1	SOV	---	---	0	244.0	-----	2.8	2.8	0.0	2.2	2.2	0.0	44.33
(204, 197)	1	SOV	---	---	1	243.8	-----	4.7	4.7	0.0	3.6	3.6	0.0	44.46
(182, 193)	1	SOV	---	---	3	648.5	-----	7.5	6.3	1.1	5.8	4.9	0.9	53.47
(182, 193)	2	SOV	---	---	2	645.7	-----	6.9	6.2	0.7	5.3	4.8	0.5	58.31
(193, 194)	1	SOV	---	---	0	283.3	-----	4.4	3.8	0.7	3.5	2.9	0.5	58.59
(193, 194)	2	SOV	---	---	0	1009.6	-----	4.3	4.1	0.2	3.3	3.2	0.2	60.36
(193, 194)	3	SOV	---	---	0	0.3	-----	4.4	0.7	3.7	3.3	0.5	2.8	59.66
(208, 209)	1	SOV	---	---	0	130.0	-----	6.4	6.2	0.2	5.0	4.8	0.2	48.02
(207, 198)	1	SOV	---	---	0	269.0	-----	5.3	5.1	0.2	4.1	3.9	0.1	42.89
(206, 207)	1	SOV	---	---	0	269.0	-----	2.8	2.6	0.2	2.1	2.0	0.2	36.83

(200, 210)	1	SOV	---	---	0	101.0	-----	4.1	4.1	0.0	3.2	3.2	0.0	44.89
(210, 211)	1	SOV	---	---	0	101.0	-----	3.5	3.5	0.0	2.7	2.7	0.0	41.71
(178, 202)	1	SOV	---	---	0	269.0	-----	1.9	1.7	0.2	1.5	1.3	0.2	54.78
(178, 202)	2	SOV	---	---	0	275.0	-----	1.9	1.7	0.2	1.5	1.3	0.1	55.91
(139,7009)	1	SOV	---	---	1	1083.7	-----	2.1	2.1	0.1	1.6	1.6	0.0	53.08
(139,7009)	2	SOV	---	---	0	82.0	-----	2.0	2.0	0.1	1.6	1.5	0.1	55.32
(7010, 141)	1	SOV	---	---	1	1209.1	-----	6.6	5.4	1.2	5.1	4.2	1.0	44.72
(7010, 141)	2	SOV	---	---	0	1163.4	-----	6.7	5.2	1.4	5.1	4.0	1.1	44.43
(211,7011)	1	SOV	---	---	0	101.0	-----	4.6	4.6	0.1	3.6	3.5	0.1	34.98
(7012, 206)	1	SOV	---	---	0	313.8	-----	2.3	2.1	0.2	1.8	1.7	0.1	33.37
(7014, 205)	1	SOV	---	---	0	263.0	-----	4.0	3.7	0.2	3.1	2.9	0.2	42.48
(194,7015)	1	SOV	---	---	0	316.0	-----	2.1	1.8	0.3	1.6	1.4	0.3	54.90
(194,7015)	2	SOV	---	---	0	972.1	-----	2.1	1.9	0.2	1.6	1.4	0.2	55.81
(194,7015)	3	SOV	---	---	0	6.0	-----	2.1	1.8	0.3	1.6	1.4	0.2	54.72
(201, 295)	1	SOV	---	---	2	654.2	-----	8.8	8.8	0.0	6.8	6.8	0.0	57.52
(201, 295)	2	SOV	---	---	1	689.2	-----	8.9	8.8	0.0	6.9	6.8	0.0	57.25
(149, 298)	1	SOV	---	---	8	2162.4	-----	16.9	15.7	1.2	13.1	12.2	0.9	60.49
(149, 298)	2	SOV	---	---	7	1553.1	-----	16.5	15.8	0.7	12.8	12.2	0.6	61.91
(149, 298)	3	SOV	---	---	6	1525.1	-----	16.2	15.6	0.6	12.6	12.1	0.5	63.07
(149, 298)	4	SOV	---	---	7	1419.9	-----	16.5	15.9	0.7	12.7	12.2	0.5	61.80
(149, 298)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	1	SOV	---	---	5	1908.3	-----	10.8	5.7	5.0	8.3	4.4	3.9	35.15
(533, 299)	2	SOV	---	---	5	1765.5	-----	6.8	5.8	1.0	5.3	4.5	0.7	55.77
(533, 299)	3	SOV	---	---	3	1623.1	-----	6.1	5.8	0.3	4.7	4.5	0.2	62.09
(533, 299)	4	SOV	---	---	3	1409.4	-----	6.2	5.9	0.3	4.7	4.5	0.2	61.40
(533, 299)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(533, 299)	9	SOV	---	---	0	335.2	-----	12.3	9.6	2.8	9.5	7.4	2.1	30.68
(299, 300)	1	SOV	---	---	9	2312.8	-----	20.6	15.8	4.8	15.9	12.2	3.7	49.73
(299, 300)	2	SOV	---	---	6	2107.0	-----	18.3	15.9	2.4	14.2	12.3	1.9	55.79
(299, 300)	3	SOV	---	---	7	1807.4	-----	16.7	15.7	1.0	12.9	12.1	0.8	61.28
(299, 300)	4	SOV	---	---	7	1490.6	-----	16.7	15.8	0.9	12.9	12.1	0.7	61.21
(299, 300)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(299, 300)	9	SOV	---	---	0	59.9	-----	23.1	19.7	3.3	17.8	15.3	2.6	44.32
(300, 301)	1	SOV	---	---	38	2174.5	-----	36.0	27.2	8.8	27.9	21.0	6.8	49.16

(300, 301)	2	SOV	---	---	23	2053.4	-----	34.8	27.5	7.3	27.0	21.3	5.7	50.85
(300, 301)	3	SOV	---	---	20	1937.3	-----	30.7	27.1	3.6	23.8	21.0	2.8	57.55
(300, 301)	4	SOV	---	---	11	1612.9	-----	29.5	27.2	2.3	22.7	21.0	1.8	59.95
(300, 301)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(301, 302)	1	SOV	---	---	10	1030.5	-----	21.4	14.0	7.5	16.7	10.9	5.8	39.70
(301, 302)	2	SOV	---	---	44	1694.2	-----	21.8	14.2	7.6	16.9	11.0	5.9	38.99
(301, 302)	3	SOV	---	---	27	1899.8	-----	19.0	13.3	5.7	14.7	10.3	4.4	44.79
(301, 302)	4	HOV	0	1624	6	965.7	965.7	14.7	13.0	1.7	11.3	10.0	1.3	57.95
(301, 302)	9	SOV	---	---	20	1954.8	-----	20.2	13.4	6.7	15.6	10.4	5.2	42.22
(302, 303)	1	SOV	---	---	0	1853.0	-----	22.3	17.0	5.3	17.3	13.2	4.1	45.96
(302, 303)	2	SOV	---	---	65	1464.9	-----	32.9	17.3	15.6	25.4	13.4	12.1	31.10
(302, 303)	3	SOV	---	---	16	1357.7	-----	20.7	16.4	4.3	16.0	12.7	3.3	49.46
(302, 303)	4	SOV	---	---	17	1421.5	-----	17.3	15.7	1.6	13.3	12.1	1.2	59.21
(302, 303)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(302, 303)	9	SOV	---	---	29	653.4	-----	37.2	18.5	18.6	28.8	14.3	14.4	27.51
(302, 303)	10	SOV	---	---	3	614.5	-----	18.1	16.4	1.7	14.0	12.7	1.3	56.62
(303, 304)	1	SOV	---	---	0	1808.6	-----	13.0	10.8	2.1	10.1	8.4	1.7	53.06
(303, 304)	2	SOV	---	---	41	1463.8	-----	21.1	10.8	10.3	16.3	8.3	8.0	32.61
(303, 304)	3	SOV	---	---	5	1400.4	-----	11.7	10.6	1.1	9.1	8.2	0.9	58.79
(303, 304)	4	SOV	---	---	8	1390.1	-----	11.2	10.6	0.6	8.6	8.1	0.5	61.62
(303, 304)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(303, 304)	9	SOV	---	---	49	571.7	-----	41.7	16.1	25.6	32.2	12.4	19.8	16.49
(304, 305)	1	SOV	---	---	5	1692.1	-----	11.0	9.7	1.3	8.5	7.5	1.0	56.78
(304, 305)	2	SOV	---	---	2	1322.9	-----	10.3	9.5	0.7	8.0	7.4	0.6	60.51
(304, 305)	3	SOV	---	---	5	1091.2	-----	10.0	9.5	0.4	7.7	7.3	0.3	62.62
(304, 305)	4	HOV	0	1069	1	186.0	186.0	9.9	9.5	0.4	7.6	7.3	0.3	63.03
(304, 305)	9	SOV	---	---	0	1303.2	-----	10.5	9.6	0.9	8.1	7.4	0.7	59.35
(305, 306)	1	SOV	---	---	2	643.1	-----	16.5	15.6	1.0	12.8	12.0	0.7	61.92
(305, 306)	2	SOV	---	---	3	1482.0	-----	16.9	16.0	0.8	13.1	12.5	0.6	60.69
(305, 306)	3	SOV	---	---	2	1237.9	-----	16.2	15.7	0.5	12.5	12.1	0.4	63.32
(305, 306)	4	SOV	---	---	5	1074.1	-----	16.3	15.6	0.6	12.5	12.0	0.5	62.84
(305, 306)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(305, 306)	9	SOV	---	---	0	1166.8	-----	17.2	16.5	0.7	13.3	12.7	0.6	59.52
(306, 307)	1	SOV	---	---	1	520.5	-----	19.4	19.0	0.4	15.0	14.7	0.3	66.08
(306, 307)	2	SOV	---	---	1	1273.3	-----	21.1	20.2	0.9	16.4	15.7	0.7	60.68
(306, 307)	3	SOV	---	---	4	1245.0	-----	20.2	19.6	0.6	15.6	15.1	0.5	63.37
(306, 307)	4	SOV	---	---	12	1072.5	-----	20.5	19.6	0.8	15.7	15.1	0.6	62.64
(306, 307)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	1	SOV	---	---	0	1271.4	-----	7.9	7.0	1.0	6.1	5.4	0.7	58.05
(187, 310)	2	SOV	---	---	2	1266.9	-----	7.6	7.2	0.4	5.9	5.6	0.3	60.50

(187, 310)	3	SOV	---	---	2	1269.9	-----	7.3	7.1	0.2	5.6	5.5	0.2	63.14
(187, 310)	4	SOV	---	---	3	1080.2	-----	7.4	7.0	0.3	5.7	5.4	0.2	62.58
(187, 310)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(187, 310)	9	SOV	---	---	2	76.8	-----	10.6	8.2	2.4	8.2	6.3	1.8	43.53
(310, 311)	1	SOV	---	---	12	2183.0	-----	18.2	15.8	2.5	14.1	12.2	1.9	56.18
(310, 311)	2	SOV	---	---	9	1495.1	-----	17.0	15.9	1.1	13.2	12.4	0.8	60.24
(310, 311)	3	SOV	---	---	9	1256.0	-----	16.3	15.7	0.6	12.6	12.1	0.4	62.84
(310, 311)	4	SOV	---	---	11	1049.7	-----	16.3	15.6	0.7	12.6	12.0	0.5	62.67
(310, 311)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(310, 311)	9	SOV	---	---	1	79.4	-----	20.3	18.3	2.0	15.7	14.2	1.6	50.44
(159, 312)	1	SOV	---	---	2	2171.1	-----	7.0	6.0	1.0	5.4	4.6	0.8	55.12
(159, 312)	2	SOV	---	---	0	1340.7	-----	6.5	6.0	0.5	5.0	4.7	0.4	59.75
(159, 312)	3	SOV	---	---	1	1502.8	-----	6.2	6.0	0.2	4.8	4.6	0.2	62.30
(159, 312)	4	SOV	---	---	4	1574.5	-----	6.2	5.9	0.3	4.7	4.5	0.2	62.68
(159, 312)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(312, 313)	1	SOV	---	---	4	2109.0	-----	11.2	10.1	1.2	8.7	7.8	0.9	56.62
(312, 313)	2	SOV	---	---	2	1407.3	-----	10.4	9.9	0.5	8.1	7.6	0.4	61.13
(312, 313)	3	SOV	---	---	5	1511.7	-----	10.2	9.9	0.3	7.9	7.6	0.3	62.39
(312, 313)	4	SOV	---	---	3	1566.1	-----	10.2	9.7	0.5	7.9	7.5	0.4	62.21
(312, 313)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(248, 314)	1	SOV	---	---	7	1720.4	-----	17.3	16.1	1.3	13.4	12.4	1.0	59.01
(248, 314)	2	SOV	---	---	5	1173.9	-----	16.4	15.8	0.6	12.7	12.3	0.5	62.19
(248, 314)	3	SOV	---	---	6	1232.8	-----	16.3	15.8	0.5	12.6	12.2	0.3	62.88
(248, 314)	4	SOV	---	---	8	1217.3	-----	16.4	15.7	0.7	12.6	12.0	0.5	62.52
(248, 314)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(314, 315)	1	SOV	---	---	0	630.5	-----	8.1	7.7	0.4	6.3	6.0	0.3	61.13
(314, 315)	2	SOV	---	---	2	1160.0	-----	8.0	7.7	0.3	6.2	6.0	0.2	62.05
(314, 315)	3	SOV	---	---	2	1232.3	-----	7.9	7.7	0.2	6.1	5.9	0.2	62.76
(314, 315)	4	SOV	---	---	2	1210.5	-----	8.0	7.6	0.4	6.1	5.8	0.3	62.33
(314, 315)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	1	SOV	---	---	4	452.0	-----	24.3	23.0	1.3	18.8	17.9	1.0	62.22
(555, 316)	2	SOV	---	---	8	1349.9	-----	24.3	23.4	0.9	18.8	18.1	0.7	62.10
(555, 316)	3	SOV	---	---	10	1256.3	-----	24.2	23.3	0.8	18.6	18.0	0.6	62.51
(555, 316)	4	SOV	---	---	5	1080.3	-----	24.3	23.1	1.2	18.7	17.8	0.9	62.19
(555, 316)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(555, 316)	9	SOV	---	---	8	1387.3	-----	24.7	23.2	1.5	19.1	18.0	1.1	61.15
(555, 316)	10	SOV	---	---	9	1413.0	-----	25.1	23.6	1.5	19.4	18.2	1.2	60.11
(316, 317)	1	SOV	---	---	1	450.1	-----	10.7	10.3	0.4	8.3	8.0	0.3	63.90
(316, 317)	2	SOV	---	---	3	1957.0	-----	11.1	10.5	0.6	8.6	8.2	0.4	61.44
(316, 317)	3	SOV	---	---	4	1362.6	-----	10.9	10.5	0.4	8.4	8.1	0.3	62.64

(316, 317)	4	SOV	---	---	5	1208.8	-----	10.9	10.4	0.5	8.4	8.0	0.4	62.34
(316, 317)	5	HOV	29	29	0	29.0	29.0	10.7	10.5	0.1	8.3	8.1	0.1	63.79
(316, 317)	9	SOV	---	---	4	1931.9	-----	11.2	10.6	0.7	8.7	8.2	0.5	60.71
(317, 318)	1	SOV	---	---	4	1433.0	-----	17.4	15.8	1.6	13.5	12.2	1.2	58.88
(317, 318)	2	SOV	---	---	7	1728.3	-----	16.7	15.7	1.0	13.0	12.2	0.8	61.07
(317, 318)	3	SOV	---	---	6	1324.0	-----	16.4	15.6	0.8	12.7	12.1	0.6	62.26
(317, 318)	4	SOV	---	---	0	390.2	-----	16.4	15.7	0.7	12.6	12.0	0.6	62.35
(317, 318)	5	HOV	29	0	1	8.6	8.6	15.8	15.7	0.1	12.2	12.2	0.1	64.59
(317, 318)	9	SOV	---	---	8	2057.5	-----	18.5	15.9	2.6	14.3	12.3	2.0	55.36
(318, 319)	1	SOV	---	---	17	2373.3	-----	22.9	15.9	6.9	17.7	12.3	5.4	44.74
(318, 319)	2	SOV	---	---	16	2235.1	-----	18.1	15.9	2.2	14.0	12.3	1.7	56.40
(318, 319)	3	SOV	---	---	8	1758.7	-----	16.6	15.7	1.0	12.9	12.1	0.8	61.44
(318, 319)	4	SOV	---	---	8	1364.9	-----	16.4	15.6	0.9	12.7	12.0	0.7	62.17
(318, 319)	5	HOV	28	29	0	28.0	28.0	15.9	15.7	0.1	12.3	12.2	0.1	64.45
(318, 319)	9	SOV	---	---	0	95.3	-----	31.0	24.0	7.0	24.0	18.6	5.4	33.00
(319, 320)	1	SOV	---	---	8	2261.2	-----	8.5	7.8	0.7	6.6	6.0	0.5	58.97
(319, 320)	2	SOV	---	---	7	2232.2	-----	8.4	7.8	0.5	6.5	6.1	0.4	59.94
(319, 320)	3	SOV	---	---	3	1853.1	-----	8.1	7.7	0.4	6.2	5.9	0.3	62.07
(319, 320)	4	SOV	---	---	1	1470.0	-----	8.0	7.6	0.4	6.2	5.9	0.3	62.50
(319, 320)	5	HOV	29	29	0	29.0	29.0	7.8	7.7	0.1	6.0	6.0	0.0	64.58
(320, 321)	1	SOV	---	---	20	2676.4	-----	25.9	17.5	8.4	20.0	13.5	6.5	43.85
(320, 321)	2	SOV	---	---	10	2119.6	-----	20.4	17.6	2.8	15.8	13.7	2.2	55.68
(320, 321)	3	SOV	---	---	10	1670.2	-----	18.5	17.4	1.1	14.3	13.5	0.9	61.35
(320, 321)	4	SOV	---	---	7	1344.4	-----	18.1	17.3	0.8	13.9	13.3	0.6	62.87
(320, 321)	5	HOV	29	29	0	29.0	29.0	17.6	17.5	0.1	13.6	13.5	0.1	64.54
(321, 322)	1	SOV	---	---	14	2290.4	-----	19.7	16.2	3.4	15.2	12.6	2.7	51.98
(321, 322)	2	SOV	---	---	10	1872.0	-----	17.5	16.0	1.5	13.5	12.4	1.2	58.47
(321, 322)	3	SOV	---	---	15	1625.7	-----	16.5	15.7	0.8	12.7	12.1	0.6	62.17
(321, 322)	4	SOV	---	---	7	1301.8	-----	16.1	15.4	0.7	12.4	11.9	0.5	63.40
(321, 322)	5	HOV	29	29	0	29.0	29.0	15.8	15.7	0.1	12.2	12.2	0.1	64.56
(321, 322)	9	SOV	---	---	5	705.3	-----	18.2	16.6	1.7	14.1	12.8	1.3	56.05
(322, 323)	1	SOV	---	---	7	1138.2	-----	19.9	18.9	1.0	15.4	14.7	0.8	60.57
(322, 323)	2	SOV	---	---	8	1762.2	-----	19.8	18.9	0.9	15.3	14.6	0.7	61.02
(322, 323)	3	SOV	---	---	4	1638.2	-----	19.2	18.5	0.7	14.9	14.3	0.6	62.70
(322, 323)	4	SOV	---	---	3	1364.0	-----	19.1	18.2	0.9	14.7	14.0	0.7	63.24
(322, 323)	5	HOV	29	30	0	29.4	29.4	18.7	18.5	0.1	14.4	14.3	0.1	64.65
(323, 324)	1	SOV	---	---	5	1573.1	-----	10.7	9.5	1.2	8.3	7.3	0.9	57.15
(323, 324)	2	SOV	---	---	4	1746.8	-----	10.1	9.6	0.6	7.8	7.4	0.4	60.31
(323, 324)	3	SOV	---	---	5	1641.2	-----	9.8	9.4	0.4	7.5	7.2	0.3	62.45
(323, 324)	4	SOV	---	---	7	1432.3	-----	9.7	9.2	0.5	7.4	7.1	0.4	63.07

(323, 324)	5	HOV	30	30	0	30.0	30.0	9.4	9.4	0.1	7.3	7.2	0.1	64.68
(323, 324)	9	SOV	---	---	0	45.9	-----	13.5	10.5	3.0	10.4	8.1	2.3	45.16
(324, 325)	1	SOV	---	---	9	1830.3	-----	17.8	15.9	1.9	13.8	12.3	1.4	57.52
(324, 325)	2	SOV	---	---	9	1827.1	-----	17.0	16.0	1.0	13.2	12.4	0.7	60.12
(324, 325)	3	SOV	---	---	6	1679.8	-----	16.4	15.7	0.7	12.7	12.1	0.6	62.39
(324, 325)	4	SOV	---	---	8	1462.5	-----	16.2	15.4	0.8	12.5	11.8	0.6	63.01
(324, 325)	5	HOV	30	30	0	30.0	30.0	15.8	15.7	0.1	12.2	12.1	0.1	64.74
(324, 325)	9	SOV	---	---	1	24.9	-----	22.1	17.9	4.2	17.1	13.8	3.2	46.37
(7023, 147)	1	SOV	---	---	2	870.3	-----	3.4	2.8	0.6	2.6	2.1	0.5	37.55
(143,7025)	1	SOV	---	---	4	1288.3	-----	11.0	4.7	6.3	8.5	3.6	4.9	9.42
(144, 131)	1	SOV	---	---	0	720.0	-----	2.1	2.0	0.1	1.6	1.5	0.1	47.98
(7022, 144)	1	SOV	---	---	0	799.4	-----	2.7	2.3	0.4	2.1	1.8	0.3	43.26
(347, 348)	1	SOV	---	---	0	96.1	-----	2.9	2.8	0.1	2.2	2.1	0.1	52.01
(347, 348)	2	SOV	---	---	0	1177.3	-----	2.9	2.9	0.1	2.3	2.2	0.0	51.00
(348, 349)	1	SOV	---	---	0	180.8	-----	4.5	4.4	0.2	3.5	3.4	0.1	50.92
(348, 349)	2	SOV	---	---	2	1094.4	-----	4.8	4.7	0.1	3.7	3.6	0.1	48.13
(560, 370)	1	SOV	---	---	0	276.6	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.90
(560, 370)	2	SOV	---	---	1	1089.4	-----	5.4	5.3	0.1	4.1	4.1	0.1	63.65
(560, 370)	3	SOV	---	---	3	905.3	-----	5.5	5.4	0.1	4.2	4.1	0.1	62.22
(560, 370)	4	SOV	---	---	4	1019.1	-----	5.4	5.2	0.2	4.1	4.0	0.1	63.52
(560, 370)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(560, 370)	9	SOV	---	---	0	1037.7	-----	5.4	5.3	0.1	4.2	4.1	0.1	62.90
(370, 371)	1	SOV	---	---	12	113.9	-----	130.9	70.7	60.2	102.7	55.5	47.2	5.75
(370, 371)	2	SOV	---	---	5	1163.5	-----	11.9	11.6	0.4	9.2	8.9	0.3	62.99
(370, 371)	3	SOV	---	---	3	942.7	-----	12.1	11.8	0.3	9.3	9.1	0.2	62.37
(370, 371)	4	SOV	---	---	3	875.3	-----	11.9	11.4	0.4	9.2	8.8	0.3	63.36
(370, 371)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(370, 371)	9	SOV	---	---	3	1134.1	-----	12.3	11.7	0.6	9.5	9.0	0.5	61.26
(371, 372)	1	SOV	---	---	12	756.8	-----	18.0	15.4	2.5	13.9	11.9	2.0	55.89
(371, 372)	2	SOV	---	---	22	1773.8	-----	17.3	15.6	1.7	13.4	12.0	1.3	58.03
(371, 372)	3	SOV	---	---	10	1096.3	-----	16.2	15.5	0.7	12.5	12.0	0.5	62.09
(371, 372)	4	SOV	---	---	3	661.7	-----	15.9	15.3	0.6	12.3	11.8	0.4	63.22
(371, 372)	5	HOV	17	0	0	10.9	10.9	15.8	15.8	0.1	12.2	12.1	0.1	63.37
(372, 373)	1	SOV	---	---	3	2741.9	-----	11.4	9.8	1.6	8.8	7.5	1.3	54.96
(372, 373)	2	SOV	---	---	3	1372.6	-----	10.3	9.6	0.7	8.0	7.4	0.5	60.71
(372, 373)	3	SOV	---	---	3	970.2	-----	9.9	9.5	0.4	7.7	7.3	0.3	63.23

(372, 373)	4	HOV	17	17	0	17.0	17.0	9.8	9.8	0.0	7.6	7.6	0.0	63.68
(372, 373)	9	SOV	---	---	0	338.5	-----	11.1	9.7	1.4	8.6	7.5	1.1	56.39
(373, 374)	1	SOV	---	---	5	2334.3	-----	6.8	6.2	0.5	5.2	4.8	0.4	58.59
(373, 374)	2	SOV	---	---	5	1545.0	-----	6.4	6.1	0.3	4.9	4.7	0.2	62.02
(373, 374)	3	SOV	---	---	1	1095.6	-----	6.2	6.0	0.2	4.8	4.6	0.2	63.80
(373, 374)	4	HOV	17	17	0	17.0	17.0	6.2	6.2	0.0	4.8	4.8	0.0	63.72
(373, 374)	9	SOV	---	---	2	444.0	-----	6.3	6.0	0.3	4.8	4.6	0.2	63.22
(374, 375)	1	SOV	---	---	6	2200.0	-----	10.6	10.0	0.6	8.2	7.7	0.5	59.19
(374, 375)	2	SOV	---	---	3	1585.3	-----	10.0	9.6	0.3	7.7	7.4	0.3	62.78
(374, 375)	3	SOV	---	---	5	1157.6	-----	9.8	9.4	0.3	7.5	7.3	0.3	64.17
(374, 375)	4	HOV	17	17	0	17.0	17.0	9.8	9.8	0.0	7.6	7.6	0.0	63.63
(374, 375)	9	SOV	---	---	2	468.8	-----	10.3	10.1	0.2	8.0	7.8	0.2	60.82
(375, 376)	1	SOV	---	---	6	1640.4	-----	17.5	16.5	1.0	13.5	12.7	0.8	59.81
(375, 376)	2	SOV	---	---	5	1618.8	-----	16.7	16.1	0.6	12.9	12.4	0.5	62.46
(375, 376)	3	SOV	---	---	7	1285.5	-----	16.3	15.7	0.6	12.6	12.1	0.5	64.09
(375, 376)	4	HOV	17	17	0	17.0	17.0	16.4	16.4	0.0	12.6	12.6	0.0	63.66
(376, 377)	1	SOV	---	---	4	1993.9	-----	9.2	7.9	1.3	7.1	6.1	1.0	54.58
(376, 377)	2	SOV	---	---	4	1704.1	-----	8.2	7.8	0.4	6.3	6.0	0.3	61.42
(376, 377)	3	SOV	---	---	4	1409.0	-----	7.9	7.6	0.3	6.1	5.8	0.3	63.81
(376, 377)	4	HOV	17	17	0	17.0	17.0	7.9	7.9	0.0	6.1	6.1	0.0	63.65
(376, 377)	9	SOV	---	---	0	72.1	-----	11.3	8.9	2.4	8.7	6.9	1.9	44.53
(377, 378)	1	SOV	---	---	15	2544.7	-----	16.5	13.9	2.7	12.7	10.7	2.0	53.65
(377, 378)	2	SOV	---	---	6	1745.0	-----	14.6	13.7	0.9	11.3	10.6	0.7	60.54
(377, 378)	3	SOV	---	---	8	1406.4	-----	13.9	13.3	0.6	10.7	10.3	0.4	63.86
(377, 378)	4	HOV	17	17	0	17.0	17.0	13.9	13.9	0.0	10.7	10.7	0.0	63.64
(377, 378)	9	SOV	---	---	0	40.6	-----	19.4	15.9	3.5	15.0	12.3	2.7	45.78
(381, 382)	1	SOV	---	---	0	86.7	-----	3.3	3.3	0.1	2.6	2.5	0.0	44.84
(381, 382)	2	SOV	---	---	2	1087.8	-----	3.6	3.6	0.0	2.8	2.8	0.0	41.25
(378, 384)	1	SOV	---	---	2	2536.1	-----	2.4	2.1	0.2	1.8	1.7	0.2	57.33
(378, 384)	2	SOV	---	---	1	1748.2	-----	2.2	2.1	0.1	1.7	1.6	0.1	61.53
(378, 384)	3	SOV	---	---	1	1447.0	-----	2.1	2.0	0.1	1.6	1.6	0.1	64.04
(378, 384)	4	HOV	17	17	0	17.0	17.0	2.1	2.1	0.0	1.6	1.6	0.0	63.71
(384, 385)	1	SOV	---	---	10	2460.0	-----	15.2	14.0	1.2	11.7	10.8	0.9	58.38
(384, 385)	2	SOV	---	---	5	1771.1	-----	14.2	13.7	0.5	11.0	10.6	0.4	62.27
(384, 385)	3	SOV	---	---	1	1499.9	-----	13.8	13.3	0.6	10.7	10.3	0.4	64.01
(384, 385)	4	HOV	17	17	0	17.0	17.0	13.9	13.9	0.0	10.7	10.7	0.0	63.64
(385, 386)	1	SOV	---	---	10	1556.3	-----	28.9	27.5	1.4	22.3	21.3	1.1	60.17
(385, 386)	2	SOV	---	---	12	1746.5	-----	28.1	27.0	1.1	21.6	20.8	0.8	62.03

(385, 386)	3	SOV	---	---	9	1600.0	-----	27.4	26.1	1.3	21.1	20.1	1.0	63.59
(385, 386)	4	HOV	17	17	0	17.0	17.0	27.3	27.3	0.0	21.0	21.0	0.0	63.66
(402, 403)	1	SOV	---	---	1	451.5	-----	11.2	9.5	1.7	8.7	7.3	1.3	44.39
(402, 403)	2	SOV	---	---	1	654.1	-----	10.9	9.9	1.1	8.4	7.6	0.8	45.46
(401, 381)	1	SOV	---	---	0	73.8	-----	2.8	2.8	0.0	2.2	2.1	0.0	50.70
(401, 381)	2	SOV	---	---	0	1100.2	-----	2.8	2.8	0.0	2.2	2.2	0.0	50.13
(395, 396)	1	SOV	---	---	7	1374.6	-----	13.0	12.3	0.7	10.1	9.5	0.6	60.43
(395, 396)	2	SOV	---	---	6	1596.4	-----	12.5	12.0	0.5	9.7	9.3	0.4	62.83
(395, 396)	3	SOV	---	---	3	1281.6	-----	12.6	12.1	0.6	9.8	9.3	0.4	62.34
(395, 396)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	1	SOV	---	---	4	2021.0	-----	6.6	6.1	0.4	5.1	4.7	0.3	58.29
(394, 395)	2	SOV	---	---	3	1579.7	-----	6.1	5.8	0.2	4.7	4.5	0.2	62.92
(394, 395)	3	SOV	---	---	5	1254.1	-----	6.1	5.9	0.3	4.7	4.5	0.2	62.25
(394, 395)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(394, 395)	9	SOV	---	---	2	493.0	-----	6.4	6.2	0.1	4.9	4.8	0.1	59.92
(393, 394)	1	SOV	---	---	5	2152.5	-----	10.8	10.0	0.7	8.3	7.8	0.6	59.47
(393, 394)	2	SOV	---	---	6	1528.4	-----	10.2	9.8	0.4	7.9	7.6	0.3	62.65
(393, 394)	3	SOV	---	---	4	1224.6	-----	10.3	9.9	0.5	8.0	7.6	0.3	62.21
(393, 394)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(393, 394)	9	SOV	---	---	2	455.9	-----	10.2	9.6	0.5	7.9	7.5	0.4	63.04
(392, 393)	1	SOV	---	---	3	2448.4	-----	6.7	5.9	0.8	5.2	4.6	0.6	56.76
(392, 393)	2	SOV	---	---	1	1402.8	-----	6.2	5.8	0.3	4.8	4.5	0.2	62.08
(392, 393)	3	SOV	---	---	2	1182.4	-----	6.1	5.9	0.3	4.7	4.5	0.2	62.22
(392, 393)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(392, 393)	9	SOV	---	---	1	331.2	-----	6.8	5.9	0.9	5.3	4.6	0.7	55.83
(391, 392)	1	SOV	---	---	3	1603.4	-----	12.5	11.4	1.1	9.7	8.8	0.9	58.98
(391, 392)	2	SOV	---	---	4	1541.1	-----	11.9	11.3	0.5	9.2	8.8	0.4	62.13
(391, 392)	3	SOV	---	---	1	1382.7	-----	12.0	11.4	0.6	9.3	8.8	0.5	61.52
(391, 392)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(391, 392)	9	SOV	---	---	0	21.4	-----	16.3	13.0	3.3	12.6	10.1	2.5	45.18
(390, 391)	1	SOV	---	---	4	1125.4	-----	17.4	16.5	0.9	13.4	12.8	0.7	61.15
(390, 391)	2	SOV	---	---	6	1621.1	-----	17.0	16.3	0.7	13.2	12.6	0.5	62.40
(390, 391)	3	SOV	---	---	9	1471.4	-----	17.3	16.4	0.9	13.3	12.6	0.7	61.50
(390, 391)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(389, 390)	1	SOV	---	---	11	2170.9	-----	17.4	16.0	1.4	13.5	12.4	1.1	58.65
(389, 390)	2	SOV	---	---	10	1621.3	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.48
(389, 390)	3	SOV	---	---	9	1451.2	-----	16.6	15.8	0.8	12.8	12.2	0.6	61.67
(389, 390)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(388, 389)	1	SOV	---	---	6	2261.9	-----	5.7	5.2	0.5	4.4	4.0	0.4	58.48
(388, 389)	2	SOV	---	---	2	1544.0	-----	5.4	5.1	0.3	4.2	4.0	0.2	61.96
(388, 389)	3	SOV	---	---	2	1440.9	-----	5.4	5.2	0.3	4.2	4.0	0.2	61.87
(388, 389)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	1	SOV	---	---	7	1874.3	-----	17.4	15.7	1.7	13.4	12.1	1.3	58.75
(387, 388)	2	SOV	---	---	6	1688.5	-----	16.6	15.8	0.8	12.9	12.2	0.7	61.49
(387, 388)	3	SOV	---	---	10	1659.4	-----	16.7	15.8	0.9	12.9	12.2	0.7	61.24
(387, 388)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(387, 388)	9	SOV	---	---	0	25.7	-----	23.8	18.2	5.6	18.4	14.1	4.4	43.01
(166, 404)	1	SOV	---	---	6	1594.8	-----	8.3	8.0	0.4	6.4	6.1	0.3	61.53
(166, 404)	2	SOV	---	---	5	1708.8	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.52
(166, 404)	3	SOV	---	---	5	1725.3	-----	8.2	7.9	0.3	6.3	6.1	0.2	62.28
(166, 404)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(404, 387)	1	SOV	---	---	5	1313.6	-----	17.7	16.9	0.7	13.7	13.1	0.6	62.62
(404, 387)	2	SOV	---	---	6	1697.4	-----	17.8	17.1	0.7	13.8	13.2	0.5	62.11
(404, 387)	3	SOV	---	---	5	1730.2	-----	18.0	17.1	0.9	13.9	13.2	0.7	61.52
(404, 387)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(306, 405)	1	SOV	---	---	0	1035.4	-----	6.4	6.2	0.2	5.0	4.8	0.1	52.33
(306, 405)	2	SOV	---	---	0	469.9	-----	6.0	5.9	0.1	4.6	4.6	0.1	55.97
(558, 406)	1	SOV	---	---	2	804.5	-----	5.2	5.0	0.2	4.0	3.9	0.2	43.00
(558, 406)	2	SOV	---	---	2	600.5	-----	4.8	4.7	0.1	3.7	3.7	0.1	46.69
(558, 406)	3	SOV	---	---	1	101.0	-----	4.4	4.4	0.0	3.4	3.4	0.0	50.63
(351, 408)	1	SOV	---	---	1	351.7	-----	5.3	4.5	0.8	4.1	3.5	0.6	40.66
(351, 408)	2	SOV	---	---	1	921.1	-----	5.1	4.9	0.2	4.0	3.8	0.2	42.22
(408, 409)	1	SOV	---	---	1	755.6	-----	10.6	9.5	1.1	8.2	7.3	0.9	40.06
(408, 409)	2	SOV	---	---	2	516.9	-----	10.6	9.6	1.0	8.2	7.4	0.8	40.08
(410, 405)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(413, 409)	1	SOV	---	---	1	975.5	-----	12.2	11.9	0.3	9.4	9.2	0.2	42.73
(413, 409)	2	SOV	---	---	0	534.0	-----	11.3	11.1	0.2	8.7	8.6	0.1	46.09
(349, 350)	1	SOV	---	---	1	320.1	-----	15.2	15.0	0.2	11.8	11.6	0.1	52.04
(349, 350)	2	SOV	---	---	3	955.0	-----	16.5	16.2	0.3	12.8	12.5	0.3	47.97
(350, 351)	1	SOV	---	---	3	442.2	-----	12.6	12.4	0.2	9.8	9.6	0.1	47.31
(350, 351)	2	SOV	---	---	4	832.3	-----	13.8	13.5	0.3	10.7	10.4	0.2	43.24
(559, 407)	1	SOV	---	---	5	1055.2	-----	22.2	21.3	0.9	17.1	16.5	0.7	47.07

(559, 407)	6	SOV	---	---	3	727.3	-----	20.7	20.1	0.5	16.0	15.6	0.4	50.61
(559, 407)	7	SOV	---	---	4	1004.9	-----	22.0	21.2	0.8	17.0	16.4	0.6	47.59
(407, 411)	1	SOV	---	---	0	366.0	-----	5.7	5.6	0.1	4.4	4.3	0.1	49.25
(406, 413)	1	SOV	---	---	2	992.3	-----	6.8	6.6	0.2	5.3	5.1	0.1	42.69
(406, 413)	2	SOV	---	---	2	514.7	-----	6.3	6.2	0.1	4.9	4.8	0.1	46.06
(161,7031)	1	SOV	---	---	1	308.3	-----	4.4	4.3	0.1	3.4	3.3	0.1	48.66
(161,7031)	2	SOV	---	---	0	367.0	-----	4.3	4.3	0.1	3.4	3.3	0.1	48.92
(7032, 435)	1	SOV	---	---	0	1246.4	-----	3.7	3.2	0.5	2.8	2.5	0.4	43.80
(435, 436)	1	SOV	---	---	1	1154.8	-----	3.1	3.0	0.2	2.4	2.3	0.1	47.92
(436, 372)	1	SOV	---	---	0	1155.6	-----	4.0	3.7	0.3	3.0	2.8	0.2	50.02
(395, 437)	1	SOV	---	---	1	505.4	-----	6.8	6.5	0.4	5.3	5.0	0.3	53.73
(395, 437)	2	SOV	---	---	0	589.3	-----	7.4	6.9	0.6	5.7	5.3	0.4	49.50
(437,7033)	1	SOV	---	---	1	476.3	-----	13.9	6.1	7.7	10.7	4.7	6.0	19.15
(437,7033)	2	SOV	---	---	2	544.6	-----	20.5	6.8	13.7	15.8	5.2	10.6	12.99
(7034, 440)	1	SOV	---	---	2	680.4	-----	3.2	2.9	0.4	2.5	2.2	0.3	44.61
(440, 441)	1	SOV	---	---	0	625.0	-----	2.6	2.5	0.1	2.0	1.9	0.1	48.81
(7035, 443)	1	SOV	---	---	0	698.9	-----	3.9	2.9	1.0	3.0	2.2	0.8	33.89
(443, 444)	1	SOV	---	---	0	638.5	-----	3.2	2.9	0.3	2.4	2.2	0.2	44.68
(444, 376)	1	SOV	---	---	1	638.1	-----	9.2	8.9	0.3	7.1	6.8	0.3	52.35
(375, 442)	1	SOV	---	---	0	466.9	-----	4.5	4.4	0.1	3.4	3.4	0.1	55.43
(375, 442)	2	SOV	---	---	1	393.3	-----	4.8	4.7	0.1	3.7	3.6	0.1	51.68
(442,7036)	1	SOV	---	---	1	465.0	-----	3.3	3.2	0.1	2.5	2.5	0.1	51.95
(442,7036)	2	SOV	---	---	0	394.0	-----	3.7	3.4	0.2	2.8	2.7	0.2	46.49
(7037, 454)	1	SOV	---	---	0	613.0	-----	3.5	3.1	0.4	2.7	2.4	0.3	44.87
(454, 455)	1	SOV	---	---	0	567.7	-----	3.5	3.4	0.1	2.7	2.6	0.1	49.00
(455, 377)	1	SOV	---	---	0	569.0	-----	5.0	4.8	0.2	3.9	3.7	0.2	51.76
(390, 458)	1	SOV	---	---	4	1024.4	-----	9.7	8.5	1.1	7.5	6.6	0.9	48.61

(456, 457)	1	SOV	---	---	0	322.0	-----	2.4	2.2	0.2	1.8	1.7	0.2	45.67
(457, 391)	1	SOV	---	---	0	322.0	-----	2.0	1.9	0.2	1.6	1.4	0.1	49.05
(7038, 456)	1	SOV	---	---	0	372.0	-----	2.0	1.6	0.5	1.6	1.2	0.4	39.64
(458,7039)	1	SOV	---	---	1	935.5	-----	6.1	3.4	2.7	4.7	2.7	2.1	23.51
(7040, 466)	1	SOV	---	---	1	882.1	-----	3.4	3.0	0.4	2.6	2.3	0.3	43.99
(466, 467)	1	SOV	---	---	0	811.0	-----	3.1	2.9	0.1	2.4	2.3	0.1	48.42
(467, 392)	1	SOV	---	---	0	811.0	-----	4.0	3.7	0.2	3.1	2.9	0.2	50.83
(309,7043)	1	SOV	---	---	1	828.9	-----	5.6	5.4	0.2	4.3	4.1	0.1	48.63
(309,7043)	2	SOV	---	---	2	929.1	-----	5.7	5.5	0.2	4.4	4.2	0.2	47.10
(7044, 483)	1	SOV	---	---	3	962.8	-----	5.9	5.3	0.6	4.6	4.1	0.5	45.24
(484, 318)	1	SOV	---	---	2	916.6	-----	4.9	4.5	0.4	3.8	3.5	0.3	50.20
(483, 484)	1	SOV	---	---	0	916.7	-----	3.7	3.5	0.2	2.8	2.7	0.1	48.21
(303, 487)	1	SOV	---	---	0	804.0	-----	3.9	3.7	0.1	3.0	2.9	0.1	52.66
(487, 488)	1	SOV	---	---	2	802.2	-----	6.9	6.7	0.2	5.3	5.2	0.2	49.06
(488,7046)	1	SOV	---	---	0	802.2	-----	4.2	4.0	0.2	3.3	3.1	0.2	46.91
(489, 490)	1	SOV	---	---	3	1000.1	-----	5.9	4.3	1.6	4.6	3.3	1.3	34.13
(489, 490)	2	SOV	---	---	0	305.0	-----	6.9	4.5	2.4	5.3	3.5	1.9	29.18
(7047, 489)	1	SOV	---	---	1	416.3	-----	4.3	2.8	1.4	3.3	2.2	1.1	33.99
(7047, 489)	2	SOV	---	---	2	1035.5	-----	4.1	2.8	1.3	3.2	2.2	1.0	35.02
(7045, 531)	1	SOV	---	---	2	719.3	-----	4.5	2.3	2.2	3.5	1.8	1.7	35.85
(7045, 531)	2	SOV	---	---	0	56.7	-----	5.4	2.3	3.1	4.2	1.7	2.4	29.79
(531, 532)	1	SOV	---	---	0	717.3	-----	3.1	2.2	0.9	2.4	1.7	0.7	45.87
(531, 532)	2	SOV	---	---	0	0.7	-----	12.1	3.6	8.6	9.3	2.7	6.6	11.72
(532, 299)	1	SOV	---	---	2	716.7	-----	2.7	2.3	0.4	2.1	1.8	0.3	52.03
(322, 522)	1	SOV	---	---	0	894.0	-----	6.4	2.9	3.5	4.9	2.2	2.7	25.25
(322, 522)	2	SOV	---	---	0	969.6	-----	4.9	3.0	1.9	3.8	2.3	1.5	33.17
(7049, 523)	1	SOV	---	---	1	587.9	-----	3.3	3.0	0.3	2.5	2.3	0.2	37.35

(523, 524)	1	SOV	---	---	3	533.4	-----	6.3	5.7	0.6	4.9	4.4	0.5	44.78
(524, 323)	1	SOV	---	---	1	535.0	-----	5.3	5.0	0.3	4.1	3.9	0.2	51.39
(298, 533)	1	SOV	---	---	4	1052.5	-----	19.5	18.3	1.1	15.1	14.2	0.9	61.93
(298, 533)	2	SOV	---	---	9	1557.3	-----	19.5	18.7	0.9	15.1	14.5	0.7	61.76
(298, 533)	3	SOV	---	---	8	1568.5	-----	19.2	18.4	0.8	14.9	14.3	0.6	62.71
(298, 533)	4	SOV	---	---	5	1409.0	-----	19.6	18.7	0.9	15.0	14.4	0.7	61.65
(298, 533)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7050, 529)	1	SOV	---	---	0	407.1	-----	4.0	2.9	1.1	3.1	2.3	0.8	30.29
(7050, 529)	2	SOV	---	---	2	1216.4	-----	3.7	2.9	0.9	2.9	2.2	0.7	32.35
(529, 530)	1	SOV	---	---	2	584.0	-----	3.3	1.9	1.4	2.6	1.5	1.1	33.37
(529, 530)	2	SOV	---	---	3	879.6	-----	3.6	2.5	1.1	2.7	1.9	0.8	31.28
(530, 533)	1	SOV	---	---	5	1467.8	-----	7.9	6.4	1.6	6.1	4.9	1.2	42.99
(7051, 525)	1	SOV	---	---	0	423.5	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.54
(525, 526)	1	SOV	---	---	1	389.1	-----	5.5	5.4	0.1	4.3	4.2	0.1	49.16
(526, 324)	1	SOV	---	---	0	389.4	-----	6.8	6.5	0.2	5.2	5.0	0.2	52.61
(298, 534)	1	SOV	---	---	0	1076.0	-----	5.5	5.1	0.4	4.3	4.0	0.3	60.08
(534,7052)	1	SOV	---	---	0	1074.6	-----	3.5	2.9	0.7	2.7	2.2	0.5	51.38
(313, 347)	1	SOV	---	---	2	822.3	-----	5.3	5.1	0.2	4.1	3.9	0.2	52.16
(313, 347)	2	SOV	---	---	0	450.3	-----	5.3	5.1	0.2	4.1	3.9	0.2	52.69
(522,7048)	1	SOV	---	---	1	860.2	-----	16.1	3.8	12.3	12.4	2.9	9.5	10.53
(522,7048)	2	SOV	---	---	1	980.8	-----	10.4	3.6	6.7	8.0	2.8	5.2	16.30
(405, 558)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(405, 558)	6	SOV	---	---	0	997.6	-----	2.8	2.8	0.0	2.2	2.2	0.0	50.34
(405, 558)	7	SOV	---	---	0	510.1	-----	2.6	2.6	0.0	2.0	2.0	0.0	54.60
(409, 559)	1	SOV	---	---	1	966.5	-----	5.2	5.1	0.2	4.0	3.9	0.1	42.83
(409, 559)	2	SOV	---	---	0	621.4	-----	4.9	4.8	0.1	3.8	3.7	0.1	45.84
(409, 559)	6	SOV	---	---	1	1198.4	-----	5.2	5.0	0.2	4.0	3.9	0.2	42.78
(369, 560)	1	SOV	---	---	1	909.5	-----	11.1	10.7	0.3	8.5	8.3	0.3	61.61
(369, 560)	2	SOV	---	---	2	1038.8	-----	10.7	10.4	0.4	8.3	8.0	0.3	63.53
(369, 560)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(369, 560)	9	SOV	---	---	0	803.6	-----	11.4	10.7	0.7	8.8	8.3	0.5	59.68

(369, 560)	10	SOV	---	---	1	796.2	-----	11.0	10.2	0.8	8.5	7.9	0.6	61.89
(369, 560)	11	SOV	---	---	1	780.5	-----	11.5	10.8	0.7	8.9	8.4	0.5	59.16
(97, 563)	1	SOV	---	---	1	1505.4	-----	18.0	15.7	2.4	13.9	12.1	1.8	56.79
(97, 563)	2	SOV	---	---	3	1519.2	-----	17.2	16.2	1.0	13.4	12.6	0.8	59.43
(97, 563)	3	SOV	---	---	8	1399.4	-----	16.3	15.8	0.6	12.6	12.1	0.4	62.71
(97, 563)	4	SOV	---	---	6	1265.6	-----	16.0	15.4	0.6	12.3	11.8	0.5	64.11
(97, 563)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(97, 563)	9	SOV	---	---	0	36.9	-----	29.6	21.4	8.1	22.9	16.6	6.3	34.59
(10, 11)	1	SOV	---	---	1	1390.6	-----	6.7	6.3	0.4	5.2	4.9	0.3	59.81
(10, 11)	2	SOV	---	---	2	1190.9	-----	6.4	6.1	0.3	4.9	4.7	0.2	63.06
(10, 11)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(11, 12)	1	SOV	---	---	3	1347.3	-----	6.5	6.1	0.3	5.0	4.7	0.2	60.67
(11, 12)	2	SOV	---	---	6	1234.1	-----	6.2	5.9	0.2	4.8	4.6	0.2	63.48
(11, 12)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(12, 13)	1	SOV	---	---	4	1311.5	-----	3.7	3.5	0.2	2.9	2.7	0.1	60.83
(12, 13)	2	SOV	---	---	3	1261.5	-----	3.6	3.4	0.1	2.8	2.6	0.1	63.50
(12, 13)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(13, 14)	1	SOV	---	---	3	1297.2	-----	3.7	3.6	0.2	2.9	2.8	0.1	60.90
(13, 14)	2	SOV	---	---	0	1277.2	-----	3.6	3.4	0.1	2.8	2.7	0.1	63.55
(13, 14)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(14, 15)	1	SOV	---	---	3	1278.8	-----	3.8	3.7	0.2	3.0	2.8	0.1	60.75
(14, 15)	2	SOV	---	---	1	1296.2	-----	3.7	3.5	0.1	2.8	2.7	0.1	63.53
(14, 15)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15, 16)	1	SOV	---	---	6	1440.0	-----	11.4	10.6	0.8	8.8	8.2	0.6	59.78
(15, 16)	2	SOV	---	---	3	1340.4	-----	10.8	10.3	0.5	8.3	8.0	0.4	63.25
(15, 16)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(15, 16)	9	SOV	---	---	2	1391.0	-----	12.8	10.7	2.1	9.9	8.3	1.6	53.39
(16, 17)	1	SOV	---	---	3	1433.4	-----	5.6	5.3	0.2	4.3	4.1	0.2	61.23
(16, 17)	2	SOV	---	---	2	1378.2	-----	5.4	5.2	0.2	4.2	4.0	0.2	63.35
(16, 17)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(16, 17)	9	SOV	---	---	3	1358.8	-----	5.6	5.3	0.4	4.4	4.1	0.3	60.35
(17, 18)	1	SOV	---	---	5	1420.2	-----	11.1	10.6	0.4	8.6	8.2	0.3	61.43
(17, 18)	2	SOV	---	---	7	1392.9	-----	10.8	10.3	0.5	8.3	8.0	0.4	63.26
(17, 18)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(17, 18)	9	SOV	---	---	3	1355.9	-----	11.2	10.5	0.6	8.6	8.1	0.5	60.91
(18, 19)	1	SOV	---	---	2	1404.8	-----	9.9	9.5	0.4	7.6	7.3	0.3	61.50
(18, 19)	2	SOV	---	---	2	1422.9	-----	9.7	9.2	0.4	7.5	7.1	0.3	63.15

(18, 19)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(18, 19)	9	SOV	---	---	1	1342.4	-----	10.0	9.4	0.5	7.7	7.3	0.4	61.11
(19, 20)	1	SOV	---	---	1	1396.4	-----	8.6	8.3	0.3	6.7	6.4	0.2	61.69
(19, 20)	2	SOV	---	---	2	1433.5	-----	8.4	8.1	0.4	6.5	6.2	0.3	62.98
(19, 20)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(19, 20)	9	SOV	---	---	1	1344.6	-----	8.7	8.2	0.5	6.7	6.4	0.4	61.13
(20, 21)	1	SOV	---	---	7	1391.3	-----	8.7	8.4	0.3	6.7	6.5	0.2	61.75
(20, 21)	2	SOV	---	---	5	1446.1	-----	8.5	8.1	0.4	6.6	6.3	0.3	62.90
(20, 21)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(20, 21)	9	SOV	---	---	4	1337.4	-----	8.8	8.3	0.5	6.8	6.4	0.4	61.07
(21, 22)	1	SOV	---	---	2	1387.2	-----	6.1	5.9	0.2	4.7	4.5	0.2	61.75
(21, 22)	2	SOV	---	---	6	1456.4	-----	6.0	5.7	0.3	4.6	4.4	0.2	62.87
(21, 22)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(21, 22)	9	SOV	---	---	5	1325.3	-----	6.2	5.8	0.3	4.8	4.5	0.3	61.13
(22, 23)	1	SOV	---	---	6	1387.9	-----	13.0	12.5	0.5	10.1	9.7	0.4	61.76
(22, 23)	2	SOV	---	---	4	1463.5	-----	12.9	12.2	0.6	9.9	9.4	0.5	62.65
(22, 23)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(22, 23)	9	SOV	---	---	7	1310.9	-----	13.2	12.5	0.7	10.2	9.6	0.5	61.22
(24, 25)	1	SOV	---	---	4	2281.6	-----	9.4	8.4	1.1	7.3	6.4	0.8	56.82
(24, 25)	2	SOV	---	---	3	1151.2	-----	8.6	8.1	0.5	6.7	6.3	0.4	62.10
(24, 25)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(24, 25)	9	SOV	---	---	2	730.5	-----	8.8	8.2	0.6	6.8	6.3	0.4	60.94
(25, 26)	1	SOV	---	---	5	2013.9	-----	5.7	5.4	0.4	4.4	4.1	0.3	59.65
(25, 26)	2	SOV	---	---	4	1294.7	-----	5.4	5.2	0.3	4.2	4.0	0.2	62.91
(25, 26)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(25, 26)	9	SOV	---	---	3	850.3	-----	5.4	5.2	0.2	4.2	4.0	0.2	62.62
(26, 27)	1	SOV	---	---	10	1923.3	-----	11.6	10.9	0.7	8.9	8.4	0.5	59.03
(26, 27)	2	SOV	---	---	5	1352.8	-----	10.8	10.3	0.5	8.3	8.0	0.4	63.27
(26, 27)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(26, 27)	9	SOV	---	---	10	870.3	-----	11.4	11.0	0.4	8.8	8.5	0.3	59.67
(190, 255)	1	SOV	---	---	2	833.7	-----	11.2	10.9	0.3	8.6	8.4	0.2	60.84
(190, 255)	2	SOV	---	---	3	837.1	-----	10.3	10.1	0.2	8.0	7.8	0.1	66.05
(255, 257)	1	SOV	---	---	6	1544.7	-----	9.8	8.6	1.2	7.6	6.6	0.9	55.69
(255, 257)	2	SOV	---	---	1	1040.5	-----	8.5	8.1	0.4	6.6	6.3	0.3	64.07
(255, 257)	9	SOV	---	---	1	76.7	-----	12.7	9.9	2.8	9.8	7.6	2.2	43.05
(257, 280)	1	SOV	---	---	0	1449.0	-----	5.8	5.4	0.4	4.4	4.2	0.3	59.17
(257, 280)	2	SOV	---	---	1	1212.0	-----	5.3	5.1	0.2	4.1	4.0	0.1	64.34

(280, 282)	1	SOV	---	---	6	2102.4	-----	18.4	16.1	2.3	14.2	12.4	1.8	55.60
(280, 282)	6	SOV	---	---	4	1461.7	-----	16.0	15.3	0.6	12.3	11.8	0.5	64.06
(280, 282)	9	SOV	---	---	0	78.3	-----	19.3	18.1	1.2	14.9	14.0	0.9	53.04
(282, 32)	1	SOV	---	---	0	2018.7	-----	8.7	8.2	0.6	6.7	6.3	0.4	58.83
(282, 32)	2	SOV	---	---	0	1628.7	-----	8.0	7.7	0.3	6.2	5.9	0.2	64.34
(32, 33)	1	SOV	---	---	6	1206.9	-----	8.3	8.0	0.4	6.4	6.2	0.3	61.37
(32, 33)	2	SOV	---	---	4	1367.5	-----	8.1	7.8	0.4	6.3	6.0	0.3	62.76
(32, 33)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(32, 33)	9	SOV	---	---	2	1731.9	-----	7.9	7.7	0.3	6.1	5.9	0.2	64.36
(32, 33)	10	SOV	---	---	5	1903.5	-----	8.6	8.1	0.4	6.6	6.3	0.3	59.72
(33, 34)	1	SOV	---	---	5	1828.4	-----	8.6	8.1	0.5	6.6	6.3	0.4	59.58
(33, 34)	2	SOV	---	---	3	1773.3	-----	7.9	7.7	0.3	6.1	5.9	0.2	64.42
(33, 34)	3	SOV	---	---	2	1242.2	-----	8.2	8.0	0.3	6.4	6.2	0.2	62.02
(33, 34)	4	SOV	---	---	2	1372.8	-----	8.2	7.8	0.4	6.3	6.0	0.3	62.65
(33, 34)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(34, 35)	1	SOV	---	---	7	1765.8	-----	8.7	8.2	0.5	6.7	6.3	0.4	59.45
(34, 35)	2	SOV	---	---	8	1799.5	-----	8.0	7.8	0.3	6.2	6.0	0.2	64.34
(34, 35)	3	SOV	---	---	4	1284.5	-----	8.3	8.0	0.3	6.4	6.2	0.2	62.26
(34, 35)	4	SOV	---	---	4	1361.5	-----	8.2	7.8	0.4	6.4	6.1	0.3	62.64
(34, 35)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(35, 36)	1	SOV	---	---	6	1712.7	-----	9.0	8.6	0.5	7.0	6.6	0.4	59.46
(35, 36)	2	SOV	---	---	4	1824.1	-----	8.4	8.1	0.3	6.5	6.3	0.2	64.18
(35, 36)	3	SOV	---	---	3	1300.0	-----	8.6	8.3	0.3	6.6	6.4	0.2	62.42
(35, 36)	4	SOV	---	---	5	1369.3	-----	8.6	8.2	0.4	6.6	6.3	0.3	62.58
(35, 36)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(36, 37)	1	SOV	---	---	4	1650.9	-----	10.0	9.4	0.5	7.7	7.3	0.4	59.36
(36, 37)	2	SOV	---	---	6	1857.1	-----	9.3	8.9	0.3	7.1	6.9	0.3	64.02
(36, 37)	3	SOV	---	---	6	1344.4	-----	9.5	9.2	0.3	7.3	7.1	0.2	62.56
(36, 37)	4	SOV	---	---	7	1344.0	-----	9.5	9.0	0.5	7.3	7.0	0.4	62.59
(36, 37)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(37, 54)	1	SOV	---	---	6	1583.6	-----	11.5	10.8	0.6	8.8	8.4	0.5	59.30
(37, 54)	2	SOV	---	---	7	1870.9	-----	10.6	10.3	0.4	8.2	7.9	0.3	63.83
(37, 54)	3	SOV	---	---	6	1380.8	-----	10.8	10.5	0.4	8.4	8.1	0.3	62.62
(37, 54)	4	SOV	---	---	7	1346.6	-----	10.9	10.3	0.5	8.4	8.0	0.4	62.54
(37, 54)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54, 55)	1	SOV	---	---	6	1699.2	-----	7.6	7.1	0.5	5.8	5.4	0.4	58.43
(54, 55)	2	SOV	---	---	6	1923.4	-----	7.0	6.7	0.3	5.4	5.2	0.2	63.59
(54, 55)	3	SOV	---	---	3	1395.9	-----	7.1	6.8	0.3	5.5	5.3	0.2	62.57

(54,	55)	4	SOV	---	---	2	1357.0	-----	7.1	6.7	0.4	5.5	5.2	0.3	62.40
(54,	55)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(54,	55)	9	SOV	---	---	0	22.2	-----	8.6	7.7	0.8	6.6	6.0	0.6	51.62
(55,	56)	1	SOV	---	---	4	1644.4	-----	5.8	5.4	0.4	4.5	4.2	0.3	58.72
(55,	56)	2	SOV	---	---	7	1972.8	-----	5.4	5.2	0.2	4.2	4.0	0.2	63.34
(55,	56)	3	SOV	---	---	5	1410.4	-----	5.5	5.2	0.2	4.2	4.0	0.2	62.53
(55,	56)	4	SOV	---	---	6	1369.4	-----	5.5	5.2	0.3	4.2	4.0	0.2	62.36
(55,	56)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	1	SOV	---	---	8	2046.3	-----	10.9	10.4	0.5	8.4	8.0	0.4	62.63
(56,	57)	2	SOV	---	---	5	1452.1	-----	10.9	10.5	0.5	8.4	8.1	0.4	62.41
(56,	57)	3	SOV	---	---	6	1378.1	-----	10.9	10.4	0.6	8.5	8.0	0.4	62.34
(56,	57)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(56,	57)	9	SOV	---	---	6	2012.3	-----	12.3	10.8	1.5	9.5	8.3	1.1	55.61
(56,	57)	10	SOV	---	---	0	47.0	-----	15.1	11.9	3.2	11.7	9.2	2.5	45.15
(57,	58)	1	SOV	---	---	1	2076.6	-----	5.4	5.2	0.2	4.2	4.0	0.2	62.72
(57,	58)	2	SOV	---	---	1	1513.0	-----	5.5	5.2	0.2	4.2	4.0	0.2	62.55
(57,	58)	3	SOV	---	---	1	1388.9	-----	5.5	5.2	0.3	4.2	4.0	0.2	62.31
(57,	58)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(57,	58)	9	SOV	---	---	2	1952.6	-----	5.8	5.4	0.4	4.5	4.2	0.3	58.49
(58,	59)	1	SOV	---	---	3	2043.2	-----	6.3	6.0	0.3	4.8	4.6	0.2	62.95
(58,	59)	2	SOV	---	---	4	1527.9	-----	6.3	6.1	0.3	4.9	4.7	0.2	62.65
(58,	59)	3	SOV	---	---	5	1373.7	-----	6.3	6.0	0.3	4.9	4.6	0.2	62.51
(58,	59)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(58,	59)	9	SOV	---	---	4	1985.5	-----	6.7	6.3	0.4	5.1	4.8	0.3	59.42
(59,	60)	1	SOV	---	---	3	1861.2	-----	9.2	8.7	0.5	7.1	6.7	0.4	62.44
(59,	60)	2	SOV	---	---	4	1355.6	-----	9.1	8.8	0.4	7.1	6.8	0.3	62.96
(59,	60)	3	SOV	---	---	1	1199.7	-----	9.1	8.7	0.4	7.0	6.7	0.3	63.22
(59,	60)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(59,	60)	9	SOV	---	---	4	2512.0	-----	10.2	9.1	1.1	7.9	7.0	0.9	56.30
(60,	61)	1	SOV	---	---	9	2227.4	-----	18.0	16.0	2.0	13.9	12.3	1.6	56.83
(60,	61)	2	SOV	---	---	13	2374.3	-----	17.5	16.0	1.5	13.5	12.4	1.2	58.32
(60,	61)	3	SOV	---	---	6	1338.3	-----	16.3	15.6	0.7	12.6	12.0	0.6	62.78
(60,	61)	4	SOV	---	---	4	992.1	-----	16.0	15.5	0.5	12.4	12.0	0.4	63.88
(60,	61)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61,	62)	1	SOV	---	---	6	2047.2	-----	11.3	10.7	0.6	8.7	8.3	0.4	60.40
(61,	62)	2	SOV	---	---	6	1492.1	-----	10.7	10.4	0.4	8.3	8.0	0.3	63.47
(61,	62)	3	SOV	---	---	4	1064.6	-----	10.7	10.3	0.4	8.2	7.9	0.3	63.89
(61,	62)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(61,	62)	9	SOV	---	---	6	1314.3	-----	11.8	11.0	0.8	9.1	8.5	0.6	57.68

(62,	63)	1	SOV	---	---	6	1907.3	-----	12.6	12.0	0.7	9.8	9.2	0.5	59.78
(62,	63)	2	SOV	---	---	4	1556.5	-----	11.9	11.5	0.4	9.2	8.9	0.3	63.43
(62,	63)	3	SOV	---	---	3	1132.2	-----	11.8	11.4	0.5	9.1	8.8	0.4	63.88
(62,	63)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(63,	64)	1	SOV	---	---	7	1711.8	-----	13.2	12.4	0.8	10.2	9.6	0.6	59.53
(63,	64)	2	SOV	---	---	6	1675.1	-----	12.4	12.0	0.5	9.6	9.3	0.3	62.95
(63,	64)	3	SOV	---	---	3	1202.8	-----	12.2	11.7	0.5	9.5	9.1	0.4	63.98
(63,	64)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64,	65)	1	SOV	---	---	7	2191.9	-----	13.6	10.7	2.9	10.5	8.3	2.2	50.09
(64,	65)	2	SOV	---	---	6	1843.7	-----	11.3	10.5	0.8	8.7	8.1	0.6	60.30
(64,	65)	3	SOV	---	---	2	1332.8	-----	10.7	10.2	0.5	8.3	7.9	0.4	63.45
(64,	65)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(64,	65)	9	SOV	---	---	0	98.1	-----	16.2	13.8	2.4	12.5	10.6	1.8	42.18
(65,	66)	1	SOV	---	---	2	2078.7	-----	5.9	5.4	0.5	4.5	4.2	0.4	57.78
(65,	66)	2	SOV	---	---	6	1923.0	-----	5.6	5.3	0.3	4.3	4.1	0.2	61.28
(65,	66)	3	SOV	---	---	2	1460.7	-----	5.4	5.1	0.3	4.2	3.9	0.2	63.35
(65,	66)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(66,	67)	1	SOV	---	---	5	2161.5	-----	10.8	10.0	0.8	8.3	7.7	0.6	59.26
(66,	67)	2	SOV	---	---	7	1888.0	-----	10.3	9.9	0.5	8.0	7.6	0.4	62.03
(66,	67)	3	SOV	---	---	5	1409.6	-----	10.0	9.6	0.4	7.7	7.4	0.3	63.81
(66,	67)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(67,	68)	1	SOV	---	---	12	3005.8	-----	18.5	13.8	4.6	14.2	10.7	3.6	48.03
(67,	68)	2	SOV	---	---	10	1430.5	-----	15.1	13.7	1.5	11.7	10.5	1.1	58.64
(67,	68)	3	SOV	---	---	3	1012.3	-----	13.8	13.3	0.6	10.7	10.2	0.5	64.02
(67,	68)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(68,	69)	1	SOV	---	---	12	2805.6	-----	18.0	16.2	1.8	13.9	12.5	1.4	56.78
(68,	69)	2	SOV	---	---	7	1484.4	-----	16.4	15.9	0.6	12.7	12.3	0.4	62.21
(68,	69)	3	SOV	---	---	8	1153.1	-----	15.8	15.3	0.5	12.2	11.8	0.4	64.67
(68,	69)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(69,	70)	1	SOV	---	---	3	755.3	-----	19.0	18.5	0.5	14.7	14.3	0.4	60.68
(69,	70)	2	SOV	---	---	2	1376.2	-----	18.5	18.0	0.5	14.3	13.9	0.4	62.43
(69,	70)	3	SOV	---	---	3	1222.6	-----	17.9	17.3	0.6	13.8	13.3	0.5	64.56
(69,	70)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(70,	71)	1	SOV	---	---	0	794.6	-----	8.6	8.4	0.2	6.7	6.5	0.2	61.45
(70,	71)	2	SOV	---	---	3	1297.3	-----	8.5	8.3	0.2	6.6	6.4	0.2	62.08
(70,	71)	3	SOV	---	---	1	1264.8	-----	8.3	7.9	0.3	6.4	6.1	0.2	64.23
(70,	71)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71,	72)	1	SOV	---	---	7	1119.2	-----	17.1	16.1	1.0	13.2	12.4	0.8	59.77

(71, 72)	2	SOV	---	---	5	1310.8	-----	16.5	16.0	0.5	12.7	12.3	0.4	61.91
(71, 72)	3	SOV	---	---	5	1278.5	-----	16.0	15.3	0.6	12.3	11.8	0.5	64.06
(71, 72)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(71, 72)	9	SOV	---	---	0	16.3	-----	21.2	17.8	3.4	16.4	13.8	2.6	48.27
(72, 73)	1	SOV	---	---	9	994.4	-----	24.8	23.7	1.2	19.1	18.3	0.9	60.85
(72, 73)	2	SOV	---	---	18	1721.9	-----	25.2	23.5	1.7	19.5	18.2	1.3	59.81
(72, 73)	3	SOV	---	---	4	994.7	-----	23.7	22.6	1.1	18.3	17.5	0.8	63.63
(72, 73)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(73, 74)	1	SOV	---	---	12	1915.4	-----	17.3	16.3	1.0	13.3	12.6	0.8	59.13
(73, 74)	2	SOV	---	---	3	750.1	-----	15.7	15.3	0.4	12.1	11.8	0.3	65.11
(73, 74)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(73, 74)	9	SOV	---	---	7	1024.4	-----	17.0	16.4	0.7	13.1	12.6	0.5	60.05
(74, 75)	1	SOV	---	---	7	590.3	-----	23.4	22.8	0.5	18.0	17.6	0.4	61.27
(74, 75)	2	SOV	---	---	2	804.0	-----	21.9	21.5	0.4	16.9	16.6	0.3	65.41
(74, 75)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(75, 76)	1	SOV	---	---	0	921.2	-----	6.1	5.6	0.5	4.7	4.3	0.4	58.94
(75, 76)	2	SOV	---	---	2	854.6	-----	5.6	5.4	0.2	4.3	4.2	0.1	64.55
(75, 76)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(75, 76)	9	SOV	---	---	0	44.7	-----	7.2	6.4	0.7	5.5	5.0	0.6	50.13
(76, 77)	1	SOV	---	---	1	1121.6	-----	4.0	3.4	0.6	3.1	2.6	0.4	55.10
(76, 77)	2	SOV	---	---	0	956.2	-----	3.4	3.3	0.2	2.7	2.5	0.1	63.58
(76, 77)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(76, 77)	9	SOV	---	---	0	70.0	-----	6.2	4.1	2.0	4.8	3.2	1.6	35.44
(568, 569)	1	SOV	---	---	0	1461.3	-----	2.7	2.2	0.5	2.1	1.7	0.4	49.97
(568, 569)	2	SOV	---	---	0	690.7	-----	3.2	2.1	1.0	2.4	1.6	0.8	43.29
(568, 569)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(569, 570)	1	SOV	---	---	1	656.8	-----	13.9	13.1	0.8	10.7	10.1	0.6	60.95
(569, 570)	2	SOV	---	---	0	663.7	-----	13.9	13.0	0.9	10.7	10.0	0.7	60.97
(569, 570)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	1	SOV	---	---	2	882.7	-----	9.0	8.6	0.4	6.9	6.6	0.3	62.41
(570, 571)	2	SOV	---	---	2	677.8	-----	8.8	8.6	0.3	6.8	6.6	0.2	63.61
(570, 571)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(570, 571)	9	SOV	---	---	3	1078.7	-----	9.7	8.9	0.8	7.5	6.8	0.6	58.07
(571, 572)	1	SOV	---	---	10	1195.9	-----	16.9	16.0	0.9	13.0	12.4	0.7	60.66
(571, 572)	2	SOV	---	---	7	971.7	-----	16.0	15.6	0.4	12.3	12.0	0.3	63.93
(571, 572)	3	SOV	---	---	3	721.2	-----	16.0	15.5	0.5	12.4	12.0	0.4	63.82
(571, 572)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(571, 572)	9	SOV	---	---	0	11.1	-----	20.1	17.6	2.5	15.6	13.7	1.9	50.80

(572, 573)	1	SOV	---	---	11	1177.6	-----	24.6	23.5	1.2	19.0	18.1	0.9	60.74
(572, 573)	2	SOV	---	---	6	1015.5	-----	23.4	22.8	0.5	18.0	17.6	0.4	64.09
(572, 573)	3	SOV	---	---	7	700.7	-----	23.3	22.7	0.7	18.0	17.5	0.5	64.09
(572, 573)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(573, 574)	1	SOV	---	---	3	1202.5	-----	17.0	16.2	0.8	13.1	12.5	0.6	60.13
(573, 574)	2	SOV	---	---	4	1005.4	-----	15.9	15.6	0.3	12.3	12.0	0.2	64.27
(573, 574)	3	SOV	---	---	1	680.3	-----	15.8	15.4	0.4	12.2	11.9	0.3	64.57
(573, 574)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(574, 575)	1	SOV	---	---	4	874.4	-----	14.2	13.7	0.5	11.0	10.6	0.4	60.81
(574, 575)	2	SOV	---	---	5	1011.5	-----	13.5	13.2	0.3	10.4	10.2	0.2	64.08
(574, 575)	3	SOV	---	---	1	703.5	-----	13.4	13.0	0.4	10.3	10.0	0.3	64.58
(574, 575)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(575, 576)	1	SOV	---	---	4	775.5	-----	19.5	18.7	0.8	15.1	14.5	0.6	60.76
(575, 576)	2	SOV	---	---	7	1065.3	-----	18.7	18.2	0.5	14.4	14.0	0.3	63.58
(575, 576)	3	SOV	---	---	7	736.1	-----	18.3	17.8	0.5	14.2	13.8	0.4	64.65
(575, 576)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	1	SOV	---	---	10	2014.2	-----	19.9	15.9	3.9	15.3	12.3	3.0	51.52
(576, 577)	2	SOV	---	---	4	1425.5	-----	16.9	15.7	1.2	13.1	12.1	0.9	60.46
(576, 577)	3	SOV	---	---	4	907.5	-----	16.0	15.3	0.7	12.4	11.8	0.5	63.76
(576, 577)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(576, 577)	9	SOV	---	---	0	94.7	-----	26.5	21.8	4.7	20.4	16.8	3.6	38.63
(577, 578)	1	SOV	---	---	6	1827.4	-----	14.3	13.6	0.7	11.1	10.5	0.6	60.66
(577, 578)	2	SOV	---	---	9	1549.0	-----	13.8	13.4	0.4	10.7	10.3	0.3	62.95
(577, 578)	3	SOV	---	---	8	1069.5	-----	13.5	13.0	0.4	10.4	10.1	0.3	64.66
(577, 578)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(578, 579)	1	SOV	---	---	10	2148.4	-----	12.4	11.3	1.1	9.5	8.7	0.8	58.59
(578, 579)	2	SOV	---	---	4	1368.3	-----	11.5	11.1	0.4	8.9	8.6	0.3	62.97
(578, 579)	3	SOV	---	---	5	927.7	-----	11.1	10.8	0.3	8.6	8.3	0.2	65.20
(578, 579)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(579, 580)	1	SOV	---	---	4	2087.6	-----	5.8	5.3	0.4	4.5	4.1	0.3	59.03
(579, 580)	2	SOV	---	---	5	1387.4	-----	5.4	5.2	0.2	4.2	4.0	0.1	63.12
(579, 580)	3	SOV	---	---	2	968.1	-----	5.2	5.1	0.1	4.0	3.9	0.1	65.42
(579, 580)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(580, 581)	1	SOV	---	---	7	2025.1	-----	11.6	10.8	0.8	8.9	8.4	0.6	58.76
(580, 581)	2	SOV	---	---	4	1390.3	-----	10.8	10.5	0.3	8.3	8.1	0.2	63.29
(580, 581)	3	SOV	---	---	2	1027.9	-----	10.4	10.1	0.3	8.0	7.8	0.2	65.43
(580, 581)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(581, 582)	1	SOV	---	---	4	1207.9	-----	11.8	11.3	0.5	9.1	8.7	0.4	60.27
(581, 582)	2	SOV	---	---	4	1393.5	-----	11.3	11.0	0.3	8.7	8.5	0.2	63.23
(581, 582)	3	SOV	---	---	3	1075.8	-----	10.9	10.6	0.3	8.4	8.2	0.2	65.41
(581, 582)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(582, 583)	1	SOV	---	---	3	1143.9	-----	14.0	13.4	0.6	10.8	10.3	0.5	60.58
(582, 583)	2	SOV	---	---	2	1390.1	-----	13.5	13.1	0.4	10.4	10.1	0.3	62.92
(582, 583)	3	SOV	---	---	2	1146.3	-----	13.0	12.6	0.4	10.0	9.7	0.3	65.22
(582, 583)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	1	SOV	---	---	4	1869.0	-----	12.8	10.7	2.1	9.9	8.2	1.6	53.29
(583, 584)	2	SOV	---	---	3	1575.5	-----	11.1	10.5	0.6	8.6	8.1	0.5	61.30
(583, 584)	3	SOV	---	---	3	1233.2	-----	10.5	10.1	0.4	8.1	7.8	0.3	64.86
(583, 584)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(583, 584)	9	SOV	---	---	0	86.2	-----	15.5	12.5	3.0	12.0	9.7	2.3	44.00
(584, 585)	1	SOV	---	---	23	2555.3	-----	20.2	16.0	4.2	15.5	12.3	3.2	50.75
(584, 585)	2	SOV	---	---	9	1815.8	-----	17.0	15.8	1.2	13.1	12.2	0.9	60.13
(584, 585)	3	SOV	---	---	9	1337.2	-----	15.9	15.2	0.7	12.3	11.7	0.5	64.35
(584, 585)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(584, 585)	9	SOV	---	---	2	111.4	-----	20.7	19.8	1.0	16.0	15.3	0.8	49.31
(585, 586)	1	SOV	---	---	11	2600.1	-----	8.8	7.7	1.1	6.8	5.9	0.8	55.88
(585, 586)	2	SOV	---	---	6	1838.2	-----	8.0	7.6	0.4	6.2	5.8	0.3	61.23
(585, 586)	3	SOV	---	---	3	1373.3	-----	7.6	7.3	0.3	5.8	5.6	0.2	64.60
(585, 586)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(586, 587)	1	SOV	---	---	5	2494.4	-----	7.5	7.0	0.5	5.8	5.4	0.4	59.19
(586, 587)	2	SOV	---	---	6	1850.3	-----	7.2	6.9	0.3	5.5	5.3	0.2	62.42
(586, 587)	3	SOV	---	---	1	1461.2	-----	6.9	6.6	0.2	5.3	5.1	0.2	64.73
(586, 587)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(587, 588)	1	SOV	---	---	4	2449.4	-----	5.7	5.3	0.4	4.4	4.1	0.3	59.66
(587, 588)	2	SOV	---	---	6	1856.5	-----	5.5	5.3	0.2	4.2	4.1	0.2	62.47
(587, 588)	3	SOV	---	---	3	1499.7	-----	5.3	5.1	0.2	4.1	3.9	0.2	64.63
(587, 588)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(588, 589)	1	SOV	---	---	10	2383.0	-----	11.7	10.8	0.9	9.0	8.3	0.7	58.37
(588, 589)	2	SOV	---	---	8	1852.4	-----	11.0	10.5	0.5	8.5	8.1	0.3	62.12
(588, 589)	3	SOV	---	---	6	1561.2	-----	10.6	10.1	0.4	8.2	7.8	0.3	64.50
(588, 589)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(589, 590)	1	SOV	---	---	4	1256.7	-----	9.4	8.9	0.5	7.2	6.8	0.4	59.31
(589, 590)	2	SOV	---	---	2	1763.6	-----	9.0	8.6	0.4	6.9	6.7	0.3	61.69
(589, 590)	3	SOV	---	---	1	1654.1	-----	8.7	8.3	0.4	6.7	6.4	0.3	63.73
(589, 590)	4	HOV	0	1648	0	327.1	327.1	8.6	8.3	0.4	6.7	6.4	0.3	64.22

(590, 591)	1	SOV	---	---	0	205.9	-----	6.7	6.1	0.6	5.2	4.7	0.4	62.74
(590, 591)	2	SOV	---	---	3	1379.5	-----	6.9	6.7	0.2	5.3	5.2	0.1	60.77
(590, 591)	3	SOV	---	---	5	1767.4	-----	6.8	6.5	0.3	5.2	5.0	0.2	61.95
(590, 591)	4	SOV	---	---	6	1655.0	-----	6.5	6.2	0.3	5.0	4.8	0.2	64.12
(590, 591)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(591, 592)	1	SOV	---	---	0	341.8	-----	7.1	6.9	0.2	5.5	5.3	0.2	65.88
(591, 592)	2	SOV	---	---	2	1280.6	-----	7.7	7.5	0.2	5.9	5.8	0.1	60.79
(591, 592)	3	SOV	---	---	4	1713.6	-----	7.5	7.2	0.3	5.8	5.6	0.2	61.87
(591, 592)	4	SOV	---	---	2	1666.1	-----	7.3	6.9	0.3	5.6	5.3	0.3	63.97
(591, 592)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(592, 593)	1	SOV	---	---	2	405.4	-----	10.3	10.1	0.3	8.0	7.8	0.2	66.08
(592, 593)	2	SOV	---	---	5	1463.6	-----	11.3	10.8	0.5	8.7	8.3	0.4	60.50
(592, 593)	3	SOV	---	---	5	1671.8	-----	11.1	10.6	0.5	8.5	8.2	0.4	61.52
(592, 593)	4	SOV	---	---	4	1456.6	-----	10.7	10.2	0.5	8.2	7.9	0.4	63.91
(592, 593)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(593, 594)	1	SOV	---	---	0	577.7	-----	5.5	5.0	0.4	4.2	3.9	0.3	62.48
(593, 594)	2	SOV	---	---	0	2072.6	-----	5.8	5.3	0.4	4.4	4.1	0.3	59.14
(593, 594)	3	SOV	---	---	1	1426.4	-----	5.6	5.4	0.3	4.3	4.1	0.2	60.51
(593, 594)	4	SOV	---	---	1	921.8	-----	5.3	5.1	0.2	4.1	3.9	0.1	64.92
(593, 594)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(594, 595)	1	SOV	---	---	5	857.3	-----	10.5	10.1	0.4	8.1	7.8	0.3	64.97
(594, 595)	2	SOV	---	---	4	1797.8	-----	11.2	10.7	0.5	8.6	8.2	0.4	60.80
(594, 595)	3	SOV	---	---	7	1312.2	-----	11.1	10.8	0.3	8.6	8.3	0.3	61.34
(594, 595)	4	SOV	---	---	4	1026.5	-----	10.5	10.2	0.2	8.1	7.9	0.2	65.23
(594, 595)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	1	SOV	---	---	2	1246.0	-----	7.4	7.1	0.2	5.7	5.5	0.2	61.35
(595, 596)	2	SOV	---	---	1	1086.3	-----	6.9	6.7	0.2	5.4	5.2	0.2	65.19
(595, 596)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(595, 596)	9	SOV	---	---	4	1709.9	-----	8.1	7.6	0.5	6.2	5.8	0.4	55.95
(595, 596)	10	SOV	---	---	1	942.4	-----	7.5	7.3	0.2	5.8	5.7	0.1	60.23
(596, 597)	1	SOV	---	---	4	1199.5	-----	8.0	7.7	0.3	6.1	5.9	0.2	60.93
(596, 597)	2	SOV	---	---	1	1130.7	-----	7.5	7.2	0.2	5.8	5.6	0.2	65.05
(596, 597)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(597, 598)	1	SOV	---	---	5	1157.3	-----	9.2	8.9	0.3	7.1	6.9	0.3	60.83
(597, 598)	2	SOV	---	---	4	1169.2	-----	8.6	8.4	0.2	6.7	6.5	0.2	64.90
(597, 598)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(598, 599)	1	SOV	---	---	3	1114.5	-----	4.8	4.7	0.2	3.7	3.6	0.1	60.74
(598, 599)	2	SOV	---	---	2	1210.4	-----	4.6	4.4	0.1	3.5	3.4	0.1	64.73
(598, 599)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(600, 601)	1	SOV	---	---	2	1059.3	-----	6.6	6.4	0.2	5.1	4.9	0.2	60.73
(600, 601)	2	SOV	---	---	2	1262.9	-----	6.3	6.1	0.2	4.8	4.7	0.2	64.39
(600, 601)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	1	SOV	---	---	4	1265.6	-----	8.7	8.0	0.7	6.7	6.2	0.5	59.03
(601, 602)	2	SOV	---	---	2	1308.8	-----	8.0	7.7	0.3	6.2	5.9	0.2	63.96
(601, 602)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(601, 602)	9	SOV	---	---	11	1802.4	-----	9.8	8.0	1.8	7.5	6.1	1.4	52.42
(601, 602)	10	SOV	---	---	0	113.7	-----	11.1	9.6	1.5	8.6	7.4	1.1	46.20
(602, 603)	1	SOV	---	---	3	1415.0	-----	8.4	8.0	0.4	6.5	6.2	0.3	60.84
(602, 603)	2	SOV	---	---	4	1382.5	-----	8.0	7.7	0.3	6.2	5.9	0.3	63.73
(602, 603)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(602, 603)	9	SOV	---	---	6	1684.0	-----	8.6	8.0	0.6	6.6	6.2	0.5	59.29
(603, 604)	1	SOV	---	---	1	1424.4	-----	7.1	6.8	0.2	5.4	5.3	0.2	62.07
(603, 604)	2	SOV	---	---	2	1398.4	-----	6.8	6.6	0.3	5.3	5.1	0.2	63.92
(603, 604)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(603, 604)	9	SOV	---	---	1	1662.0	-----	7.1	6.8	0.3	5.5	5.3	0.3	61.29
(604, 605)	1	SOV	---	---	7	1457.4	-----	8.0	7.7	0.3	6.2	6.0	0.2	62.08
(604, 605)	2	SOV	---	---	6	1394.1	-----	7.8	7.5	0.3	6.0	5.8	0.2	63.95
(604, 605)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(604, 605)	9	SOV	---	---	4	1629.1	-----	8.2	7.7	0.4	6.3	6.0	0.3	60.77
(605, 606)	1	SOV	---	---	5	1485.0	-----	10.5	10.1	0.4	8.1	7.8	0.3	61.84
(605, 606)	2	SOV	---	---	4	1405.2	-----	10.2	9.8	0.4	7.9	7.5	0.3	63.69
(605, 606)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(605, 606)	9	SOV	---	---	2	1585.2	-----	10.7	10.1	0.6	8.3	7.8	0.5	60.50
(606, 607)	1	SOV	---	---	3	1473.1	-----	8.4	8.0	0.3	6.4	6.2	0.2	61.72
(606, 607)	2	SOV	---	---	5	1433.6	-----	8.1	7.8	0.3	6.3	6.0	0.3	63.57
(606, 607)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(606, 607)	9	SOV	---	---	7	1559.4	-----	8.6	8.0	0.5	6.6	6.2	0.4	60.22
(607, 608)	1	SOV	---	---	1	1470.8	-----	7.3	7.0	0.3	5.6	5.4	0.2	61.66
(607, 608)	2	SOV	---	---	1	1454.2	-----	7.1	6.8	0.3	5.5	5.2	0.2	63.54
(607, 608)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(607, 608)	9	SOV	---	---	0	1538.6	-----	7.4	7.0	0.4	5.7	5.4	0.3	60.25
(608, 609)	1	SOV	---	---	5	1465.9	-----	9.0	8.7	0.4	7.0	6.7	0.3	61.60
(608, 609)	2	SOV	---	---	3	1476.6	-----	8.7	8.4	0.4	6.8	6.5	0.3	63.60
(608, 609)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(608, 609)	9	SOV	---	---	3	1522.8	-----	9.2	8.7	0.5	7.1	6.7	0.4	60.26
(609, 610)	1	SOV	---	---	6	1475.4	-----	10.3	9.9	0.4	7.9	7.6	0.3	61.56

(609, 610)	2	SOV	---	---	3	1488.2	-----	10.0	9.5	0.4	7.7	7.3	0.3	63.44
(609, 610)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(609, 610)	9	SOV	---	---	6	1500.4	-----	10.5	9.9	0.6	8.1	7.6	0.5	60.17
(610, 611)	1	SOV	---	---	5	1812.6	-----	8.1	7.5	0.6	6.2	5.8	0.5	60.11
(610, 611)	2	SOV	---	---	4	1344.5	-----	7.7	7.3	0.4	5.9	5.7	0.3	63.35
(610, 611)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(610, 611)	9	SOV	---	---	4	1301.7	-----	8.1	7.6	0.5	6.2	5.9	0.4	60.29
(611, 612)	1	SOV	---	---	0	2448.5	-----	9.2	8.0	1.2	7.1	6.1	1.0	55.33
(611, 612)	2	SOV	---	---	1	1032.2	-----	8.2	7.6	0.6	6.3	5.9	0.4	61.94
(611, 612)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(611, 612)	9	SOV	---	---	2	981.3	-----	8.5	7.8	0.7	6.6	6.0	0.5	59.83
(612, 613)	1	SOV	---	---	11	2086.8	-----	17.4	16.3	1.1	13.4	12.5	0.9	58.84
(612, 613)	2	SOV	---	---	7	1193.2	-----	16.0	15.4	0.6	12.3	11.9	0.5	64.05
(612, 613)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(612, 613)	9	SOV	---	---	5	1179.2	-----	17.1	16.2	0.8	13.2	12.5	0.6	59.97
(613, 614)	1	SOV	---	---	0	1127.5	-----	3.6	3.4	0.2	2.8	2.6	0.2	58.98
(613, 614)	2	SOV	---	---	0	1113.5	-----	3.3	3.2	0.1	2.5	2.5	0.1	64.47
(613, 614)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(614, 615)	1	SOV	---	---	1	1122.2	-----	3.2	3.1	0.1	2.5	2.4	0.1	60.61
(614, 615)	2	SOV	---	---	1	1119.0	-----	3.0	2.9	0.1	2.3	2.3	0.1	64.72
(614, 615)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(615, 616)	1	SOV	---	---	4	1119.9	-----	5.6	5.4	0.2	4.3	4.1	0.1	61.38
(615, 616)	2	SOV	---	---	2	1118.6	-----	5.3	5.1	0.1	4.1	4.0	0.1	64.68
(615, 616)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(616, 617)	1	SOV	---	---	5	1121.9	-----	11.3	10.9	0.4	8.7	8.4	0.3	60.44
(616, 617)	2	SOV	---	---	4	1109.8	-----	10.6	10.3	0.3	8.2	7.9	0.2	64.34
(616, 617)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 618)	1	SOV	---	---	3	820.2	-----	11.1	10.8	0.3	8.5	8.3	0.2	61.32
(617, 618)	2	SOV	---	---	4	1094.5	-----	10.6	10.2	0.3	8.2	7.9	0.3	64.12
(617, 618)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(618, 619)	1	SOV	---	---	4	843.8	-----	10.0	9.7	0.3	7.7	7.5	0.2	61.50
(618, 619)	2	SOV	---	---	5	1066.4	-----	9.6	9.3	0.3	7.4	7.2	0.2	63.90
(618, 619)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(619, 620)	1	SOV	---	---	1	847.7	-----	4.6	4.5	0.1	3.6	3.5	0.1	61.45
(619, 620)	2	SOV	---	---	2	1060.1	-----	4.5	4.3	0.2	3.5	3.3	0.1	63.69
(619, 620)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(599, 600)	1	SOV	---	---	1	1081.4	-----	4.3	4.2	0.2	3.4	3.2	0.1	60.71
(599, 600)	2	SOV	---	---	0	1242.5	-----	4.1	4.0	0.1	3.2	3.1	0.1	64.55
(599, 600)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(77,7053)	1	SOV	---	---	0	1147.0	-----	2.3	2.0	0.2	1.8	1.6	0.2	55.62
(77,7053)	2	SOV	---	---	1	1003.5	-----	2.0	1.9	0.1	1.6	1.5	0.1	63.07
(77,7053)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7054, 568)	1	SOV	---	---	1	1493.8	-----	3.2	2.3	0.9	2.5	1.8	0.7	48.57
(7054, 568)	2	SOV	---	---	0	836.0	-----	3.3	2.3	1.0	2.6	1.8	0.8	47.31
(7054, 568)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(396, 397)	1	SOV	---	---	17	1396.9	-----	25.6	24.2	1.3	19.8	18.7	1.0	60.88
(396, 397)	2	SOV	---	---	16	1542.2	-----	24.9	23.9	1.0	19.2	18.4	0.8	62.57
(396, 397)	3	SOV	---	---	11	1305.8	-----	25.0	23.8	1.1	19.3	18.4	0.9	62.32
(396, 397)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	1	SOV	---	---	5	2115.7	-----	8.2	7.4	0.8	6.3	5.7	0.6	58.24
(397, 398)	2	SOV	---	---	2	1295.8	-----	7.6	7.3	0.3	5.9	5.6	0.3	62.43
(397, 398)	3	SOV	---	---	4	1097.0	-----	7.6	7.3	0.3	5.8	5.6	0.2	63.14
(397, 398)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(397, 398)	9	SOV	---	---	3	359.0	-----	8.2	7.3	0.9	6.3	5.6	0.7	58.50
(398, 564)	1	SOV	---	---	6	1852.1	-----	9.1	8.6	0.5	7.0	6.6	0.4	60.15
(398, 564)	2	SOV	---	---	4	1387.7	-----	8.7	8.3	0.3	6.7	6.5	0.2	62.93
(398, 564)	3	SOV	---	---	3	1132.1	-----	8.6	8.3	0.3	6.7	6.4	0.2	63.16
(398, 564)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(398, 564)	9	SOV	---	---	2	489.4	-----	8.5	8.2	0.3	6.6	6.3	0.2	64.45
(620, 369)	1	SOV	---	---	2	851.1	-----	5.5	5.3	0.2	4.2	4.1	0.1	61.43
(620, 369)	2	SOV	---	---	2	1055.7	-----	5.3	5.1	0.2	4.1	3.9	0.1	63.63
(620, 369)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(617, 114)	1	SOV	---	---	1	310.2	-----	8.2	8.0	0.1	6.3	6.2	0.1	54.31
(114, 115)	1	SOV	---	---	1	310.5	-----	11.5	11.3	0.2	8.9	8.7	0.2	49.93
(117, 416)	1	SOV	---	---	2	310.0	-----	9.0	8.7	0.2	6.9	6.7	0.2	48.74
(399, 402)	1	SOV	---	---	2	540.6	-----	20.1	19.9	0.2	15.6	15.4	0.2	55.88
(399, 402)	2	SOV	---	---	0	562.4	-----	21.4	21.1	0.3	16.5	16.3	0.2	52.56
(625, 132)	1	SOV	---	---	1	999.6	-----	3.2	2.7	0.5	2.5	2.1	0.4	43.55
(626, 627)	1	SOV	---	---	2	891.5	-----	4.7	4.6	0.1	3.6	3.5	0.1	60.66
(626, 627)	2	SOV	---	---	3	781.3	-----	4.4	4.2	0.1	3.4	3.3	0.1	65.60

(627, 190)	1	SOV	---	---	1	866.7	-----	3.6	3.5	0.1	2.7	2.7	0.1	61.30
(627, 190)	2	SOV	---	---	2	805.1	-----	3.3	3.2	0.1	2.5	2.5	0.0	66.30
(629, 255)	1	SOV	---	---	1	991.5	-----	4.9	4.3	0.6	3.8	3.3	0.5	47.07
(628, 629)	1	SOV	---	---	3	993.2	-----	5.9	5.3	0.7	4.6	4.1	0.5	39.76
(631, 280)	1	SOV	---	---	1	979.1	-----	6.7	6.2	0.4	5.1	4.8	0.3	50.77
(630, 631)	1	SOV	---	---	0	977.1	-----	6.1	5.8	0.3	4.7	4.5	0.2	48.13
(632, 633)	1	SOV	---	---	3	800.1	-----	8.3	8.1	0.2	6.4	6.2	0.2	53.47
(632, 633)	2	SOV	---	---	1	754.9	-----	8.4	8.1	0.2	6.5	6.3	0.2	53.09
(635, 54)	1	SOV	---	---	0	221.0	-----	8.4	7.9	0.5	6.5	6.1	0.4	51.01
(634, 635)	1	SOV	---	---	0	220.0	-----	7.7	7.1	0.6	5.9	5.5	0.4	41.67
(637, 56)	1	SOV	---	---	0	552.4	-----	8.2	8.0	0.2	6.4	6.2	0.2	53.53
(636, 637)	1	SOV	---	---	1	552.9	-----	5.7	5.6	0.2	4.4	4.3	0.1	53.29
(61, 638)	1	SOV	---	---	0	1005.0	-----	5.7	5.6	0.2	4.4	4.3	0.1	53.26
(638, 639)	1	SOV	---	---	1	211.2	-----	4.4	4.2	0.2	3.4	3.2	0.1	52.65
(638, 639)	2	SOV	---	---	0	793.0	-----	4.3	4.2	0.2	3.4	3.2	0.1	52.98
(62, 640)	1	SOV	---	---	1	1313.6	-----	5.3	5.0	0.2	4.1	3.9	0.2	52.39
(640, 641)	1	SOV	---	---	0	391.6	-----	2.9	2.8	0.1	2.2	2.2	0.1	52.00
(640, 641)	2	SOV	---	---	0	921.4	-----	2.9	2.7	0.1	2.2	2.1	0.1	52.28
(643, 64)	1	SOV	---	---	0	884.9	-----	7.7	7.3	0.4	5.9	5.6	0.3	51.60
(642, 643)	1	SOV	---	---	0	589.6	-----	6.9	5.9	0.9	5.3	4.6	0.7	47.21
(642, 643)	2	SOV	---	---	0	292.2	-----	7.0	6.1	0.9	5.4	4.7	0.7	46.53
(69, 644)	1	SOV	---	---	0	1565.3	-----	4.7	4.4	0.3	3.6	3.4	0.2	50.84
(69, 644)	2	SOV	---	---	0	523.7	-----	4.7	4.3	0.4	3.6	3.3	0.3	51.21
(644, 645)	1	SOV	---	---	0	28.6	-----	3.5	3.3	0.2	2.7	2.6	0.1	48.73
(644, 645)	2	SOV	---	---	0	638.4	-----	3.3	3.2	0.1	2.6	2.5	0.1	50.92
(644, 645)	3	SOV	---	---	0	1423.7	-----	3.4	3.3	0.1	2.6	2.6	0.1	49.27
(647, 71)	1	SOV	---	---	2	380.4	-----	9.5	8.8	0.7	7.4	6.8	0.5	50.32
(646, 647)	1	SOV	---	---	3	382.3	-----	8.3	7.6	0.7	6.4	5.9	0.5	41.22

(74, 648)	1	SOV	---	---	1	1049.9	-----	6.0	5.8	0.3	4.6	4.4	0.2	52.62
(74, 648)	2	SOV	---	---	0	1236.3	-----	6.1	5.8	0.3	4.7	4.5	0.2	52.03
(648, 649)	1	SOV	---	---	5	1041.1	-----	6.6	4.8	1.9	5.1	3.7	1.4	40.46
(648, 649)	2	SOV	---	---	3	1243.6	-----	5.6	4.9	0.7	4.3	3.7	0.5	48.30
(651, 75)	1	SOV	---	---	0	423.0	-----	5.5	4.9	0.6	4.3	3.8	0.4	48.32
(650, 651)	1	SOV	---	---	0	423.0	-----	5.3	4.7	0.6	4.1	3.6	0.5	39.75
(653, 76)	1	SOV	---	---	0	331.0	-----	3.2	3.1	0.1	2.4	2.4	0.1	53.06
(652, 653)	1	SOV	---	---	0	331.0	-----	3.6	3.4	0.1	2.8	2.7	0.1	53.14
(569, 654)	1	SOV	---	---	0	516.8	-----	3.6	3.3	0.3	2.8	2.5	0.2	49.80
(569, 654)	2	SOV	---	---	1	315.0	-----	3.5	3.1	0.4	2.7	2.4	0.3	50.85
(656, 570)	1	SOV	---	---	4	1319.8	-----	6.5	5.8	0.7	5.0	4.5	0.5	48.09
(655, 656)	1	SOV	---	---	3	1320.1	-----	7.6	6.8	0.7	5.8	5.3	0.6	40.54
(658, 571)	1	SOV	---	---	0	263.0	-----	6.7	6.6	0.1	5.2	5.1	0.1	53.80
(657, 658)	1	SOV	---	---	0	263.0	-----	5.7	5.6	0.1	4.4	4.3	0.1	53.64
(574, 660)	1	SOV	---	---	0	294.0	-----	2.8	2.8	0.1	2.2	2.1	0.0	53.83
(660, 661)	1	SOV	---	---	0	294.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	50.90
(663, 576)	1	SOV	---	---	1	1609.8	-----	7.6	6.2	1.4	5.9	4.8	1.1	44.67
(663, 576)	2	SOV	---	---	0	255.2	-----	9.3	7.1	2.3	7.2	5.5	1.7	36.41
(662, 663)	1	SOV	---	---	0	164.7	-----	7.1	4.5	2.6	5.5	3.5	2.0	32.09
(662, 663)	2	SOV	---	---	1	1697.5	-----	5.6	4.5	1.2	4.4	3.4	0.9	40.32
(581, 664)	1	SOV	---	---	0	766.2	-----	7.4	7.2	0.2	5.7	5.6	0.2	53.23
(664, 665)	1	SOV	---	---	0	767.0	-----	2.9	2.8	0.1	2.2	2.2	0.1	52.95
(667, 583)	1	SOV	---	---	0	1085.0	-----	12.6	10.9	1.7	9.7	8.4	1.3	46.66
(666, 667)	1	SOV	---	---	0	1085.0	-----	4.3	4.0	0.3	3.3	3.1	0.2	34.11
(669, 584)	1	SOV	---	---	3	958.2	-----	7.8	7.3	0.5	6.0	5.6	0.4	51.37
(669, 584)	2	SOV	---	---	1	111.4	-----	8.2	7.6	0.6	6.3	5.9	0.4	48.83

(668, 669)	1	SOV	---	---	0	46.6	-----	6.8	4.1	2.7	5.3	3.2	2.1	31.82
(668, 669)	2	SOV	---	---	1	1023.0	-----	4.2	3.9	0.3	3.3	3.0	0.2	51.23
(589, 670)	1	SOV	---	---	1	796.4	-----	2.9	2.8	0.1	2.2	2.2	0.1	53.43
(670, 671)	1	SOV	---	---	1	795.9	-----	2.8	2.7	0.1	2.1	2.1	0.1	53.59
(672, 673)	1	SOV	---	---	2	1096.7	-----	6.4	6.0	0.4	4.9	4.7	0.3	46.96
(674, 675)	1	SOV	---	---	1	1071.9	-----	3.9	3.8	0.1	3.0	2.9	0.1	52.60
(676, 677)	1	SOV	---	---	11	1535.7	-----	19.7	18.6	1.1	15.2	14.3	0.9	51.85
(676, 677)	2	SOV	---	---	7	853.5	-----	19.5	18.9	0.6	15.0	14.5	0.5	52.44
(676, 677)	3	SOV	---	---	0	35.1	-----	19.5	19.2	0.3	15.0	14.8	0.2	52.46
(676, 677)	9	SOV	---	---	2	220.8	-----	19.2	18.7	0.6	14.8	14.4	0.4	53.20
(677, 680)	1	SOV	---	---	2	499.7	-----	16.4	16.2	0.2	12.7	12.5	0.2	55.66
(677, 680)	2	SOV	---	---	6	751.8	-----	17.3	16.9	0.4	13.3	13.0	0.3	52.78
(677, 678)	1	SOV	---	---	2	531.6	-----	5.1	5.1	0.0	3.9	3.9	0.0	50.63
(677, 678)	2	SOV	---	---	2	854.1	-----	5.3	5.2	0.1	4.1	4.0	0.1	48.21
(678, 679)	1	SOV	---	---	2	560.7	-----	5.5	5.5	0.0	4.3	4.2	0.0	50.73
(678, 679)	2	SOV	---	---	4	821.8	-----	5.8	5.7	0.2	4.5	4.4	0.1	47.89
(680, 681)	1	SOV	---	---	3	556.6	-----	8.8	8.7	0.1	6.8	6.7	0.1	55.82
(680, 681)	2	SOV	---	---	5	693.0	-----	9.4	9.2	0.2	7.2	7.1	0.2	52.64
(681, 682)	1	SOV	---	---	3	586.4	-----	9.2	9.1	0.1	7.1	7.0	0.1	55.74
(681, 682)	2	SOV	---	---	1	662.1	-----	9.7	9.5	0.2	7.5	7.3	0.2	52.51
(684, 685)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(686, 111)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(685, 681)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(682, 683)	1	SOV	---	---	1	603.6	-----	9.2	9.1	0.1	7.1	7.0	0.1	55.60
(682, 683)	2	SOV	---	---	3	641.4	-----	9.8	9.5	0.2	7.5	7.4	0.2	52.41
(687, 688)	1	SOV	---	---	0	614.4	-----	6.8	6.7	0.1	5.3	5.2	0.1	46.37
(687, 688)	2	SOV	---	---	0	623.6	-----	7.2	7.1	0.2	5.6	5.4	0.1	43.82
(688,7027)	1	SOV	---	---	1	616.1	-----	4.4	4.4	0.0	3.4	3.4	0.0	40.86
(688,7027)	2	SOV	---	---	0	621.7	-----	4.7	4.7	0.1	3.6	3.6	0.0	38.19
(7056, 626)	1	SOV	---	---	2	963.1	-----	5.4	4.6	0.8	4.1	3.5	0.6	53.79

(7056, 626)	2	SOV	---	---	0	782.3	-----	4.7	4.2	0.5	3.7	3.3	0.4	60.98
(679,7058)	1	SOV	---	---	1	577.4	-----	3.1	3.0	0.0	2.4	2.3	0.0	50.37
(679,7058)	2	SOV	---	---	0	802.0	-----	3.3	3.2	0.1	2.5	2.4	0.1	46.97
(7059, 684)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7060, 628)	1	SOV	---	---	2	1082.0	-----	4.3	4.0	0.3	3.3	3.1	0.2	33.95
(7061, 630)	1	SOV	---	---	0	1029.3	-----	4.9	4.5	0.4	3.8	3.5	0.3	45.91
(7062, 674)	1	SOV	---	---	0	1191.6	-----	2.3	2.0	0.3	1.8	1.6	0.2	48.19
(7063, 672)	1	SOV	---	---	2	1141.4	-----	7.5	6.8	0.7	5.8	5.3	0.5	41.15
(671,7064)	1	SOV	---	---	2	794.1	-----	2.3	2.3	0.1	1.8	1.7	0.1	52.82
(633,7065)	1	SOV	---	---	1	802.4	-----	4.3	4.1	0.1	3.3	3.2	0.1	53.11
(633,7065)	2	SOV	---	---	0	753.8	-----	4.3	4.2	0.1	3.3	3.2	0.1	53.01
(7066, 634)	1	SOV	---	---	0	239.9	-----	4.1	3.9	0.2	3.1	3.0	0.1	34.80
(7067, 636)	1	SOV	---	---	0	581.2	-----	5.2	4.7	0.5	4.0	3.6	0.4	49.92
(665,7068)	1	SOV	---	---	0	767.3	-----	2.7	2.6	0.1	2.1	2.0	0.1	51.41
(7069, 666)	1	SOV	---	---	1	1200.0	-----	3.4	3.3	0.1	2.6	2.6	0.1	35.46
(7070, 668)	1	SOV	---	---	0	242.2	-----	4.5	3.8	0.7	3.5	3.0	0.5	47.42
(7070, 668)	2	SOV	---	---	0	891.8	-----	4.1	3.9	0.2	3.2	3.0	0.2	52.05
(639,7071)	1	SOV	---	---	0	83.0	-----	2.4	2.0	0.4	1.9	1.6	0.3	46.09
(639,7071)	2	SOV	---	---	0	922.0	-----	2.2	2.1	0.2	1.7	1.6	0.1	50.40
(7072, 642)	1	SOV	---	---	1	244.8	-----	2.4	1.9	0.5	1.8	1.4	0.4	44.73
(7072, 642)	2	SOV	---	---	0	745.1	-----	2.3	1.9	0.4	1.7	1.5	0.3	46.77
(641,7073)	1	SOV	---	---	0	102.0	-----	2.3	2.3	0.0	1.8	1.8	0.0	51.47
(641,7073)	2	SOV	---	---	1	1210.3	-----	2.4	2.4	0.0	1.9	1.8	0.0	49.32
(661,7074)	1	SOV	---	---	0	294.0	-----	2.8	2.6	0.2	2.2	2.0	0.2	46.13
(7075, 662)	1	SOV	---	---	0	506.2	-----	4.4	3.8	0.7	3.4	2.9	0.5	43.97
(7075, 662)	2	SOV	---	---	1	1476.2	-----	4.2	3.9	0.3	3.2	3.0	0.2	46.67
(645,7076)	1	SOV	---	---	0	2.0	-----	3.0	2.9	0.1	2.3	2.3	0.0	53.61
(645,7076)	2	SOV	---	---	0	271.0	-----	3.1	3.0	0.1	2.4	2.3	0.1	51.84

(645,7076)	3	SOV	---	---	3	1820.1	-----	3.4	3.3	0.1	2.6	2.5	0.1	47.13
(7077, 646)	1	SOV	---	---	2	429.9	-----	3.2	3.0	0.2	2.5	2.3	0.2	34.11
(7078, 657)	1	SOV	---	---	0	277.6	-----	4.5	4.3	0.3	3.5	3.3	0.2	51.76
(7080, 650)	1	SOV	---	---	0	448.6	-----	6.1	5.8	0.2	4.7	4.5	0.2	34.35
(7081, 655)	1	SOV	---	---	3	1437.2	-----	4.2	4.0	0.2	3.3	3.1	0.2	33.99
(649,7082)	1	SOV	---	---	13	993.9	-----	17.6	3.9	13.7	13.6	3.0	10.6	11.46
(649,7082)	2	SOV	---	---	8	1267.8	-----	8.3	3.8	4.5	6.4	2.9	3.4	24.36
(7083, 652)	1	SOV	---	---	0	357.9	-----	3.3	2.9	0.4	2.5	2.2	0.3	49.43
(7084, 857)	1	SOV	---	---	0	347.2	-----	2.6	2.3	0.3	2.0	1.8	0.2	48.83
(857, 858)	1	SOV	---	---	0	316.0	-----	4.0	3.9	0.1	3.1	3.0	0.1	52.86
(859,7085)	1	SOV	---	---	9	573.4	-----	7.4	6.0	1.4	5.7	4.6	1.1	44.72
(7086, 860)	1	SOV	---	---	0	49.0	-----	5.9	5.7	0.2	4.6	4.4	0.1	53.87
(860, 861)	1	SOV	---	---	0	47.0	-----	5.6	5.6	0.0	4.4	4.3	0.0	54.80
(866,7087)	1	SOV	---	---	0	70.0	-----	4.0	3.8	0.2	3.1	2.9	0.1	52.41
(873,7088)	1	SOV	---	---	0	84.0	-----	6.9	6.8	0.1	5.3	5.3	0.0	54.85
(7089, 874)	1	SOV	---	---	0	123.8	-----	3.7	3.6	0.2	2.9	2.8	0.1	52.56
(874, 875)	1	SOV	---	---	0	117.1	-----	3.7	3.6	0.0	2.8	2.8	0.0	54.25
(876,7090)	1	SOV	---	---	0	252.0	-----	6.0	5.8	0.2	4.7	4.5	0.2	53.64
(7091, 877)	1	SOV	---	---	1	73.0	-----	5.1	3.6	1.5	3.9	2.8	1.1	39.79
(877, 878)	1	SOV	---	---	0	68.0	-----	4.5	4.3	0.2	3.5	3.3	0.2	51.99
(879, 880)	1	SOV	---	---	3	1050.6	-----	13.9	13.7	0.2	10.8	10.6	0.1	64.16
(879, 880)	2	SOV	---	---	4	974.5	-----	13.9	13.7	0.2	10.8	10.6	0.1	64.14
(880, 881)	1	SOV	---	---	5	1024.8	-----	19.9	19.5	0.4	15.4	15.1	0.3	63.72
(880, 881)	2	SOV	---	---	5	973.5	-----	19.9	19.6	0.4	15.4	15.1	0.3	63.74
(881, 882)	1	SOV	---	---	6	1024.0	-----	16.4	16.0	0.5	12.7	12.4	0.4	63.14
(881, 882)	2	SOV	---	---	3	974.9	-----	16.4	16.0	0.4	12.7	12.4	0.3	63.20

(882, 883)	1	SOV	---	---	6	1031.2	-----	16.3	15.8	0.5	12.6	12.2	0.4	62.71
(882, 883)	2	SOV	---	---	2	970.3	-----	16.2	15.7	0.5	12.6	12.2	0.4	62.98
(883, 884)	1	SOV	---	---	4	958.7	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.86
(883, 884)	2	SOV	---	---	2	962.9	-----	13.0	12.6	0.4	10.1	9.8	0.3	62.89
(883, 873)	1	SOV	---	---	0	83.1	-----	7.4	7.4	0.0	5.8	5.7	0.0	55.18
(884, 885)	1	SOV	---	---	5	969.1	-----	12.0	11.6	0.4	9.3	9.0	0.3	62.88
(884, 885)	2	SOV	---	---	5	948.8	-----	12.0	11.7	0.4	9.3	9.0	0.3	62.71
(885, 886)	1	SOV	---	---	2	965.0	-----	14.9	14.4	0.5	11.5	11.1	0.4	62.69
(885, 886)	2	SOV	---	---	4	950.9	-----	14.9	14.4	0.5	11.5	11.1	0.4	62.62
(886, 887)	1	SOV	---	---	7	1047.8	-----	16.5	15.8	0.7	12.7	12.2	0.5	62.17
(886, 887)	2	SOV	---	---	3	981.7	-----	16.3	15.7	0.6	12.6	12.2	0.5	62.63
(886, 887)	9	SOV	---	---	0	4.4	-----	19.3	17.6	1.6	14.8	13.6	1.3	53.11
(887, 888)	1	SOV	---	---	8	1035.4	-----	16.9	16.2	0.6	13.1	12.6	0.5	62.25
(887, 888)	2	SOV	---	---	8	998.5	-----	16.8	16.2	0.7	13.0	12.5	0.5	62.52
(875, 886)	1	SOV	---	---	0	118.0	-----	5.3	5.3	0.0	4.1	4.1	0.0	54.56
(888, 889)	1	SOV	---	---	4	1033.1	-----	18.4	17.6	0.8	14.3	13.7	0.6	62.01
(888, 889)	2	SOV	---	---	1	1002.9	-----	18.3	17.5	0.8	14.2	13.6	0.6	62.27
(889, 890)	1	SOV	---	---	1	1023.1	-----	12.2	11.7	0.5	9.4	9.0	0.4	61.94
(889, 890)	2	SOV	---	---	4	1015.1	-----	12.1	11.6	0.5	9.4	9.0	0.4	62.26
(890, 891)	1	SOV	---	---	4	1010.7	-----	19.2	18.3	0.8	14.8	14.2	0.6	61.96
(890, 891)	2	SOV	---	---	8	1028.4	-----	19.1	18.3	0.9	14.8	14.1	0.7	62.08
(891, 892)	1	SOV	---	---	3	1008.8	-----	14.4	13.8	0.6	11.1	10.7	0.5	61.99
(891, 892)	2	SOV	---	---	3	1028.3	-----	14.4	13.7	0.6	11.1	10.6	0.5	62.09
(892, 893)	1	SOV	---	---	11	1006.1	-----	33.7	32.2	1.5	26.1	25.0	1.2	61.97
(892, 893)	2	SOV	---	---	11	1030.7	-----	33.7	32.2	1.5	26.0	24.9	1.2	62.10
(893, 894)	1	SOV	---	---	11	1022.7	-----	39.8	38.0	1.8	30.8	29.4	1.4	61.90
(893, 894)	2	SOV	---	---	11	1021.4	-----	39.8	38.0	1.8	30.8	29.4	1.4	61.96
(894, 895)	1	SOV	---	---	10	1029.0	-----	24.5	23.3	1.2	19.0	18.0	0.9	61.66
(894, 895)	2	SOV	---	---	8	1001.9	-----	24.4	23.3	1.2	18.9	18.0	0.9	61.81
(895, 896)	1	SOV	---	---	12	1019.2	-----	38.2	36.3	1.9	29.6	28.1	1.5	61.53
(895, 896)	2	SOV	---	---	10	1010.3	-----	38.2	36.2	2.0	29.5	28.0	1.5	61.65

(896, 897)	1	SOV	---	---	9	1014.2	-----	41.0	38.9	2.1	31.8	30.1	1.6	61.40
(896, 897)	2	SOV	---	---	7	1017.8	-----	40.8	38.7	2.1	31.6	30.0	1.6	61.71
(897, 898)	1	SOV	---	---	9	1018.3	-----	22.6	21.5	1.1	17.5	16.6	0.9	61.53
(897, 898)	2	SOV	---	---	7	1015.3	-----	22.6	21.4	1.2	17.5	16.6	1.0	61.45
(898, 899)	1	SOV	---	---	4	1020.1	-----	16.8	15.8	0.9	13.0	12.2	0.7	61.03
(898, 899)	2	SOV	---	---	3	1006.3	-----	16.6	15.7	0.9	12.9	12.2	0.7	61.62
(899, 900)	1	SOV	---	---	2	950.3	-----	18.2	17.3	0.9	14.1	13.4	0.7	61.68
(899, 900)	2	SOV	---	---	6	1003.2	-----	18.2	17.3	1.0	14.1	13.4	0.8	61.53
(899, 866)	1	SOV	---	---	0	70.0	-----	7.8	7.7	0.1	6.0	5.9	0.1	54.27
(900, 901)	1	SOV	---	---	19	965.1	-----	21.3	20.4	1.0	16.5	15.7	0.8	61.87
(900, 901)	2	SOV	---	---	18	980.3	-----	21.4	20.3	1.1	16.6	15.7	0.9	61.58
(901, 902)	1	SOV	---	---	4	1206.2	-----	16.8	15.8	1.0	13.0	12.2	0.8	60.99
(901, 902)	2	SOV	---	---	5	1020.7	-----	16.6	15.7	0.8	12.8	12.2	0.7	61.70
(901, 902)	9	SOV	---	---	0	12.3	-----	20.5	18.1	2.5	15.8	14.0	1.9	49.79
(902, 903)	1	SOV	---	---	6	1177.1	-----	16.7	15.9	0.8	12.9	12.3	0.6	61.66
(902, 903)	2	SOV	---	---	2	1060.8	-----	16.7	15.8	0.8	12.9	12.3	0.6	61.82
(858, 901)	1	SOV	---	---	0	316.0	-----	10.2	9.9	0.3	7.9	7.6	0.2	53.27
(903, 904)	1	SOV	---	---	3	1147.1	-----	19.2	18.2	1.0	14.9	14.1	0.8	61.42
(903, 904)	2	SOV	---	---	4	1089.6	-----	19.1	18.1	1.0	14.8	14.0	0.8	61.76
(904, 905)	1	SOV	---	---	6	1137.5	-----	14.9	14.1	0.8	11.5	10.9	0.6	61.41
(904, 905)	2	SOV	---	---	7	1088.8	-----	14.8	14.0	0.7	11.5	10.9	0.6	61.71
(906, 907)	1	SOV	---	---	4	1288.9	-----	14.4	14.1	0.3	11.1	10.9	0.2	63.99
(906, 907)	2	SOV	---	---	3	1248.0	-----	14.3	14.1	0.3	11.1	10.9	0.2	64.27
(907, 908)	1	SOV	---	---	10	1322.8	-----	22.0	21.4	0.6	17.0	16.5	0.5	63.18
(907, 908)	2	SOV	---	---	9	1180.2	-----	21.8	21.2	0.6	16.9	16.4	0.4	63.76
(908, 909)	1	SOV	---	---	8	1454.5	-----	16.8	15.9	0.8	13.0	12.3	0.6	61.02
(908, 909)	2	SOV	---	---	4	1043.7	-----	16.2	15.6	0.6	12.5	12.1	0.4	63.27
(909, 910)	1	SOV	---	---	3	860.1	-----	14.5	14.0	0.5	11.2	10.8	0.4	62.31
(909, 910)	2	SOV	---	---	4	1058.6	-----	14.3	13.8	0.5	11.0	10.7	0.4	63.31
(909, 859)	1	SOV	---	---	0	575.0	-----	9.7	9.4	0.3	7.5	7.3	0.2	53.81

(910, 911)	1	SOV	---	---	3	893.9	-----	17.3	16.8	0.5	13.4	13.0	0.4	62.82
(910, 911)	2	SOV	---	---	5	1024.4	-----	17.3	16.6	0.7	13.4	12.9	0.5	62.86
(911, 912)	1	SOV	---	---	7	932.2	-----	15.9	15.4	0.5	12.3	11.9	0.4	62.90
(911, 912)	2	SOV	---	---	6	980.5	-----	15.9	15.3	0.6	12.3	11.8	0.5	62.66
(861, 912)	1	SOV	---	---	0	47.0	-----	6.3	6.2	0.0	4.9	4.8	0.0	55.01
(912, 913)	1	SOV	---	---	3	981.2	-----	16.3	15.7	0.6	12.6	12.2	0.4	62.77
(912, 913)	2	SOV	---	---	4	979.6	-----	16.4	15.7	0.7	12.7	12.1	0.5	62.45
(912, 913)	9	SOV	---	---	0	1.5	-----	19.7	18.5	1.2	15.2	14.3	0.9	52.01
(913, 914)	1	SOV	---	---	2	997.8	-----	17.1	16.5	0.6	13.2	12.7	0.5	62.73
(913, 914)	2	SOV	---	---	3	971.0	-----	17.2	16.5	0.7	13.3	12.7	0.6	62.39
(914, 915)	1	SOV	---	---	10	1003.7	-----	33.8	32.4	1.4	26.2	25.1	1.1	62.53
(914, 915)	2	SOV	---	---	9	965.3	-----	33.9	32.5	1.4	26.3	25.2	1.1	62.26
(915, 916)	1	SOV	---	---	11	997.2	-----	34.3	32.7	1.5	26.5	25.3	1.2	62.14
(915, 916)	2	SOV	---	---	10	972.4	-----	34.2	32.7	1.5	26.5	25.3	1.2	62.23
(916, 917)	1	SOV	---	---	11	975.4	-----	31.3	29.8	1.5	24.2	23.1	1.1	61.90
(916, 917)	2	SOV	---	---	9	992.1	-----	31.1	29.7	1.4	24.1	23.0	1.1	62.24
(917, 918)	1	SOV	---	---	5	966.4	-----	24.5	23.3	1.2	19.0	18.0	0.9	61.85
(917, 918)	2	SOV	---	---	6	1006.1	-----	24.4	23.2	1.2	18.9	18.0	0.9	62.03
(918, 919)	1	SOV	---	---	9	978.4	-----	31.5	29.9	1.5	24.4	23.2	1.2	61.94
(918, 919)	2	SOV	---	---	9	994.0	-----	31.5	30.0	1.5	24.4	23.2	1.2	61.89
(919, 920)	1	SOV	---	---	9	982.3	-----	32.8	31.1	1.7	25.4	24.1	1.3	61.66
(919, 920)	2	SOV	---	---	8	983.0	-----	32.7	31.1	1.6	25.3	24.1	1.2	61.91
(920, 921)	1	SOV	---	---	4	980.3	-----	20.0	19.0	1.0	15.5	14.7	0.7	61.92
(920, 921)	2	SOV	---	---	2	988.0	-----	19.9	19.0	1.0	15.4	14.7	0.7	61.97
(921, 922)	1	SOV	---	---	12	983.3	-----	19.0	18.1	1.0	14.8	14.0	0.7	61.83
(921, 922)	2	SOV	---	---	5	987.9	-----	19.0	18.1	0.9	14.7	14.0	0.7	61.87
(922, 923)	1	SOV	---	---	3	984.0	-----	19.2	18.2	1.0	14.9	14.1	0.8	61.75
(922, 923)	2	SOV	---	---	3	988.5	-----	19.2	18.2	1.0	14.8	14.1	0.7	61.85
(923, 924)	1	SOV	---	---	3	1004.4	-----	21.6	20.5	1.2	16.7	15.9	0.9	61.62
(923, 924)	2	SOV	---	---	2	972.1	-----	21.5	20.5	1.0	16.7	15.8	0.8	61.95
(924, 925)	1	SOV	---	---	4	1083.0	-----	20.9	19.4	1.4	16.2	15.1	1.1	60.22
(924, 925)	2	SOV	---	---	3	895.0	-----	20.5	19.3	1.2	15.9	14.9	1.0	61.26

(925, 926)	1	SOV	---	---	8	846.0	-----	23.5	22.4	1.1	18.2	17.4	0.8	61.98
(925, 926)	2	SOV	---	---	9	884.1	-----	23.3	22.3	1.0	18.1	17.3	0.8	62.35
(925, 876)	1	SOV	---	---	0	251.7	-----	10.1	9.9	0.2	7.8	7.7	0.2	54.37
(926, 927)	1	SOV	---	---	3	840.5	-----	17.2	16.5	0.7	13.3	12.8	0.5	62.41
(926, 927)	2	SOV	---	---	4	882.5	-----	17.2	16.4	0.7	13.3	12.7	0.6	62.39
(878, 927)	1	SOV	---	---	0	68.0	-----	3.7	3.7	0.0	2.9	2.8	0.0	54.49
(927, 928)	1	SOV	---	---	6	894.9	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.21
(927, 928)	2	SOV	---	---	8	892.2	-----	16.4	15.7	0.7	12.7	12.2	0.5	62.41
(927, 928)	9	SOV	---	---	0	3.0	-----	19.4	17.5	1.9	14.9	13.5	1.4	52.78
(928, 929)	1	SOV	---	---	7	905.9	-----	15.3	14.6	0.6	11.8	11.3	0.5	62.29
(928, 929)	2	SOV	---	---	4	871.8	-----	15.3	14.6	0.6	11.8	11.3	0.5	62.37
(929, 930)	1	SOV	---	---	2	900.1	-----	18.9	18.0	0.8	14.6	14.0	0.6	62.30
(929, 930)	2	SOV	---	---	4	874.8	-----	18.9	18.1	0.8	14.6	14.0	0.6	62.29
(930, 931)	1	SOV	---	---	2	889.0	-----	12.6	12.1	0.5	9.8	9.3	0.4	62.23
(930, 931)	2	SOV	---	---	1	880.0	-----	12.6	12.1	0.5	9.7	9.4	0.4	62.44
(654,7079)	1	SOV	---	---	0	34.0	-----	4.2	3.2	1.0	3.3	2.5	0.8	42.05
(654,7079)	2	SOV	---	---	1	796.3	-----	3.6	3.3	0.4	2.8	2.5	0.3	49.07
(683, 687)	1	SOV	---	---	4	607.9	-----	6.3	6.2	0.1	4.8	4.8	0.1	51.66
(683, 687)	2	SOV	---	---	2	631.9	-----	6.7	6.5	0.2	5.1	5.0	0.1	48.62
(407, 369)	1	SOV	---	---	1	805.8	-----	5.0	4.7	0.3	3.9	3.6	0.2	50.16
(407, 369)	2	SOV	---	---	1	765.6	-----	4.7	4.4	0.2	3.6	3.4	0.2	53.74
(407, 369)	3	SOV	---	---	2	853.3	-----	4.9	4.7	0.3	3.8	3.6	0.2	50.72
(411, 416)	1	SOV	---	---	2	364.6	-----	3.8	3.7	0.0	2.9	2.9	0.0	49.47
(115, 117)	1	SOV	---	---	0	310.4	-----	13.9	13.6	0.3	10.7	10.5	0.2	49.02
(382, 383)	1	SOV	---	---	0	96.4	-----	3.7	3.4	0.3	2.9	2.7	0.2	36.29
(382, 383)	2	SOV	---	---	2	1077.2	-----	4.1	3.7	0.4	3.2	2.9	0.3	33.01
(412, 414)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(281, 937)	1	SOV	---	---	0	62.4	-----	6.0	0.4	5.6	4.7	0.3	4.3	22.66
(281, 937)	6	SOV	---	---	2	1619.0	-----	3.0	2.8	0.2	2.3	2.2	0.2	45.14
(281, 937)	7	SOV	---	---	0	1039.2	-----	2.8	2.7	0.1	2.2	2.1	0.1	48.15

(383, 414)	1	SOV	---	---	0	124.3	-----	9.1	7.7	1.4	7.1	6.0	1.1	38.31
(383, 414)	2	SOV	---	---	5	1047.3	-----	9.0	7.9	1.1	6.9	6.1	0.8	39.00
(314, 553)	1	SOV	---	---	4	1111.2	-----	7.8	7.5	0.3	6.0	5.8	0.3	52.47
(553, 933)	1	SOV	---	---	2	1107.6	-----	10.4	9.8	0.5	8.0	7.6	0.4	47.94
(933, 934)	1	SOV	---	---	2	1107.1	-----	10.2	9.6	0.6	7.8	7.4	0.4	47.01
(935, 936)	1	SOV	---	---	1	763.6	-----	9.4	9.2	0.2	7.2	7.1	0.2	49.13
(935, 936)	2	SOV	---	---	1	991.7	-----	9.7	9.3	0.4	7.5	7.2	0.3	47.57
(934, 935)	1	SOV	---	---	1	699.3	-----	5.0	4.9	0.2	3.9	3.7	0.1	48.45
(934, 935)	6	SOV	---	---	1	1056.7	-----	5.2	4.9	0.3	4.0	3.8	0.2	47.05
(936, 309)	1	SOV	---	---	0	814.5	-----	7.6	7.5	0.2	5.9	5.8	0.1	49.24
(936, 309)	2	SOV	---	---	3	942.0	-----	7.9	7.6	0.3	6.1	5.9	0.3	47.35
(414, 415)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(414, 415)	9	SOV	---	---	0	1169.8	-----	4.5	4.2	0.3	3.5	3.2	0.2	41.76
(937, 555)	1	SOV	---	---	1	1567.0	-----	4.8	4.4	0.4	3.7	3.4	0.3	48.54
(937, 555)	2	SOV	---	---	2	1129.7	-----	4.7	4.3	0.4	3.6	3.3	0.3	50.51
(111, 676)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(111, 676)	6	SOV	---	---	2	1573.5	-----	8.5	8.1	0.4	6.6	6.3	0.3	52.94
(111, 676)	7	SOV	---	---	1	1072.6	-----	8.6	8.3	0.3	6.6	6.4	0.2	52.64
(416, 161)	1	SOV	---	---	0	369.0	-----	7.7	7.6	0.1	5.9	5.9	0.1	49.38
(416, 161)	9	SOV	---	---	0	305.1	-----	7.8	7.6	0.2	6.0	5.9	0.1	48.93
(162, 165)	1	SOV	---	---	5	1531.5	-----	9.7	9.5	0.3	7.5	7.3	0.2	63.21
(162, 165)	2	SOV	---	---	5	1808.6	-----	9.8	9.5	0.3	7.6	7.3	0.2	62.83
(162, 165)	3	SOV	---	---	4	1794.0	-----	9.8	9.5	0.3	7.6	7.3	0.2	62.84
(162, 165)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(165, 166)	1	SOV	---	---	4	1565.7	-----	8.1	7.9	0.2	6.2	6.1	0.2	63.31
(165, 166)	2	SOV	---	---	4	1724.5	-----	8.1	7.9	0.2	6.3	6.1	0.2	63.18
(165, 166)	3	SOV	---	---	4	1739.3	-----	8.1	7.9	0.2	6.3	6.1	0.2	63.07
(165, 166)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(386, 167)	1	SOV	---	---	4	1717.6	-----	8.7	8.1	0.7	6.7	6.2	0.5	58.64
(386, 167)	2	SOV	---	---	4	1738.7	-----	8.3	7.9	0.4	6.4	6.1	0.3	61.56
(386, 167)	3	SOV	---	---	4	1696.9	-----	8.1	7.7	0.4	6.2	5.9	0.3	63.24
(386, 167)	4	HOV	17	17	0	17.0	17.0	8.0	8.0	0.0	6.2	6.2	0.0	63.61
(386, 167)	9	SOV	---	---	0	29.7	-----	10.4	8.7	1.7	8.0	6.7	1.3	49.32

(167, 168)	1	SOV	---	---	3	1697.4	-----	8.6	8.1	0.5	6.6	6.2	0.4	59.52
(167, 168)	2	SOV	---	---	2	1766.9	-----	8.3	7.9	0.3	6.4	6.1	0.3	61.68
(167, 168)	3	SOV	---	---	3	1717.5	-----	8.1	7.7	0.4	6.2	5.9	0.3	63.22
(167, 168)	4	HOV	17	17	0	17.0	17.0	8.0	8.0	0.0	6.2	6.2	0.0	63.69
(168, 169)	1	SOV	---	---	5	1679.4	-----	9.1	8.7	0.4	7.1	6.7	0.3	60.00
(168, 169)	2	SOV	---	---	4	1762.1	-----	8.9	8.5	0.3	6.8	6.6	0.3	61.81
(168, 169)	3	SOV	---	---	4	1742.9	-----	8.7	8.2	0.4	6.7	6.4	0.3	63.24
(168, 169)	4	HOV	17	17	0	17.0	17.0	8.6	8.6	0.0	6.6	6.6	0.0	63.66
(404, 170)	1	SOV	---	---	1	287.1	-----	3.6	3.6	0.0	2.8	2.8	0.0	54.08
(7018, 171)	1	SOV	---	---	0	557.2	-----	3.0	2.5	0.4	2.3	1.9	0.3	42.75
(171, 172)	1	SOV	---	---	1	505.7	-----	2.6	2.5	0.1	2.0	1.9	0.1	47.80
(172, 387)	1	SOV	---	---	0	505.0	-----	2.7	2.5	0.2	2.1	2.0	0.2	49.44
(7020, 174)	1	SOV	---	---	0	304.6	-----	3.3	3.0	0.3	2.5	2.3	0.2	45.80
(174, 175)	1	SOV	---	---	0	281.0	-----	3.3	3.3	0.1	2.6	2.5	0.1	49.40
(175, 386)	1	SOV	---	---	1	280.4	-----	3.8	3.6	0.2	2.9	2.8	0.1	51.86
(385, 173)	1	SOV	---	---	0	825.0	-----	3.3	3.2	0.1	2.5	2.5	0.1	53.07
(173,7019)	1	SOV	---	---	0	825.8	-----	3.2	3.2	0.1	2.5	2.5	0.0	50.78
(170,7017)	1	SOV	---	---	0	287.4	-----	3.7	3.7	0.0	2.9	2.9	0.0	51.22
(151, 344)	1	SOV	---	---	2	652.8	-----	8.1	7.6	0.6	6.3	5.9	0.4	50.89
(151, 344)	2	SOV	---	---	0	47.8	-----	9.0	6.5	2.5	7.0	5.1	1.9	45.84
(344,7026)	1	SOV	---	---	0	11.0	-----	4.3	3.0	1.3	3.3	2.3	1.0	33.14
(344,7026)	2	SOV	---	---	1	688.4	-----	4.0	2.9	1.1	3.1	2.3	0.8	35.67
(7007, 208)	1	SOV	---	---	0	144.3	-----	2.9	2.5	0.4	2.3	1.9	0.3	38.66
(209, 180)	1	SOV	---	---	0	130.0	-----	3.7	3.5	0.1	2.8	2.7	0.1	51.60
(315, 555)	1	SOV	---	---	0	681.9	-----	13.9	13.5	0.4	10.8	10.5	0.3	62.99
(315, 555)	2	SOV	---	---	2	1116.1	-----	14.1	13.6	0.5	10.9	10.6	0.4	62.08
(315, 555)	3	SOV	---	---	1	1233.7	-----	14.0	13.5	0.4	10.8	10.5	0.3	62.70
(315, 555)	4	SOV	---	---	3	1209.2	-----	14.1	13.4	0.6	10.8	10.3	0.5	62.28
(315, 555)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(313, 248)	1	SOV	---	---	1	1546.4	-----	12.1	11.2	0.9	9.4	8.6	0.7	59.80

(313, 248)	2	SOV	---	---	3	1239.5	-----	11.7	11.2	0.5	9.1	8.7	0.4	61.79
(313, 248)	3	SOV	---	---	4	1267.8	-----	11.5	11.2	0.3	8.9	8.7	0.3	62.63
(313, 248)	4	SOV	---	---	4	1274.9	-----	11.6	11.1	0.5	8.9	8.5	0.4	62.60
(313, 248)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(258, 259)	1	SOV	---	---	0	1057.3	-----	4.8	4.3	0.5	3.7	3.3	0.4	45.67
(258, 259)	2	SOV	---	---	1	281.9	-----	5.0	4.6	0.3	3.8	3.6	0.3	43.79
(259, 260)	1	SOV	---	---	0	911.3	-----	9.5	9.0	0.5	7.3	6.9	0.4	51.53
(259, 260)	6	SOV	---	---	1	989.5	-----	9.3	8.9	0.4	7.2	6.9	0.3	52.84
(259, 260)	7	SOV	---	---	0	541.9	-----	9.2	9.0	0.2	7.1	7.0	0.2	53.32
(260, 261)	1	SOV	---	---	0	858.2	-----	8.8	8.4	0.4	6.8	6.5	0.3	52.65
(260, 261)	6	SOV	---	---	0	1022.6	-----	8.8	8.5	0.3	6.8	6.5	0.2	53.01
(260, 261)	7	SOV	---	---	0	564.3	-----	8.6	8.5	0.2	6.7	6.6	0.1	53.69
(261, 262)	1	SOV	---	---	4	856.1	-----	16.3	15.5	0.9	12.6	11.9	0.7	51.95
(262, 263)	1	SOV	---	---	0	855.0	-----	6.7	6.3	0.4	5.2	4.9	0.3	51.52
(263, 264)	1	SOV	---	---	1	855.0	-----	7.5	7.0	0.5	5.7	5.4	0.4	51.30
(7008, 625)	1	SOV	---	---	0	1110.2	-----	3.5	1.7	1.8	2.7	1.3	1.4	33.14
(403, 310)	1	SOV	---	---	0	889.7	-----	5.2	4.2	1.0	4.1	3.3	0.8	43.69
(403, 310)	2	SOV	---	---	2	214.1	-----	6.1	4.7	1.4	4.7	3.6	1.1	37.50
(307, 187)	1	SOV	---	---	0	567.6	-----	4.3	4.2	0.1	3.3	3.2	0.1	65.91
(307, 187)	2	SOV	---	---	1	1206.6	-----	4.6	4.4	0.2	3.6	3.5	0.2	60.67
(307, 187)	3	SOV	---	---	0	1268.0	-----	4.5	4.3	0.1	3.4	3.3	0.1	63.20
(307, 187)	4	SOV	---	---	0	1073.3	-----	4.5	4.3	0.2	3.5	3.3	0.2	62.50
(307, 187)	5	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(264, 187)	1	SOV	---	---	3	852.5	-----	3.9	3.7	0.2	3.0	2.8	0.2	51.17
(261, 189)	1	SOV	---	---	0	986.4	-----	7.8	7.5	0.2	6.0	5.8	0.2	52.97
(261, 189)	2	SOV	---	---	0	604.3	-----	7.7	7.5	0.2	5.9	5.8	0.1	53.70
(189, 265)	1	SOV	---	---	1	940.0	-----	8.3	8.0	0.3	6.4	6.2	0.2	48.89
(189, 265)	2	SOV	---	---	0	655.4	-----	8.1	7.9	0.2	6.3	6.1	0.1	49.97
(265, 266)	1	SOV	---	---	0	907.2	-----	6.6	6.4	0.2	5.1	4.9	0.2	44.25
(265, 266)	2	SOV	---	---	1	689.2	-----	6.4	6.3	0.1	5.0	4.9	0.1	45.42
(266, 267)	1	SOV	---	---	0	866.1	-----	8.8	8.5	0.3	6.8	6.6	0.2	43.18
(266, 267)	2	SOV	---	---	0	733.7	-----	8.5	8.4	0.2	6.6	6.5	0.1	44.43

(267, 268)	1	SOV	---	---	1	846.4	-----	8.2	7.9	0.3	6.4	6.1	0.2	43.09
(267, 268)	2	SOV	---	---	2	751.6	-----	8.0	7.8	0.2	6.2	6.0	0.2	44.31
(268, 269)	1	SOV	---	---	2	747.3	-----	13.8	12.4	1.4	10.7	9.6	1.1	44.34
(268, 269)	2	SOV	---	---	1	846.1	-----	13.9	12.1	1.8	10.7	9.4	1.4	44.14
(441, 397)	1	SOV	---	---	0	625.1	-----	3.4	3.2	0.2	2.6	2.5	0.2	50.90
(564, 399)	1	SOV	---	---	5	1683.7	-----	8.2	7.6	0.6	6.3	5.9	0.4	58.22
(564, 399)	2	SOV	---	---	1	1693.2	-----	7.8	7.4	0.4	6.0	5.7	0.3	61.37
(564, 399)	3	SOV	---	---	1	958.3	-----	7.6	7.3	0.3	5.8	5.6	0.2	63.09
(564, 399)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(564, 399)	9	SOV	---	---	1	519.2	-----	7.9	7.8	0.1	6.1	6.0	0.1	60.20
(399, 400)	1	SOV	---	---	2	1173.3	-----	4.8	4.5	0.4	3.7	3.4	0.3	59.76
(399, 400)	2	SOV	---	---	3	1608.1	-----	4.7	4.5	0.2	3.7	3.5	0.2	60.96
(399, 400)	3	SOV	---	---	4	977.3	-----	4.5	4.4	0.2	3.5	3.4	0.1	63.44
(399, 400)	4	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(269, 15)	1	SOV	---	---	2	503.7	-----	7.3	4.5	2.8	5.7	3.5	2.2	32.76
(269, 15)	2	SOV	---	---	3	1088.0	-----	6.8	4.5	2.2	5.2	3.5	1.7	35.62
(10, 401)	1	SOV	---	---	0	959.3	-----	9.3	8.6	0.7	7.2	6.7	0.5	50.86
(10, 401)	2	SOV	---	---	0	214.2	-----	9.0	8.6	0.5	7.0	6.6	0.4	52.20
(400, 10)	1	SOV	---	---	5	1498.7	-----	17.0	15.9	1.1	13.1	12.3	0.9	60.07
(400, 10)	2	SOV	---	---	2	1078.5	-----	16.1	15.5	0.6	12.4	12.0	0.5	63.62
(400, 10)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(400, 10)	9	SOV	---	---	9	1176.1	-----	17.6	16.2	1.4	13.6	12.5	1.0	58.21
(270, 7)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(613, 7)	1	SOV	---	---	0	1184.6	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.73
(613, 7)	2	SOV	---	---	0	1025.9	-----	2.8	2.7	0.1	2.1	2.1	0.1	52.52
(7, 8)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(7, 8)	6	SOV	---	---	0	1225.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	52.80
(7, 8)	7	SOV	---	---	0	986.0	-----	2.8	2.8	0.1	2.2	2.1	0.1	53.00
(8, 9)	1	SOV	---	---	0	1026.7	-----	2.9	2.7	0.2	2.2	2.1	0.2	50.62
(8, 9)	2	SOV	---	---	1	430.2	-----	2.8	2.7	0.1	2.2	2.1	0.1	51.96
(8, 9)	6	SOV	---	---	1	753.0	-----	2.8	2.7	0.1	2.2	2.1	0.1	51.62
(9, 273)	1	SOV	---	---	2	653.2	-----	3.4	3.3	0.1	2.6	2.5	0.1	50.37
(273, 274)	1	SOV	---	---	1	317.7	-----	3.5	3.5	0.0	2.7	2.7	0.0	47.35
(273, 274)	2	SOV	---	---	1	333.2	-----	3.8	3.7	0.1	2.9	2.8	0.1	44.42

(9, 271)	1	SOV	---	---	2	800.6	-----	4.0	3.9	0.1	3.1	3.0	0.1	48.25
(9, 271)	2	SOV	---	---	0	753.9	-----	4.0	3.9	0.1	3.1	3.0	0.1	48.55
(271, 272)	1	SOV	---	---	1	798.1	-----	3.7	3.6	0.1	2.9	2.8	0.1	45.88
(271, 272)	2	SOV	---	---	1	755.7	-----	3.7	3.6	0.1	2.9	2.8	0.1	45.92
(415, 276)	1	SOV	---	---	2	1172.0	-----	3.7	3.4	0.3	2.9	2.6	0.2	41.96
(415, 276)	2	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(272, 276)	1	SOV	---	---	1	790.9	-----	8.4	8.1	0.2	6.4	6.3	0.2	43.56
(272, 276)	2	SOV	---	---	3	761.7	-----	8.3	8.1	0.2	6.4	6.3	0.2	43.74
(276, 281)	1	SOV	---	---	2	1053.5	-----	4.4	4.0	0.4	3.4	3.1	0.3	45.12
(276, 281)	9	SOV	---	---	1	998.9	-----	4.3	4.0	0.3	3.3	3.1	0.2	45.89
(276, 281)	10	SOV	---	---	1	668.9	-----	4.4	4.0	0.3	3.4	3.1	0.3	45.61
(937, 277)	1	SOV	---	---	0	27.0	-----	4.1	2.6	1.5	3.2	2.0	1.1	40.21
(264, 279)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(274, 275)	1	SOV	---	---	0	46.7	-----	6.1	4.9	1.2	4.7	3.7	0.9	38.73
(274, 275)	2	SOV	---	---	1	602.6	-----	5.3	5.2	0.1	4.1	4.0	0.1	44.01
(275, 934)	1	SOV	---	---	2	334.5	-----	13.4	12.9	0.6	10.4	9.9	0.4	47.81
(275, 934)	2	SOV	---	---	2	313.3	-----	13.7	13.0	0.8	10.6	10.0	0.6	46.80
(490, 258)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(490, 258)	6	SOV	---	---	1	1339.9	-----	3.5	3.0	0.4	2.7	2.3	0.3	42.29
(304, 259)	1	SOV	---	---	2	599.3	-----	9.4	9.0	0.4	7.3	6.9	0.3	52.75
(304, 259)	2	SOV	---	---	0	503.8	-----	9.5	9.2	0.3	7.4	7.1	0.2	52.53
(278, 490)	1	SOV	---	---	0	0.0	-----	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(27, 28)	1	SOV	---	---	3	1181.2	-----	5.4	5.1	0.3	4.2	3.9	0.3	59.57
(27, 28)	2	SOV	---	---	3	1388.7	-----	5.1	4.8	0.2	3.9	3.7	0.2	63.26
(27, 28)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(28, 29)	1	SOV	---	---	2	1175.7	-----	4.5	4.3	0.2	3.5	3.4	0.2	60.77
(28, 29)	2	SOV	---	---	3	1390.5	-----	4.4	4.2	0.2	3.4	3.2	0.1	63.29
(28, 29)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(29, 30)	1	SOV	---	---	3	1170.7	-----	5.1	4.9	0.2	3.9	3.8	0.2	61.11
(29, 30)	2	SOV	---	---	4	1389.1	-----	4.9	4.7	0.2	3.8	3.7	0.2	63.19
(29, 30)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

(30, 31)	1	SOV	---	---	1	1183.3	-----	5.0	4.8	0.2	3.9	3.7	0.2	60.99
(30, 31)	2	SOV	---	---	1	1376.2	-----	4.8	4.6	0.2	3.7	3.6	0.2	63.08
(30, 31)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	1	SOV	---	---	4	1679.6	-----	7.1	6.7	0.4	5.5	5.1	0.3	60.86
(23, 24)	2	SOV	---	---	1	1343.8	-----	6.9	6.6	0.3	5.3	5.1	0.3	62.63
(23, 24)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(23, 24)	9	SOV	---	---	1	1137.9	-----	7.1	6.7	0.4	5.5	5.2	0.3	61.14
(31, 32)	1	SOV	---	---	0	1183.4	-----	4.1	3.9	0.2	3.1	3.0	0.1	60.85
(31, 32)	2	SOV	---	---	1	1375.7	-----	3.9	3.8	0.2	3.0	2.9	0.1	62.93
(31, 32)	3	HOV	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
(283, 632)	1	SOV	---	---	6	814.8	-----	8.9	8.6	0.3	6.9	6.7	0.2	53.57
(283, 632)	2	SOV	---	---	4	745.5	-----	8.9	8.7	0.2	6.9	6.7	0.2	53.19
(284, 283)	1	SOV	---	---	4	820.1	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.56
(284, 283)	2	SOV	---	---	3	740.5	-----	9.7	9.4	0.2	7.5	7.3	0.2	53.17
(285, 284)	1	SOV	---	---	1	817.7	-----	6.8	6.6	0.2	5.2	5.1	0.1	53.74
(285, 284)	2	SOV	---	---	2	743.0	-----	6.9	6.7	0.2	5.3	5.2	0.1	53.15
(286, 285)	1	SOV	---	---	1	826.1	-----	11.6	11.3	0.3	8.9	8.7	0.2	53.89
(286, 285)	2	SOV	---	---	1	733.4	-----	11.8	11.5	0.3	9.1	8.9	0.2	53.14
(27, 286)	1	SOV	---	---	6	842.1	-----	9.1	8.8	0.2	7.0	6.8	0.2	53.97
(27, 286)	2	SOV	---	---	5	720.2	-----	9.2	9.0	0.2	7.1	7.0	0.2	53.03
(596, 111)	1	SOV	---	---	2	1066.8	-----	7.7	7.5	0.2	5.9	5.8	0.1	55.58
(596, 111)	2	SOV	---	---	3	1581.1	-----	8.4	8.0	0.4	6.5	6.2	0.3	50.78
(673, 675)	1	SOV	---	---	1	1097.1	-----	5.4	5.1	0.3	4.2	3.9	0.3	51.01
(675, 287)	1	SOV	---	---	2	1082.4	-----	9.7	9.3	0.4	7.5	7.2	0.3	52.67
(675, 287)	9	SOV	---	---	2	1086.9	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.26
(287, 289)	1	SOV	---	---	4	1098.0	-----	9.6	9.3	0.3	7.4	7.2	0.2	53.18
(287, 289)	2	SOV	---	---	4	1073.0	-----	9.7	9.3	0.4	7.5	7.2	0.3	52.51
(289, 294)	1	SOV	---	---	4	1102.6	-----	13.0	12.5	0.5	10.0	9.7	0.4	52.91
(289, 294)	2	SOV	---	---	5	1067.7	-----	13.1	12.5	0.5	10.1	9.7	0.4	52.54
(294, 296)	1	SOV	---	---	3	1108.9	-----	11.7	11.3	0.4	9.1	8.7	0.3	52.76
(294, 296)	2	SOV	---	---	6	1063.2	-----	11.8	11.3	0.5	9.1	8.7	0.4	52.41
(296, 297)	1	SOV	---	---	1	1121.8	-----	17.7	16.9	0.8	13.6	13.0	0.6	52.58
(296, 297)	6	SOV	---	---	0	1050.3	-----	17.8	17.0	0.8	13.7	13.1	0.6	52.16

CORSIM & SYNCHRO INTERSECTION DATA

2018 ALTERNATIVE A

AM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	195	190	97%	4.7	A	A
EB - Stockdale Hwy	45	45	100%	0.0	A	
WB - Stockdale Hwy	115	104	90%	0.3	A	
Intersection Total	***355***	***339***	***95%***			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	42	40	95%	6.4	A	A
EB - Stockdale Hwy	229	220	96%	0.1	A	
WB - Stockdale Hwy	374	359	96%	0.0	A	
Intersection Total	***645***	***619***	***96%***			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	341	340	100%	26.5	C	C
SB - Enos Ln	269	266	99%	16.5	B	
EB - Stockdale Hwy	243	240	99%	11.1	B	
WB - Stockdale Hwy	614	577	94%	21.5	C	
Intersection Total	***1,467***	***1,423***	***97%***	***20.5***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	307	304	99%	0.1	A	A
SB - SR-43	638	638	100%	0.0	A	
WB - I-5 NB Off Ramp - STOP Control	49	45	92%	5.5	A	
Intersection Total	***994***	***987***	***99%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	299	299	100%	0.0	A	A
SB - SR-43	574	567	99%	0.3	A	
EB - I-5 SB Ramp - STOP Control	21	20	95%	8.1	A	
Intersection Total	***894***	***886***	***99%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	99	99	100%	6.8	A	D
SB - Nord Rd	107	105	98%	33.7	C	
EB - Stockdale Hwy	486	479	99%	48.4	D	
WB - Stockdale Hwy	684	699	102%	37.8	D	
Intersection Total	***1,376***	***1,382***	***100%***	***39.5***		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	88	88	100%	8.8	A	B
SB - Heath Rd	351	347	99%	50.1	D	
EB - Stockdale Hwy	735	720	98%	5.6	A	
WB - Stockdale Hwy	753	749	99%	9.6	A	
Intersection Total	***1,927***	***1,904***	***99%***	***14.9***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	370	367	99%	15.6	B	
EB - Stockdale Hwy	1,139	1,102	97%	5.7	A	A
WB - WSP	656	655	100%	6.1	A	
Intersection Total	***2,165***	***2,124***	***98%***	***7.4***		
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	1,241	1,123	90%	21.1	C	
SB - Allen Rd	1,424	1,416	99%	27.4	C	C
EB - Brihmall Rd	528	529	100%	18.3	B	
WB - Brihmall Rd	267	268	100%	19.4	B	
Intersection Total	***3,460***	***3,336***	***96%***	***24.9***		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	464	442	95%	55.3	E	
SB - Allen Rd	1,636	1,642	100%	6.7	A	B
WB - Off Ramp/On Ramp WSP WB	1,086	984	91%	7.7	A	
Intersection Total	***3,186***	***3,068***	***96%***	***14.0***		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	1,018	994	98%	8.6	A	
SB - Allen Rd	1,826	1,766	97%	26.3	C	B
EB - WSP EB off Ramp	60	66	110%	22.9	C	
Intersection Total	***2,904***	***2,826***	***97%***	***19.9***		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	402	400	100%	23.3	C	
SB - Allen Rd	647	603	93%	23.7	C	C
EB - Stockdale Hwy	826	816	99%	30.0	C	
WB - Stockdale Hwy	649	644	99%	18.8	B	
Intersection Total	***2,524***	***2,463***	***98%***	***24.4***		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	1,463	1,426	97%	28.3	C	
SB - Calloway Dr	1,406	1,411	100%	26.6	C	C
EB - Brimhall Rd	930	925	99%	25.0	C	
WB - Brimhall Rd	482	478	99%	23.1	C	
Intersection Total	***4,281***	***4,240***	***99%***	***26.4***		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	1,017	1,031	101%	30.1	C	
SB - Calloway Dr	1,543	1,540	100%	17.5	B	B
EB - WSP WB on Ramp	950	949	100%	15.8	B	
WB - WSP WB Off Ramp	650	608	94%	4.5	A	
Intersection Total	***4,160***	***4,128***	***99%***	***18.3***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	912	912	100%	7.0	A	
SB - Calloway Dr	1,636	1,647	101%	15.9	B	B
EB - WSP EB off Ramp	526	553	105%	19.6	B	
Intersection Total	***3,074***	***3,112***	***101%***	***15.6***		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,542	1,543	100%	45.9	D	
SB - Calloway Dr	2,057	2,015	98%	44.2	D	D
EB - Stockdale Hwy	1,345	1,325	99%	34.4	C	
WB - Stockdale Hwy	548	542	99%	30.5	C	
Intersection Total	***5,492***	***5,425***	***99%***	***47.6***		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,345	1,422	106%	23.1	C	
SB - Coffee Rd	1,526	1,527	100%	22.5	C	C
EB - Brimhall Rd	614	609	99%	17.6	B	
WB - Brimhall Rd	1,670	1,695	101%	23.4	C	
Intersection Total	***5,155***	***5,253***	***102%***	***22.4***		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	1,061	1,062	100%	27.0	C	
SB - Coffee Rd	2,015	2,057	102%	8.9	A	B
EB - WSP EB off Ramp	641	673	105%	16.4	B	
Intersection Total	***3,717***	***3,792***	***102%***	***16.9***		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	1,804	1,808	100%	9.0	A	
SB - Coffee Rd	1,411	1,474	104%	14.2	B	B
WB - Truxtun Ave	508	504	99%	25.9	C	
Intersection Total	***3,723***	***3,786***	***102%***	***13.3***		
31. Mohawk St @ WSP WB Ramps						
NB - Mohawk St						
SB - Mohawk St						
Intersection Total						
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	927	923	100%	10.6	B	
SB - Mohawk St	451	431	96%	30.8	C	C
EB - WSP EB off Ramp	1,205	1,166	97%	9.8	A	
Intersection Total	***2,583***	***2,520***	***98%***	***21.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,522	1,525	100%	30.0	C	C
SB - Mohawk St	1,305	1,257	96%	20.7	C	
EB - Truxtun Ave	499	495	99%	23.6	C	
WB - Truxtun Ave	449	450	100%	36.7	D	
Intersection Total	***3,775***	***3,727***	***99%***	***26.8***		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,377	1,351	98%	30.1	C	C
SB - Airport Dr	1,433	1,423	99%	32.4	C	
EB - State Rd	211	211	100%	14.1	B	
WB - SR204 WB Off Ramp	711	703	99%	14.9	B	
Intersection Total	***3,732***	***3,688***	***99%***	***23.6***		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,505	1,471	98%	8.7	A	A
WB - Buck Owens Blvd	487	470	97%	9.8	A	
Intersection Total	***1,992***	***1,941***	***97%***	***9.3***		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	476	481	101%	31.2	C	C
SB - Buck Owens Blvd	117	115	98%	36.7	D	
EB - Rio Mirada Dr	730	747	102%	15.9	B	
WB - Rio Mirada Dr	147	146	99%	26.0	C	
Intersection Total	***1,470***	***1,489***	***101%***	***23.4***		
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	948	855	90%	27.2	C	C
SB - Buck Owens Blvd	422	409	97%	47.5	D	
EB - SR99 NB Off Ramp	590	511	87%	33.7	C	
WB - Sillect Ave	192	193	101%	40.0	D	
Intersection Total	***2,152***	***1,968***	***91%***	***34.4***		
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	216	213	99%	34.3	C	C
SB - Camino del Rio Ct	145	140	97%	47.2	D	
EB - Rosedale Hwy	2,469	2,462	100%	17.1	B	
WB - Rosedale Hwy	2,303	2,239	97%	19.1	B	
Intersection Total	***5,133***	***5,054***	***98%***	***27.1***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	660	673	102%	17.4	B	
EB - Rosedale Hwy	1,873	1,865	100%	11.3	B	B
WB - Rosedale Hwy	1,883	1,823	97%	24.2	C	
Intersection Total	***4,416***	***4,361***	***99%***	***17.6***		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	1,880	1,746	93%	45.0	D	
SB - Buck Owens Blvd	491	465	95%	18.2	B	C
EB - Rosedale Hwy	2,112	2,107	100%	15.7	B	
WB - 24th St	2,127	2,108	99%	43.3	D	
Intersection Total	***6,610***	***6,426***	***97%***	***25.9***		
43. 24th St & Oak St						
NB - Oak St	1,273	1,282	101%	34.3	C	
SB - Oak St	76	78	103%	54.9	D	C
EB - 24th St	2,753	2,672	97%	41.9	D	
WB - 24th St	2,656	2,627	99%	20.5	C	
Intersection Total	***6,758***	***6,659***	***99%***	***32.1***		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,599	1,650	103%	27.5	C	
SB - Oak St	1,277	1,284	101%	25.5	C	C
EB - Truxtun Ave	1,591	1,541	97%	31.4	C	
WB - Truxtun Ave	587	588	100%	45.5	D	
Intersection Total	***5,054***	***5,063***	***100%***	***30.3***		
46. California Ave & Chester Ln						
NB - Chester Ln	164	161	98%	31.8	C	
SB - Chester Ln	155	153	99%	35.4	D	C
EB - California Ave	1,467	1,465	100%	22.6	C	
WB - California Ave	1,714	1,801	105%	17.2	B	
Intersection Total	***3,500***	***3,580***	***102%***	***20.8***		
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	526	524	100%	23.5	C	
SB - SR99 SB Off Ramp	1,170	1,208	103%	18.6	B	D
EB - California Ave	1,583	1,581	100%	71.4	E	
WB - California Ave	1,088	1,170	108%	40.4	D	
Intersection Total	***4,367***	***4,483***	***103%***	***43.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	970	1,044	108%	13.6	B	C
SB - Extended Stay Hotel	57	58	102%	28.5	C	
EB - California Ave	1,117	1,302	117%	23.8	C	
WB - California Ave	1,313	1,281	98%	37.1	D	
Intersection Total	***3,457***	***3,685***	***107%***	***25.6***		
49. California Ave & Oak St						
NB - Oak St	1,117	1,111	99%	41.2	D	C
SB - Oak St	829	851	103%	17.2	B	
EB - California Ave	1,756	1,949	111%	22.8	C	
WB - California Ave	857	856	100%	32.2	C	
Intersection Total	***4,559***	***4,767***	***105%***	***27.8***		
51. Stockdale Hwy & Real Rd						
NB - Real Rd	240	240	100%	48.1	D	D
SB - Real Rd	439	441	100%	33.1	C	
EB - Stockdale Hwy	1,214	1,211	100%	29.6	C	
WB - Stockdale Hwy	1,114	1,126	101%	40.5	D	
Intersection Total	***3,007***	***3,018***	***100%***	***39.9***		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	555	554	100%	32.4	C	C
SB - Oak St	429	430	100%	21.1	C	
EB - Stockdale Hwy	1,151	1,122	97%	16.9	B	
WB - Stockdale Hwy	887	877	99%	27.9	C	
Intersection Total	***3,022***	***2,983***	***99%***	***23.6***		
57. Ming Ave & Real Rd						
NB - Real Rd	311	309	99%	26.6	C	C
SB - Real Rd	445	440	99%	34.9	C	
EB - Ming Ave	1,662	1,666	100%	26.2	C	
WB - Ming Ave	1,602	1,554	97%	34.5	C	
Intersection Total	***4,020***	***3,969***	***99%***	***30.4***		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	1,887	1,888	100%	9.3	A	A
WB - Ming Ave	987	982	99%	4.4	A	
Intersection Total	***2,874***	***2,870***	***100%***	***7.6***		
59. Ming Ave & Wible Rd						
NB - Wible Rd	657	663	101%	21.6	C	B
SB - Wible Rd	362	362	100%	27.6	C	
EB - Ming Ave	2,198	2,157	98%	12.8	B	
WB - Ming Ave	1,064	1,054	99%	13.3	B	
Intersection Total	***4,281***	***4,236***	***99%***	***15.6***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
60. Ming Ave & SR99 NB Ramps						
NB - Sears	65	63	97%	27.3	C	C
SB - SR99 SB Off Ramp	740	711	96%	16.9	B	
EB - Ming Ave	2,033	2,070	102%	32.0	C	
WB - Ming Ave	779	783	101%	11.1	B	
Intersection Total	***3,617***	***3,627***	***100%***	***24.4***		
61. Ming Ave & Castro Ln						
NB - Castro Ln	82	81	99%	15.2	B	C
SB - Castro Ln	180	177	98%	13.7	B	
EB - Ming Ave	1,292	1,267	98%	25.7	C	
WB - Ming Ave	676	674	100%	44.0	D	
Intersection Total	***2,230***	***2,199***	***99%***	***30.0***		
66. Brundage Ln & H St						
NB - H St	1,169	1,190	102%	16.4	B	C
SB - H St	440	441	100%	32.1	C	
EB - Brundage Ln	739	738	100%	30.0	C	
WB - Brundage Ln	577	582	101%	26.7	C	
Intersection Total	***2,925***	***2,951***	***101%***	***24.2***		
67. SR58 WB Ramp & H St						
NB - H St	1,109	1,096	99%	4.1	A	C
SB - H St	689	688	100%	41.8	D	
WB - Richland St	805	813	101%	35.5	D	
Intersection Total	***2,603***	***2,597***	***100%***	***23.9***		
68. SR58 EB Ramp & H St						
NB - H St	1,200	1,197	100%	21.2	C	C
SB - H St	739	785	106%	9.1	A	
EB - SR58 EB Off Ramp	625	629	101%	50.4	D	
Intersection Total	***2,564***	***2,611***	***102%***	***24.6***		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	893	871	98%	18.9	B	C
SB - Chester Ave	418	416	100%	38.8	D	
EB - Brundage Ln	654	675	103%	33.3	C	
WB - Brundage Ln	542	539	99%	28.6	C	
Intersection Total	***2,507***	***2,501***	***100%***	***31.1***		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	790	813	103%	4.2	A	B
SB - Chester Ave	559	548	98%	31.0	C	
WB - Richland St	975	922	95%	25.8	C	
Intersection Total	***2,324***	***2,283***	***98%***	***19.4***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	808	804	100%	28.6	C	
SB - Chester Ave	692	628	91%	11.4	B	C
EB - Frontage Rd	773	806	104%	34.0	C	
Intersection Total	***2,273***	***2,238***	***98%***	***25.7***		
74. Brundage Ln & Union Ave						
NB - Union Ave	1,564	1,496	96%	43.2	D	
SB - Union Ave	1,576	1,576	100%	32.5	C	C
EB - Brundage Ln	437	435	100%	43.0	D	
WB - Brundage Ln	1,008	1,030	102%	13.2	B	
Intersection Total	***4,585***	***4,537***	***99%***	***32.7***		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	670	670	100%	8.0	A	
SB - Liggett St	86	89	103%	28.0	C	C
EB - Brundage Ln	435	413	95%	26.3	C	
WB - Brundage Ln	506	508	100%	71.9	E	
Intersection Total	***1,697***	***1,680***	***99%***	***32.9***		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	1,375	1,370	100%	16.8	B	
SB - Union Ave	993	1,043	105%	11.1	B	B
EB - SR58 EB Off Ramp	780	711	91%	12.5	B	
Intersection Total	***3,148***	***3,124***	***99%***	***13.9***		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	609	580	95%	15.3	B	
SB - Cottonwood Rd	187	185	99%	31.4	C	C
EB - Brundage Ln	213	214	100%	33.1	C	
WB - Brundage Ln	492	485	99%	24.8	C	
Intersection Total	***1,501***	***1,464***	***98%***	***23.1***		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	255	255	100%	22.2	C	
SB - Driveway	17	16	94%	38.6	D	C
EB - Brundage Ln	569	512	90%	20.4	C	
WB - Brundage Ln	375	371	99%	26.8	C	
Intersection Total	***1,216***	***1,154***	***95%***	***23.1***		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	627	627	100%	12.0	B	
SB - Cottonwood Rd	364	376	103%	8.4	A	B
EB - SR-58 EB off Ramp	415	419	101%	12.4	B	
Intersection Total	***1,406***	***1,422***	***101%***	***11.2***		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4803	1538	3213	3112	1442	3367	4748		3155	4903	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4803	1538	3213	3112	1442	3367	4748		3155	4903	
Volume (vph)	112	429	161	225	275	122	175	675	203	132	996	46
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	122	466	175	245	299	133	188	726	218	142	1071	49
RTOR Reduction (vph)	0	0	10	0	0	19	0	0	0	0	0	0
Lane Group Flow (vph)	122	466	165	245	299	114	188	944	0	142	1120	0
Heavy Vehicles (%)	2%	8%	5%	9%	16%	12%	4%	5%	7%	11%	5%	7%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.8	33.0	33.0	11.3	37.5	37.5	9.3	29.6		8.0	28.3	
Effective Green, g (s)	8.1	36.0	36.0	12.6	40.5	40.5	10.2	32.6		8.9	31.3	
Actuated g/C Ratio	0.08	0.34	0.34	0.12	0.38	0.38	0.10	0.31		0.08	0.30	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	262	1630	522	382	1188	550	324	1459		265	1446	
v/s Ratio Prot	c0.04	0.10		c0.08	0.10		c0.06	0.20		0.05	c0.23	
v/s Ratio Perm			0.11			0.09						
v/c Ratio	0.47	0.29	0.32	0.64	0.25	0.21	0.58	0.65		0.54	0.77	
Uniform Delay, d1	46.9	25.6	25.9	44.6	22.4	22.0	45.9	31.8		46.6	34.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.4	1.6	2.8	0.5	0.9	1.7	1.0		1.0	2.5	
Delay (s)	47.4	26.1	27.5	47.3	22.9	22.9	47.6	32.8		47.7	36.7	
Level of Service	D	C	C	D	C	C	D	C		D	D	
Approach Delay (s)		29.8			31.8			35.2			37.9	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	106.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Allen Road & San Juan Ave 7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.98		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1748		1770	1585		1770	5085	1583	1770	5085	1583
Flt Permitted		0.46		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		833		1359	1585		1770	5085	1583	1770	5085	1583
Volume (vph)	120	1	25	25	1	166	25	731	53	87	596	46
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	143	1	30	28	1	189	27	786	57	95	648	50
RTOR Reduction (vph)	0	10	0	0	153	0	0	0	12	0	0	4
Lane Group Flow (vph)	0	164	0	28	37	0	27	786	45	95	648	46
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		19.3		19.3	19.3		4.8	52.7	52.7	16.0	63.9	63.9
Effective Green, g (s)		19.3		19.3	19.3		4.8	52.7	52.7	16.0	63.9	63.9
Actuated g/C Ratio		0.19		0.19	0.19		0.05	0.53	0.53	0.16	0.64	0.64
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		161		262	306		85	2680	834	283	3249	1012
v/s Ratio Prot					0.12		0.02	c0.15		c0.05	0.13	
v/s Ratio Perm		c0.21		0.02					0.04			0.03
v/c Ratio		1.02		0.11	0.12		0.32	0.29	0.05	0.34	0.20	0.05
Uniform Delay, d1		40.4		33.2	33.4		46.0	13.2	11.5	37.3	7.5	6.7
Progression Factor		1.00		1.00	1.00		1.25	0.87	0.90	1.00	1.00	1.00
Incremental Delay, d2		76.4		0.2	0.2		1.7	0.2	0.1	0.7	0.1	0.1
Delay (s)		116.8		33.4	33.5		59.1	11.7	10.4	38.0	7.6	6.8
Level of Service		F		C	C		E	B	B	D	A	A
Approach Delay (s)		116.8			33.5			13.1			11.2	
Approach LOS		F			C			B			B	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4673	1583	3183	4396	1468	3155	4739		3273	4940	1468
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4673	1583	3183	4396	1468	3155	4739		3273	4940	1468
Volume (vph)	152	1106	267	234	627	115	203	817	281	363	916	101
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	162	1177	284	252	674	124	216	869	299	386	974	107
RTOR Reduction (vph)	0	0	23	0	0	14	0	0	0	0	0	10
Lane Group Flow (vph)	162	1177	261	252	674	110	216	1168	0	386	974	97
Heavy Vehicles (%)	2%	11%	2%	10%	18%	10%	11%	5%	6%	7%	5%	10%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	12.3	34.8	34.8	6.0	28.5	28.5	8.1	34.0		8.8	34.7	34.7
Effective Green, g (s)	14.6	37.7	37.7	8.3	31.4	31.4	10.3	37.0		11.0	37.7	37.7
Actuated g/C Ratio	0.13	0.34	0.34	0.08	0.29	0.29	0.09	0.34		0.10	0.34	0.34
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	456	1602	543	240	1255	419	295	1594		327	1693	503
v/s Ratio Prot	0.05	c0.25		c0.08	0.15		0.07	c0.25		c0.12	0.20	
v/s Ratio Perm			0.18			0.08						0.07
v/c Ratio	0.36	0.73	0.48	1.05	0.54	0.26	0.73	0.73		1.18	0.58	0.19
Uniform Delay, d1	43.4	31.8	28.4	50.9	33.2	30.4	48.5	32.1		49.5	29.6	25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	2.4	1.8	71.8	1.2	1.1	7.8	3.0		108.2	1.4	0.9
Delay (s)	43.6	34.2	30.3	122.7	34.3	31.4	56.3	35.2		157.7	31.0	26.3
Level of Service	D	C	C	F	C	C	E	D		F	C	C
Approach Delay (s)		34.4			55.2			38.5			64.0	
Approach LOS		C			E			D			E	

Intersection Summary			
HCM Average Control Delay	47.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	4803	1482	3335	4550	1538	4586	4940	1538	3335	4940	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	4803	1482	3335	4550	1538	4586	4940	1538	3335	4940	1417
Volume (vph)	244	1161	323	260	801	136	334	1253	543	295	934	50
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	260	1235	344	280	861	146	352	1319	572	314	994	53
RTOR Reduction (vph)	0	0	40	0	0	17	0	0	46	0	0	7
Lane Group Flow (vph)	260	1235	304	280	861	129	352	1319	526	314	994	46
Heavy Vehicles (%)	9%	8%	9%	5%	14%	5%	11%	5%	5%	5%	5%	14%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	10.3	37.7	37.7	8.3	35.7	35.7	9.7	37.5	37.5	9.5	37.3	37.3
Effective Green, g (s)	12.6	40.7	40.7	10.6	38.7	38.7	11.9	41.0	41.0	11.7	40.8	40.8
Actuated g/C Ratio	0.10	0.34	0.34	0.09	0.32	0.32	0.10	0.34	0.34	0.10	0.34	0.34
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	337	1629	503	295	1467	496	455	1688	525	325	1680	482
v/s Ratio Prot	0.08	c0.26		c0.08	0.19		0.08	0.27		c0.09	0.20	
v/s Ratio Perm			0.23			0.09			0.37			0.04
v/c Ratio	0.77	0.76	0.61	0.95	0.59	0.26	0.77	0.78	1.00	0.97	0.59	0.10
Uniform Delay, d1	52.3	35.3	33.0	54.4	34.0	30.1	52.7	35.5	39.5	54.0	32.7	27.0
Progression Factor	1.00	1.00	1.00	1.05	1.13	1.31	0.89	0.83	0.83	1.00	1.00	1.00
Incremental Delay, d2	9.6	3.4	5.3	34.6	1.5	1.1	6.4	3.2	36.9	40.3	1.5	0.4
Delay (s)	61.9	38.6	38.3	91.9	39.9	40.5	53.3	32.7	69.8	94.2	34.3	27.4
Level of Service	E	D	D	F	D	D	D	C	E	F	C	C
Approach Delay (s)		41.9			51.3			45.4			47.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	46.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	4995		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	4995		3400	4988	1553
Volume (vph)	229	568	70	247	268	318	281	1355	169	357	891	371
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	246	611	75	266	288	342	296	1426	178	380	948	395
RTOR Reduction (vph)	0	0	10	0	0	26	0	0	0	0	0	36
Lane Group Flow (vph)	246	611	65	266	288	316	296	1604	0	380	948	359
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	8.0	16.9	16.9	14.1	23.0	23.0	10.6	36.4		12.6	38.4	38.4
Effective Green, g (s)	8.0	18.9	18.9	14.1	25.0	25.0	10.6	38.4		12.6	40.4	40.4
Actuated g/C Ratio	0.08	0.19	0.19	0.14	0.25	0.25	0.11	0.38		0.13	0.40	0.40
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	275	943	283	475	1235	374	364	1918		428	2015	627
v/s Ratio Prot	c0.07	0.12		0.08	0.06		0.09	c0.32		c0.11	0.19	
v/s Ratio Perm			0.05			0.23						0.25
v/c Ratio	0.89	0.65	0.23	0.56	0.23	0.84	0.81	0.84		0.89	0.47	0.57
Uniform Delay, d1	45.6	37.5	34.4	40.1	29.9	35.6	43.7	27.9		43.0	21.9	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	28.0	1.2	0.2	0.9	0.0	15.3	12.3	4.5		19.0	0.8	3.8
Delay (s)	73.6	38.6	34.5	41.0	29.9	50.9	56.1	32.5		62.0	22.7	26.9
Level of Service	E	D	C	D	C	D	E	C		E	C	C
Approach Delay (s)		47.5			41.2			36.1			32.3	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM Average Control Delay	37.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	4990	5085	1583	4990	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	4990	5085	1583	4990	5085	1583	3433	5085	1583
Volume (vph)	16	1575	448	395	1330	42	328	18	502	18	13	15
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.80	0.80	0.80
Adj. Flow (vph)	17	1658	472	416	1400	44	353	19	540	22	16	19
RTOR Reduction (vph)	0	0	40	0	0	25	0	0	26	0	0	4
Lane Group Flow (vph)	17	1658	432	416	1400	19	353	19	514	22	16	15
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	2.4	37.0	37.0	15.5	50.1	50.1	13.6	38.9	38.9	3.6	28.9	28.9
Effective Green, g (s)	4.7	39.3	39.3	17.8	52.4	52.4	15.8	41.1	41.1	5.8	31.1	31.1
Actuated g/C Ratio	0.04	0.33	0.33	0.15	0.44	0.44	0.13	0.34	0.34	0.05	0.26	0.26
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	134	1665	518	740	2220	691	657	1742	542	166	1318	410
v/s Ratio Prot	0.00	c0.33		0.08	c0.28		c0.07	0.00		0.01	0.00	
v/s Ratio Perm			0.30			0.03			0.34			0.01
v/c Ratio	0.13	1.00	0.83	0.56	0.63	0.03	0.54	0.01	0.95	0.13	0.01	0.04
Uniform Delay, d1	55.7	40.3	37.3	47.5	26.3	19.3	48.7	26.0	38.4	54.7	33.0	33.3
Progression Factor	0.99	1.25	1.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	14.8	8.0	1.0	1.4	0.1	0.8	0.0	25.9	0.4	0.0	0.0
Delay (s)	55.6	65.3	56.4	48.5	27.6	19.3	49.5	26.0	64.3	55.1	33.0	33.3
Level of Service	E	E	E	D	C	B	D	C	E	E	C	C
Approach Delay (s)		63.3			32.1			57.8			41.6	
Approach LOS		E			C			E			D	

Intersection Summary			
HCM Average Control Delay	50.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1770	1540		3400	5003		1770	5085	1583	1681	1667	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1770	1540		3400	5003		1770	5085	1583	1681	1667	2787
Volume (vph)	39	32	13	928	1137	96	89	748	388	528	150	585
Peak-hour factor, PHF	0.84	0.84	0.84	0.95	0.95	0.95	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	46	38	15	977	1197	101	96	804	417	562	160	622
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	57
Lane Group Flow (vph)	46	53	0	977	1298	0	96	804	392	364	358	566
Heavy Vehicles (%)	2%	6%	2%	3%	2%	8%	2%	2%	2%	2%	4%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	4.8	4.8		36.0	61.5		9.2	34.7	34.7	26.2	26.2	62.2
Effective Green, g (s)	4.8	4.8		36.0	62.5		9.2	35.7	35.7	27.5	27.5	63.5
Actuated g/C Ratio	0.04	0.04		0.30	0.52		0.08	0.30	0.30	0.23	0.23	0.53
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	71	62		1020	2606		136	1513	471	385	382	1568
v/s Ratio Prot	0.03	c0.03		c0.29	0.26		0.05	0.16		c0.22	0.21	0.12
v/s Ratio Perm									0.26			0.10
v/c Ratio	0.65	0.85		0.96	0.50		0.71	0.53	0.83	0.95	0.94	0.36
Uniform Delay, d1	56.8	57.3		41.3	18.6		54.1	35.2	39.4	45.5	45.4	16.4
Progression Factor	1.00	1.00		0.74	0.40		1.15	0.30	0.27	1.00	1.00	1.00
Incremental Delay, d2	14.2	63.4		14.2	0.5		10.3	1.1	13.0	31.6	29.9	0.1
Delay (s)	71.0	120.6		44.8	8.0		72.6	11.6	23.6	77.1	75.3	16.5
Level of Service	E	F		D	A		E	B	C	E	E	B
Approach Delay (s)	97.5				23.8			19.9			48.6	
Approach LOS	F				C			B			D	

Intersection Summary			
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5003		3433	5085	1583	3433	5037		3433	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5003		3433	5085	1583	3433	5037		3433	5085	1583
Volume (vph)	550	1037	125	77	875	87	235	1236	83	214	720	332
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	585	1103	133	83	941	94	250	1315	88	228	766	353
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	0	27
Lane Group Flow (vph)	585	1236	0	83	941	50	250	1403	0	228	766	326
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	23.9	47.8		6.0	29.9	29.9	10.9	37.7		9.9	36.7	36.7
Effective Green, g (s)	23.9	49.1		6.0	31.2	31.2	10.9	39.0		9.9	38.0	38.0
Actuated g/C Ratio	0.20	0.41		0.05	0.26	0.26	0.09	0.32		0.08	0.32	0.32
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	684	2047		172	1322	412	312	1637		283	1610	501
v/s Ratio Prot	c0.17	0.25		0.02	c0.19		c0.07	c0.28		0.07	0.15	
v/s Ratio Perm						0.06						0.22
v/c Ratio	0.86	0.60		0.48	0.71	0.12	0.80	0.86		0.81	0.48	0.65
Uniform Delay, d1	46.4	27.8		55.5	40.3	33.9	53.5	37.9		54.1	33.0	35.3
Progression Factor	1.00	1.00		0.82	1.12	1.54	1.00	1.00		0.62	0.58	0.53
Incremental Delay, d2	9.9	1.3		0.7	2.9	0.5	13.0	6.0		12.5	0.9	5.5
Delay (s)	56.2	29.1		45.9	48.2	52.6	66.5	43.9		46.2	20.1	24.0
Level of Service	E	C		D	D	D	E	D		D	C	C
Approach Delay (s)		37.9			48.4			47.3			25.6	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM Average Control Delay	39.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	0.86		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5080		1770	5041		1770	1593		1681	1568	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5080		1770	5041		1770	1593		1681	1568	
Volume (vph)	121	1641	11	40	1301	80	28	3	91	46	3	25
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	127	1727	12	43	1384	85	33	4	108	55	4	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	127	1739	0	43	1469	0	33	112	0	46	43	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	11.6	43.9		4.0	36.3		20.1	20.1		16.0	16.0	
Effective Green, g (s)	11.6	43.9		4.0	36.3		20.1	20.1		16.0	16.0	
Actuated g/C Ratio	0.12	0.44		0.04	0.36		0.20	0.20		0.16	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	205	2230		71	1830		356	320		269	251	
v/s Ratio Prot	0.07	c0.34		0.02	c0.29		0.02	c0.07		0.03	c0.03	
v/s Ratio Perm												
v/c Ratio	0.62	0.78		0.61	0.80		0.09	0.35		0.17	0.17	
Uniform Delay, d1	42.1	23.9		47.2	28.6		32.5	34.3		36.3	36.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.5	1.8		13.7	2.6		0.5	3.0		1.4	1.5	
Delay (s)	47.6	25.7		61.0	31.3		33.0	37.3		37.6	37.8	
Level of Service	D	C		E	C		C	D		D	D	
Approach Delay (s)		27.2			32.1			36.4			37.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	29.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (prot)	1770	3514		1770	3519			1820	1583		1777	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (perm)	1770	3514		1770	3519			1820	1583		1777	
Volume (vph)	27	1063	52	108	943	38	82	94	136	77	72	36
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	29	1143	56	116	1014	41	91	104	151	88	82	41
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	29	1199	0	116	1055	0	0	195	134	0	211	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	3.9	56.7		13.3	66.1			17.1	17.1		17.9	
Effective Green, g (s)	3.4	57.2		12.8	66.6			16.6	16.6		17.4	
Actuated g/C Ratio	0.03	0.48		0.11	0.55			0.14	0.14		0.14	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	50	1675		189	1953			252	219		258	
v/s Ratio Prot	0.02	c0.34		c0.07	c0.30			c0.11			c0.12	
v/s Ratio Perm									0.10			
v/c Ratio	0.58	0.72		0.61	0.54			0.77	0.61		0.82	
Uniform Delay, d1	57.6	24.9		51.2	17.0			49.9	48.7		49.8	
Progression Factor	0.83	0.35		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	12.7	2.2		5.8	1.1			13.7	5.0		17.9	
Delay (s)	60.3	10.8		57.0	18.0			63.6	53.6		67.7	
Level of Service	E	B		E	B			E	D		E	
Approach Delay (s)		12.0			21.9			59.3			67.7	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5010		3433	4966		3433	5085	1561	3433	4774	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5010		3433	4966		3433	5085	1561	3433	4774	
Volume (vph)	526	1507	149	115	851	142	299	1111	90	83	344	206
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	554	1586	157	124	915	153	318	1182	96	90	374	224
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	554	1743	0	124	1068	0	318	1182	85	90	598	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	17.7	39.8		4.6	26.7		10.1	27.1	27.1	4.6	21.6	
Effective Green, g (s)	17.7	41.1		4.6	28.0		10.1	28.4	28.4	4.6	22.9	
Actuated g/C Ratio	0.19	0.43		0.05	0.30		0.11	0.30	0.30	0.05	0.24	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	642	2174		167	1468		366	1525	468	167	1154	
v/s Ratio Prot	c0.16	c0.35		0.04	0.22		c0.09	c0.23		0.03	0.13	
v/s Ratio Perm									0.06			
v/c Ratio	0.86	0.80		0.74	0.73		0.87	0.78	0.18	0.54	0.52	
Uniform Delay, d1	37.3	23.3		44.5	29.9		41.6	30.2	24.6	44.0	31.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.2	3.2		14.4	3.2		18.5	2.3	0.1	1.7	0.2	
Delay (s)	48.5	26.5		58.8	33.1		60.2	32.5	24.6	45.7	31.3	
Level of Service	D	C		E	C		E	C	C	D	C	
Approach Delay (s)		31.8			35.8			37.6			33.2	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	94.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	4810		3400	4848	1561	2968	3505	1546	3242	3374	1487
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	4810		3400	4848	1561	2968	3505	1546	3242	3374	1487
Volume (vph)	113	1817	93	345	1337	167	73	259	455	290	198	87
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	119	1913	98	363	1407	176	78	278	489	315	215	95
RTOR Reduction (vph)	0	0	0	0	0	39	0	0	81	0	0	8
Lane Group Flow (vph)	119	2011	0	363	1407	137	78	278	408	315	215	87
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	4%	6%	2%	3%	7%	2%	18%	3%	3%	8%	7%	7%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	8.0	42.1		9.0	43.1	43.1	21.7	30.0	30.0	9.9	18.2	18.2
Effective Green, g (s)	8.0	43.8		9.0	44.8	44.8	21.7	31.3	31.3	9.9	19.5	19.5
Actuated g/C Ratio	0.07	0.40		0.08	0.41	0.41	0.20	0.28	0.28	0.09	0.18	0.18
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	245	1915		278	1974	636	586	997	440	292	598	264
v/s Ratio Prot	0.04	c0.42		c0.11	0.29		0.03	0.08		c0.10	0.06	
v/s Ratio Perm						0.11			0.32			0.06
v/c Ratio	0.49	1.05		1.31	0.71	0.22	0.13	0.28	0.93	1.08	0.36	0.33
Uniform Delay, d1	49.0	33.1		50.5	27.2	21.2	36.4	30.6	38.2	50.0	39.8	39.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	35.2		161.2	2.2	0.8	0.0	0.1	25.3	75.2	0.1	0.3
Delay (s)	49.6	68.3		211.7	29.5	22.0	36.4	30.6	63.5	125.3	39.9	39.8
Level of Service	D	E		F	C	C	D	C	E	F	D	D
Approach Delay (s)		67.2			62.8			50.2			82.9	
Approach LOS		E			E			D			F	

Intersection Summary			
HCM Average Control Delay	64.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.97					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6225	1509		4651					3433		2707
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6225	1509		4651					3433		2707
Volume (vph)	0	2192	370	0	832	175	0	0	0	402	0	1018
Peak-hour factor, PHF	0.96	0.96	0.96	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	0	2283	385	0	895	188	0	0	0	428	0	1083
RTOR Reduction (vph)	0	0	134	0	35	0	0	0	0	0	0	72
Lane Group Flow (vph)	0	2283	251	0	1048	0	0	0	0	428	0	1011
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	5%	7%	2%	8%	9%	2%	2%	2%	2%	2%	5%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		37.8	37.8		37.8					36.8		36.8
Effective Green, g (s)		40.1	40.1		40.1					38.4		38.4
Actuated g/C Ratio		0.46	0.46		0.46					0.44		0.44
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2886	700		2156					1524		1202
v/s Ratio Prot		c0.37			0.23					0.12		
v/s Ratio Perm			0.26									0.40
v/c Ratio		0.79	0.36		0.49					0.28		0.84
Uniform Delay, d1		19.7	14.9		16.1					15.3		21.3
Progression Factor		1.00	1.00		1.00					1.00		1.00
Incremental Delay, d2		1.7	0.5		0.4					0.1		5.6
Delay (s)		21.3	15.4		16.4					15.4		26.9
Level of Service		C	B		B					B		C
Approach Delay (s)		20.5			16.4			0.0			23.7	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	86.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
64: White Lane & SR-99 NB Ramps

7/23/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.94	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4318	1286		4848	1492	1703		1455			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4318	1286		4848	1492	1703		1455			
Volume (vph)	0	964	1630	0	557	705	450	0	231	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1004	1698	0	593	750	489	0	251	0	0	0
RTOR Reduction (vph)	0	185	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	0	1474	1043	0	593	750	489	0	234	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	6%	8%	2%	7%	6%	6%	2%	11%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		23.3	55.7		23.3	55.7	22.3		22.3			
Effective Green, g (s)		24.2	55.7		24.2	55.7	23.5		23.5			
Actuated g/C Ratio		0.43	1.00		0.43	1.00	0.42		0.42			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		1876	1286		2106	1492	719		614			
v/s Ratio Prot		0.38			0.12		0.29					
v/s Ratio Perm			0.81			0.50			0.17			
v/c Ratio		0.79	0.81		0.28	0.50	0.68		0.38			
Uniform Delay, d1		13.5	0.0		10.1	0.0	13.1		11.1			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		2.7	5.6		0.2	1.2	3.6		0.9			
Delay (s)		16.3	5.6		10.3	1.2	16.6		12.0			
Level of Service		B	A		B	A	B		B			
Approach Delay (s)		12.2			5.2			15.1			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	10.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	0.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	4715		1752	4781		1752	3471	1389	1736	3099	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	4715		1752	4781		1752	3471	1389	1736	3099	
Volume (vph)	195	781	194	62	748	49	296	195	48	52	104	193
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	210	840	209	67	804	53	322	212	52	58	116	214
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	3	0	0	0
Lane Group Flow (vph)	210	1049	0	67	857	0	322	212	49	58	330	0
Confl. Peds. (#/hr)			2			3			5			3
Heavy Vehicles (%)	4%	7%	4%	3%	7%	13%	3%	4%	14%	4%	6%	3%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	15.5	44.9		7.2	36.6		23.1	33.2	33.2	6.1	16.2	
Effective Green, g (s)	15.5	46.2		7.2	37.9		23.1	34.5	34.5	6.1	17.5	
Actuated g/C Ratio	0.14	0.42		0.07	0.34		0.21	0.31	0.31	0.06	0.16	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	245	1980		115	1647		368	1089	436	96	493	
v/s Ratio Prot	c0.12	c0.22		0.04	c0.18		c0.18	0.06		0.03	c0.11	
v/s Ratio Perm									0.04			
v/c Ratio	0.86	0.53		0.58	0.52		0.88	0.19	0.11	0.60	0.87dr	
Uniform Delay, d1	46.2	23.8		49.9	28.8		42.1	27.6	26.8	50.8	43.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	23.6	1.0		4.8	1.2		19.5	0.0	0.0	7.2	2.7	
Delay (s)	69.7	24.8		54.7	30.0		61.5	27.6	26.9	57.9	46.2	
Level of Service	E	C		D	C		E	C	C	E	D	
Approach Delay (s)		32.3			31.8			46.2			48.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3331		1736	3196		1703	3426		1770	3471	1501
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3331		1736	3196		1703	3426		1770	3471	1501
Volume (vph)	197	570	38	97	369	69	52	661	87	52	393	161
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	212	613	41	105	401	75	56	711	94	57	427	175
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	9
Lane Group Flow (vph)	212	654	0	105	476	0	56	805	0	57	427	166
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	13.3	24.3		7.9	18.9		5.6	34.4		4.8	33.6	33.6
Effective Green, g (s)	13.3	25.6		7.9	20.2		5.6	35.7		4.8	34.9	34.9
Actuated g/C Ratio	0.15	0.28		0.09	0.22		0.06	0.40		0.05	0.39	0.39
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	262	947		152	717		106	1359		94	1346	582
v/s Ratio Prot	c0.12	c0.20		0.06	c0.15		c0.03	c0.23		0.03	0.12	
v/s Ratio Perm												0.12
v/c Ratio	0.81	0.69		0.69	0.66		0.53	0.59		0.61	0.32	0.28
Uniform Delay, d1	37.1	28.7		39.9	31.8		40.9	21.4		41.7	19.2	19.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.8	2.4		10.4	2.6		2.2	1.9		7.4	0.6	1.2
Delay (s)	52.9	31.0		50.3	34.4		43.1	23.3		49.0	19.9	20.2
Level of Service	D	C		D	C		D	C		D	B	C
Approach Delay (s)		36.4			37.2			24.6			22.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3230		1719	3153		1626	3375		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3230		1719	3153		1626	3375		1736	3471	1474
Volume (vph)	218	380	93	66	334	47	90	444	35	28	256	147
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	234	409	100	71	359	51	98	483	38	31	284	163
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	16
Lane Group Flow (vph)	234	509	0	71	410	0	98	521	0	31	284	147
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	14.5	49.8		6.3	41.6		6.9	22.1		3.6	18.8	18.8
Effective Green, g (s)	14.5	50.7		6.3	42.5		6.9	23.4		3.6	20.1	20.1
Actuated g/C Ratio	0.14	0.51		0.06	0.42		0.07	0.23		0.04	0.20	0.20
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	252	1638		108	1340		112	790		62	698	296
v/s Ratio Prot	c0.13	c0.16		0.04	0.13		c0.06	c0.15		0.02	0.08	
v/s Ratio Perm												0.11
v/c Ratio	0.93	0.31		0.66	0.31		0.88	0.66		0.50	0.41	0.50
Uniform Delay, d1	42.2	14.4		45.8	19.0		46.1	34.7		47.3	34.8	35.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	37.0	0.5		10.5	0.6		47.0	1.5		2.3	0.1	0.5
Delay (s)	79.2	14.9		56.3	19.6		93.1	36.2		49.6	34.9	35.9
Level of Service	E	B		E	B		F	D		D	C	D
Approach Delay (s)		35.2			25.0			45.2			36:2	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

2018 ALTERNATIVE A

PM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	345	326	94%	8.8	A	
EB - Stockdale Hwy	129	128	99%	0.0	A	A
WB - Stockdale Hwy	183	167	91%	0.0	A	
Intersection Total	*657*	*621*	*95%*			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	52	47	90%	8.4	A	
EB - Stockdale Hwy	462	442	96%	0.0	A	A
WB - Stockdale Hwy	389	358	92%	0.0	A	
Intersection Total	*903*	*847*	*94%*			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	547	547	100%	11.4	B	
SB - Enos Ln	236	236	100%	21.6	C	C
EB - Stockdale Hwy	513	472	92%	35.7	D	
WB - Stockdale Hwy	611	612	100%	31.2	D	
Intersection Total	*1,907*	*1,867*	*98%*	*23.6*		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	713	726	102%	0.0	A	
SB - SR-43	452	448	99%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	62	59	95%	11.1	B	
Intersection Total	*1,227*	*1,233*	*100%*			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	592	591	100%	0.0	A	
SB - SR-43	400	390	98%	1.0	A	A
EB - I-5 SB Ramp - STOP Control	154	150	97%	15.8	C	
Intersection Total	*1,146*	*1,131*	*99%*			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	75	75	100%	16.3	B	
SB - Nord Rd	76	76	100%	25.7	C	C
EB - Stockdale Hwy	847	856	101%	37.1	D	
WB - Stockdale Hwy	826	779	94%	23.0	C	
Intersection Total	*1,824*	*1,786*	*98%*	*29.6*		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	51	52	102%	9.9	A	
SB - Heath Rd	233	232	100%	45.3	D	B
EB - Stockdale Hwy	1,028	1,020	99%	22.4	C	
WB - Stockdale Hwy	1,155	1,134	98%	8.8	A	
Intersection Total	*2,467*	*2,438*	*99%*	*18.0*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	286	284	99%	19.8	B	
EB - Stockdale Hwy	1,244	1,241	100%	4.1	A	B
WB - WSP	1,166	1,101	94%	33.3	C	
Intersection Total	*2,696*	*2,626*	*97%*	*18.0*		
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	1,836	1,749	95%	33.3	C	
SB - Allen Rd	1,396	1,399	100%	36.3	D	C
EB - Brihmall Rd	366	362	99%	18.3	B	
WB - Brihmall Rd	436	431	99%	23.6	C	
Intersection Total	*4,034*	*3,941*	*98%*	*31.9*		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	572	549	96%	61.9	E	
SB - Allen Rd	1,517	1,530	101%	42.5	D	C
WB - Off Ramp/On Ramp WSP WB	1,815	1,739	96%	7.7	A	
Intersection Total	*3,904*	*3,818*	*98%*	*29.4*		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	912	862	95%	8.4	A	
SB - Allen Rd	2,004	1,989	99%	14.5	B	A
EB - WSP EB off Ramp	85	82	96%	3.8	A	
Intersection Total	*3,001*	*2,933*	*98%*	*8.2*		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	290	289	100%	24.9	C	
SB - Allen Rd	962	1,032	107%	25.3	C	C
EB - Stockdale Hwy	730	726	99%	34.8	C	
WB - Stockdale Hwy	955	950	99%	20.4	C	
Intersection Total	*2,937*	*2,997*	*102%*	*26.0*		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	1,849	1,790	97%	33.3	C	
SB - Calloway Dr	1,609	1,608	100%	31.4	C	C
EB - Brimhall Rd	668	670	100%	26.1	C	
WB - Brimhall Rd	1,079	1,082	100%	27.4	C	
Intersection Total	*5,205*	*5,150*	*99%*	*30.5*		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	1,252	1,272	102%	10.3	B	
SB - Calloway Dr	1,768	1,785	101%	37.0	D	B
EB - WSP WB on Ramp	1,235	1,195	97%	13.5	B	
WB - WSP WB Off Ramp	885	840	95%	6.7	A	
Intersection Total	*5,140*	*5,092*	*99%*	*15.8*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	1,118	1,133	101%	8.0	A	
SB - Calloway Dr	2,090	2,075	99%	6.4	A	A
EB - WSP EB off Ramp	475	465	98%	10.4	B	
Intersection Total	*3,683*	*3,673*	*100%*	*7.4*		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,719	1,712	100%	30.3	C	
SB - Calloway Dr	2,431	2,381	98%	31.0	C	C
EB - Stockdale Hwy	1,135	1,136	100%	36.3	D	
WB - Stockdale Hwy	1,108	1,109	100%	29.0	C	
Intersection Total	*6,393*	*6,338*	*99%*	*31.4*		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,719	1,760	102%	24.5	C	
SB - Coffee Rd	2,095	2,097	100%	28.3	C	C
EB - Brimhall Rd	702	699	100%	20.5	C	
WB - Brimhall Rd	1,855	1,769	95%	28.3	C	
Intersection Total	*6,371*	*6,325*	*99%*	*26.4*		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	2,343	2,393	102%	9.4	A	
SB - Coffee Rd	2,296	2,332	102%	3.8	A	A
EB - WSP EB off Ramp	595	544	91%	12.5	B	
Intersection Total	*5,234*	*5,269*	*101%*	*7.2*		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	2,396	2,395	100%	13.5	B	
SB - Coffee Rd	1,595	1,619	102%	11.4	B	B
WB - Truxtun Ave	918	911	99%	27.1	C	
Intersection Total	*4,909*	*4,925*	*100%*	*15.3*		
31. Mohawk St @ WSP WB Ramps						
NB - Mohawk St						
SB - Mohawk St						
Intersection Total						
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,525	1,519	100%	25.2	C	
SB - Mohawk St	633	589	93%	10.3	B	B
EB - WSP EB off Ramp	825	788	96%	5.9	A	
Intersection Total	*2,983*	*2,896*	*97%*	*16.4*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,914	1,914	100%	32.4	C	C
SB - Mohawk St	1,204	1,145	95%	19.0	B	
EB - Truxtun Ave	672	672	100%	22.8	C	
WB - Truxtun Ave	932	912	98%	29.4	C	
Intersection Total	*4,722*	*4,643*	*98%*	*27.1*		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,786	1,734	97%	19.4	B	C
SB - Airport Dr	1,435	1,435	100%	19.7	B	
EB - State Rd	237	207	87%	14.5	B	
WB - SR204 WB Off Ramp	1,117	1,109	99%	31.5	C	
Intersection Total	*4,575*	*4,485*	*98%*	*22.3*		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,365	1,269	93%	17.7	B	B
WB - Buck Owens Blvd	827	851	103%	3.6	A	
Intersection Total	*2,192*	*2,120*	*97%*	*12.0*		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	747	747	100%	29.0	C	C
SB - Buck Owens Blvd	65	62	95%	16.7	B	
EB - Rio Mirada Dr	496	495	100%	14.4	B	
WB - Rio Mirada Dr	365	364	100%	25.3	C	
Intersection Total	*1,673*	*1,668*	*100%*	*23.4*		
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	1,228	1,201	98%	41.6	D	D
SB - Buck Owens Blvd	609	611	100%	50.4	D	
EB - SR99 NB Off Ramp	365	368	101%	45.2	D	
WB - Sillect Ave	549	535	97%	39.9	D	
Intersection Total	*2,751*	*2,715*	*99%*	*43.7*		
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	370	376	102%	38.4	D	D
SB - Camino del Rio Ct	463	449	97%	57.2	E	
EB - Rosedale Hwy	2,397	2,409	101%	29.2	C	
WB - Rosedale Hwy	2,764	2,721	98%	27.3	C	
Intersection Total	*5,994*	*5,955*	*99%*	*38.5*		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	709	714	101%	20.2	C	B
EB - Rosedale Hwy	1,804	1,817	101%	8.8	A	
WB - Rosedale Hwy	2,254	2,200	98%	22.3	C	
Intersection Total	*4,767*	*4,731*	*99%*	*16.8*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	1,764	1,706	97%	54.2	D	C
SB - Buck Owens Blvd	1,027	951	93%	21.0	C	
EB - Rosedale Hwy	2,004	2,015	101%	22.9	C	
WB - 24th St	2,716	2,719	100%	20.3	C	
Intersection Total	*7,511*	*7,391*	*98%*	*28.9*		
43. 24th St & Oak St						
NB - Oak St	1,973	1,937	98%	35.8	D	C
SB - Oak St	91	89	98%	55.1	E	
EB - 24th St	2,635	2,640	100%	39.2	D	
WB - 24th St	2,782	2,800	101%	22.3	C	
Intersection Total	*7,481*	*7,466*	*100%*	*32.2*		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,275	1,238	97%	43.0	D	D
SB - Oak St	1,697	1,706	101%	36.6	D	
EB - Truxtun Ave	1,732	1,805	104%	59.0	E	
WB - Truxtun Ave	1,256	1,258	100%	34.9	C	
Intersection Total	*5,960*	*6,007*	*101%*	*44.3*		
46. California Ave & Chester Ln						
NB - Chester Ln	202	137	68%	79.6	E	D
SB - Chester Ln	558	408	73%	51.0	D	
EB - California Ave	1,559	1,399	90%	87.5	F	
WB - California Ave	1,735	1,817	105%	20.9	C	
Intersection Total	*4,054*	*3,761*	*93%*	*53.6*		
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	593	588	99%	25.5	C	E
SB - SR99 SB Off Ramp	1,395	1,375	99%	16.6	B	
EB - California Ave	1,910	1,520	80%	109.1	F	
WB - California Ave	1,371	1,428	104%	87.0	F	
Intersection Total	*5,269*	*4,911*	*93%*	*65.9*		
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	630	626	99%	23.9	C	C
SB - Extended Stay Hotel	97	95	98%	43.1	D	
EB - California Ave	1,370	1,310	96%	13.1	B	
WB - California Ave	2,282	2,171	95%	11.0	B	
Intersection Total	*4,379*	*4,202*	*96%*	*25.8*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
49. California Ave & Oak St						
NB - Oak St	1,272	1,266	100%	38.9	D	D
SB - Oak St	1,659	1,569	95%	34.7	C	
EB - California Ave	1,593	1,543	97%	44.8	D	
WB - California Ave	1,479	1,474	100%	45.4	D	
Intersection Total	*6,003*	*5,852*	*97%*	*41.0*		
51. Stockdale Hwy & Real Rd						
NB - Real Rd	312	311	100%	51.5	D	D
SB - Real Rd	616	614	100%	30.6	C	
EB - Stockdale Hwy	1,483	1,486	100%	36.9	D	
WB - Stockdale Hwy	1,296	1,348	104%	46.8	D	
Intersection Total	*3,707*	*3,759*	*101%*	*40.6*		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	750	752	100%	32.0	C	C
SB - Oak St	930	928	100%	29.6	C	
EB - Stockdale Hwy	1,453	1,411	97%	22.6	C	
WB - Stockdale Hwy	1,089	1,087	100%	31.1	C	
Intersection Total	*4,222*	*4,178*	*99%*	*28.1*		
57. Ming Ave & Real Rd						
NB - Real Rd	334	332	99%	29.9	C	C
SB - Real Rd	727	724	100%	37.7	D	
EB - Ming Ave	1,811	1,815	100%	25.3	C	
WB - Ming Ave	2,295	2,229	97%	31.7	C	
Intersection Total	*5,167*	*5,100*	*99%*	*30.2*		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	1,999	2,005	100%	2.4	A	A
WB - Ming Ave	1,654	1,661	100%	3.3	A	
Intersection Total	*3,653*	*3,666*	*100%*	*2.8*		
59. Ming Ave & Wible Rd						
NB - Wible Rd	728	730	100%	25.5	C	C
SB - Wible Rd	875	874	100%	36.7	D	
EB - Ming Ave	2,442	2,368	97%	28.7	C	
WB - Ming Ave	1,685	1,690	100%	16.6	B	
Intersection Total	*5,730*	*5,662*	*99%*	*25.9*		
60. Ming Ave & SR99 NB Ramps						
NB - Sears	309	305	99%	29.9	C	C
SB - SR99 SB Off Ramp	835	851	102%	18.2	B	
EB - Ming Ave	2,200	2,249	102%	28.3	C	
WB - Ming Ave	1,419	1,407	99%	50.4	D	
Intersection Total	*4,763*	*4,812*	*101%*	*33.1*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
61. Ming Ave & Castro Ln						
NB - Castro Ln	396	393	99%	26.0	C	C
SB - Castro Ln	267	265	99%	19.3	B	
EB - Ming Ave	1,562	1,599	102%	27.1	C	
WB - Ming Ave	1,168	1,169	100%	37.5	D	
Intersection Total	*3,393*	*3,426*	*101%*	*29.9*		
66. Brundage Ln & H St						
NB - H St	717	728	102%	47.3	D	D
SB - H St	883	889	101%	42.9	D	
EB - Brundage Ln	911	903	99%	28.9	C	
WB - Brundage Ln	917	859	94%	42.4	D	
Intersection Total	*3,428*	*3,379*	*99%*	*40.0*		
67. SR58 WB Ramp & H St						
NB - H St	770	766	99%	15.8	B	D
SB - H St	1,236	1,231	100%	29.4	C	
WB - Richland St	759	683	90%	107.4	F	
Intersection Total	*2,765*	*2,680*	*97%*	*45.4*		
68. SR58 EB Ramp & H St						
NB - H St	896	900	100%	26.2	C	C
SB - H St	1,173	1,130	96%	14.9	B	
EB - SR58 EB Off Ramp	700	722	103%	20.1	C	
Intersection Total	*2,769*	*2,752*	*99%*	*21.0*		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	745	763	102%	35.6	D	D
SB - Chester Ave	1,246	1,229	99%	61.8	E	
EB - Brundage Ln	744	732	98%	32.5	C	
WB - Brundage Ln	846	727	86%	79.2	E	
Intersection Total	*3,581*	*3,451*	*96%*	*40.5*		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	756	735	97%	25.2	C	D
SB - Chester Ave	1,304	1,187	91%	20.4	C	
WB - Richland St	900	882	98%	32.1	C	
Intersection Total	*2,960*	*2,804*	*95%*	*24.9*		
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	1,039	1,037	100%	25.9	C	B
SB - Chester Ave	1,470	1,357	92%	7.7	A	
EB - Frontage Rd	582	590	101%	23.9	C	
Intersection Total	*3,091*	*2,984*	*97%*	*17.2*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2018 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
74. Brundage Ln & Union Ave						
NB - Union Ave	1,404	1,443	103%	17.2	B	C
SB - Union Ave	2,234	2,252	101%	34.6	C	
EB - Brundage Ln	659	655	99%	41.0	D	
WB - Brundage Ln	1,193	1,150	96%	23.5	C	
Intersection Total	*5,490*	*5,500*	*100%*	*28.5*		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	900	887	99%	11.5	B	C
SB - Liggett St	77	76	99%	33.9	C	
EB - Brundage Ln	744	737	99%	24.8	C	
WB - Brundage Ln	436	437	100%	38.4	D	
Intersection Total	*2,157*	*2,137*	*99%*	*22.4*		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	1,408	1,418	101%	11.3	B	B
SB - Union Ave	1,264	1,281	101%	11.3	B	
EB - SR58 EB Off Ramp	715	751	105%	16.7	B	
Intersection Total	*3,387*	*3,450*	*102%*	*12.5*		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	652	628	96%	22.5	C	C
SB - Cottonwood Rd	296	298	101%	24.5	C	
EB - Brundage Ln	338	339	100%	28.0	C	
WB - Brundage Ln	583	593	102%	37.4	D	
Intersection Total	*1,869*	*1,858*	*99%*	*25.9*		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	260	267	103%	23.5	C	C
SB - Driveway	36	36	100%	33.4	C	
EB - Brundage Ln	587	538	92%	22.7	C	
WB - Brundage Ln	544	534	98%	33.6	C	
Intersection Total	*1,427*	*1,375*	*96%*	*27.3*		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	733	735	100%	18.0	B	B
SB - Cottonwood Rd	522	534	102%	27.8	C	
EB - SR-58 EB off Ramp	440	425	97%	10.6	B	
Intersection Total	*1,695*	*1,694*	*100%*	*19.2*		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3400	4803	1568	3303	3085	1509	3273	4867		3183	5001	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3400	4803	1568	3303	3085	1509	3273	4867		3183	5001	
Volume (vph)	134	668	130	375	450	237	239	1143	169	181	900	31
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	144	718	140	403	484	255	254	1216	180	195	968	33
RTOR Reduction (vph)	0	0	14	0	0	31	0	0	0	0	0	0
Lane Group Flow (vph)	144	718	126	403	484	224	254	1396	0	195	1001	0
Heavy Vehicles (%)	3%	8%	3%	6%	17%	7%	7%	4%	8%	10%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	8.1	32.6	32.6	16.7	41.2	41.2	12.6	35.6		9.6	32.6	
Effective Green, g (s)	9.4	35.6	35.6	18.0	44.2	44.2	13.5	38.6		10.5	35.6	
Actuated g/C Ratio	0.08	0.30	0.30	0.15	0.37	0.37	0.11	0.33		0.09	0.30	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	269	1440	470	501	1149	562	372	1583		282	1500	
v/s Ratio Prot	0.04	c0.15		c0.12	0.16		c0.08	c0.29		0.06	0.20	
v/s Ratio Perm			0.09			0.17						
v/c Ratio	0.54	0.50	0.27	0.80	0.42	0.40	0.68	0.88		0.69	0.67	
Uniform Delay, d1	52.5	34.2	31.6	48.6	27.7	27.4	50.5	37.9		52.5	36.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	1.2	1.4	8.6	1.1	2.1	4.1	6.2		5.8	1.0	
Delay (s)	53.6	35.4	33.0	57.3	28.9	29.5	54.6	44.1		58.3	37.4	
Level of Service	D	D	C	E	C	C	D	D		E	D	
Approach Delay (s)		37.7			39.0			45.7			40.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	41.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	118.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.97		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1740		1770	1585		1770	5085	1583	1770	5085	1583
Flt Permitted		0.47		0.72	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		846		1346	1585		1770	5085	1583	1770	5085	1583
Volume (vph)	88	1	25	56	1	135	25	688	51	158	881	108
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	105	1	30	64	1	153	27	740	55	170	947	116
RTOR Reduction (vph)	0	11	0	0	130	0	0	0	4	0	0	9
Lane Group Flow (vph)	0	125	0	64	24	0	27	740	51	170	947	107
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		18.0		18.0	18.0		4.9	68.7	68.7	21.3	85.1	85.1
Effective Green, g (s)		18.0		18.0	18.0		4.9	68.7	68.7	21.3	85.1	85.1
Actuated g/C Ratio		0.15		0.15	0.15		0.04	0.57	0.57	0.18	0.71	0.71
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		127		202	238		72	2911	906	314	3606	1123
v/s Ratio Prot					0.10		0.02	0.15		c0.10	c0.19	
v/s Ratio Perm		c0.16		0.05					0.03			0.07
v/c Ratio		0.98		0.32	0.10		0.38	0.25	0.06	0.54	0.26	0.10
Uniform Delay, d1		50.9		45.5	44.0		56.1	12.8	11.3	44.9	6.2	5.4
Progression Factor		1.00		1.00	1.00		1.44	0.67	0.63	1.11	0.74	0.67
Incremental Delay, d2		74.4		0.9	0.2		2.8	0.2	0.1	1.9	0.2	0.2
Delay (s)		125.2		46.4	44.2		83.5	8.7	7.2	51.9	4.8	3.8
Level of Service		F		D	D		F	A	A	D	A	A
Approach Delay (s)		125.2			44.9			11.1			11.2	
Approach LOS		F			D			B			B	

Intersection Summary

HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	4550	1583	3367	4673	1538	3367	4832		3303	4940	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	4550	1583	3367	4673	1538	3367	4832		3303	4940	1553
Volume (vph)	189	781	219	239	926	155	235	1235	211	232	1116	110
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	203	840	235	254	985	165	250	1314	224	247	1187	117
RTOR Reduction (vph)	0	0	20	0	0	17	0	0	0	0	0	12
Lane Group Flow (vph)	203	840	215	254	985	148	250	1538	0	247	1187	105
Heavy Vehicles (%)	3%	14%	2%	4%	11%	5%	4%	5%	5%	6%	5%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.8	31.8	31.8	8.9	33.9	33.9	7.8	34.6		7.2	34.0	34.0
Effective Green, g (s)	9.1	34.7	34.7	11.2	36.8	36.8	10.0	37.6		9.4	37.0	37.0
Actuated g/C Ratio	0.08	0.32	0.32	0.10	0.34	0.34	0.09	0.35		0.09	0.34	0.34
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	284	1450	504	346	1579	520	309	1668		285	1678	528
v/s Ratio Prot	0.06	0.18		c0.08	c0.21		0.07	c0.32		c0.07	0.24	
v/s Ratio Perm			0.15			0.11						0.08
v/c Ratio	0.71	0.58	0.43	0.73	0.62	0.29	0.81	0.92		0.87	0.71	0.20
Uniform Delay, d1	48.6	31.0	29.2	47.4	30.2	26.4	48.5	34.2		49.1	31.2	25.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.9	1.1	1.6	6.8	1.4	1.0	13.6	9.9		22.4	2.5	0.8
Delay (s)	55.6	32.1	30.8	54.2	31.7	27.4	62.1	44.2		71.5	33.8	26.3
Level of Service	E	C	C	D	C	C	E	D		E	C	C
Approach Delay (s)		35.6			35.2			46.7			39.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	39.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	108.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	4550	1538	3367	4715	1553	4848	4940	1538	3303	4940	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	4550	1538	3367	4715	1553	4848	4940	1538	3303	4940	1538
Volume (vph)	176	1296	652	570	1045	322	539	1552	469	193	843	130
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	185	1364	686	600	1100	339	561	1617	489	208	906	140
RTOR Reduction (vph)	0	0	42	0	0	26	0	0	40	0	0	17
Lane Group Flow (vph)	185	1364	644	600	1100	313	561	1617	449	208	906	123
Heavy Vehicles (%)	5%	14%	5%	4%	10%	4%	5%	5%	5%	6%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	9.1	39.5	39.5	9.7	40.1	40.1	6.8	37.4	37.4	6.4	37.0	37.0
Effective Green, g (s)	11.4	42.5	42.5	12.0	43.1	43.1	9.0	40.9	40.9	8.6	40.5	40.5
Actuated g/C Ratio	0.10	0.35	0.35	0.10	0.36	0.36	0.08	0.34	0.34	0.07	0.34	0.34
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	317	1611	545	337	1693	558	364	1684	524	237	1667	519
v/s Ratio Prot	0.06	0.30		c0.18	0.23		c0.12	c0.33		0.06	0.18	
v/s Ratio Perm			0.45			0.22			0.32			0.09
v/c Ratio	0.58	0.85	1.18	1.78	0.65	0.56	1.54	0.96	0.86	0.88	0.54	0.24
Uniform Delay, d1	52.0	35.7	38.8	54.0	32.1	30.9	55.5	38.8	36.8	55.2	32.2	28.6
Progression Factor	1.00	1.00	1.00	0.90	0.89	0.90	0.86	0.85	0.81	1.00	1.00	1.00
Incremental Delay, d2	1.8	5.7	99.4	356.5	0.9	1.8	253.4	11.5	12.6	27.7	1.3	1.1
Delay (s)	53.8	41.4	138.2	404.9	29.4	29.5	301.0	44.6	42.4	82.9	33.5	29.7
Level of Service	D	D	F	F	C	C	F	D	D	F	C	C
Approach Delay (s)		72.2			139.9			98.1			41.3	
Approach LOS		E			F			F			D	

Intersection Summary			
HCM Average Control Delay	92.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	4976		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	4976		3400	4988	1553
Volume (vph)	455	639	120	250	591	428	203	1465	229	304	1463	162
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	489	687	129	266	629	455	214	1542	241	320	1540	171
RTOR Reduction (vph)	0	0	16	0	0	29	0	0	0	0	0	19
Lane Group Flow (vph)	489	687	113	266	629	426	214	1783	0	320	1540	152
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	17.0	20.2	20.2	27.8	31.0	31.0	10.0	41.0		11.0	42.0	42.0
Effective Green, g (s)	17.0	22.2	22.2	27.8	33.0	33.0	10.0	43.0		11.0	44.0	44.0
Actuated g/C Ratio	0.14	0.18	0.18	0.23	0.28	0.28	0.08	0.36		0.09	0.37	0.37
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	486	923	277	780	1359	411	286	1783		312	1829	569
v/s Ratio Prot	c0.14	0.14		0.08	0.13		0.06	c0.36		c0.09	0.31	
v/s Ratio Perm			0.09			0.30						0.11
v/c Ratio	1.01	0.74	0.41	0.34	0.46	1.04	0.75	1.00		1.03	0.84	0.27
Uniform Delay, d1	51.5	46.2	43.1	38.5	36.1	43.5	53.8	38.5		54.5	34.8	26.7
Progression Factor	1.07	1.01	1.02	1.00	1.00	1.00	1.00	1.00		0.74	0.52	0.44
Incremental Delay, d2	42.0	2.8	0.3	0.1	0.1	54.1	9.0	21.3		54.7	4.4	1.0
Delay (s)	97.1	49.7	44.4	38.6	36.2	97.6	62.8	59.8		95.3	22.5	12.7
Level of Service	F	D	D	D	D	F	E	E		F	C	B
Approach Delay (s)		66.9			57.4			60.1			33.2	
Approach LOS		E			E			E			C	

Intersection Summary			
HCM Average Control Delay	52.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	4713	4803	1495	4713	4803	1495	3242	4803	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	4713	4803	1495	4713	4803	1495	3242	4803	1455
Volume (vph)	49	1710	521	674	1542	18	510	34	441	37	18	25
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.84	0.84	0.84
Adj. Flow (vph)	52	1800	548	709	1623	19	548	37	474	44	21	30
RTOR Reduction (vph)	0	0	35	0	0	11	0	0	34	0	0	7
Lane Group Flow (vph)	52	1800	513	709	1623	8	548	37	440	44	21	23
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	5.0	42.0	42.0	10.9	47.9	47.9	8.8	36.8	36.8	5.3	33.3	33.3
Effective Green, g (s)	7.3	44.3	44.3	13.2	50.2	50.2	11.0	39.0	39.0	7.5	35.5	35.5
Actuated g/C Ratio	0.06	0.37	0.37	0.11	0.42	0.42	0.09	0.32	0.32	0.06	0.30	0.30
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	197	1773	552	518	2009	625	432	1561	486	203	1421	430
v/s Ratio Prot	0.02	c0.37		c0.15	0.34		c0.12	0.01		0.01	0.00	
v/s Ratio Perm			0.37			0.01			0.32			0.02
v/c Ratio	0.26	1.02	0.93	1.37	0.81	0.01	1.27	0.02	0.91	0.22	0.01	0.05
Uniform Delay, d1	53.8	37.9	36.4	53.4	30.7	20.4	54.5	27.5	38.7	53.5	29.9	30.2
Progression Factor	1.27	1.17	1.19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	21.3	18.2	178.0	3.6	0.0	138.1	0.0	20.3	0.5	0.0	0.1
Delay (s)	68.6	65.7	61.4	231.4	34.3	20.4	192.6	27.6	59.0	54.0	29.9	30.3
Level of Service	E	E	E	F	C	C	F	C	E	D	C	C
Approach Delay (s)		64.8			93.6			127.0			41.2	
Approach LOS		E			F			F			D	

Intersection Summary			
HCM Average Control Delay	87.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1770	1583		3433	5045		1770	5085	1583	1681	1676	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1770	1583		3433	5045		1770	5085	1583	1681	1676	2787
Volume (vph)	104	133	11	1063	922	51	88	1407	478	483	86	964
Peak-hour factor, PHF	0.88	0.88	0.88	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	118	151	12	1119	971	54	93	1481	503	514	91	1026
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	64
Lane Group Flow (vph)	118	163	0	1119	1025	0	93	1481	478	304	301	962
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	11.0	11.0		28.8	52.0		7.7	30.9	30.9	21.0	21.0	49.8
Effective Green, g (s)	11.0	11.0		28.8	53.0		7.7	31.9	31.9	22.3	22.3	51.1
Actuated g/C Ratio	0.10	0.10		0.26	0.48		0.07	0.29	0.29	0.20	0.20	0.46
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	177	158		899	2431		124	1475	459	341	340	1396
v/s Ratio Prot	0.07	c0.10		c0.33	0.20		0.05	0.29		c0.18	0.18	0.19
v/s Ratio Perm									0.32			0.18
v/c Ratio	0.67	1.03		1.24	0.42		0.75	1.00	1.04	0.89	0.89	0.69
Uniform Delay, d1	47.7	49.5		40.6	18.5		50.2	39.0	39.0	42.7	42.6	23.2
Progression Factor	1.00	1.00		0.83	0.63		0.73	0.65	0.62	1.00	1.00	1.00
Incremental Delay, d2	7.1	80.2		117.3	0.4		14.7	20.7	46.6	23.5	22.4	1.1
Delay (s)	54.9	129.7		151.1	12.0		51.3	46.0	70.7	66.2	65.0	24.3
Level of Service	D	F		F	B		D	D	E	E	E	C
Approach Delay (s)	98.3				84.6			52.2			39.6	
Approach LOS	F				F			D			D	

Intersection Summary			
HCM Average Control Delay	62.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4869		3433	5085	1583	3433	5015		3433	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4869		3433	5085	1583	3433	5015		3433	5085	1583
Volume (vph)	569	1087	239	175	1144	102	374	1075	102	303	1505	557
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	599	1144	252	186	1217	109	398	1144	109	319	1584	586
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	0	27
Lane Group Flow (vph)	599	1396	0	186	1217	65	398	1253	0	319	1584	559
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	16.0	36.7		8.0	28.7	28.7	11.0	33.7		13.0	35.7	35.7
Effective Green, g (s)	16.0	38.0		8.0	30.0	30.0	11.0	35.0		13.0	37.0	37.0
Actuated g/C Ratio	0.15	0.35		0.07	0.27	0.27	0.10	0.32		0.12	0.34	0.34
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	499	1682		250	1387	432	343	1596		406	1710	532
v/s Ratio Prot	c0.17	0.29		0.05	c0.24		c0.12	0.25		0.09	0.31	
v/s Ratio Perm						0.07						0.37
v/c Ratio	1.20	0.83		0.74	0.88	0.15	1.16	0.79		0.79	0.93	1.05
Uniform Delay, d1	47.0	33.0		50.0	38.2	30.3	49.5	34.1		47.1	35.2	36.5
Progression Factor	1.00	1.00		0.45	0.93	1.16	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	108.2	4.9		1.0	0.8	0.1	99.7	4.0		8.9	10.1	53.3
Delay (s)	155.2	37.9		23.5	36.3	35.4	149.2	38.0		56.1	45.3	89.8
Level of Service	F	D		C	D	D	F	D		E	D	F
Approach Delay (s)		73.1			34.6			64.8			57.2	
Approach LOS		E			C			E			E	

Intersection Summary			
HCM Average Control Delay	58.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00		1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5084		1770	5065		1770	1583		1681	1529	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5084		1770	5065		1770	1583		1681	1529	
Volume (vph)	51	1635	4	31	1895	52	12	0	33	219	1	154
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	54	1739	4	33	1995	55	15	0	41	243	1	171
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	1743	0	33	2050	0	15	41	0	219	196	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	5.6	52.0		3.6	50.0		18.4	18.4		20.0	20.0	
Effective Green, g (s)	5.6	52.0		3.6	50.0		18.4	18.4		20.0	20.0	
Actuated g/C Ratio	0.05	0.47		0.03	0.45		0.17	0.17		0.18	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	90	2403		58	2302		296	265		306	278	
v/s Ratio Prot	0.03	c0.34		0.02	c0.40		0.01	c0.03		c0.13	0.13	
v/s Ratio Perm												
v/c Ratio	0.60	0.73		0.57	0.89		0.05	0.15		0.72	0.71	
Uniform Delay, d1	51.1	23.3		52.4	27.5		38.5	39.2		42.3	42.2	
Progression Factor	1.00	1.00		0.95	0.76		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.3	1.1		6.6	2.6		0.3	1.2		13.4	14.0	
Delay (s)	61.4	24.4		56.4	23.5		38.8	40.4		55.7	56.2	
Level of Service	E	C		E	C		D	D		E	E	
Approach Delay (s)		25.5			24.0			40.0			56.0	
Approach LOS		C			C			D			E	

Intersection Summary			
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (prot)	1770	3500		1770	3511			1822	1583		1799	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (perm)	1770	3500		1770	3511			1822	1583		1799	
Volume (vph)	11	1264	101	181	1260	70	84	102	213	66	116	30
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	12	1345	107	191	1326	74	93	113	237	75	132	34
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	12	1452	0	191	1400	0	0	206	220	0	241	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	0.9	38.7		14.3	52.1			16.2	16.2		15.8	
Effective Green, g (s)	0.4	39.2		13.8	52.6			15.7	15.7		15.3	
Actuated g/C Ratio	0.00	0.39		0.14	0.53			0.16	0.16		0.15	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	7	1372		244	1847			286	249		275	
v/s Ratio Prot	0.01	c0.41		c0.11	c0.40			0.11			c0.13	
v/s Ratio Perm									0.15			
v/c Ratio	1.71	1.06		0.78	0.76			0.72	0.88		0.88	
Uniform Delay, d1	49.8	30.4		41.7	18.7			40.1	41.3		41.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	634.2	41.3		15.0	3.0			8.6	28.7		25.3	
Delay (s)	684.0	71.7		56.7	21.7			48.7	70.0		66.7	
Level of Service	F	E		E	C			D	E		E	
Approach Delay (s)		76.8			25.9			60.1			66.7	
Approach LOS		E			C			E			E	

Intersection Summary			
HCM Average Control Delay	52.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4934		3433	5057		3433	5085	1560	3433	4947	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4934		3433	5057		3433	5085	1560	3433	4947	
Volume (vph)	413	850	189	430	1031	37	84	879	243	16	1108	221
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	439	904	201	457	1097	39	90	945	261	17	1179	235
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	10	0	0	0
Lane Group Flow (vph)	439	1105	0	457	1136	0	90	945	251	17	1414	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	15.1	31.3		16.1	32.3		4.5	36.0	36.0	2.2	33.7	
Effective Green, g (s)	15.1	32.6		16.1	33.6		4.5	37.3	37.3	2.2	35.0	
Actuated g/C Ratio	0.14	0.31		0.15	0.32		0.04	0.36	0.36	0.02	0.34	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	497	1544		530	1631		148	1820	558	72	1662	
v/s Ratio Prot	0.13	0.22		c0.13	c0.22		c0.03	0.19		0.00	c0.29	
v/s Ratio Perm									0.17			
v/c Ratio	0.88	0.72		0.86	0.70		0.61	0.52	0.45	0.24	0.85	
Uniform Delay, d1	43.7	31.7		43.0	30.8		49.0	26.4	25.6	50.2	32.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	16.4	2.9		13.1	2.5		4.8	0.1	0.2	0.6	4.2	
Delay (s)	60.1	34.6		56.1	33.3		53.8	26.5	25.8	50.8	36.4	
Level of Service	E	C		E	C		D	C	C	D	D	
Approach Delay (s)		41.8			39.9			28.2			36.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	104.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4982		3400	4988	1546	3433	3539	1546	3433	3539	1560
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	4982		3400	4988	1546	3433	3539	1546	3433	3539	1560
Volume (vph)	108	1566	95	396	1499	293	163	355	567	327	477	158
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	100%	100%	100%	100%	130%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	114	1648	100	417	2051	308	175	382	610	352	513	170
RTOR Reduction (vph)	0	0	0	0	0	39	0	0	76	0	0	8
Lane Group Flow (vph)	114	1748	0	417	2051	269	175	382	534	352	513	162
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	2%	2%	3%	4%	3%	2%	2%	3%	2%	2%	2%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	5.0	36.3		11.0	42.3	42.3	24.1	34.7	34.7	9.0	19.6	19.6
Effective Green, g (s)	5.0	38.0		11.0	44.0	44.0	24.1	36.0	36.0	9.0	20.9	20.9
Actuated g/C Ratio	0.05	0.35		0.10	0.40	0.40	0.22	0.33	0.33	0.08	0.19	0.19
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	156	1721		340	1995	618	752	1158	506	281	672	296
v/s Ratio Prot	0.03	0.35		c0.12	c0.41		0.05	0.11		c0.10	0.14	
v/s Ratio Perm						0.20			0.39			0.11
v/c Ratio	0.73	1.02		1.23	1.03	0.44	0.23	0.33	1.06	1.25	0.76	0.55
Uniform Delay, d1	51.8	36.0		49.5	33.0	24.0	35.3	27.9	37.0	50.5	42.2	40.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.0	25.7		125.2	27.7	2.2	0.1	0.1	55.4	139.6	4.6	1.1
Delay (s)	65.9	61.7		174.7	60.7	26.2	35.4	28.0	92.4	190.1	46.8	41.4
Level of Service	E	E		F	E	C	D	C	F	F	D	D
Approach Delay (s)		61.9			74.0			62.8			94.7	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM Average Control Delay	71.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		0.99					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.94					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6346	1583		4728					3433		2760
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6346	1583		4728					3433		2760
Volume (vph)	0	1980	480	0	864	510	0	0	0	691	0	1324
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	150%
Adj. Flow (vph)	0	2084	505	0	919	543	0	0	0	727	0	2091
RTOR Reduction (vph)	0	0	163	0	97	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	2084	342	0	1365	0	0	0	0	727	0	2042
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		43.7	43.7		43.7					54.4		54.4
Effective Green, g (s)		46.0	46.0		46.0					56.0		56.0
Actuated g/C Ratio		0.42	0.42		0.42					0.51		0.51
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2654	662		1977					1748		1405
v/s Ratio Prot		c0.33			0.31					0.21		
v/s Ratio Perm			0.32									0.76
v/c Ratio		0.79	0.52		0.69					0.42		1.45
Uniform Delay, d1		27.7	23.7		26.2					16.8		27.0
Progression Factor		1.00	1.00		1.00					1.00		1.00
Incremental Delay, d2		1.7	1.0		1.3					0.2		208.0
Delay (s)		29.5	24.8		27.5					17.0		235.0
Level of Service		C	C		C					B		F
Approach Delay (s)		28.6			27.5			0.0			178.8	
Approach LOS		C			C			A			F	

Intersection Summary			
HCM Average Control Delay	90.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.96	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4573	1335		5085	1550	1752		1538			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4573	1335		5085	1550	1752		1538			
Volume (vph)	0	1187	1485	0	961	605	413	0	277	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1236	1547	0	1022	644	449	0	301	0	0	0
RTOR Reduction (vph)	0	55	0	0	0	0	0	0	19	0	0	0
Lane Group Flow (vph)	0	1679	1049	0	1022	644	449	0	282	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	3%	2%	5%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		45.8	86.7		45.8	86.7	30.8		30.8			
Effective Green, g (s)		46.7	86.7		46.7	86.7	32.0		32.0			
Actuated g/C Ratio		0.54	1.00		0.54	1.00	0.37		0.37			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2463	1335		2739	1550	647		568			
v/s Ratio Prot		0.38			0.20		0.26					
v/s Ratio Perm			0.79			0.42			0.20			
v/c Ratio		0.68	0.79		0.37	0.42	0.69		0.50			
Uniform Delay, d1		14.6	0.0		11.5	0.0	23.2		21.1			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		1.1	4.7		0.2	0.8	4.3		1.6			
Delay (s)		15.7	4.7		11.8	0.8	27.5		22.7			
Level of Service		B	A		B	A	C		C			
Approach Delay (s)		11.6			7.5			25.6			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	86.7	Sum of lost time (s)	0.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4917		1770	5003		1770	3539	1553	1770	3165	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4917		1770	5003		1770	3539	1553	1770	3165	
Volume (vph)	281	928	233	127	950	103	249	193	144	161	191	342
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	987	248	137	1022	111	271	210	157	175	208	372
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	299	1235	0	137	1133	0	271	210	153	175	580	0
Confl. Peds. (#/hr)			2			3			5			3
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	20.2	40.2		11.6	31.6		17.6	26.1	26.1	13.5	22.0	
Effective Green, g (s)	20.2	41.5		11.6	32.9		17.6	27.4	27.4	13.5	23.3	
Actuated g/C Ratio	0.18	0.38		0.11	0.30		0.16	0.25	0.25	0.12	0.21	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	325	1855		187	1496		283	882	387	217	670	
v/s Ratio Prot	c0.17	0.25		0.08	c0.23		c0.15	0.06		0.10	c0.18	
v/s Ratio Perm									0.10			
v/c Ratio	0.92	0.67		0.73	0.76		0.96	0.24	0.40	0.81	1.13dr	
Uniform Delay, d1	44.1	28.5		47.7	34.9		45.8	33.0	34.4	47.0	41.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	29.8	1.9		12.0	3.6		41.3	0.1	0.2	18.3	11.0	
Delay (s)	73.9	30.4		59.7	38.6		87.1	33.0	34.6	65.3	52.8	
Level of Service	E	C		E	D		F	C	C	E	D	
Approach Delay (s)		38.9			40.8			56.4			55.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	45.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.86		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3399		1770	3493		1770	3016		1770	3539	1559
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3399		1770	3493		1770	3016		1770	3539	1559
Volume (vph)	91	815	135	253	850	73	215	16	152	78	19	156
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	98	876	145	272	914	78	239	18	169	89	22	177
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	98	1021	0	272	992	0	239	187	0	89	22	165
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	8.2	35.9		17.0	44.7		15.0	28.9		9.6	23.5	23.5
Effective Green, g (s)	8.2	37.2		17.0	46.0		15.0	30.2		9.6	24.8	24.8
Actuated g/C Ratio	0.07	0.34		0.15	0.42		0.14	0.27		0.09	0.23	0.23
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	132	1149		274	1461		241	828		154	798	351
v/s Ratio Prot	0.06	c0.30		c0.15	0.28		c0.14	0.06		0.05	0.01	
v/s Ratio Perm												0.11
v/c Ratio	0.74	0.89		0.99	0.68		0.99	0.23		0.58	0.03	0.47
Uniform Delay, d1	49.9	34.4		46.4	26.0		47.4	30.9		48.3	33.2	36.9
Progression Factor	1.00	1.00		0.69	0.42		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.7	8.8		40.8	0.9		55.4	0.6		3.2	0.1	4.5
Delay (s)	67.6	43.3		72.7	11.8		102.8	31.5		51.5	33.3	41.4
Level of Service	E	D		E	B		F	C		D	C	D
Approach Delay (s)		45.4			24.9			71.5			43.9	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM Average Control Delay	40.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3393		1752	3515		1719	3461		1770	3539	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	3393		1752	3515		1719	3461		1770	3539	1561
Volume (vph)	366	552	110	147	723	26	88	528	58	52	805	327
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	394	594	118	158	777	28	96	574	63	56	866	352
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	394	712	0	158	805	0	96	637	0	56	866	337
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	3%	3%	6%	3%	2%	5%	5%	2%	8%	2%	2%	2%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	25.0	40.7		16.3	32.0		7.0	30.0		4.8	27.8	27.8
Effective Green, g (s)	25.0	41.6		16.3	32.9		7.0	31.3		4.8	29.1	29.1
Actuated g/C Ratio	0.23	0.38		0.15	0.30		0.06	0.28		0.04	0.26	0.26
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	398	1283		260	1051		109	985		77	936	413
v/s Ratio Prot	c0.22	0.21		0.09	c0.23		c0.06	0.18		0.03	c0.24	
v/s Ratio Perm												0.23
v/c Ratio	0.99	0.55		0.61	0.77		0.88	0.65		0.73	0.93	0.82
Uniform Delay, d1	42.4	26.9		43.9	35.0		51.1	34.5		52.0	39.4	37.9
Progression Factor	0.88	0.27		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	33.4	1.1		2.7	5.3		49.7	1.1		24.9	14.3	11.2
Delay (s)	70.8	8.5		46.6	40.4		100.7	35.6		76.8	53.7	49.2
Level of Service	E	A		D	D		F	D		E	D	D
Approach Delay (s)		30.7			41.4			44.1			53.5	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	42.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2038 ALTERNATIVE A

AM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	323	323	100%	5.3	A	
EB - Stockdale Hwy	55	55	100%	0.0	A	A
WB - Stockdale Hwy	137	135	99%	0.0	A	
Intersection Total	***515***	***513***	***100%***			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	61	61	100%	7.2	A	
EB - Stockdale Hwy	364	370	102%	0.0	A	A
WB - Stockdale Hwy	559	492	88%	0.0	A	
Intersection Total	***984***	***923***	***94%***			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	194	194	100%	18.8	B	
SB - Enos Ln	306	305	100%	15.2	B	B
EB - Stockdale Hwy	383	383	100%	14.5	B	
WB - Stockdale Hwy	740	697	94%	15.2	B	
Intersection Total	***1,429***	***1,385***	***97%***	***15.5***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	225	211	94%	0.3	A	
SB - SR-43	756	752	99%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	67	67	100%	4.3	A	
Intersection Total	***1,048***	***1,030***	***98%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	205	204	100%	0.0	A	
SB - SR-43	589	555	94%	0.2	A	A
EB - I-5 SB Ramp - STOP Control	33	30	91%	4.1	A	
Intersection Total	***827***	***789***	***95%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	469	470	100%	8.7	A	
SB - Nord Rd	126	124	98%	37.1	D	C
EB - Stockdale Hwy	450	436	97%	44.4	D	
WB - Stockdale Hwy	1,048	1,020	97%	41.8	D	
Intersection Total	***2,093***	***2,050***	***98%***	***34.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	851	852	100%	26.1	C	
SB - Heath Rd	350	350	100%	46.7	D	C
EB - Stockdale Hwy	1,462	1,419	97%	16.4	B	
WB - Stockdale Hwy	1,926	1,814	94%	24.2	C	
Intersection Total	***4,589***	***4,435***	***97%***	***23.8***		
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	497	497	100%	22.7	C	
EB - Stockdale Hwy	2,477	2,425	98%	8.4	A	A
WB - WSP	1,745	1,637	94%	5.7	A	
Intersection Total	***4,719***	***4,559***	***97%***	***9.0***		
11. West Beltway @ WSP WB Ramps						
NB - West Beltway	1,497	1,498	100%	5.7	A	
SB - West Beltway	2,622	2,613	100%	10.0	B	A
WB - WSP WB Off Ramp	1,500	1,365	91%	8.9	A	
Intersection Total	***5,619***	***5,476***	***97%***	***8.5***		
12. West Beltway @ WSP EB Ramps						
NB - West Beltway	1,772	1,767	100%	5.5	A	
SB - West Beltway	1,192	1,190	100%	3.0	A	A
EB - WSP EB off Ramp	745	669	90%	26.5	C	
Intersection Total	***3,709***	***3,626***	***98%***	***8.3***		
14. Allen Rd @ Brimhall Rd						
NB - Allen Rd	1,279	1,236	97%	20.6	C	
SB - Allen Rd	1,487	1,486	100%	28.6	C	C
EB - Brimhall Rd	764	752	98%	18.0	B	
WB - Brimhall Rd	316	310	98%	23.7	C	
Intersection Total	***3,846***	***3,784***	***99%***	***23.5***		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	755	725	96%	42.5	D	
SB - Allen Rd	1,834	1,808	99%	11.1	B	B
WB - Off Ramp/On Ramp WSP WB	1,150	1,099	96%	11.5	B	
Intersection Total	***3,739***	***3,632***	***97%***	***17.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	1,689	1,716	102%	4.9	A	
SB - Allen Rd	2,110	2,035	96%	15.0	B	B
EB - WSP EB off Ramp	380	345	91%	16.3	B	
Intersection Total	***4,179***	***4,096***	***98%***	***10.9***		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	1,228	1,211	99%	35.3	D	
SB - Allen Rd	1,231	1,141	93%	30.2	C	C
EB - Stockdale Hwy	1,303	1,305	100%	33.2	C	
WB - Stockdale Hwy	872	874	100%	23.1	C	
Intersection Total	***3,406***	***4,531***	***98%***	***31.1***		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	1,773	1,725	97%	30.5	C	
SB - Calloway Dr	1,617	1,600	99%	30.4	C	C
EB - Brimhall Rd	1,496	1,502	100%	26.9	C	
WB - Brimhall Rd	762	762	100%	32.6	C	
Intersection Total	***3,875***	***5,589***	***99%***	***29.8***		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	1,304	1,275	98%	24.8	C	
SB - Calloway Dr	2,076	2,089	101%	20.5	C	B
EB - WSP WB on Ramp	910	888	98%	18.7	B	
WB - WSP WB Off Ramp	650	673	104%	5.4	A	
Intersection Total	***3,636***	***4,925***	***100%***	***19.2***		
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	975	998	102%	6.6	A	
SB - Calloway Dr	1,728	1,722	100%	10.9	B	B
EB - WSP EB off Ramp	960	859	89%	17.3	B	
Intersection Total	***3,663***	***3,579***	***98%***	***11.2***		
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,724	1,718	100%	40.4	D	
SB - Calloway Dr	2,359	2,267	96%	42.8	D	D
EB - Stockdale Hwy	1,774	1,776	100%	51.1	D	
WB - Stockdale Hwy	651	654	100%	27.8	C	
Intersection Total	***6,508***	***6,415***	***99%***	***42.9***		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,634	1,658	101%	30.0	C	
SB - Coffee Rd	1,693	1,694	100%	23.4	C	C
EB - Brimhall Rd	710	706	99%	19.6	B	
WB - Brimhall Rd	1,950	1,969	101%	45.5	D	
Intersection Total	***5,987***	***6,027***	***101%***	***32.0***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	2,160	2,180	101%	28.5	C	
SB - Coffee Rd	2,154	2,229	103%	8.9	A	B
EB - WSP EB off Ramp	1,025	1,000	98%	16.5	B	
Intersection Total	*5,339*	*5,409*	*101%*	*18.2*		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	2,683	2,680	100%	9.1	A	
SB - Coffee Rd	1,679	1,733	103%	14.5	B	B
WB - Truxtun Ave	572	573	100%	21.7	C	
Intersection Total	*4,934*	*4,986*	*101%*	*12.4*		
31. Mohawk St @ WSP WB Ramps						
NB - Mohawk St						
SB - Mohawk St						
Intersection Total						
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,169	1,184	101%	10.0	B	
SB - Mohawk St	631	612	97%	21.6	C	B
EB - WSP EB off Ramp	1,511	1,522	101%	9.2	A	
Intersection Total	*3,311*	*3,318*	*100%*	*11.8*		
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,533	1,527	100%	28.4	C	
SB - Mohawk St	1,583	1,543	97%	22.2	C	C
EB - Truxtun Ave	868	873	101%	24.5	C	
WB - Truxtun Ave	679	691	102%	33.8	C	
Intersection Total	*4,663*	*4,634*	*99%*	*26.4*		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,578	1,576	100%	45.1	D	
SB - Airport Dr	1,689	1,644	97%	47.1	D	C
EB - State Rd	250	250	100%	18.4	B	
WB - SR204 WB Off Ramp	947	936	99%	15.6	B	
Intersection Total	*4,464*	*4,406*	*100%*	*22.2*		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,740	1,544	89%	10.4	B	B
WB - Buck Owens Blvd	507	504	99%	26.9	C	
Intersection Total	*2,247*	*2,048*	*91%*	*9.5*		
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	512	512	100%	29.0	C	
SB - Buck Owens Blvd	117	102	87%	35.6	D	C
EB - Rio Mirada Dr	836	821	98%	14.9	B	
WB - Rio Mirada Dr	161	161	100%	24.0	C	
Intersection Total	*1,626*	*1,596*	*98%*	*21.7*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	1,198	1,154	96%	41.4	D	D
SB - Buck Owens Blvd	488	490	100%	48.6	D	
EB - SR99 NB Off Ramp	795	731	92%	37.9	D	
WB - Sillect Ave	253	253	100%	40.2	D	
Intersection Total	*2,734*	*2,628*	*96%*	*41.7*		
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	271	272	100%	38.7	D	C
SB - Camino del Rio Ct	160	160	100%	49.7	D	
EB - Rosedale Hwy	2,547	2,543	100%	14.2	B	
WB - Rosedale Hwy	2,901	2,800	97%	22.5	C	
Intersection Total	*5,879*	*5,775*	*98%*	*30.4*		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	1,375	1,376	100%	26.9	C	C
EB - Rosedale Hwy	1,933	1,892	98%	10.9	B	
WB - Rosedale Hwy	2,047	1,942	95%	27.3	C	
Intersection Total	*5,355*	*5,210*	*97%*	*21.2*		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	1,965	1,926	98%	47.5	D	C
SB - Buck Owens Blvd	506	492	97%	17.5	B	
EB - Rosedale Hwy	2,454	2,385	97%	15.6	B	
WB - 24th St	2,520	2,511	100%	41.9	D	
Intersection Total	*7,445*	*7,314*	*98%*	*33.2*		
43. 24th St & Oak St						
NB - Oak St	1,382	1,364	99%	35.5	D	D
SB - Oak St	85	85	100%	54.1	D	
EB - 24th St	3,180	3,032	95%	53.8	D	
WB - 24th St	3,280	3,282	100%	27.1	C	
Intersection Total	*7,927*	*7,763*	*98%*	*31.3*		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,768	1,819	103%	78.5	E	D
SB - Oak St	1,391	1,386	100%	29.2	C	
EB - Truxtun Ave	2,160	2,056	95%	40.4	D	
WB - Truxtun Ave	967	969	100%	59.5	E	
Intersection Total	*6,286*	*6,230*	*99%*	*52.0*		
46. California Ave & Chester Ln						
NB - Chester Ln	169	168	99%	37.4	D	C
SB - Chester Ln	164	162	99%	33.8	C	
EB - California Ave	1,521	1,518	100%	22.5	C	
WB - California Ave	1,855	1,987	107%	15.9	B	
Intersection Total	*3,709*	*3,835*	*103%*	*20.2*		

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YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	584	576	99%	22.2	C	E
SB - SR99 SB Off Ramp	1,495	1,495	100%	23.2	C	
EB - California Ave	1,735	1,676	97%	110.3	F	
WB - California Ave	1,278	1,467	115%	47.0	D	
Intersection Total	*5,092*	*5,214*	*102%*	*57.8*		
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	1,149	1,164	101%	15.8	B	C
SB - Extended Stay Hotel	63	61	97%	26.1	C	
EB - California Ave	1,191	1,406	118%	30.0	C	
WB - California Ave	1,608	1,522	95%	47.8	D	
Intersection Total	*4,011*	*4,153*	*104%*	*32.5*		
49. California Ave & Oak St						
NB - Oak St	1,242	1,242	100%	42.7	D	C
SB - Oak St	1,022	1,001	98%	23.8	C	
EB - California Ave	1,921	2,133	111%	22.9	C	
WB - California Ave	912	911	100%	34.3	C	
Intersection Total	*5,097*	*5,287*	*104%*	*29.7*		
51. Stockdale Hwy & Real Rd						
NB - Real Rd	292	292	100%	48.9	D	D
SB - Real Rd	582	582	100%	31.2	C	
EB - Stockdale Hwy	1,245	1,247	100%	28.4	C	
WB - Stockdale Hwy	1,134	1,149	101%	43.4	D	
Intersection Total	*3,253*	*3,270*	*101%*	*36.0*		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	594	594	100%	35.0	D	C
SB - Oak St	395	391	99%	25.2	C	
EB - Stockdale Hwy	1,234	1,206	98%	19.4	B	
WB - Stockdale Hwy	996	995	100%	28.7	C	
Intersection Total	*3,219*	*3,186*	*99%*	*25.9*		
57. Ming Ave & Real Rd						
NB - Real Rd	405	403	100%	23.0	C	C
SB - Real Rd	498	491	99%	35.2	D	
EB - Ming Ave	1,925	1,924	100%	26.9	C	
WB - Ming Ave	1,640	1,611	98%	35.4	D	
Intersection Total	*4,468*	*4,429*	*99%*	*30.6*		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	2,242	2,257	101%	10.9	B	A
WB - Ming Ave	996	992	100%	4.1	A	
Intersection Total	*3,238*	*3,249*	*100%*	*8.8*		
59. Ming Ave & Wible Rd						
NB - Wible Rd	729	731	100%	19.8	B	C
SB - Wible Rd	324	323	100%	29.5	C	
EB - Ming Ave	2,303	2,284	99%	13.4	B	
WB - Ming Ave	1,170	1,153	99%	14.1	B	
Intersection Total	*4,526*	*4,491*	*99%*	*25.8*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
60. Ming Ave & SR99 NB Ramps						
NB - Sears	65	64	98%	31.0	C	
SB - SR99 SB Off Ramp	915	873	95%	17.0	B	C
EB - Ming Ave	2,155	2,259	105%	32.8	C	
WB - Ming Ave	907	909	100%	13.2	B	
Intersection Total	*4,042*	*4,105*	*102%*	*25.1*		
61. Ming Ave & Castro Ln						
NB - Castro Ln	124	122	98%	14.7	B	
SB - Castro Ln	223	226	101%	16.5	B	C
EB - Ming Ave	1,360	1,364	100%	25.6	C	
WB - Ming Ave	790	791	100%	44.0	D	
Intersection Total	*2,497*	*2,503*	*100%*	*30.1*		
66. Brundage Ln & H St						
NB - H St	1,134	1,102	97%	20.4	C	
SB - H St	450	451	100%	29.5	C	C
EB - Brundage Ln	971	969	100%	32.2	C	
WB - Brundage Ln	769	783	102%	25.2	C	
Intersection Total	*3,324*	*3,305*	*99%*	*26.2*		
67. SR58 WB Ramp & H St						
NB - H St	1,225	1,203	98%	4.5	A	
SB - H St	684	692	101%	21.0	C	B
WB - Richland St	581	540	93%	34.0	C	
Intersection Total	*2,490*	*2,435*	*98%*	*15.7*		
68. SR58 EB Ramp & H St						
NB - H St	1,343	1,344	100%	24.2	C	
SB - H St	721	692	96%	5.8	A	C
EB - SR58 EB Off Ramp	605	597	99%	36.6	D	
Intersection Total	*2,669*	*2,633*	*99%*	*23.2*		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	971	987	102%	20.4	C	
SB - Chester Ave	638	640	100%	30.4	C	C
EB - Brundage Ln	831	820	99%	25.7	C	
WB - Brundage Ln	641	639	100%	25.8	C	
Intersection Total	*3,081*	*3,086*	*100%*	*26.2*		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	832	828	100%	3.6	A	
SB - Chester Ave	704	676	96%	42.2	D	C
WB - Richland St	1,030	979	95%	28.5	C	
Intersection Total	*2,566*	*2,483*	*97%*	*23.9*		
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	1,044	1,042	100%	31.2	C	
SB - Chester Ave	989	947	96%	12.9	B	C
EB - Frontage Rd	756	782	103%	34.5	C	
Intersection Total	*2,789*	*2,771*	*99%*	*29.9*		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - AM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
74. Brundage Ln & Union Ave						
NB - Union Ave	1,931	1,895	98%	65.4	E	D
SB - Union Ave	1,771	1,702	96%	34.1	C	
EB - Brundage Ln	397	399	101%	35.0	D	
WB - Brundage Ln	1,492	1,585	106%	16.1	B	
Intersection Total	*5,591*	*5,581*	*100%*	*42.7*		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	1,180	1,286	109%	9.5	A	C
SB - Liggett St	91	91	100%	29.8	C	
EB - Brundage Ln	472	450	95%	34.9	C	
WB - Brundage Ln	500	480	96%	38.1	D	
Intersection Total	*2,243*	*2,307*	*103%*	*24.8*		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	1,622	1,619	100%	18.7	B	B
SB - Union Ave	1,209	1,222	101%	11.7	B	
EB - SR58 EB Off Ramp	1,035	1,028	99%	12.6	B	
Intersection Total	*3,866*	*3,869*	*100%*	*19.9*		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	825	782	95%	18.4	B	C
SB - Cottonwood Rd	228	226	99%	31.5	C	
EB - Brundage Ln	222	221	100%	27.1	C	
WB - Brundage Ln	571	549	96%	31.4	C	
Intersection Total	*1,846*	*1,778*	*96%*	*25.2*		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	235	212	90%	20.5	C	C
SB - Driveway	14	14	100%	37.1	D	
EB - Brundage Ln	611	583	95%	20.2	C	
WB - Brundage Ln	476	475	100%	27.9	C	
Intersection Total	*1,336*	*1,284*	*96%*	*23.3*		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	705	701	99%	13.3	B	B
SB - Cottonwood Rd	512	482	94%	6.2	A	
EB - SR-58 EB off Ramp	630	630	100%	12.1	B	
Intersection Total	*1,847*	*1,813*	*98%*	*11.0*		

HCM Signalized Intersection Capacity Analysis
1: Stockdale Hwy & I-5 SB Off-ramp

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	0.95						1.00	
Frt		0.97		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.95	
Satd. Flow (prot)		3417		1770	3539						1770	
Flt Permitted		1.00		0.71	1.00						0.95	
Satd. Flow (perm)		3417		1327	3539						1770	
Volume (vph)	0	42	13	10	127	0	0	0	0	323	0	0
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	50	15	12	151	0	0	0	0	359	0	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	52	0	12	151	0	0	0	0	0	359	0
Turn Type				Perm						Split		
Protected Phases		4			8					6	6	
Permitted Phases				8								
Actuated Green, G (s)		7.5		7.5	7.5						44.5	
Effective Green, g (s)		7.5		7.5	7.5						44.5	
Actuated g/C Ratio		0.12		0.12	0.12						0.74	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		427		166	442						1313	
v/s Ratio Prot		0.02			c0.04						c0.20	
v/s Ratio Perm				0.01								
v/c Ratio		0.12		0.07	0.34						0.27	
Uniform Delay, d1		23.3		23.2	24.0						2.5	
Progression Factor		1.00		1.05	1.03						1.00	
Incremental Delay, d2		0.1		0.2	0.5						0.5	
Delay (s)		23.5		24.6	25.1						3.0	
Level of Service		C		C	C						A	
Approach Delay (s)		23.5			25.1			0.0			3.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.97			0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00			0.99	
Satd. Flow (prot)	1480	2950		1656	3312	1482		1404			1511	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99			0.90	
Satd. Flow (perm)	1480	2950		1656	3312	1482		1394			1381	
Volume (vph)	16	360	7	123	537	80	4	146	44	59	219	28
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	18	400	8	134	584	87	5	166	50	66	243	31
RTOR Reduction (vph)	0	3	0	0	0	9	0	7	0	0	7	0
Lane Group Flow (vph)	18	405	0	134	584	78	0	214	0	0	333	0
Heavy Vehicles (%)	22%	22%	22%	9%	9%	9%	31%	31%	31%	23%	23%	23%
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	0.6	13.9		5.1	18.4	18.4		15.0			15.0	
Effective Green, g (s)	0.6	13.9		5.1	18.4	18.4		15.0			15.0	
Actuated g/C Ratio	0.01	0.30		0.11	0.40	0.40		0.33			0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	19	891		184	1325	593		455			450	
v/s Ratio Prot	0.01	0.14		c0.08	c0.18							
v/s Ratio Perm						0.06		0.16			c0.25	
v/c Ratio	0.95	0.45		0.73	0.44	0.13		0.47			0.74	
Uniform Delay, d1	22.7	13.0		19.8	10.1	8.7		12.3			13.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	179.6	0.4		13.4	0.2	0.1		0.8			6.4	
Delay (s)	202.3	13.4		33.2	10.3	8.8		13.1			20.2	
Level of Service	F	B		C	B	A		B			C	
Approach Delay (s)		21.3			13.9			13.1			20.2	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	46.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Stockdale Highway & Wegis Ave

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1717	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1717	
Volume (vph)	5	907	20	184	1059	80	10	10	350	192	10	11
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	975	22	198	1139	86	11	11	398	218	11	12
RTOR Reduction (vph)	0	0	6	0	0	11	0	0	38	0	5	0
Lane Group Flow (vph)	5	975	16	198	1139	75	11	11	361	218	18	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	0.8	35.5	35.5	21.3	56.0	56.0	7.2	30.0	30.0	17.2	40.0	
Effective Green, g (s)	0.8	35.5	35.5	21.3	56.0	56.0	7.2	30.0	30.0	17.2	40.0	
Actuated g/C Ratio	0.01	0.30	0.30	0.18	0.47	0.47	0.06	0.25	0.25	0.14	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	12	1047	468	314	1652	739	106	466	396	254	572	
v/s Ratio Prot	0.00	c0.28		c0.11	c0.32		0.01	0.01		c0.12	0.01	
v/s Ratio Perm			0.01			0.05			0.25			
v/c Ratio	0.42	0.93	0.03	0.63	0.69	0.10	0.10	0.02	0.91	0.86	0.03	
Uniform Delay, d1	59.4	41.1	30.0	45.7	25.2	17.9	53.3	34.0	43.7	50.2	26.9	
Progression Factor	0.74	0.64	0.63	0.54	0.24	0.14	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.5	11.8	0.0	2.6	0.8	0.0	0.4	0.1	27.5	23.8	0.1	
Delay (s)	61.4	38.0	19.0	27.2	6.9	2.5	53.8	34.0	71.2	74.0	27.0	
Level of Service	E	D	B	C	A	A	D	C	E	E	C	
Approach Delay (s)		37.7			9.5			69.7			69.5	
Approach LOS		D			A			E			E	

Intersection Summary			
HCM Average Control Delay	31.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
13: Rosedale Hwy & Allen Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4759	1524	3213	3167	1468	3273	4764		3183	4993	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4759	1524	3213	3167	1468	3273	4764		3183	4993	
Volume (vph)	112	698	125	204	431	176	128	720	228	259	1084	46
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	120	751	134	219	463	189	138	774	245	276	1153	49
RTOR Reduction (vph)	0	0	10	0	0	19	0	0	0	0	0	0
Lane Group Flow (vph)	120	751	124	219	463	170	138	1019	0	276	1202	0
Heavy Vehicles (%)	2%	9%	6%	9%	14%	10%	7%	4%	8%	10%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.0	31.8	31.8	6.0	31.8	31.8	6.0	27.1		7.1	28.2	
Effective Green, g (s)	7.3	34.8	34.8	7.3	34.8	34.8	6.9	30.1		8.0	31.2	
Actuated g/C Ratio	0.08	0.36	0.36	0.08	0.36	0.36	0.07	0.31		0.08	0.32	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	261	1722	551	244	1146	531	235	1491		265	1619	
v/s Ratio Prot	0.03	c0.16		c0.07	0.15		0.04	0.21		c0.09	c0.24	
v/s Ratio Perm			0.09			0.13						
v/c Ratio	0.46	0.44	0.23	0.90	0.40	0.32	0.59	0.68		1.04	0.74	
Uniform Delay, d1	42.6	23.3	21.3	44.1	22.9	22.2	43.3	28.9		44.1	28.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.8	1.0	31.0	1.1	1.6	2.4	1.3		66.5	1.8	
Delay (s)	43.0	24.1	22.3	75.1	24.0	23.7	45.7	30.2		110.6	30.7	
Level of Service	D	C	C	E	C	C	D	C		F	C	
Approach Delay (s)		26.1			36.8			32.1			45.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	96.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Allen Road & San Juan Ave 7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.95		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1721		1770	1584		1770	5085	1583	1770	5085	1583
Flt Permitted		0.37		0.65	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		662		1212	1584		1770	5085	1583	1770	5085	1583
Volume (vph)	97	1	50	67	1	215	50	1377	80	227	1114	81
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	115	1	60	76	1	244	53	1465	85	241	1185	86
RTOR Reduction (vph)	0	19	0	0	194	0	0	0	13	0	0	4
Lane Group Flow (vph)	0	157	0	76	51	0	53	1465	72	241	1185	82
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		22.4		22.4	22.4		6.3	53.3	53.3	22.3	69.3	69.3
Effective Green, g (s)		22.4		22.4	22.4		6.3	53.3	53.3	22.3	69.3	69.3
Actuated g/C Ratio		0.20		0.20	0.20		0.06	0.48	0.48	0.20	0.63	0.63
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		135		247	323		101	2464	767	359	3204	997
v/s Ratio Prot					0.15		0.03	c0.29		c0.14	0.23	
v/s Ratio Perm		c0.27		0.06					0.05			0.05
v/c Ratio		1.16		0.31	0.16		0.52	0.59	0.09	0.67	0.37	0.08
Uniform Delay, d1		43.8		37.2	36.0		50.4	20.5	15.3	40.5	9.8	7.9
Progression Factor		1.00		1.00	1.00		1.12	0.40	0.42	1.06	0.92	0.88
Incremental Delay, d2		127.6		0.7	0.2		3.3	0.7	0.2	4.4	0.3	0.1
Delay (s)		171.4		37.9	36.3		59.6	8.9	6.6	47.3	9.4	7.1
Level of Service		F		D	D		E	A	A	D	A	A
Approach Delay (s)		171.4			36.7			10.5			15.3	
Approach LOS		F			D			B			B	

Intersection Summary

HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3367	4673	1509	3155	4550	1429	3019	4592		3242	4940	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3367	4673	1509	3155	4550	1429	3019	4592		3242	4940	1455
Volume (vph)	152	1327	238	309	677	115	195	867	306	447	1049	101
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	162	1412	253	332	728	124	207	922	326	476	1116	107
RTOR Reduction (vph)	0	0	24	0	0	14	0	0	0	0	0	10
Lane Group Flow (vph)	162	1412	229	332	728	110	207	1248	0	476	1116	97
Heavy Vehicles (%)	4%	11%	7%	11%	14%	13%	16%	8%	10%	8%	5%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	13.4	34.7	34.7	10.1	31.4	31.4	12.0	34.0		14.8	36.8	36.8
Effective Green, g (s)	15.7	37.6	37.6	12.4	34.3	34.3	14.2	37.0		17.0	39.8	39.8
Actuated g/C Ratio	0.13	0.31	0.31	0.10	0.29	0.29	0.12	0.31		0.14	0.33	0.33
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	441	1464	473	326	1301	408	357	1416		459	1638	483
v/s Ratio Prot	c0.05	c0.30		c0.11	0.16		0.07	c0.27		c0.15	0.23	
v/s Ratio Perm			0.17			0.09						0.07
v/c Ratio	0.37	0.96	0.48	1.02	0.56	0.27	0.58	0.88		1.04	0.68	0.20
Uniform Delay, d1	47.6	40.5	33.3	53.8	36.4	33.2	50.1	39.4		51.5	34.6	28.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	16.2	2.1	54.6	1.3	1.1	1.4	8.2		51.9	2.3	0.9
Delay (s)	47.8	56.7	35.5	108.4	37.7	34.3	51.5	47.6		103.4	36.9	29.6
Level of Service	D	E	D	F	D	C	D	D		F	D	C
Approach Delay (s)		53.0			57.2			48.2			55.1	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM Average Control Delay	53.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Volume (vph)	229	1390	443	377	801	136	577	1063	585	295	943	50
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	241	1463	466	401	852	145	607	1119	616	314	1003	53
RTOR Reduction (vph)	0	0	41	0	0	17	0	0	45	0	0	7
Lane Group Flow (vph)	241	1463	425	401	852	128	607	1119	571	314	1003	46
Heavy Vehicles (%)	10%	9%	10%	9%	11%	8%	11%	4%	8%	6%	5%	16%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	13.2	38.8	38.8	13.9	39.5	39.5	16.7	44.5	44.5	10.8	38.6	38.6
Effective Green, g (s)	15.5	41.8	41.8	16.2	42.5	42.5	18.9	48.0	48.0	13.0	42.1	42.1
Actuated g/C Ratio	0.11	0.31	0.31	0.12	0.31	0.31	0.14	0.36	0.36	0.10	0.31	0.31
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	365	1474	455	386	14[illegible]	471	642	1774	532	318	1541	434
v/s Ratio Prot	0.08	0.31		c0.12	0.[illegible]		c0.13	0.22		0.10	0.20	
v/s Ratio Perm			0.32			0.10			0.41			0.04
v/c Ratio	0.66	0.99	0.93	1.04	0.58	0.27	0.95	0.63	1.07	0.99	0.65	0.11
Uniform Delay, d1	57.2	46.4	45.2	59.4	38.8	34.7	57.5	36.1	43.5	60.9	40.1	33.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	21.6	26.8	56.2	0.9	0.6	22.6	1.7	60.1	46.5	2.1	0.5
Delay (s)	60.7	68.0	72.1	115.6	39.6	35.3	80.1	37.9	103.6	107.4	42.3	33.6
Level of Service	E	E	E	F	D	D	F	D	F	F	D	C
Approach Delay (s)		68.1			61.0			66.1			56.9	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM Average Control Delay	64.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	5013		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	5013		3400	4988	1553
Volume (vph)	579	1068	83	247	515	318	296	1734	169	382	1067	395
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	616	1136	88	266	554	342	312	1825	178	402	1123	416
RTOR Reduction (vph)	0	0	9	0	0	28	0	0	0	0	0	37
Lane Group Flow (vph)	616	1136	79	266	554	314	312	2003	0	402	1123	379
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	24.0	34.0	34.0	16.0	26.0	26.0	19.0	54.0		16.0	51.0	51.0
Effective Green, g (s)	24.0	36.0	36.0	16.0	28.0	28.0	19.0	56.0		16.0	53.0	53.0
Actuated g/C Ratio	0.17	0.26	0.26	0.11	0.20	0.20	0.14	0.40		0.11	0.38	0.38
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	589	1283	384	385	988	299	466	2005		389	1888	588
v/s Ratio Prot	c0.18	c0.23		0.08	0.11		c0.09	c0.40		c0.12	0.23	
v/s Ratio Perm			0.06			0.23						0.27
v/c Ratio	1.05	0.89	0.21	0.69	0.56	1.05	0.67	1.00		1.03	0.59	0.64
Uniform Delay, d1	58.0	50.0	40.8	59.6	50.5	56.0	57.5	42.0		62.0	34.9	35.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	49.6	7.4	0.1	4.3	0.4	65.8	2.8	19.9		54.5	1.4	5.4
Delay (s)	107.6	57.4	40.9	63.9	50.9	121.8	60.3	61.8		116.5	36.3	41.1
Level of Service	F	E	D	E	D	F	E	E		F	D	D
Approach Delay (s)		73.4			74.7			61.6			53.9	
Approach LOS		E			E			E			D	

Intersection Summary			
HCM Average Control Delay	64.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
30: Rosedale Hwy & Mohawk Street

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Volume (vph)	52	1725	465	479	1380	245	263	479	448	283	564	34
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	55	1816	489	504	1453	258	283	515	482	304	606	37
RTOR Reduction (vph)	0	0	40	0	0	28	0	0	26	0	0	3
Lane Group Flow (vph)	55	1816	449	504	1453	230	283	515	456	304	606	34
Heavy Vehicles (%)	11%	5%	13%	10%	8%	13%	7%	8%	14%	7%	8%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	4.8	38.4	38.4	9.9	43.5	43.5	9.6	38.9	38.9	7.8	37.1	37.1
Effective Green, g (s)	7.1	40.7	40.7	12.2	45.8	45.8	11.8	41.1	41.1	10.0	39.3	39.3
Actuated g/C Ratio	0.06	0.34	0.34	0.10	0.38	0.38	0.10	0.34	0.34	0.08	0.33	0.33
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	187	1675	485	470	1833	545	468	1645	485	273	1573	477
v/s Ratio Prot	0.02	c0.37		c0.11	0.30		0.06	0.11		c0.09	0.13	
v/s Ratio Perm			0.34			0.18			0.34			0.03
v/c Ratio	0.29	1.08	0.93	1.07	0.79	0.42	0.60	0.31	0.94	1.11	0.39	0.07
Uniform Delay, d1	54.1	39.6	38.2	53.9	32.9	27.3	51.9	29.1	38.2	55.0	31.1	27.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	48.7	26.1	62.2	3.6	2.4	2.2	0.1	26.1	88.5	0.2	0.1
Delay (s)	54.9	88.3	64.3	116.1	36.5	29.7	54.1	29.2	64.4	143.5	31.2	27.8
Level of Service	D	F	E	F	D	C	D	C	E	F	C	C
Approach Delay (s)		82.6			53.8			47.9			67.1	
Approach LOS		F			D			D			E	

Intersection Summary			
HCM Average Control Delay	64.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
34: Mohawk Street & California Avenue

7/25/2012

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	1555		3433	5028		1770	4988	1583	1681	1650	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1752	1555		3433	5028		1770	4988	1583	1681	1650	2787
Volume (vph)	39	38	17	1002	1190	96	105	859	425	615	144	796
Peak-hour factor, PHF	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	46	45	20	1044	1240	100	112	914	452	647	152	838
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	55
Lane Group Flow (vph)	46	65	0	1044	1340	0	112	914	427	409	390	783
Heavy Vehicles (%)	3%	2%	8%	2%	2%	2%	2%	4%	2%	2%	7%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	6.0	6.0		36.0	57.7		10.3	32.0	32.0	27.7	27.7	63.7
Effective Green, g (s)	6.0	6.0		36.0	58.7		10.3	33.0	33.0	29.0	29.0	65.0
Actuated g/C Ratio	0.05	0.05		0.30	0.49		0.09	0.28	0.28	0.24	0.24	0.54
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	88	78		1030	2460		152	1372	435	406	399	1603
v/s Ratio Prot	0.03	c0.04		c0.30	0.27		0.06	0.18		c0.24	0.24	0.16
v/s Ratio Perm									0.29			0.14
v/c Ratio	0.52	0.83		1.01	0.54		0.74	0.67	0.98	1.01	0.98	0.49
Uniform Delay, d1	55.6	56.5		42.0	21.3		53.5	38.6	43.2	45.5	45.2	17.1
Progression Factor	1.00	1.00		0.58	0.38		1.16	0.34	0.29	1.00	1.00	1.00
Incremental Delay, d2	2.6	48.6		26.6	0.6		12.0	2.1	34.0	46.5	38.5	0.1
Delay (s)	58.2	105.1		51.0	8.8		74.2	15.0	46.6	92.0	83.7	17.2
Level of Service	E	F		D	A		E	B	D	F	F	B
Approach Delay (s)	85.7				27.3			29.2			51.8	
Approach LOS	F				C			C			D	

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
35: Stockdale Highway & California Avenue

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4951		3273	4759	1583	3400	5036		3303	4893	1495
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4951		3273	4759	1583	3400	5036		3303	4893	1495
Volume (vph)	600	1062	125	114	925	87	257	1361	83	253	900	342
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	632	1118	132	120	974	92	271	1433	87	264	938	356
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	0	27
Lane Group Flow (vph)	632	1250	0	120	974	47	271	1520	0	264	938	329
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	24.6	45.4		7.6	28.4	28.4	11.7	37.7		10.7	36.7	36.7
Effective Green, g (s)	24.6	46.7		7.6	29.7	29.7	11.7	39.0		10.7	38.0	38.0
Actuated g/C Ratio	0.21	0.39		0.06	0.25	0.25	0.10	0.32		0.09	0.32	0.32
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	704	1927		207	1178	392	332	1637		295	1549	473
v/s Ratio Prot	c0.18	0.25		0.04	c0.20		0.08	c0.30		c0.08	0.19	
v/s Ratio Perm						0.06						0.24
v/c Ratio	0.90	0.65		0.58	0.83	0.12	0.82	0.93		0.89	0.61	0.69
Uniform Delay, d1	46.5	29.9		54.6	42.7	35.0	53.1	39.2		54.1	34.7	35.9
Progression Factor	1.00	1.00		0.87	0.88	1.16	1.00	1.00		0.75	0.61	0.55
Incremental Delay, d2	13.8	1.7		2.2	6.1	0.6	13.6	10.7		23.6	1.5	7.0
Delay (s)	60.3	31.7		49.8	43.9	41.1	66.7	49.9		64.0	22.7	26.8
Level of Service	E	C		D	D	D	E	D		E	C	C
Approach Delay (s)		41.3			44.3			52.4			30.6	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM Average Control Delay	42.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	0.86		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5081		1770	5052		1770	1593		1681	1568	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5081		1770	5052		1770	1593		1681	1568	
Volume (vph)	122	2225	11	40	1771	80	28	3	91	46	3	25
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	128	2342	12	42	1864	84	33	4	108	55	4	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	128	2354	0	42	1948	0	33	112	0	46	43	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	12.8	64.6		5.0	56.8		18.4	18.4		16.0	16.0	
Effective Green, g (s)	12.8	64.6		5.0	56.8		18.4	18.4		16.0	16.0	
Actuated g/C Ratio	0.11	0.54		0.04	0.47		0.15	0.15		0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	189	2735		74	2391		271	244		224	209	
v/s Ratio Prot	0.07	c0.46		0.02	c0.39		0.02	c0.07		0.03	c0.03	
v/s Ratio Perm												
v/c Ratio	0.68	0.86		0.57	0.81		0.12	0.46		0.21	0.21	
Uniform Delay, d1	51.6	23.8		56.4	27.1		43.8	46.3		46.3	46.3	
Progression Factor	1.00	1.00		0.85	0.68		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.2	3.0		2.4	0.5		0.9	6.1		2.1	2.2	
Delay (s)	60.9	26.8		50.4	19.1		44.7	52.4		48.4	48.6	
Level of Service	E	C		D	B		D	D		D	D	
Approach Delay (s)		28.6			19.7			50.6			48.5	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	25.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (prot)	1770	3414		1770	3387			1822	1568		1774	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (perm)	1770	3414		1770	3387			1822	1568		1774	
Volume (vph)	21	1088	68	161	966	50	82	138	165	77	97	40
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	23	1170	73	173	1039	54	91	153	183	88	110	45
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	23	1243	0	173	1093	0	0	244	166	0	243	0
Heavy Vehicles (%)	2%	5%	2%	2%	6%	2%	3%	2%	3%	3%	2%	3%
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	3.3	52.9		14.3	63.9			19.0	19.0		18.8	
Effective Green, g (s)	2.8	53.4		13.8	64.4			18.5	18.5		18.3	
Actuated g/C Ratio	0.02	0.44		0.12	0.54			0.15	0.15		0.15	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	41	1519		204	1818			281	242		271	
v/s Ratio Prot	0.01	c0.36		c0.10	0.32			c0.13			c0.14	
v/s Ratio Perm									0.12			
v/c Ratio	0.56	0.82		0.85	0.60			0.87	0.69		0.90	
Uniform Delay, d1	58.0	29.1		52.1	19.0			49.6	48.0		49.9	
Progression Factor	0.55	0.25		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	13.2	4.0		26.4	1.5			23.5	7.8		29.2	
Delay (s)	45.1	11.4		78.5	20.5			73.0	55.8		79.1	
Level of Service	D	B		E	C			E	E		E	
Approach Delay (s)		12.0			28.4			65.7			79.1	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
56: Ming Avenue & New Stine Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5010		3433	4957		3433	5085	1561	3433	4840	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5010		3433	4957		3433	5085	1561	3433	4840	
Volume (vph)	558	1507	149	115	851	155	299	1347	90	83	494	206
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	587	1586	157	124	915	167	318	1433	96	89	531	222
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	10	0	0	0
Lane Group Flow (vph)	587	1743	0	124	1082	0	318	1433	86	89	753	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	16.0	38.8		4.7	27.5		8.0	27.4	27.4	4.7	24.1	
Effective Green, g (s)	16.0	40.1		4.7	28.8		8.0	28.7	28.7	4.7	25.4	
Actuated g/C Ratio	0.17	0.43		0.05	0.31		0.08	0.30	0.30	0.05	0.27	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	583	2133		171	1516		292	1549	476	171	1305	
v/s Ratio Prot	c0.17	c0.35		0.04	0.22		c0.09	c0.28		0.03	0.16	
v/s Ratio Perm									0.06			
v/c Ratio	1.01	0.82		0.73	0.71		1.09	0.93	0.18	0.52	0.58	
Uniform Delay, d1	39.1	23.8		44.1	29.0		43.1	31.7	24.1	43.7	29.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	39.0	3.6		12.1	2.9		78.5	9.6	0.1	1.3	0.4	
Delay (s)	78.1	27.4		56.3	31.9		121.6	41.3	24.2	45.0	30.1	
Level of Service	E	C		E	C		F	D	C	D	C	
Approach Delay (s)		40.2			34.4			54.2			31.7	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM Average Control Delay	42.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	4810		3400	4848	1561	2968	3505	1546	3242	3374	1487
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	4810		3400	4848	1561	2968	3505	1546	3242	3374	1487
Volume (vph)	120	1906	98	432	1612	206	83	285	466	305	203	97
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	126	2006	103	455	1697	217	89	306	501	332	221	105
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	80	0	0	8
Lane Group Flow (vph)	126	2109	0	455	1697	180	89	306	421	332	221	97
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	4%	6%	2%	3%	7%	2%	18%	3%	3%	8%	7%	7%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	5.0	41.5		10.0	46.5	46.5	21.0	30.7	30.7	8.8	18.5	18.5
Effective Green, g (s)	5.0	43.2		10.0	48.2	48.2	21.0	32.0	32.0	8.8	19.8	19.8
Actuated g/C Ratio	0.05	0.39		0.09	0.44	0.44	0.19	0.29	0.29	0.08	0.18	0.18
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	153	1889		309	2124	684	567	1020	450	259	607	268
v/s Ratio Prot	0.04	c0.44		c0.13	0.35		0.03	0.09		c0.10	0.07	
v/s Ratio Perm						0.14			0.32			0.07
v/c Ratio	0.82	1.12		1.47	0.80	0.26	0.16	0.30	0.94	1.28	0.36	0.36
Uniform Delay, d1	52.1	33.4		50.0	26.7	19.6	37.1	30.3	38.0	50.6	39.6	39.6
Progression Factor	1.00	1.00		1.09	1.04	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.6	60.3		222.8	1.9	0.6	0.0	0.1	26.5	153.0	0.1	0.3
Delay (s)	79.6	93.7		277.4	29.7	22.1	37.2	30.4	64.5	203.6	39.7	39.9
Level of Service	E	F		F	C	C	D	C	E	F	D	D
Approach Delay (s)		92.9			76.6			50.1			122.4	
Approach LOS		F			E			D			F	

Intersection Summary			
HCM Average Control Delay	83.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.97					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6225	1509		4637					3433		2707
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6225	1509		4637					3433		2707
Volume (vph)	0	2232	445	0	1124	260	0	0	0	545	0	1126
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	0	2325	464	0	1196	277	0	0	0	580	0	1198
RTOR Reduction (vph)	0	0	131	0	33	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	2325	333	0	1440	0	0	0	0	580	0	1176
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	5%	7%	2%	8%	9%	2%	2%	2%	2%	2%	5%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		46.3	46.3		46.3					51.8		51.8
Effective Green, g (s)		48.6	48.6		48.6					53.4		53.4
Actuated g/C Ratio		0.44	0.44		0.44					0.49		0.49
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2750	667		2049					1667		1314
v/s Ratio Prot		c0.37			0.32					0.17		
v/s Ratio Perm			0.31									0.44
v/c Ratio		0.85	0.50		0.70					0.35		0.90
Uniform Delay, d1		27.4	22.0		24.8					17.5		25.8
Progression Factor		1.16	1.37		0.90					1.00		1.00
Incremental Delay, d2		0.3	0.2		1.5					0.1		8.4
Delay (s)		32.1	30.4		23.9					17.7		34.1
Level of Service		C	C		C					B		C
Approach Delay (s)		31.8			23.9			0.0			28.7	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
64: White Lane & SR-99 NB Ramps

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.95	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4365	1286		4848	1492	1703		1455			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4365	1286		4848	1492	1703		1455			
Volume (vph)	0	1137	1640	0	671	695	712	0	413	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	0	1184	1708	0	714	739	766	0	444	0	0	0
RTOR Reduction (vph)	0	81	0	0	0	0	0	0	15	0	0	0
Lane Group Flow (vph)	0	1699	1112	0	714	739	766	0	429	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	6%	8%	2%	7%	6%	6%	2%	11%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		47.4	110.0		47.4	110.0	52.5		52.5			
Effective Green, g (s)		48.3	110.0		48.3	110.0	53.7		53.7			
Actuated g/C Ratio		0.44	1.00		0.44	1.00	0.49		0.49			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		1917	1286		2129	1492	831		710			
v/s Ratio Prot		0.41			0.15		0.45					
v/s Ratio Perm			0.86			0.50			0.31			
v/c Ratio		0.89	0.86		0.34	0.50	0.92		0.60			
Uniform Delay, d1		28.3	0.0		20.3	0.0	26.2		20.4			
Progression Factor		1.01	1.00		1.68	1.00	1.00		1.00			
Incremental Delay, d2		5.3	4.3		0.3	0.8	16.2		2.3			
Delay (s)		34.0	4.3		34.3	0.8	42.4		22.7			
Level of Service		C	A		C	A	D		C			
Approach Delay (s)		22.6			17.3			35.2			0.0	
Approach LOS		C			B			D			A	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
65: White Lane & Hughes Lane

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	4724		1752	4785		1752	3471	1389	1736	3099	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	4724		1752	4785		1752	3471	1389	1736	3099	
Volume (vph)	265	972	223	97	832	51	307	214	59	62	121	221
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	282	1034	237	104	895	55	334	233	64	69	134	246
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	3	0	0	0
Lane Group Flow (vph)	282	1271	0	104	950	0	334	233	61	69	380	0
Confl. Peds. (#/hr)			2			3			5			3
Heavy Vehicles (%)	4%	7%	4%	3%	7%	13%	3%	4%	14%	4%	6%	3%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	19.1	41.8		9.0	31.7		23.2	34.0	34.0	6.6	17.4	
Effective Green, g (s)	19.1	43.1		9.0	33.0		23.2	35.3	35.3	6.6	18.7	
Actuated g/C Ratio	0.17	0.39		0.08	0.30		0.21	0.32	0.32	0.06	0.17	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	301	1851		143	1436		370	1114	446	104	527	
v/s Ratio Prot	c0.16	c0.27		0.06	c0.20		c0.19	0.07		0.04	c0.12	
v/s Ratio Perm									0.05			
v/c Ratio	0.94	0.69		0.73	0.66		0.90	0.21	0.14	0.66	0.94dr	
Uniform Delay, d1	44.9	27.8		49.3	33.6		42.3	27.2	26.5	50.6	43.2	
Progression Factor	1.33	1.10		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	23.6	1.2		14.4	2.4		23.9	0.0	0.1	11.7	4.1	
Delay (s)	83.4	31.7		63.7	36.0		66.2	27.2	26.6	62.3	47.3	
Level of Service	F	C		E	D		E	C	C	E	D	
Approach Delay (s)		41.1			38.8			47.8			49.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3335		1736	3167		1703	3363		1770	3471	1500
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3335		1736	3167		1703	3363		1770	3471	1500
Volume (vph)	149	597	36	145	424	112	52	643	170	56	371	105
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	160	642	39	158	461	122	56	691	183	61	403	114
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	8
Lane Group Flow (vph)	160	681	0	158	583	0	56	874	0	61	403	106
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	15.9	29.4		13.7	27.2		6.2	52.0		6.3	52.1	52.1
Effective Green, g (s)	15.9	30.7		13.7	28.5		6.2	53.3		6.3	53.4	53.4
Actuated g/C Ratio	0.13	0.26		0.11	0.24		0.05	0.44		0.05	0.44	0.44
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	235	853		198	752		88	1494		93	1545	668
v/s Ratio Prot	0.09	c0.20		0.09	c0.18		0.03	c0.26		c0.03	0.12	
v/s Ratio Perm												0.08
v/c Ratio	0.68	0.80		0.80	0.78		0.64	0.59		0.66	0.26	0.16
Uniform Delay, d1	49.6	41.8		51.8	42.8		55.8	25.0		55.8	20.9	19.9
Progression Factor	1.00	1.00		0.78	0.53		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.3	5.6		16.1	4.6		10.6	1.7		12.0	0.4	0.5
Delay (s)	56.0	47.3		56.3	27.4		66.4	26.7		67.8	21.3	20.4
Level of Service	E	D		E	C		E	C		E	C	C
Approach Delay (s)		49.0			33.6			29.1			26.0	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM Average Control Delay	35.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3226		1719	3158		1626	3384		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3226		1719	3158		1626	3384		1736	3471	1474
Volume (vph)	291	427	108	71	398	49	174	526	35	29	322	147
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	459	116	77	433	53	189	572	38	32	350	160
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	313	575	0	77	486	0	189	610	0	32	350	143
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	29.4	59.7		7.6	37.9		17.2	30.9		3.6	17.3	17.3
Effective Green, g (s)	29.4	60.6		7.6	38.8		17.2	32.2		3.6	18.6	18.6
Actuated g/C Ratio	0.24	0.51		0.06	0.32		0.14	0.27		0.03	0.16	0.16
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	425	1629		109	1021		233	908		52	538	228
v/s Ratio Prot	c0.18	0.18		c0.04	c0.15		c0.12	0.18		0.02	0.10	
v/s Ratio Perm												0.11
v/c Ratio	0.74	0.35		0.71	0.48		0.81	0.67		0.62	0.65	0.63
Uniform Delay, d1	41.7	17.9		55.1	32.5		49.8	39.2		57.5	47.6	47.5
Progression Factor	0.51	0.57		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	0.4		15.6	1.6		18.0	1.6		14.2	2.2	3.9
Delay (s)	25.4	10.6		70.7	34.1		67.8	40.7		71.7	49.8	51.3
Level of Service	C	B		E	C		E	D		E	D	D
Approach Delay (s)		15.8			39.1			47.1			51.5	
Approach LOS		B			D			D			D	

Intersection Summary			
HCM Average Control Delay	36.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2038 ALTERNATIVE A

PM Peak

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
1. I-5 SB Ramps @ Stockdale Hwy						
SB - I-5 SB Off ramp - STOP Control	575	523	91%	66.3	F	
EB - Stockdale Hwy	193	191	99%	0.0	A	E
WB - Stockdale Hwy	75	66	88%	0.7	A	
Intersection Total	***843***	***780***	***93%***			
2. I-5 NB Ramps @ Stockdale Hwy						
NB - I-5 NB Off Ramp - STOP Control	58	69	119%	16.8	C	
EB - Stockdale Hwy	738	686	93%	0.1	A	A
WB - Stockdale Hwy	421	376	89%	0.0	A	
Intersection Total	***1,217***	***1,131***	***93%***			
4. Enos Ln @ Stockdale Hwy						
NB - Enos Ln	451	450	100%	26.2	C	
SB - Enos Ln	258	256	99%	19.4	B	C
EB - Stockdale Hwy	810	754	93%	24.2	C	
WB - Stockdale Hwy	497	480	97%	16.3	B	
Intersection Total	***2,016***	***1,940***	***96%***	***22.1***		
5. SR- 43 @ I-5 NB Ramps						
NB - SR- 43	750	735	98%	0.1	A	
SB - SR-43	461	462	100%	0.0	A	A
WB - I-5 NB Off Ramp - STOP Control	97	74	76%	10.1	B	
Intersection Total	***1,308***	***1,271***	***97%***			
6. SR-43 @ I-5 SB Ramps						
NB - SR- 43	553	551	100%	0.0	A	
SB - SR-43	379	360	95%	1.4	A	A
EB - I-5 SB Ramp - STOP Control	234	217	93%	21.2	C	
Intersection Total	***1,166***	***1,128***	***97%***			
7. Nord Rd @ Stockdale Hwy						
NB - Nord Rd	434	432	100%	13.6	B	
SB - Nord Rd	122	121	99%	34.6	C	C
EB - Stockdale Hwy	980	955	97%	55.1	E	
WB - Stockdale Hwy	1,157	1,171	101%	20.7	C	
Intersection Total	***2,693***	***2,679***	***99%***	***32.4***		
9. Heath Rd @ Stockdale Rd						
NB - Heath Rd	819	817	100%	28.1	C	
SB - Heath Rd	236	237	100%	46.6	D	C
EB - Stockdale Hwy	1,824	1,736	95%	22.8	C	
WB - Stockdale Hwy	2,388	2,331	98%	27.0	C	
Intersection Total	***5,267***	***5,121***	***97%***	***26.7***		
10. WSP @ Stockdale Off/ On						
NB - Stockdale Hwy	375	374	100%	22.4	C	
EB - Stockdale Hwy	2,615	2,505	96%	7.0	A	A
WB - WSP	2,280	2,232	98%	7.3	A	
Intersection Total	***5,270***	***5,111***	***97%***	***8.3***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
11. West Beltway @ WSP WB Ramps						
NB - West Beltway	1,671	1,694	101%	10.5	B	
SB - West Beltway	2,771	2,765	100%	29.3	C	B
WB - WSP WB Off Ramp	2,385	2,226	93%	14.8	B	
Intersection Total	***6,827***	***6,685***	***98%***	***17.2***		
12. West Beltway @ WSP EB Ramps						
NB - West Beltway	1,966	1,969	100%	11.7	B	
SB - West Beltway	1,820	1,760	97%	11.0	B	B
EB - WSP EB off Ramp	870	879	101%	31.8	C	
Intersection Total	***4,656***	***4,608***	***99%***	***15.3***		
14. Allen Rd @ Brihmall Rd						
NB - Allen Rd	2,090	2,019	97%	35.1	D	
SB - Allen Rd	1,531	1,532	100%	38.8	D	C
EB - Brihmall Rd	411	410	100%	18.2	B	
WB - Brihmall Rd	811	807	100%	32.7	C	
Intersection Total	***4,843***	***4,768***	***98%***	***34.4***		
15. Allen Rd @ WSP WB Ramps						
NB - Allen Rd	1,002	1,007	100%	53.4	D	
SB - Allen Rd	1,771	1,779	100%	38.7	D	C
WB - Off Ramp/On Ramp WSP WB	2,231	2,135	96%	10.1	B	
Intersection Total	***5,004***	***4,921***	***98%***	***29.3***		
16. Allen Rd @ WSP EB Ramps						
NB - Allen Rd	1,955	1,927	99%	5.8	A	
SB - Allen Rd	2,544	2,473	97%	15.3	B	B
EB - WSP EB off Ramp	310	316	102%	16.6	B	
Intersection Total	***4,809***	***4,716***	***98%***	***11.5***		
18. Allen Rd @ Stockdale Hwy						
NB - Allen Rd	1,101	1,101	100%	33.0	C	
SB - Allen Rd	1,618	1,517	94%	30.9	C	C
EB - Stockdale Hwy	1,041	1,043	100%	40.1	D	
WB - Stockdale Hwy	1,672	1,670	100%	30.4	C	
Intersection Total	***5,432***	***5,331***	***98%***	***33.0***		
20. Calloway Dr @ Brimhall Rd						
NB - Calloway Dr	2,472	2,343	95%	36.7	D	
SB - Calloway Dr	1,807	1,796	99%	32.1	C	C
EB - Brimhall Rd	754	751	100%	28.4	C	
WB - Brimhall Rd	1,674	1,674	100%	38.6	D	
Intersection Total	***6,707***	***6,564***	***98%***	***35.0***		
21. Calloway Dr @ WSP WB Ramps						
NB - Calloway Dr	1,842	1,777	96%	26.7	C	
SB - Calloway Dr	2,297	2,340	102%	42.5	D	C
EB - WSP WB on Ramp	1,350	1,262	93%	15.7	B	
WB - WSP WB Off Ramp	995	955	96%	13.2	B	
Intersection Total	***6,484***	***6,334***	***98%***	***28.3***		
22. Calloway Dr @ WSP EB Ramps						
NB - Calloway Dr	1,413	1,422	101%	7.9	A	
SB - Calloway Dr	2,092	2,012	96%	6.1	A	A
EB - WSP EB off Ramp	800	697	87%	10.9	B	
Intersection Total	***4,305***	***4,131***	***96%***	***7.5***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
23. Calloway Dr @ Stockdale Hwy						
NB - Calloway Dr	1,944	1,936	100%	37.9	D	D
SB - Calloway Dr	2,464	2,303	93%	26.8	C	
EB - Stockdale Hwy	1,782	1,772	99%	54.0	D	
WB - Stockdale Hwy	1,986	1,986	100%	32.8	C	
Intersection Total	***8,176***	***7,997***	***98%***	***37.0***		
25. Coffee Rd @ Brimhall Rd						
NB - Coffee Rd	1,977	2,056	104%	32.3	C	C
SB - Coffee Rd	2,080	2,078	100%	28.1	C	
EB - Brimhall Rd	1,195	1,192	100%	26.3	C	
WB - Brimhall Rd	1,574	1,635	104%	39.0	D	
Intersection Total	***6,826***	***6,961***	***102%***	***31.6***		
27. Coffee Rd @ WSP EB Ramp						
NB - Coffee Rd	2,849	2,906	102%	15.4	B	B
SB - Coffee Rd	2,301	2,344	102%	5.7	A	
EB - WSP EB off Ramp	825	832	101%	10.6	B	
Intersection Total	***5,975***	***6,082***	***102%***	***11.0***		
28. Coffee Rd @ Truxtun Ave						
NB - Coffee Rd	2,852	2,838	100%	15.3	B	B
SB - Coffee Rd	1,587	1,625	102%	13.9	B	
WB - Truxtun Ave	1,368	1,367	100%	30.7	C	
Intersection Total	***5,807***	***5,830***	***100%***	***18.5***		
31. Mohawk St @ WSP WB Ramps						
NB - Mohawk St						
SB - Mohawk St						
Intersection Total						
32. Mohawk St @ WSP EB Ramps						
NB - Mohawk St	1,902	1,913	101%	7.4	A	B
SB - Mohawk St	1,021	1,032	101%	11.8	B	
EB - WSP EB off Ramp	1,400	1,337	96%	10.6	B	
Intersection Total	***4,323***	***4,282***	***99%***	***13.8***		
33. Mohawk St @ Truxtun Ave						
NB - Mohawk St	1,926	1,905	99%	27.3	C	C
SB - Mohawk St	1,849	1,822	99%	20.7	C	
EB - Truxtun Ave	1,008	1,016	101%	24.2	C	
WB - Truxtun Ave	1,032	1,059	103%	32.0	C	
Intersection Total	***5,815***	***5,802***	***100%***	***25.5***		
36. Airport Dr & State Rd/SR204 WB Ramp						
NB - Airport Dr	1,959	1,763	90%	19.6	B	C
SB - Airport Dr	1,797	1,795	100%	21.2	C	
EB - State Rd	272	269	99%	16.6	B	
WB - SR204 WB Off Ramp	1,308	1,293	99%	30.0	C	
Intersection Total	***5,336***	***5,120***	***96%***	***22.6***		
37. Buck Owens Blvd & SR99 NB Ramp						
NB - SR99 NB Off Ramp	1,365	1,218	89%	17.6	B	B
WB - Buck Owens Blvd	852	872	102%	3.3	A	
Intersection Total	***2,217***	***2,090***	***94%***	***11.6***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
38. Rio Mirada Dr & Buck Owens Blvd						
NB - Buck Owens Blvd	789	793	101%	29.1	C	C
SB - Buck Owens Blvd	65	59	91%	20.4	C	
EB - Rio Mirada Dr	593	375	63%	13.1	B	
WB - Rio Mirada Dr	399	398	100%	28.9	C	
Intersection Total	***1,846***	***1,625***	*88%*	***25.0***		
39. SR99 NB Ramps/Sillect Ave & Buck Owens Blvd						
NB - Buck Owens Blvd	1,277	1,181	92%	42.5	D	D
SB - Buck Owens Blvd	639	626	98%	47.4	D	
EB - SR99 NB Off Ramp	400	334	84%	47.7	D	
WB - Sillect Ave	629	635	101%	39.0	D	
Intersection Total	***2,945***	***2,776***	***94%***	***43.4***		
40. Rosedale Hwy & Camino del Rio Ct						
NB - Camino del Rio Ct	450	448	100%	45.7	D	D
SB - Camino del Rio Ct	481	483	100%	58.7	E	
EB - Rosedale Hwy	2,719	2,428	89%	28.3	C	
WB - Rosedale Hwy	3,255	3,111	96%	33.3	D	
Intersection Total	***6,905***	***6,470***	***94%***	***49.4***		
41. Rosedale Hwy & SR99 SB Ramp						
SB - SR99 SB Off Ramp	1,310	1,333	102%	30.6	C	C
EB - Rosedale Hwy	1,926	1,762	91%	9.2	A	
WB - Rosedale Hwy	2,334	2,206	95%	26.5	C	
Intersection Total	***5,570***	***5,301***	***95%***	***21.8***		
42. Rosedale Hwy & SR99 NB Ramp/Buck Owens Blvd						
NB - SR99 NB Off Ramp	1,800	1,637	91%	56.5	E	D
SB - Buck Owens Blvd	1,101	1,052	96%	34.8	D	
EB - Rosedale Hwy	2,314	2,156	93%	21.0	C	
WB - 24th St	2,844	2,829	99%	20.6	C	
Intersection Total	***8,059***	***7,674***	***95%***	***42.9***		
43. 24th St & Oak St						
NB - Oak St	1,713	1,720	100%	36.7	D	D
SB - Oak St	103	102	99%	55.6	E	
EB - 24th St	3,037	2,830	93%	52.7	D	
WB - 24th St	3,070	3,037	99%	25.4	C	
Intersection Total	***7,923***	***7,689***	***97%***	***38.4***		
45. Oak St @ Truxtun Ave						
NB - Oak St	1,233	1,125	91%	39.6	D	D
SB - Oak St	1,861	1,856	100%	47.4	D	
EB - Truxtun Ave	2,532	2,402	95%	41.8	D	
WB - Truxtun Ave	1,969	1,960	100%	54.8	D	
Intersection Total	***7,595***	***7,343***	***97%***	***46.3***		
46. California Ave & Chester Ln						
NB - Chester Ln	207	140	68%	313.4	F	F
SB - Chester Ln	579	157	27%	517.1	F	
EB - California Ave	1,888	1,343	71%	210.2	F	
WB - California Ave	1,909	1,989	104%	33.7	C	
Intersection Total	***4,583***	***3,629***	*79%*	***130.7***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
47. California Ave & SR99 SB Ramps/Real Rd						
NB - Real Rd	691	664	96%	100.9	F	F
SB - SR99 SB Off Ramp	1,655	1,681	102%	19.1	B	
EB - California Ave	2,343	1,350	58%	161.1	F	
WB - California Ave	1,388	1,495	108%	101.7	F	
Intersection Total	***6,077***	***5,190***	***85%***	***90.3***		
48. California Ave & SR99 NB Ramps						
NB - SR99 NB Off Ramp	710	672	95%	40.1	D	C
SB - Extended Stay Hotel	107	107	100%	36.4	D	
EB - California Ave	1,436	1,113	78%	6.7	A	
WB - California Ave	2,477	2,405	97%	12.5	B	
Intersection Total	***4,730***	***4,297***	***91%***	***25.9***		
49. California Ave & Oak St						
NB - Oak St	1,298	1,296	100%	45.3	D	E
SB - Oak St	1,804	1,773	98%	62.1	E	
EB - California Ave	1,767	1,437	81%	41.8	D	
WB - California Ave	1,502	1,494	99%	52.0	D	
Intersection Total	***6,371***	***6,000***	***94%***	***58.6***		
51. Stockdale Hwy & Real Rd						
NB - Real Rd	406	399	98%	129.6	F	D
SB - Real Rd	799	792	99%	56.3	E	
EB - Stockdale Hwy	1,519	1,514	100%	38.3	D	
WB - Stockdale Hwy	1,427	1,469	103%	45.9	D	
Intersection Total	***4,151***	***4,174***	***101%***	***53.1***		
53. Stockdale Hwy & Oak St/Wible Rd						
NB - Wible Rd	793	791	100%	34.0	C	C
SB - Oak St	966	965	100%	30.0	C	
EB - Stockdale Hwy	1,615	1,567	97%	28.4	C	
WB - Stockdale Hwy	1,127	1,120	99%	31.0	C	
Intersection Total	***4,501***	***4,443***	***99%***	***30.4***		
57. Ming Ave & Real Rd						
NB - Real Rd	491	485	99%	26.3	C	C
SB - Real Rd	795	784	99%	47.1	D	
EB - Ming Ave	2,056	2,058	100%	26.8	C	
WB - Ming Ave	2,313	2,283	99%	27.6	C	
Intersection Total	***5,655***	***5,610***	***99%***	***29.9***		
58. Ming Ave & SR99 SB Ramps						
EB - Ming Ave	2,385	2,377	100%	14.0	B	B
WB - Ming Ave	1,579	1,573	100%	13.2	C	
Intersection Total	***3,964***	***3,950***	***100%***	***15.7***		
59. Ming Ave & Wible Rd						
NB - Wible Rd	874	870	100%	28.0	C	C
SB - Wible Rd	884	881	100%	37.0	D	
EB - Ming Ave	2,667	2,597	97%	32.4	C	
WB - Ming Ave	1,716	1,695	99%	17.4	B	
Intersection Total	***6,141***	***6,043***	***98%***	***28.2***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
60. Ming Ave & SR99 NB Ramps						
NB - Sears	352	351	100%	34.0	C	
SB - SR99 SB Off Ramp	850	827	97%	18.5	B	C
EB - Ming Ave	2,434	2,459	101%	30.2	C	
WB - Ming Ave	1,466	1,454	99%	48.0	D	
Intersection Total	***5,102***	***5,091***	***100%***	***33.6***		
61. Ming Ave & Castro Ln						
NB - Castro Ln	474	473	100%	28.2	C	
SB - Castro Ln	299	303	101%	23.2	C	D
EB - Ming Ave	1,583	1,551	98%	25.3	C	
WB - Ming Ave	1,183	1,186	100%	38.1	D	
Intersection Total	***3,539***	***3,513***	***99%***	***39.8***		
66. Brundage Ln & H St						
NB - H St	912	890	98%	37.8	D	
SB - H St	1,010	1,006	100%	52.4	D	D
EB - Brundage Ln	1,195	1,031	86%	79.6	E	
WB - Brundage Ln	997	954	96%	64.2	E	
Intersection Total	***4,114***	***3,881***	***94%***	***53.8***		
67. SR58 WB Ramp & H St						
NB - H St	959	944	98%	20.2	C	
SB - H St	1,240	1,193	96%	34.2	C	D
WB - Richland St	713	682	96%	57.2	E	
Intersection Total	***2,912***	***2,819***	***97%***	***35.1***		
68. SR58 EB Ramp & H St						
NB - H St	1,166	1,171	100%	35.6	D	
SB - H St	1,340	1,288	96%	20.6	C	C
EB - SR58 EB Off Ramp	715	687	96%	18.6	B	
Intersection Total	***3,221***	***3,146***	***98%***	***25.7***		
70. Brundage Ln & Chester Ave						
NB - Chester Ave	982	989	101%	37.8	D	
SB - Chester Ave	1,432	1,418	99%	55.7	E	D
EB - Brundage Ln	926	830	90%	46.2	D	
WB - Brundage Ln	772	683	88%	71.2	E	
Intersection Total	***4,112***	***3,920***	***95%***	***53.8***		
71. SR58 WB Ramp & Chester Ave						
NB - Chester Ave	877	875	100%	19.8	B	
SB - Chester Ave	1,392	1,306	94%	30.9	C	C
WB - Richland St	1,114	1,079	97%	46.7	D	
Intersection Total	***3,383***	***3,260***	***96%***	***27.2***		
72. SR58 EB Ramp & Chester Ave						
NB - Chester Ave	1,149	1,145	100%	35.8	D	
SB - Chester Ave	1,663	1,565	94%	7.5	A	D
EB - Frontage Rd	731	728	100%	33.3	C	
Intersection Total	***3,543***	***3,438***	***97%***	***31.1***		

BAKERSFIELD CENTENNIAL CORRIDOR TRAFFIC OPERATIONS ANALYSIS

YR2038 Alt.A INTERSECTION ANALYSIS RESULTS - PM PEAK

Location	Demand Volume (vph)	CORSIM Served Volume (vph)	% Served in Model	Control Delay (sec/veh)	LOS (Approach)	LOS (Overall)
74. Brundage Ln & Union Ave						
NB - Union Ave	2,126	2,073	98%	22.0	C	D
SB - Union Ave	2,407	2,354	98%	60.0	E	
EB - Brundage Ln	609	616	101%	36.4	D	
WB - Brundage Ln	1,322	1,316	100%	23.4	C	
Intersection Total	***6,464***	***6,359***	***98%***	***47.8***		
75. Brundage Ln & SR58 WB Ramps (Union Ave)						
NB - SR58 WB Off Ramp	991	995	100%	10.7	B	D
SB - Liggett St	77	77	100%	27.9	C	
EB - Brundage Ln	803	741	92%	45.5	D	
WB - Brundage Ln	549	537	98%	49.6	D	
Intersection Total	***2,420***	***2,350***	***97%***	***41.8***		
76. SR58 EB Ramp & Union Ave						
NB - Union Ave	2,186	2,165	99%	14.5	B	B
SB - Union Ave	1,971	1,287	65%	14.7	B	
EB - SR58 EB Off Ramp	1,025	978	95%	15.9	B	
Intersection Total	***5,182***	***4,430***	***85%***	***18.9***		
77.Cottonwood Rd & Brundage Ln						
NB - Cottonwood Rd	1,101	1,073	97%	25.0	C	C
SB - Cottonwood Rd	470	470	100%	40.3	D	
EB - Brundage Ln	401	402	100%	27.2	C	
WB - Brundage Ln	675	684	101%	46.3	D	
Intersection Total	***2,647***	***2,629***	***99%***	***27.6***		
78. Brundage Ln & SR58 WB Ramps (Cottonwood Rd)						
NB - SR58 WB Off Ramp	305	314	103%	22.8	C	C
SB - Driveway	38	39	103%	21.0	C	
EB - Brundage Ln	874	828	95%	33.6	C	
WB - Brundage Ln	656	654	100%	38.0	D	
Intersection Total	***1,873***	***1,835***	***98%***	***33.1***		
79. Cottonwood Rd & SR 58 EB Off Ramp						
NB - Cottonwood Rd	769	769	100%	19.4	B	B
SB - Cottonwood Rd	813	831	102%	23.2	C	
EB - SR-58 EB off Ramp	905	878	97%	14.2	B	
Intersection Total	***2,487***	***2,478***	***100%***	***18.8***		

HCM Signalized Intersection Capacity Analysis
1: Stockdale Hwy & I-5 SB Off-ramp

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	0.95						1.00	
Frt		0.98		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.95	
Satd. Flow (prot)		3459		1770	3539						1774	
Flt Permitted		1.00		0.61	1.00						0.95	
Satd. Flow (perm)		3459		1145	3539						1774	
Volume (vph)	0	164	29	17	58	0	0	0	0	574	0	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.84	0.84	0.84	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	186	33	20	69	0	0	0	0	624	0	1
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	191	0	20	69	0	0	0	0	0	625	0
Turn Type				Perm						Split		
Protected Phases		4			8					6	6	
Permitted Phases				8								
Actuated Green, G (s)		9.4		9.4	9.4						42.6	
Effective Green, g (s)		9.4		9.4	9.4						42.6	
Actuated g/C Ratio		0.16		0.16	0.16						0.71	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		542		179	554						1260	
v/s Ratio Prot		c0.06			0.02						c0.35	
v/s Ratio Perm				0.02								
v/c Ratio		0.35		0.11	0.12						0.50	
Uniform Delay, d1		22.6		21.7	21.8						3.9	
Progression Factor		1.00		1.20	1.07						1.00	
Incremental Delay, d2		0.4		0.3	0.1						1.4	
Delay (s)		23.0		26.3	23.5						5.3	
Level of Service		C		C	C						A	
Approach Delay (s)		23.0			24.1			0.0			5.3	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
4: Stockdale Highway & Enos Ln (SR 43)

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.95			0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00			0.99	
Satd. Flow (prot)	1480	2957		1656	3312	1482		1373			1502	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		1.00			0.81	
Satd. Flow (perm)	1480	2957		1656	3312	1482		1371			1230	
Volume (vph)	44	763	3	59	394	44	4	271	176	67	163	28
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	47	820	3	64	428	48	4	295	191	76	185	32
RTOR Reduction (vph)	0	1	0	0	0	10	0	6	0	0	8	0
Lane Group Flow (vph)	47	822	0	64	428	38	0	484	0	0	285	0
Heavy Vehicles (%)	22%	22%	22%	9%	9%	9%	31%	31%	31%	23%	23%	23%
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	3.0	17.0		2.0	16.0	16.0		20.9			20.9	
Effective Green, g (s)	3.0	17.0		2.0	16.0	16.0		20.9			20.9	
Actuated g/C Ratio	0.06	0.33		0.04	0.31	0.31		0.40			0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	86	969		64	1021	457		552			495	
v/s Ratio Prot	0.03	c0.28		c0.04	0.13							
v/s Ratio Perm						0.03		c0.36			0.24	
v/c Ratio	0.55	0.85		1.00	0.42	0.08		0.88			0.58	
Uniform Delay, d1	23.8	16.3		24.9	14.3	12.7		14.3			12.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	6.9	7.0		112.5	0.3	0.1		14.6			1.6	
Delay (s)	30.7	23.3		137.4	14.5	12.8		28.9			13.7	
Level of Service	C	C		F	B	B		C			B	
Approach Delay (s)		23.7			29.0			28.9			13.7	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	51.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Stockdale Highway & Wegis Ave

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1748	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1748	
Volume (vph)	5	1344	20	252	1114	141	20	20	325	154	20	14
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	1430	21	268	1185	150	23	23	369	175	23	16
RTOR Reduction (vph)	0	0	4	0	0	9	0	0	41	0	7	0
Lane Group Flow (vph)	5	1430	17	268	1185	141	23	23	328	175	32	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	0.8	48.0	48.0	21.2	68.4	68.4	16.5	21.2	21.2	13.6	18.3	
Effective Green, g (s)	0.8	48.0	48.0	21.2	68.4	68.4	16.5	21.2	21.2	13.6	18.3	
Actuated g/C Ratio	0.01	0.40	0.40	0.18	0.57	0.57	0.14	0.18	0.18	0.11	0.15	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	12	1416	633	313	2017	902	243	329	280	201	267	
v/s Ratio Prot	0.00	c0.40		c0.15	0.33		c0.01	0.01		c0.10	0.02	
v/s Ratio Perm			0.01			0.09			0.23			
v/c Ratio	0.42	1.01	0.03	0.86	0.59	0.16	0.09	0.07	1.17	0.87	0.12	
Uniform Delay, d1	59.4	36.0	21.8	47.9	16.7	12.2	45.2	41.2	49.4	52.3	43.9	
Progression Factor	1.26	0.20	0.11	0.48	0.13	0.07	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	9.8	0.0	11.0	0.2	0.0	0.2	0.4	108.2	31.1	0.9	
Delay (s)	77.2	16.9	2.3	34.0	2.4	0.9	45.4	41.6	157.6	83.4	44.8	
Level of Service	E	B	A	C	A	A	D	D	F	F	D	
Approach Delay (s)		16.9			7.5			144.9			76.4	
Approach LOS		B			A			F			E	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4759	1524	3213	3167	1468	3273	4835		3183	4923	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4759	1524	3213	3167	1468	3273	4835		3183	4923	
Volume (vph)	137	677	137	375	850	406	224	1124	219	317	1080	132
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	147	728	147	399	904	432	238	1196	233	337	1149	140
RTOR Reduction (vph)	0	0	14	0	0	32	0	0	0	0	0	0
Lane Group Flow (vph)	147	728	133	399	904	401	238	1429	0	337	1289	0
Heavy Vehicles (%)	2%	9%	6%	9%	14%	10%	7%	4%	8%	10%	3%	9%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.0	31.7	31.7	12.0	37.7	37.7	9.6	31.0		11.1	32.5	
Effective Green, g (s)	7.3	34.7	34.7	13.3	40.7	40.7	10.5	34.0		12.0	35.5	
Actuated g/C Ratio	0.07	0.32	0.32	0.12	0.37	0.37	0.10	0.31		0.11	0.32	
Clearance Time (s)	5.3	7.0	7.0	5.3	7.0	7.0	4.9	7.0		4.9	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.3	5.3	2.0	3.1		2.0	2.4	
Lane Grp Cap (vph)	228	1501	481	388	1172	543	312	1494		347	1589	
v/s Ratio Prot	0.04	c0.15		c0.12	0.29		0.07	c0.30		c0.11	0.26	
v/s Ratio Perm			0.10			0.29						
v/c Ratio	0.64	0.49	0.28	1.03	0.77	0.74	0.76	0.96		0.97	0.81	
Uniform Delay, d1	50.1	30.4	28.2	48.4	30.5	30.0	48.5	37.3		48.8	34.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.6	1.1	1.4	53.1	4.9	8.7	9.5	14.2		40.3	3.2	
Delay (s)	54.7	31.6	29.7	101.5	35.5	38.7	58.1	51.4		89.1	37.3	
Level of Service	D	C	C	F	D	D	E	D		F	D	
Approach Delay (s)		34.6			51.5			52.4			48.1	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	48.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Allen Road & San Juan Ave

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.96		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1733		1770	1584		1770	5085	1583	1770	5085	1583
Flt Permitted		0.39		0.65	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		700		1219	1584		1770	5085	1583	1770	5085	1583
Volume (vph)	139	1	50	87	1	270	50	1546	78	299	1481	151
Peak-hour factor, PHF	0.84	0.84	0.84	0.90	0.90	0.90	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	165	1	60	97	1	300	53	1645	83	315	1559	159
RTOR Reduction (vph)	0	11	0	0	210	0	0	0	6	0	0	14
Lane Group Flow (vph)	0	215	0	97	91	0	53	1645	77	315	1559	145
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		35.9		35.9	35.9		7.2	47.5	47.5	24.6	64.9	64.9
Effective Green, g (s)		35.9		35.9	35.9		7.2	47.5	47.5	24.6	64.9	64.9
Actuated g/C Ratio		0.30		0.30	0.30		0.06	0.40	0.40	0.21	0.54	0.54
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		209		365	474		106	2013	627	363	2750	856
v/s Ratio Prot					0.19		0.03	c0.32		c0.18	0.31	
v/s Ratio Perm		c0.32		0.08					0.05			0.10
v/c Ratio		1.03		0.27	0.19		0.50	0.82	0.12	0.87	0.57	0.17
Uniform Delay, d1		42.0		32.0	31.3		54.7	32.4	23.0	46.1	18.2	13.9
Progression Factor		1.00		1.00	1.00		1.06	0.50	0.51	1.02	0.79	0.79
Incremental Delay, d2		69.6		0.4	0.2		2.1	2.2	0.2	16.9	0.7	0.4
Delay (s)		111.7		32.4	31.5		60.0	18.3	11.9	64.1	15.1	11.3
Level of Service		F		C	C		E	B	B	E	B	B
Approach Delay (s)		111.7			31.7			19.2			22.4	
Approach LOS		F			C			B			C	

Intersection Summary			
HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Rosedale Hwy & Calloway Drive

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3367	4673	1509	3155	4550	1429	3019	4660		3242	4940	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3367	4673	1509	3155	4550	1429	3019	4660		3242	4940	1455
Volume (vph)	189	953	203	392	1353	455	285	1327	285	292	1137	160
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	201	1014	216	413	1424	479	300	1397	300	311	1210	170
RTOR Reduction (vph)	0	0	21	0	0	16	0	0	0	0	0	12
Lane Group Flow (vph)	201	1014	195	413	1424	463	300	1697	0	311	1210	158
Heavy Vehicles (%)	4%	11%	7%	11%	14%	13%	16%	8%	10%	8%	5%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.5	34.8	34.8	15.0	43.3	43.3	14.1	43.0		10.8	39.7	39.7
Effective Green, g (s)	8.8	37.7	37.7	17.3	46.2	46.2	16.3	46.0		13.0	42.7	42.7
Actuated g/C Ratio	0.07	0.29	0.29	0.13	0.36	0.36	0.13	0.35		0.10	0.33	0.33
Clearance Time (s)	6.3	6.9	6.9	6.3	6.9	6.9	6.2	7.0		6.2	7.0	7.0
Vehicle Extension (s)	2.0	5.9	5.9	2.0	6.5	6.5	2.0	4.3		2.0	4.3	4.3
Lane Grp Cap (vph)	228	1355	438	420	1617	508	379	1649		324	1623	478
v/s Ratio Prot	0.06	0.22		c0.13	0.31		c0.10	c0.36		c0.10	0.24	
v/s Ratio Perm			0.14			0.34						0.12
v/c Ratio	0.88	0.75	0.44	0.98	0.88	0.91	0.79	1.03		0.96	0.75	0.33
Uniform Delay, d1	60.1	41.8	37.6	56.2	39.3	39.9	55.2	42.0		58.2	38.8	32.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	29.6	3.1	2.0	39.2	6.8	22.4	10.1	30.0		38.6	3.2	1.8
Delay (s)	89.7	44.9	39.6	95.4	46.1	62.4	65.3	72.0		96.8	42.0	34.7
Level of Service	F	D	D	F	D	E	E	E		F	D	C
Approach Delay (s)		50.4			58.3			71.0			51.3	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM Average Control Delay	58.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3183	4759	1468	3213	4673	1495	4586	4988	1495	3303	4940	1392
Volume (vph)	162	1351	522	658	1345	293	710	1228	558	193	843	265
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	171	1422	549	693	1416	308	747	1293	587	205	897	282
RTOR Reduction (vph)	0	0	45	0	0	24	0	0	39	0	0	18
Lane Group Flow (vph)	171	1422	504	693	1416	284	747	1293	548	205	897	264
Heavy Vehicles (%)	10%	9%	10%	9%	11%	8%	11%	4%	8%	6%	5%	16%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	10.5	41.5	41.5	22.7	53.7	53.7	16.8	46.9	46.9	6.9	37.0	37.0
Effective Green, g (s)	12.8	44.5	44.5	25.0	56.7	56.7	19.0	50.4	50.4	9.1	40.5	40.5
Actuated g/C Ratio	0.09	0.31	0.31	0.17	0.39	0.39	0.13	0.35	0.35	0.06	0.28	0.28
Clearance Time (s)	6.3	7.0	7.0	6.3	7.0	7.0	6.2	7.5	7.5	6.2	7.5	7.5
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.9	4.9	2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	281	1461	451	554	1827	585	601	1734	520	207	1380	389
v/s Ratio Prot	0.05	0.30		c0.22	0.30		c0.16	0.26		0.06	0.18	
v/s Ratio Perm			0.37			0.21			0.39			0.20
v/c Ratio	0.61	0.97	1.12	1.25	0.78	0.48	1.24	0.75	1.05	0.99	0.65	0.68
Uniform Delay, d1	63.7	49.7	50.2	60.0	38.6	33.2	63.0	41.7	47.3	67.9	46.0	46.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	17.6	78.4	127.3	2.5	1.3	122.9	3.0	54.3	59.6	2.4	9.2
Delay (s)	66.2	67.3	128.7	187.3	41.0	34.5	185.9	44.6	101.6	127.5	48.4	55.6
Level of Service	E	E	F	F	D	C	F	D	F	F	D	E
Approach Delay (s)		82.9			82.1			97.5			61.6	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM Average Control Delay	83.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
29: Stockdale Highway & Coffee Road

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4988	1495	3367	4940	1495	3433	4993		3400	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4988	1495	3367	4940	1495	3433	4993		3400	4988	1553
Volume (vph)	652	839	120	250	991	403	203	1781	229	304	1619	337
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	694	893	128	266	1054	429	214	1875	241	320	1704	355
RTOR Reduction (vph)	0	0	15	0	0	29	0	0	0	0	0	19
Lane Group Flow (vph)	694	893	113	266	1054	400	214	2116	0	320	1704	336
Heavy Vehicles (%)	2%	4%	8%	4%	5%	8%	2%	2%	3%	3%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						2
Actuated Green, G (s)	13.0	21.8	21.8	17.2	26.0	26.0	7.0	33.0		8.0	34.0	34.0
Effective Green, g (s)	13.0	23.8	23.8	17.2	28.0	28.0	7.0	35.0		8.0	36.0	36.0
Actuated g/C Ratio	0.13	0.24	0.24	0.17	0.28	0.28	0.07	0.35		0.08	0.36	0.36
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	446	1187	356	579	1383	419	240	1748		272	1796	559
v/s Ratio Prot	c0.20	0.18		0.08	0.21		0.06	c0.42		c0.09	0.34	
v/s Ratio Perm			0.09			0.29						0.23
v/c Ratio	1.56	0.75	0.32	0.46	0.76	0.96	0.89	1.21		1.18	0.95	0.60
Uniform Delay, d1	43.5	35.4	31.4	37.2	33.0	35.4	46.1	32.5		46.0	31.1	26.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.02	1.05	1.11
Incremental Delay, d2	261.0	2.4	0.2	0.2	2.3	32.1	30.5	100.3		105.9	10.3	3.8
Delay (s)	304.5	37.8	31.6	37.4	35.2	67.5	76.6	132.8		152.8	43.1	32.7
Level of Service	F	D	C	D	D	E	E	F		F	D	C
Approach Delay (s)		145.3			43.5			127.7			56.3	
Approach LOS		F			D			F			E	

Intersection Summary			
HCM Average Control Delay	92.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
30: Rosedale Hwy & Mohawk Street

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.94	0.91	1.00	0.94	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3155	4940	1429	4627	4803	1429	4757	4803	1417	3273	4803	1455
Volume (vph)	101	1710	496	595	1756	210	345	686	422	254	948	26
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	106	1800	522	620	1829	219	367	730	449	273	1019	28
RTOR Reduction (vph)	0	0	35	0	0	21	0	0	34	0	0	7
Lane Group Flow (vph)	106	1800	487	620	1829	198	367	730	415	273	1019	21
Heavy Vehicles (%)	11%	5%	13%	10%	8%	13%	7%	8%	14%	7%	8%	11%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	6.0	41.3	41.3	9.7	45.0	45.0	12.1	37.2	37.2	6.8	31.9	31.9
Effective Green, g (s)	8.3	43.6	43.6	12.0	47.3	47.3	14.3	39.4	39.4	9.0	34.1	34.1
Actuated g/C Ratio	0.07	0.36	0.36	0.10	0.39	0.39	0.12	0.33	0.33	0.08	0.28	0.28
Clearance Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.2	6.2	6.2	6.2	6.2	6.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	218	1795	519	463	1893	563	567	1577	465	245	1365	413
v/s Ratio Prot	0.03	0.36		c0.13	0.38		0.08	0.15		c0.08	0.21	
v/s Ratio Perm			0.37			0.15			0.32			0.02
v/c Ratio	0.49	1.00	0.94	1.34	0.97	0.35	0.65	0.46	0.89	1.11	0.75	0.05
Uniform Delay, d1	53.8	38.2	36.9	54.0	35.6	25.6	50.4	31.9	38.3	55.5	39.0	31.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	21.9	26.8	166.6	14.1	1.7	2.5	0.2	19.1	91.6	2.3	0.1
Delay (s)	55.5	60.1	63.7	220.6	49.7	27.3	53.0	32.1	57.4	147.1	41.3	31.2
Level of Service	E	E	E	F	D	C	D	C	E	F	D	C
Approach Delay (s)		60.7			87.6			44.4			63.0	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM Average Control Delay	66.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
34: Mohawk Street & California Avenue

7/25/2012

Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.91		1.00	0.91	1.00	0.95	0.95	0.88
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	1574		3433	5054		1770	4988	1583	1681	1656	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	1752	1574		3433	5054		1770	4988	1583	1681	1656	2787
Volume (vph)	104	156	18	1062	1182	51	91	1444	487	519	92	1214
Peak-hour factor, PHF	0.88	0.88	0.88	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	177	20	1118	1244	54	96	1520	513	546	97	1278
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	63
Lane Group Flow (vph)	118	197	0	1118	1298	0	96	1520	488	329	314	1215
Heavy Vehicles (%)	3%	2%	8%	2%	2%	2%	2%	4%	2%	2%	7%	2%
Turn Type	Split			Prot			Prot		Perm	Split		pm+ov
Protected Phases	3	3		5	2		1	6		4	4	5
Permitted Phases									6			4
Actuated Green, G (s)	13.0	13.0		33.8	58.4		8.3	32.9	32.9	22.0	22.0	55.8
Effective Green, g (s)	13.0	13.0		33.8	59.4		8.3	33.9	33.9	23.3	23.3	57.1
Actuated g/C Ratio	0.11	0.11		0.28	0.49		0.07	0.28	0.28	0.19	0.19	0.48
Clearance Time (s)	4.0	4.0		4.0	5.0		4.0	5.0	5.0	5.3	5.3	4.0
Vehicle Extension (s)	1.5	1.5		1.0	2.0		1.0	2.0	2.0	2.0	2.0	1.0
Lane Grp Cap (vph)	190	171		967	2502		122	1409	447	326	322	1419
v/s Ratio Prot	0.07	c0.13		c0.33	0.26		0.05	0.30		c0.20	0.19	0.25
v/s Ratio Perm									0.32			0.20
v/c Ratio	0.62	1.15		1.16	0.52		0.79	1.08	1.09	1.01	0.98	0.86
Uniform Delay, d1	51.1	53.5		43.1	20.6		55.0	43.0	43.0	48.4	48.1	27.8
Progression Factor	1.00	1.00		0.76	0.71		0.95	0.54	0.50	1.00	1.00	1.00
Incremental Delay, d2	4.5	115.6		78.7	0.5		19.9	45.5	64.0	52.2	42.9	5.1
Delay (s)	55.6	169.1		111.4	15.2		72.2	68.8	85.4	100.5	91.0	32.9
Level of Service	E	F		F	B		E	E	F	F	F	C
Approach Delay (s)	126.6				59.7			73.0			54.0	
Approach LOS	F				E			E			D	

Intersection Summary			
HCM Average Control Delay	65.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4896		3273	4759	1583	3400	5013		3303	4893	1495
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4896		3273	4759	1583	3400	5013		3303	4893	1495
Volume (vph)	609	1137	239	175	1293	131	388	1263	116	328	1723	616
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	641	1197	252	186	1376	139	408	1329	122	342	1795	642
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	0	26
Lane Group Flow (vph)	641	1449	0	186	1376	95	408	1451	0	342	1795	616
Heavy Vehicles (%)	2%	3%	4%	7%	9%	2%	3%	2%	4%	6%	6%	8%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	19.0	40.7		8.0	29.7	29.7	13.0	38.7		14.0	39.7	39.7
Effective Green, g (s)	19.0	42.0		8.0	31.0	31.0	13.0	40.0		14.0	41.0	41.0
Actuated g/C Ratio	0.16	0.35		0.07	0.26	0.26	0.11	0.33		0.12	0.34	0.34
Clearance Time (s)	4.0	5.3		4.0	5.3	5.3	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lane Grp Cap (vph)	544	1714		218	1229	409	368	1671		385	1672	511
v/s Ratio Prot	c0.19	0.30		0.06	c0.29		c0.12	0.29		0.10	0.37	
v/s Ratio Perm						0.09						0.43
v/c Ratio	1.18	0.85		0.85	1.12	0.23	1.11	0.87		0.89	1.07	1.20
Uniform Delay, d1	50.5	36.0		55.4	44.5	35.1	53.5	37.5		52.2	39.5	39.5
Progression Factor	1.00	1.00		0.60	1.09	1.39	1.00	1.00		0.63	0.59	0.55
Incremental Delay, d2	98.1	5.3		10.9	58.4	0.5	79.6	6.4		2.5	34.5	94.0
Delay (s)	148.6	41.3		44.1	106.9	49.4	133.1	43.9		35.4	57.7	115.8
Level of Service	F	D		D	F	D	F	D		D	E	F
Approach Delay (s)		74.2			95.3			63.5			68.4	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM Average Control Delay	74.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00		1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (prot)	1770	5084		1770	5071		1770	1583		1681	1527	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.99	
Satd. Flow (perm)	1770	5084		1770	5071		1770	1583		1681	1527	
Volume (vph)	51	2397	3	31	2685	52	12	0	33	219	1	157
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	54	2523	3	32	2797	54	15	0	41	243	1	174
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	2526	0	32	2851	0	15	41	0	220	198	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	5.6	71.2		2.4	68.0		14.4	14.4		16.0	16.0	
Effective Green, g (s)	5.6	71.2		2.4	68.0		14.4	14.4		16.0	16.0	
Actuated g/C Ratio	0.05	0.59		0.02	0.57		0.12	0.12		0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	3017		35	2874		212	190		224	204	
v/s Ratio Prot	0.03	c0.50		0.02	c0.56		0.01	c0.03		c0.13	0.13	
v/s Ratio Perm												
v/c Ratio	0.65	0.84		0.91	0.99		0.07	0.22		0.98	0.97	
Uniform Delay, d1	56.2	19.7		58.7	25.7		46.9	47.7		51.9	51.8	
Progression Factor	1.00	1.00		1.24	0.64		1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.8	2.2		25.5	3.5		0.6	2.6		55.7	55.8	
Delay (s)	73.0	21.9		98.2	20.0		47.5	50.3		107.6	107.6	
Level of Service	E	C		F	B		D	D		F	F	
Approach Delay (s)		23.0			20.9			49.5			107.6	
Approach LOS		C			C			D			F	

Intersection Summary			
HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
50: Stockdale Hwy & Stine Rd 7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	3413		1770	3379			1811	1568		1788	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	1770	3413		1770	3379			1811	1568		1788	
Volume (vph)	20	1314	83	387	1280	95	89	100	229	71	144	43
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	21	1398	88	407	1347	100	99	111	254	81	164	49
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	21	1486	0	407	1447	0	0	210	237	0	294	0
Heavy Vehicles (%)	2%	5%	2%	2%	6%	2%	3%	2%	3%	3%	2%	3%
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	1.8	44.4		25.6	68.2			17.5	17.5		17.5	
Effective Green, g (s)	1.3	44.9		25.1	68.7			17.0	17.0		17.0	
Actuated g/C Ratio	0.01	0.37		0.21	0.57			0.14	0.14		0.14	
Clearance Time (s)	3.5	4.5		3.5	4.5			3.5	3.5		3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	19	1277		370	1934			257	222		253	
v/s Ratio Prot	0.01	c0.44		c0.23	0.43			0.12			c0.16	
v/s Ratio Perm									0.16			
v/c Ratio	1.11	1.16		1.10	0.75			0.82	1.07		1.16	
Uniform Delay, d1	59.4	37.5		47.5	19.2			50.0	51.5		51.5	
Progression Factor	1.10	0.48		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	204.5	79.9		76.5	2.7			17.9	79.2		107.5	
Delay (s)	269.7	97.9		123.9	21.9			67.9	130.7		159.0	
Level of Service	F	F		F	C			E	F		F	
Approach Delay (s)		100.3			44.3			102.3			159.0	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM Average Control Delay	79.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4938		3433	5056		3433	5085	1560	3433	4931	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4938		3433	5056		3433	5085	1560	3433	4931	
Volume (vph)	528	871	187	295	1093	40	52	990	243	36	1377	313
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	562	927	199	314	1163	43	55	1053	259	38	1465	333
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	9	0	0	0
Lane Group Flow (vph)	562	1126	0	314	1206	0	55	1053	250	38	1798	0
Confl. Peds. (#/hr)			2			2			2			2
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	17.1	31.8		12.0	26.7		4.7	38.7	38.7	3.5	37.5	
Effective Green, g (s)	17.1	33.1		12.0	28.0		4.7	40.0	40.0	3.5	38.8	
Actuated g/C Ratio	0.16	0.32		0.11	0.27		0.04	0.38	0.38	0.03	0.37	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	0.5	2.0		0.5	2.0		0.5	2.0	2.0	0.5	2.0	
Lane Grp Cap (vph)	561	1563		394	1353		154	1945	597	115	1829	
v/s Ratio Prot	c0.16	0.23		0.09	c0.24		c0.02	0.21		0.01	c0.36	
v/s Ratio Perm									0.17			
v/c Ratio	1.00	0.72		0.80	0.89		0.36	0.54	0.42	0.33	0.98	
Uniform Delay, d1	43.8	31.7		45.1	36.8		48.5	25.2	23.7	49.4	32.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	38.4	2.9		10.0	9.2		0.5	0.2	0.2	0.6	17.0	
Delay (s)	82.2	34.6		55.1	46.0		49.0	25.3	23.9	50.0	49.6	
Level of Service	F	C		E	D		D	C	C	D	D	
Approach Delay (s)		50.4			47.9			26.0			49.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	44.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	104.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	*0.90		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4983		3400	4988	1546	3433	3539	1546	3433	3539	1560
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	4983		3400	4988	1546	3433	3539	1546	3433	3539	1560
Volume (vph)	123	1852	110	546	1814	308	178	364	606	392	384	173
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	100%	100%	100%	100%	130%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	129	1949	116	569	2456	321	191	391	652	422	413	186
RTOR Reduction (vph)	0	0	0	0	0	39	0	0	76	0	0	8
Lane Group Flow (vph)	129	2065	0	569	2456	282	191	391	576	422	413	178
Confl. Peds. (#/hr)			2			2			2			2
Heavy Vehicles (%)	2%	2%	2%	3%	4%	3%	2%	2%	3%	2%	2%	2%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	5.0	36.3		11.0	42.3	42.3	26.6	34.7	34.7	9.0	17.1	17.1
Effective Green, g (s)	5.0	38.0		11.0	44.0	44.0	26.6	36.0	36.0	9.0	18.4	18.4
Actuated g/C Ratio	0.05	0.35		0.10	0.40	0.40	0.24	0.33	0.33	0.08	0.17	0.17
Clearance Time (s)	4.0	5.7		4.0	5.7	5.7	4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lane Grp Cap (vph)	156	1721		340	1995	618	830	1158	506	281	592	261
v/s Ratio Prot	0.04	0.41		c0.17	c0.49		0.06	0.11		c0.12	0.12	
v/s Ratio Perm						0.21			0.42			0.12
v/c Ratio	0.83	1.20		1.67	1.23	0.46	0.23	0.34	1.14	1.50	0.70	0.68
Uniform Delay, d1	52.1	36.0		49.5	33.0	24.2	33.5	28.0	37.0	50.5	43.2	43.0
Progression Factor	1.00	1.00		1.11	1.00	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.5	95.8		304.3	104.4	0.2	0.1	0.1	83.9	243.6	2.9	5.7
Delay (s)	79.6	131.8		359.0	137.5	24.9	33.5	28.0	120.9	294.1	46.1	48.8
Level of Service	E	F		F	F	C	C	C	F	F	D	D
Approach Delay (s)		128.8			164.4			78.0			149.1	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM Average Control Delay	138.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0		4.0
Lane Util. Factor		0.86	1.00		0.91					0.97		0.88
Frpb, ped/bikes		1.00	1.00		0.99					1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00					1.00		1.00
Frt		1.00	0.85		0.96					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		6346	1583		4790					3433		2760
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		6346	1583		4790					3433		2760
Volume (vph)	0	2205	645	0	1303	550	0	0	0	705	0	1365
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	150%
Adj. Flow (vph)	0	2297	672	0	1372	579	0	0	0	742	0	2155
RTOR Reduction (vph)	0	0	198	0	69	0	0	0	0	0	0	10
Lane Group Flow (vph)	0	2297	474	0	1882	0	0	0	0	742	0	2145
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%
Turn Type			Perm							custom		custom
Protected Phases		2			6					4		
Permitted Phases			2							4		4
Actuated Green, G (s)		43.7	43.7		43.7					54.4		54.4
Effective Green, g (s)		46.0	46.0		46.0					56.0		56.0
Actuated g/C Ratio		0.42	0.42		0.42					0.51		0.51
Clearance Time (s)		6.3	6.3		6.3					5.6		5.6
Vehicle Extension (s)		4.3	4.3		4.9					3.4		3.4
Lane Grp Cap (vph)		2654	662		2003					1748		1405
v/s Ratio Prot		0.36			0.41					0.22		
v/s Ratio Perm			0.42									0.78
v/c Ratio		0.87	0.72		0.94					0.42		1.53
Uniform Delay, d1		29.2	26.6		30.7					16.9		27.0
Progression Factor		0.31	0.14		1.11					1.00		1.00
Incremental Delay, d2		0.4	0.6		7.2					0.2		240.6
Delay (s)		9.5	4.3		41.2					17.1		267.6
Level of Service		A	A		D					B		F
Approach Delay (s)		8.3			41.2			0.0			203.4	
Approach LOS		A			D			A			F	

Intersection Summary			
HCM Average Control Delay	88.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.86	0.86		0.91	1.00	1.00		1.00			
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		0.95	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		4556	1335		5085	1550	1752		1538			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		4556	1335		5085	1550	1752		1538			
Volume (vph)	0	1256	1655	0	1134	685	718	0	361	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	0	1308	1724	0	1194	721	772	0	388	0	0	0
RTOR Reduction (vph)	0	72	0	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	1819	1141	0	1194	721	772	0	372	0	0	0
Confl. Peds. (#/hr)						2						
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%	3%	2%	5%	2%	2%	2%
Turn Type			Free			Free	Prot		custom			
Protected Phases		2			6		8					
Permitted Phases			Free			Free			8			
Actuated Green, G (s)		49.1	110.0		49.1	110.0	50.8		50.8			
Effective Green, g (s)		50.0	110.0		50.0	110.0	52.0		52.0			
Actuated g/C Ratio		0.45	1.00		0.45	1.00	0.47		0.47			
Clearance Time (s)		4.9			4.9		5.2		5.2			
Vehicle Extension (s)		5.7			5.7		5.3		5.3			
Lane Grp Cap (vph)		2071	1335		2311	1550	828		727			
v/s Ratio Prot		0.42			0.23		c0.44					
v/s Ratio Perm			0.85			0.47			0.25			
v/c Ratio		0.88	0.85		0.52	0.47	0.93		0.51			
Uniform Delay, d1		27.2	0.0		21.4	0.0	27.3		20.2			
Progression Factor		0.57	1.00		1.46	1.00	1.00		1.00			
Incremental Delay, d2		4.5	3.6		0.3	0.4	17.8		1.3			
Delay (s)		20.0	3.6		31.5	0.4	45.1		21.5			
Level of Service		B	A		C	A	D		C			
Approach Delay (s)		13.8			19.8			37.2			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
65: White Lane & Hughes Lane

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4911		1770	5011		1770	3539	1553	1770	3215	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4911		1770	5011		1770	3539	1553	1770	3215	
Volume (vph)	339	978	258	308	1117	108	269	214	171	199	283	354
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	361	1040	274	328	1188	115	292	233	186	214	304	381
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	361	1314	0	328	1303	0	292	233	182	214	685	0
Confl. Peds. (#/hr)			2			3			5			3
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	20.0	31.4		20.0	31.4		17.0	24.8	24.8	15.2	23.0	
Effective Green, g (s)	20.0	32.7		20.0	32.7		17.0	26.1	26.1	15.2	24.3	
Actuated g/C Ratio	0.18	0.30		0.18	0.30		0.15	0.24	0.24	0.14	0.22	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lane Grp Cap (vph)	322	1460		322	1490		274	840	368	245	710	
v/s Ratio Prot	c0.20	c0.27		0.19	0.26		c0.17	0.07		0.12	c0.21	
v/s Ratio Perm									0.12			
v/c Ratio	1.12	0.90		1.02	0.87		1.07	0.28	0.50	0.87	1.11dr	
Uniform Delay, d1	45.0	37.1		45.0	36.7		46.5	34.3	36.3	46.5	42.4	
Progression Factor	1.19	0.63		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	75.9	5.7		55.0	7.4		72.8	0.1	0.4	26.5	25.0	
Delay (s)	129.4	29.1		100.0	44.1		119.3	34.3	36.6	73.0	67.4	
Level of Service	F	C		F	D		F	C	D	E	E	
Approach Delay (s)		50.7			55.4			69.8			68.7	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM Average Control Delay	58.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
69: Ming Avenue & H Street

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3287		1736	3258		1703	3056		1770	3471	1500
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3287		1736	3258		1703	3056		1770	3471	1500
Volume (vph)	91	926	136	254	936	42	215	66	136	81	144	105
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	98	996	146	273	1006	45	239	73	151	90	160	117
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	98	1142	0	273	1051	0	239	224	0	90	160	105
Confl. Peds. (#/hr)			2			3			2			2
Heavy Vehicles (%)	2%	7%	11%	4%	10%	10%	6%	3%	6%	2%	4%	6%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		4										6
Actuated Green, G (s)	12.7	42.7		19.7	49.7		17.6	27.4		11.6	21.4	21.4
Effective Green, g (s)	12.7	44.0		19.7	51.0		17.6	28.7		11.6	22.7	22.7
Actuated g/C Ratio	0.11	0.37		0.16	0.42		0.15	0.24		0.10	0.19	0.19
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	4.0		1.0	4.0		1.0	4.0		1.0	4.0	4.0
Lane Grp Cap (vph)	187	1205		285	1385		250	731		171	657	284
v/s Ratio Prot	0.06	c0.35		c0.16	0.32		c0.14	0.07		0.05	0.05	
v/s Ratio Perm												0.08
v/c Ratio	0.52	0.95		0.96	0.76		0.96	0.31		0.53	0.24	0.37
Uniform Delay, d1	50.8	36.9		49.7	29.3		50.8	37.5		51.6	41.4	42.4
Progression Factor	1.00	1.00		0.88	0.30		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	15.1		27.8	1.4		44.1	1.1		1.3	0.9	3.7
Delay (s)	52.0	52.0		71.7	10.2		94.9	38.6		52.9	42.2	46.1
Level of Service	D	D		E	B		F	D		D	D	D
Approach Delay (s)		52.0			22.8			67.7			46.1	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM Average Control Delay	42.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
73: Ming Avenue & Chester Avenue

7/25/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3276		1719	3183		1626	3354		1736	3471	1474
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3276		1719	3183		1626	3354		1736	3471	1474
Volume (vph)	241	769	117	150	831	30	128	674	73	52	1001	238
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	259	827	126	161	894	32	138	725	78	55	1065	253
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	259	953	0	161	926	0	138	803	0	55	1065	239
Confl. Peds. (#/hr)			2			5			4			2
Heavy Vehicles (%)	4%	7%	13%	5%	13%	6%	11%	5%	14%	4%	4%	8%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases					6							4
Actuated Green, G (s)	18.0	41.4		11.9	35.3		11.8	42.3		6.2	36.7	36.7
Effective Green, g (s)	18.0	42.3		11.9	36.2		11.8	43.6		6.2	38.0	38.0
Actuated g/C Ratio	0.15	0.35		0.10	0.30		0.10	0.36		0.05	0.32	0.32
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lane Grp Cap (vph)	260	1155		170	960		160	1219		90	1099	467
v/s Ratio Prot	c0.15	0.29		0.09	c0.29		c0.08	0.24		0.03	c0.31	
v/s Ratio Perm												0.17
v/c Ratio	1.00	0.83		0.95	0.96		0.86	0.66		0.61	0.97	0.51
Uniform Delay, d1	51.0	35.5		53.7	41.3		53.3	32.0		55.7	40.4	33.4
Progression Factor	0.49	0.28		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	38.8	3.6		52.6	21.7		34.0	1.0		8.3	19.7	0.4
Delay (s)	63.8	13.5		106.4	62.9		87.3	33.0		64.1	60.1	33.8
Level of Service	E	B		F	E		F	C		E	E	C
Approach Delay (s)		24.3			69.4			40.9			55.4	
Approach LOS		C			E			D			E	

Intersection Summary			
HCM Average Control Delay	47.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			