PROJECT REPORT

Alternatives Traffic Analysis
King Street — Beauregard Street Project

Prepared For:
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June 2006

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BACKGROUND

Fitzgerald & Halliday, Inc. (FHI) has previously submitted:

1. a Project Data Collection notebook (dated March 2006) that included automated traffic count data, turning movement count data, field inventory sketches and a field photography journal.
2. an Existing Conditions Traffic Analysis notebook (dated March 2006) that documented the existing traffic operations in the study area and served as the baseline for further analysis.
3. a Pedestrian and Bicycle report (dated March 2006) that documented existing conditions in the study area relative to pedestrian and bicycle facilities and provided project design recommendations.
4. a Traffic Demand Projections memorandum that documented the demand forecasting procedure used to project future year traffic volumes in the corridor.

The purpose of this phase of the various traffic studies is to document the analyses conducted to evaluate three different improvement alternatives. The alternatives are analyzed using existing traffic volumes and the preferred scenario is also evaluated given 2016 projected traffic volumes.

DESCRIPTION OF ALTERNATIVES

In general, the goal of the King Street and Beauregard Street project is to construct improvements within a constrained right-of-way that will reduce delay and congestion and provide a safer environment for bicycles and pedestrians. Potential improvements are limited by right of way and other constraints southeast of the Beauregard Street intersection such that additional through lanes from Beauregard Street to the interstate are not considered feasible. Therefore, improvements that require King Street widening southeast of Beauregard Street were not considered as viable alternatives for the purpose of the technical traffic analyses.

The three improvement alternatives evaluated are described as follows:

1. Alternative 1 adds dual left turn lanes on King Street at the Beauregard Street intersection. Providing additional capacity at the primary intersection in the corridor also allows for minor improved platoon progression through the corridor. This scenario provides for concurrent movement of the dual left turn movements for King Street.
2. Alternative 2 includes the Alternative 1 improvements plus adds a third King Street through lane (in the northwest direction only) from after the Beauregard Street intersection to the County line. As the turning movements from Beauregard Street onto King Street heading toward the County line result in high traffic volumes in this section of King Street, this alternative provides additional capacity for that link of roadway. In addition, this three lane cross section would connect and match the existing three lane cross section in the County.
3. Alternative 3 provides the same improvements as Alternative 1 but with different signal phasing. Limiting the opposing King Street dual left turn lanes to lead / lag left turn phasing allows for a smaller intersection design and relieves issues associated with turning radii for concurrent movements.

TRAFFIC ANALYSIS

The alternatives analysis includes two measures of effectiveness (MOEs) – delay and level of service (LOS). Delay and the associated level of service (LOS) were used to evaluate the corridor as defined by the Highway Capacity Manual (HCM 2000) (Transportation Research Board, Special Report #209, Revised 2000). Capacity analyses are utilized to determine a (LOS) for a given intersection operating under either signalized or unsignalized control. The LOS is based on estimated delay and range from LOS A, the best, to LOS F, the worst. In general LOS A and LOS B indicate little or no delay, LOS C indicates average delay, LOS D indicates delay is increasing and noticeable, LOS E indicates the limit of acceptable delay and LOS F is characteristic of over saturated conditions. The actual delays associated with these levels of service are identified in Table 1.

Table 1: LOS and Delay

LOS	SIGNALIZED INTERSECTION DELAY (secs)
A	< 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Source: Highway Capacity Manual

The three alternatives were evaluated utilizing the Synchro and CORSIM models previously developed. The initial model development, validation and evaluation procedure is detailed in the Existing Conditions Traffic Analysis notebook previously submitted.

The Synchro model calculates delay based on a proprietary formula referred to as the Percentile Delay Method. This computation assesses five levels of traffic arrivals in an effort to evaluate actuated signal control given varying traffic loads. As this method is different than the Webster's Formula defined by the Highway Capacity Manual (HCM), the Synchro output includes both the Synchro and HCM versions of delay calculations. Both versions of the output are reported in this document.

CORSIM is a microscopic traffic simulation model that utilizes comprehensive input data to track vehicles individually through a network. As the model is stochastic in nature, the model was run three different times for each scenario and average results are reported. CORSIM uses random number seeds to initiate the model (i.e., the various parameters that can fluctuate randomly like driver behavior). The same set of three random number seeds was used for each scenario.

Using the validated model, each of the three alternatives were tested given year 2006 traffic volumes (illustrated in Figures 1 – 4). Comprehensive tabular results by movement and approach are provided in a series of tables in Appendix A as follows: Synchro results are provided in the Table A

series (Table A – Alt 1, Table A – Alt 2, and Table A – Alt 3) and CORSIM results are provided in the Table B series (Table B – Alt 1, Table B – Alt 2, and Table B – Alt 3).

In addition, Alternative 3 was tested given year 2016 traffic projections (as detailed in the Traffic Projections memorandum). The projected traffic volumes are illustrated in Figures 5 – 8. Comprehensive tabular results by movement and approach are provided in a series of tables in Appendix B as follows: Synchro results are provided in Table A and CORSIM results are provided in Table B.

For more direct comparison of the alternatives, the intersection levels of service are provided in Table 2 as a more concise summary of the various analyses. Year 2006 analysis worksheets are provided in Appendix C and year 2016 analysis worksheets are provided in Appendix D (PM peak hour for each of the alternatives is provided).

As Alternative 1 and Alternative 3 provide the for the same geometry at the Beauregard intersection (the alternatives only provide different signal phasing for the proposed dual left turn movements) as well as the rest of the corridor, analyses indicate that traffic operations will be very similar as expected. The proposed King Street dual left turns onto Beauregard Street allow for some additional green time to be distributed among other movements and intersection operations to be better optimized. Based on year 2006 traffic volumes, each of the study intersections is expected to operate at LOS D or better (the Beauregard Street is expected to operate at LOS E during the AM peak hour but near the LOS D threshold). Alternative 2 provides additional capacity between Beauregard Street and the County line, thus considerable operational improvement would be expected at the Dawes Avenue and Chesterfield Road intersections.

In addition, Alternative 3 was tested utilizing the year 2016 traffic projections. Based on the analyses, poor levels of service are expected at Dawes Avenue, Chesterfield Road, Beauregard Street and 28th Street. This is a result of the heavy King Street mainline volume between the County line and Beauregard Street and the operational impacts extend to 28th Street, the next intersection to the southeast. An additional King Street through lane that extends through the Beauregard Street intersection is needed to mitigate this operational impact in the future.

Additional mitigation measures that will improve safety and operations at isolated intersections throughout the study area were also evaluated. As a result, several turn lane improvements are recommended throughout the corridor:

- Chesterfield Road – westbound left turn lane
- Park Center Drive – eastbound right turn lane
- Braddock Road – southbound right turn lane
- Beauregard Street – westbound right turn lane

TABLE 2
Intersection LOS Comparison

Intersection	Year 2006 AM Peak Hour LOS			Year 2006 Mid Peak Hour LOS			Year 2006 PM Peak Hour LOS			Year 2006 Sat. Peak Hour LOS			Year 2016 Alternatve 3	
	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	AM	PM
King & Dawes	A	A	A	A	A	A	A	A	A	A	A	A	A	A
King & Chesterfield	D	A	D	B	A	B	C	C	C	B	A	B	F	E
King & Beauregard	E	E	E	C	C	C	D	D	D	C	C	C	F	F
King & 28th	D	D	D	B	B	B	B	B	B	A	A	A	E	B
King & N Hampton	A	A	A	A	A	A	A	A	A	A	A	A	A	A
King & Park Center	B	B	B	B	B	B	B	B	B	A	A	A	C	C
Beauregard & Braddock	B	B	B	B	B	B	C	C	C	B	B	B	C	C

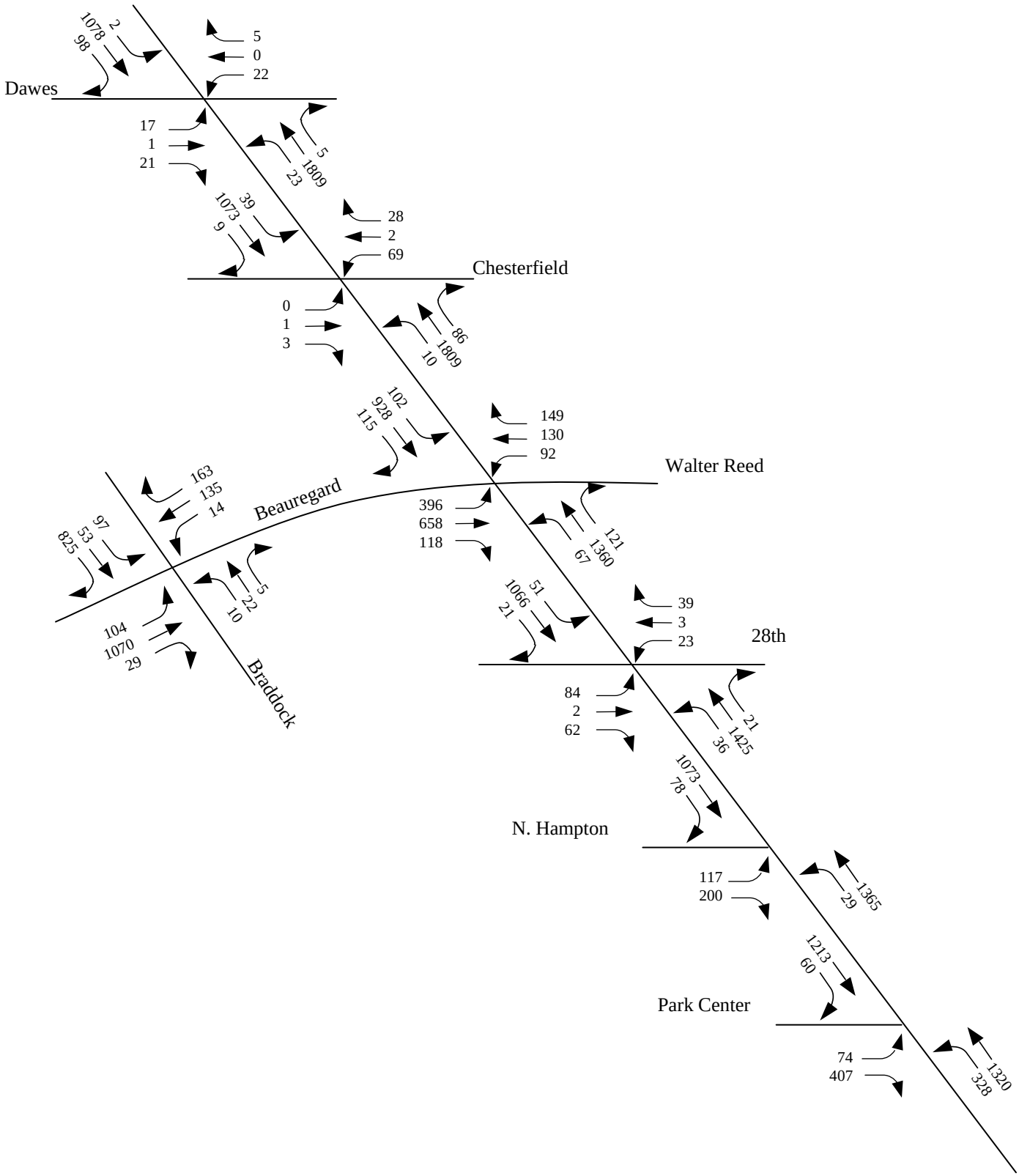
Source: Fitzgerald & Halliday, Inc., June 2006

SUMMARY

Operational analyses were performed for three alternatives. The following briefly summarizes the results:

- Alternatives 1 and 3 provide the same operational benefits with all study intersections expected to operate at acceptable levels of service (year 2006 volumes);
- Due to geometric constraints, Alternative 3 is preferable to Alternative 1.
- Alternative 2 provides considerable operational improvement northwest of Beauregard Street to the County line;
- Based on projected year 2016 traffic volumes, an additional King Street through lane (from the County line through the Beauregard Street intersection) would be required for all study intersections to operate at acceptable levels of service; and
- Side street turn lanes are recommended at Chesterfield Road, Park Center Drive, Braddock Road, and Beauregard Street.

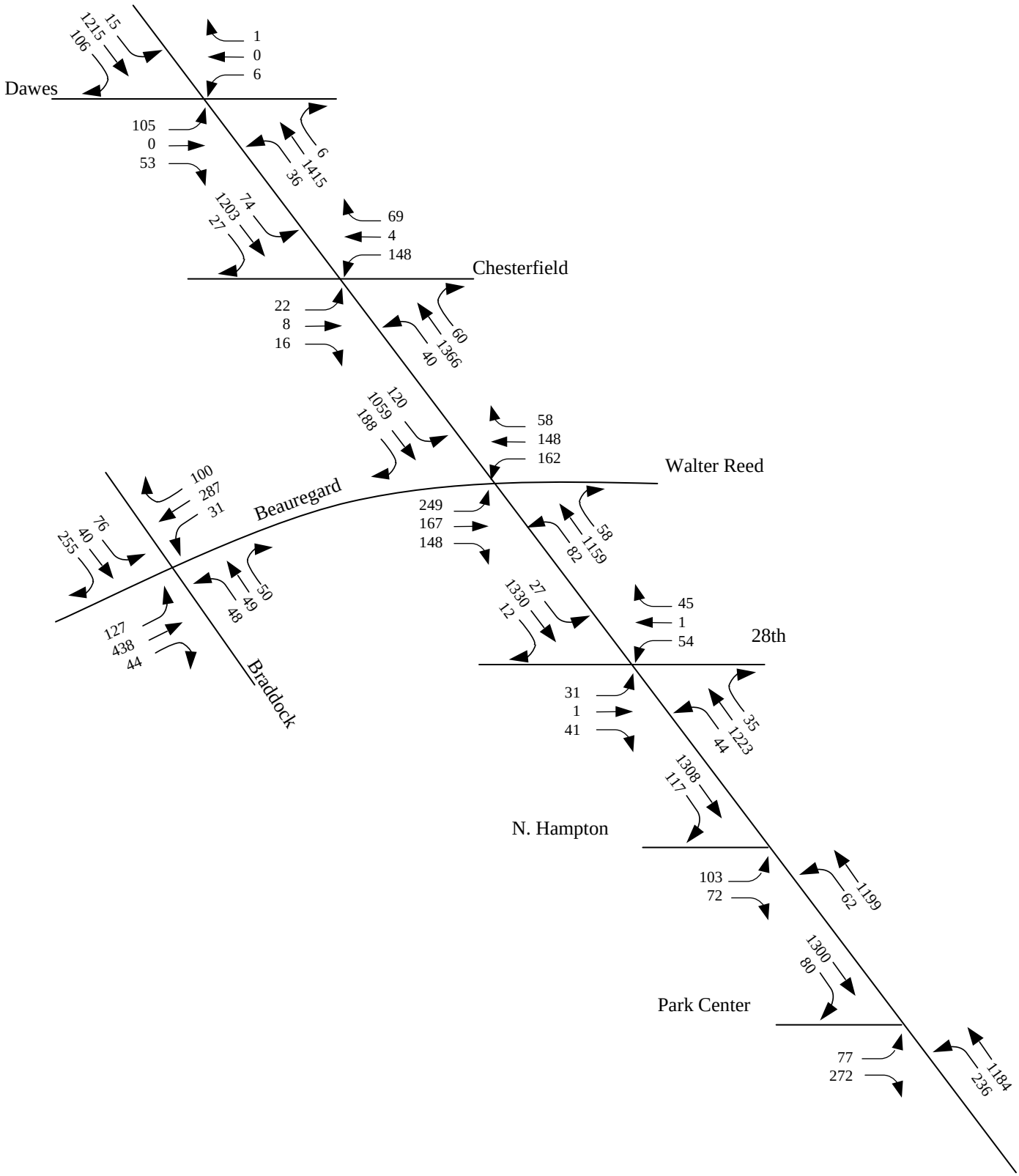
In addition to the intersection capacity improvements proposed, each of the three alternatives include the same access management, bicycle and sidewalk improvements that provide safety and service benefits that are not specifically identified in the technical analyses.



North

King Street – Balanced Volumes (2006) – Weekday AM

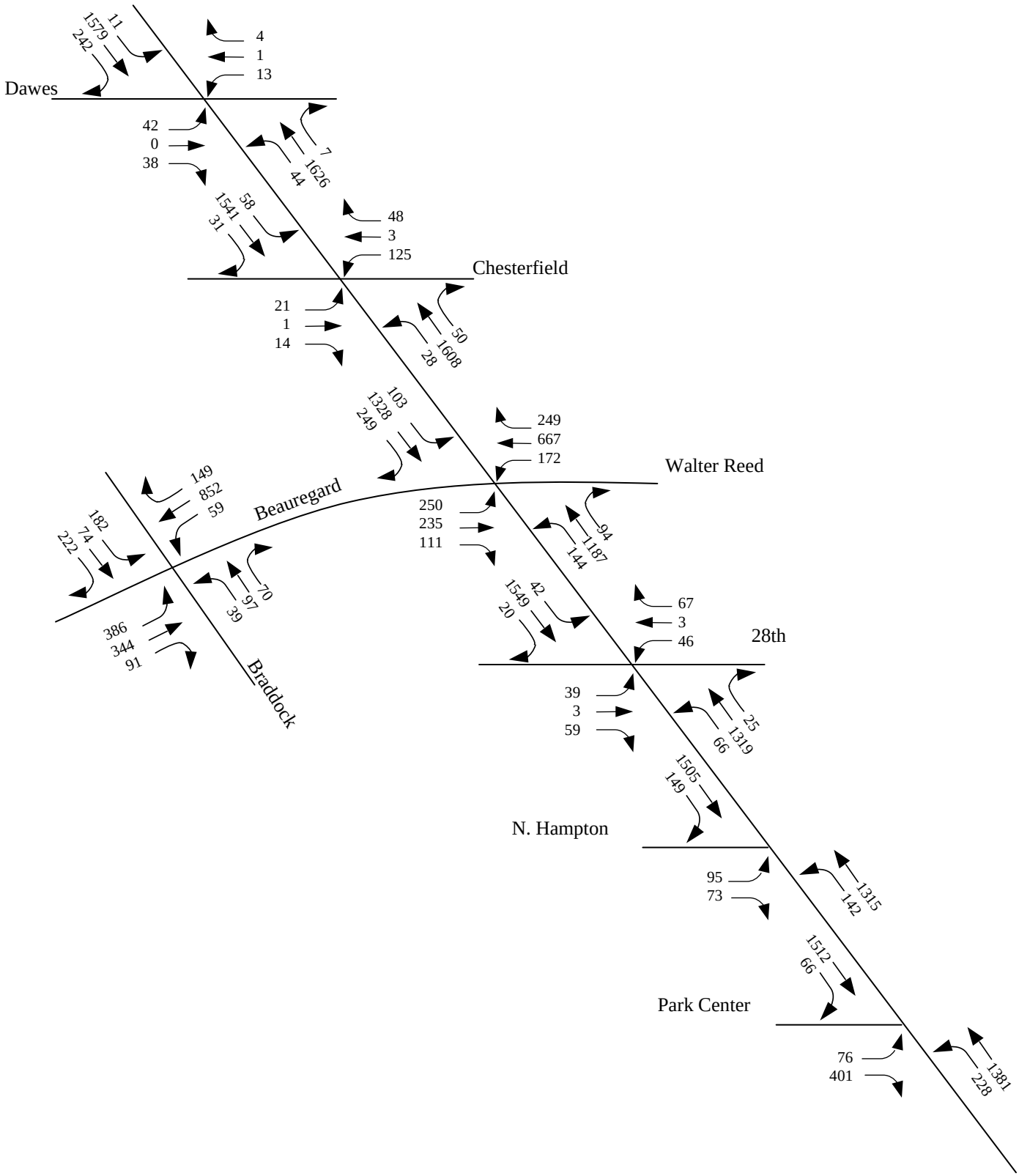
Figure 1



North

King Street – Balanced Volumes (2006) – Weekday Midday

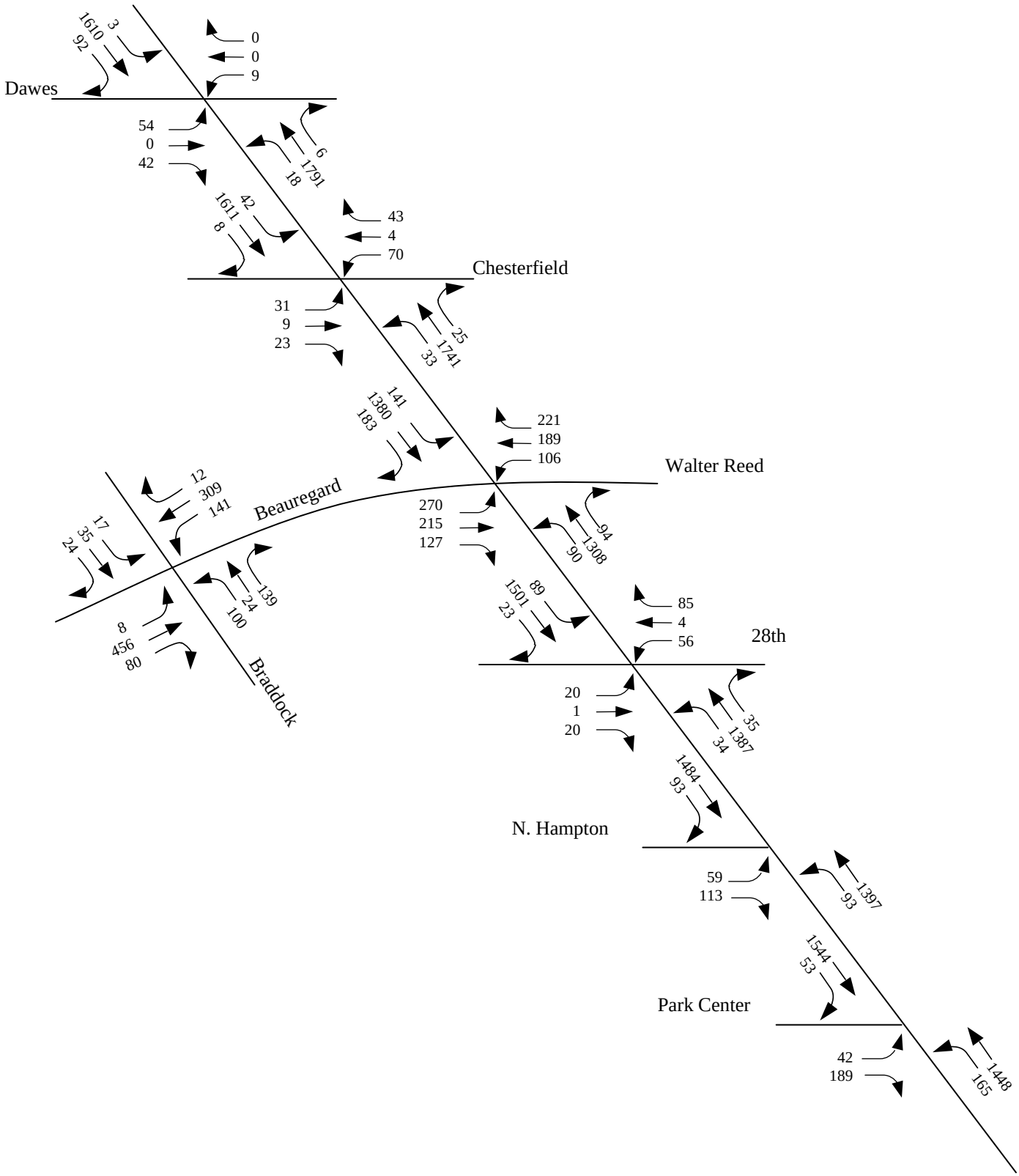
Figure 2



North

King Street – Balanced Volumes (2006) – Weekday PM

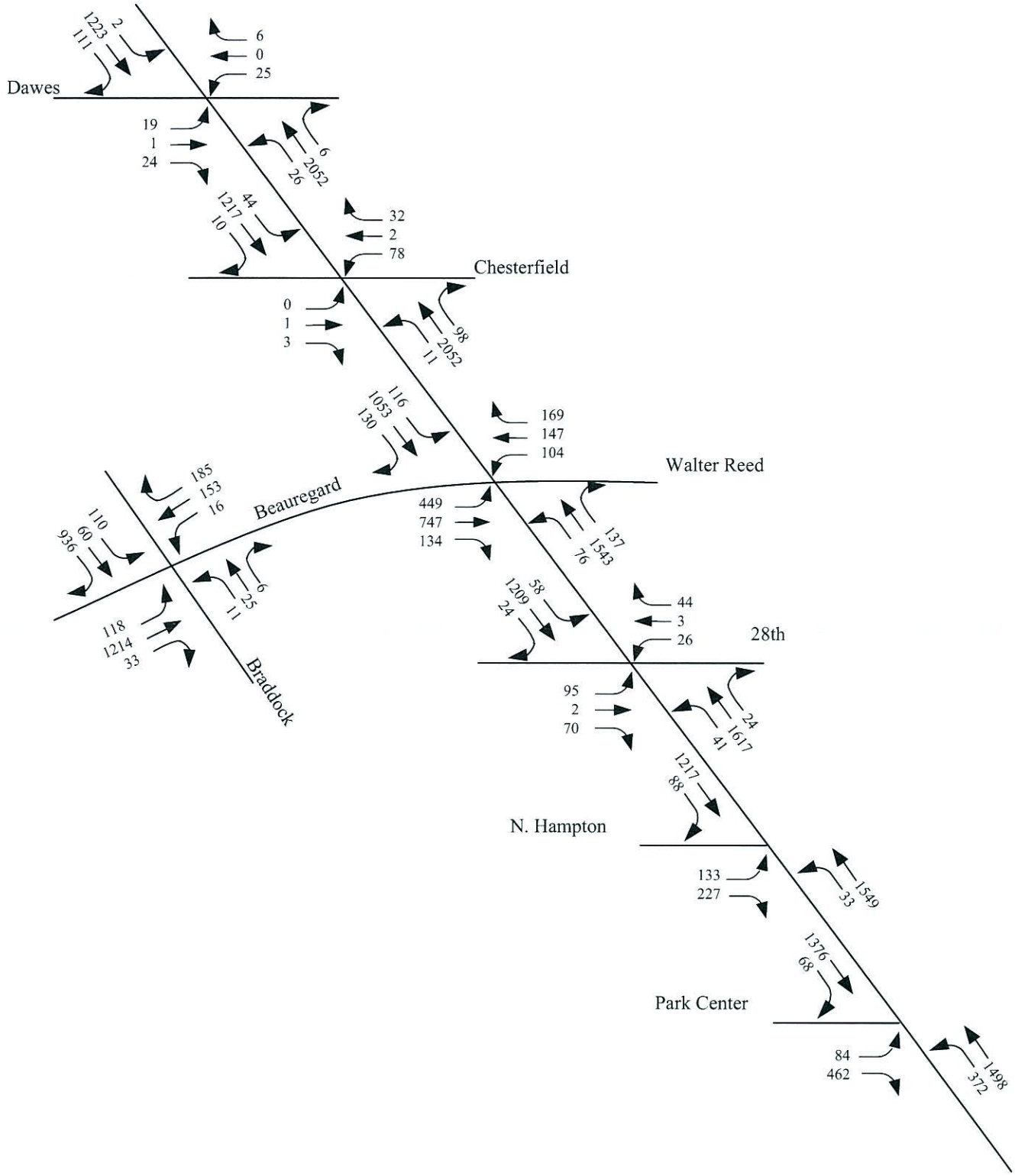
Figure 3



North

King Street – Balanced Volumes (2006) – Saturday Midday

Figure 4



North

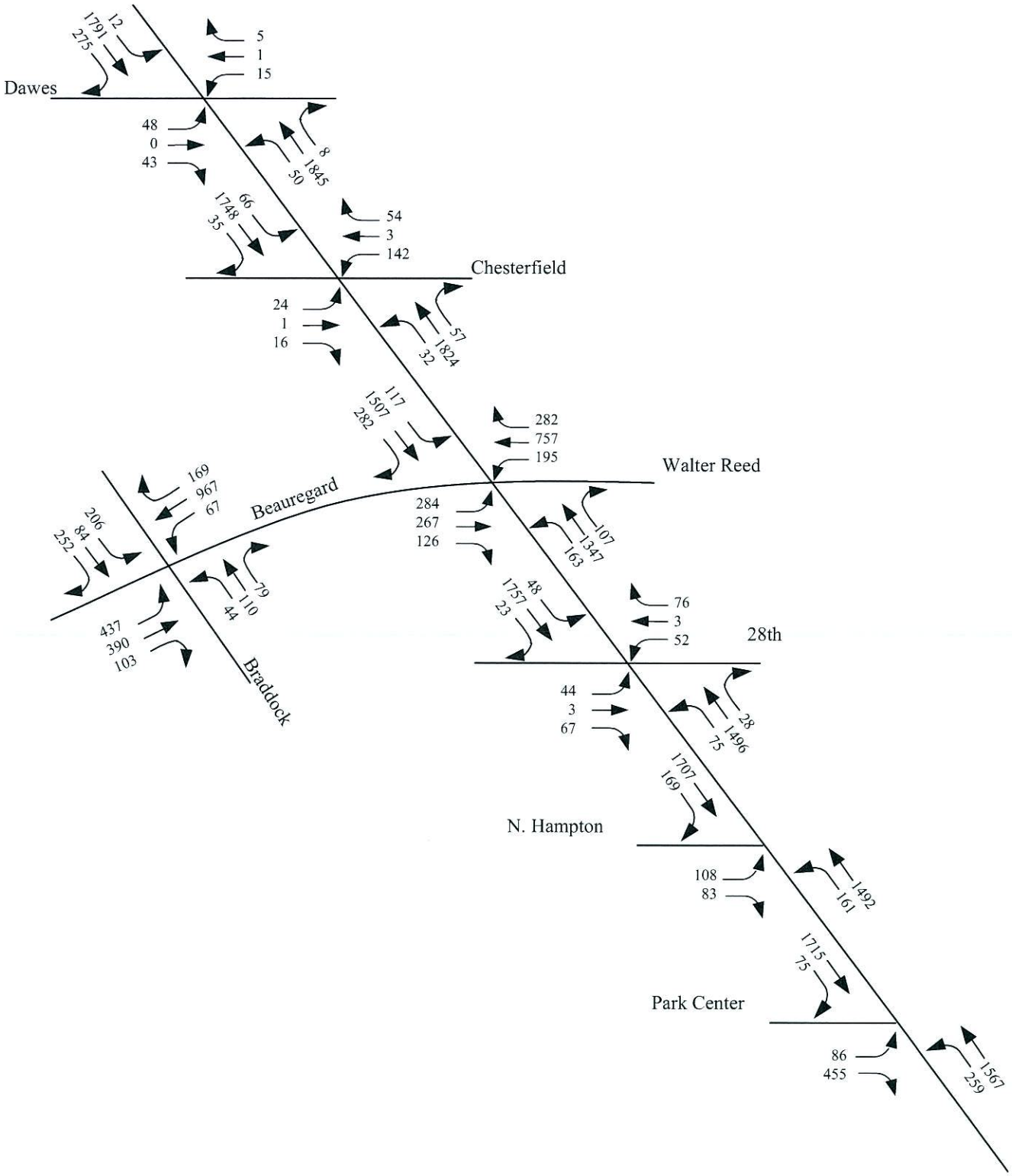
King Street – Balanced Volumes (2016) – Weekday AM

Figure 5

North

King Street – Balanced Volumes (2016) – Weekday Midday

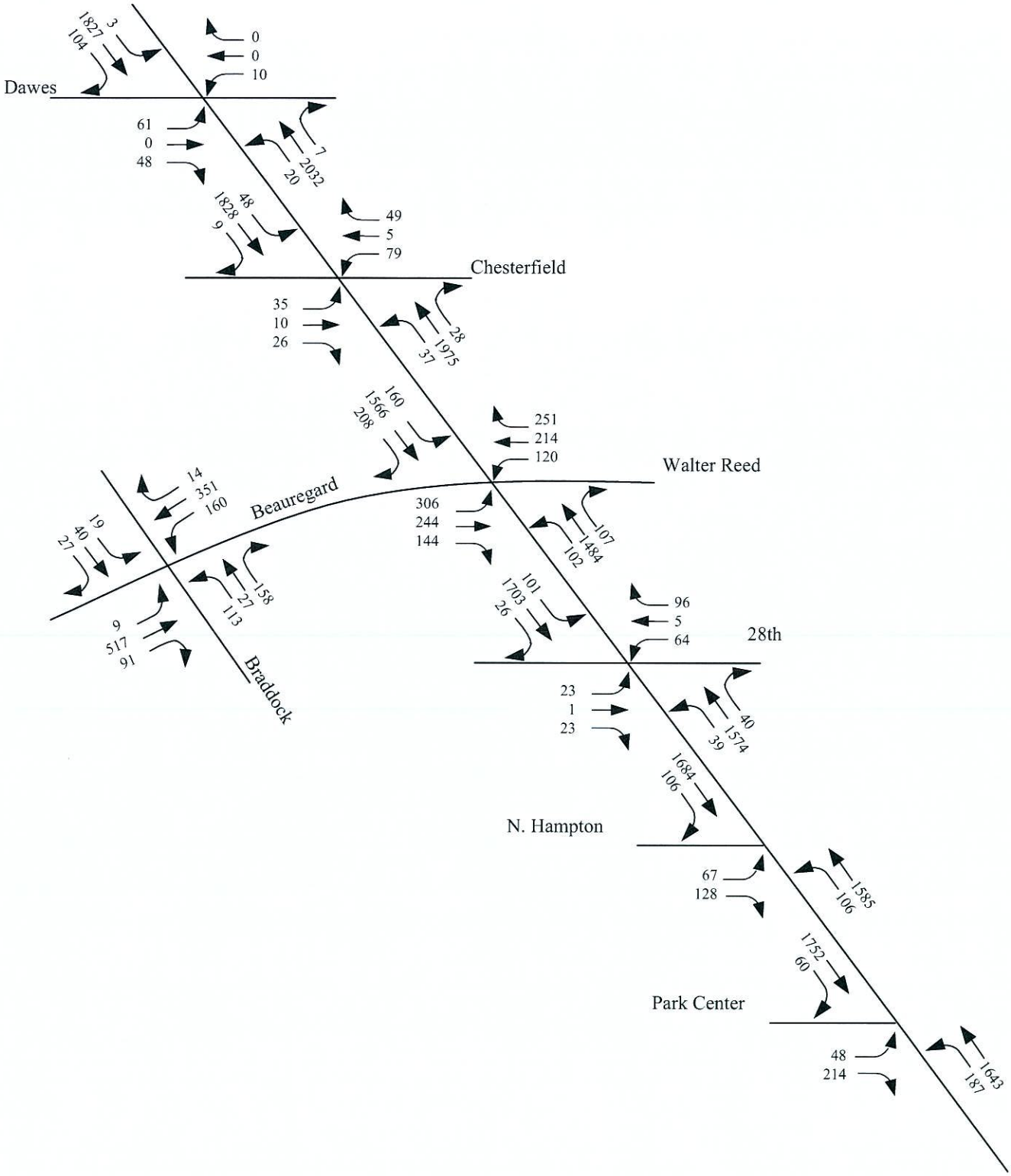
Figure 6



North

King Street – Balanced Volumes (2016) – Weekday PM

Figure 7



North

King Street – Balanced Volumes (2016) – Saturday Midday

Figure 8

Appendix A
Year 2006 Analysis Tables

APPENDIX A
TABLE A - ALT 1 YEAR 2006
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday Mid Peak Hour				Weekday PM Peak Hour				Saturday Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values	
Intersection	Lane Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
King & Dawes																	
Dawes - Eastbound	Left-Thru	43.1	D	42.4	D	50.5	D	50.6	D	47.6	D	52.1	D	56.9	E	60.5	E
Dawes - Eastbound	Right	40.4	D	18.2	B	34.4	C	11.3	B	42.5	D	16.6	B	45.9	D	16.0	B
Dawes - Westbound	All	43.8	D	36.8	D	34.8	C	29.0	C	43.6	D	36.2	D	46.5	D	44.2	D
King - Southeastbound	Left	3.7	A	1.5	A	4.8	A	4.3	A	4.2	A	2.7	A	4.4	A	2.7	A
King - Southeastbound	Thru	2.9	A	3.5	A	6.4	A	8.3	A	5.4	A	6.9	A	5.0	A	6.4	A
King - Southeastbound	Right	1.9	A	0.9	A	4.0	A	1.6	A	3.2	A	0.9	A	2.6	A	1.1	A
King - Northwestbound	Left	0.2	A	0.2	A	1.6	A	2.2	A	1.8	A	2.0	A	1.0	A	0.9	A
King - Northwestbound	Thru-Right	1.6	A	2.5	A	2.1	A	2.2	A	1.0	A	1.2	A	1.2	A	1.6	A
Intersection		3.1	A	3.6	A	6.5	A	6.8	A	4.4	A	4.7	A	4.8	A	5.2	A
King & Chesterfield																	
Chesterfield - Eastbound	All	33.5	C	20.8	C	29.9	C	21.3	C	36.3	D	26.0	C	44.0	D	35.3	D
Chesterfield - Westbound	All	41.3	D	43.2	D	47.7	D	50.0	D	56.5	E	60.8	E	58.3	E	59.0	E
King - Southeastbound	Left	87.7	F	9.7	A	24.7	C	26.1	C	46.2	D	35.7	D	42.3	D	18.7	B
King - Southeastbound	Thru-Right	3.7	A	3.7	A	6.2	A	6.6	A	31.4	C	29.6	C	7.7	A	8.5	A
King - Northwestbound	Left	2.0	A	1.8	A	6.2	A	5.5	A	32.2	C	7.3	A	15.7	B	9.9	A
King - Northwestbound	Thru-Right	53.5	D	50.5	D	7.5	A	8.3	A	12.3	B	14.6	B	11.8	B	13.7	B
Intersection		38.5	D	35.8	D	10.7	B	11.3	B	24.4	C	24.3	C	12.6	B	13.5	B
King & Beauregard																	
Beauregard - Eastbound	Left	34.0	C	37.9	D	65.5	E	70.3	E	122.7	F	121.6	F	82.4	F	85.8	F
Beauregard - Eastbound	Thru-Right	43.0	D	45.0	D	37.7	D	25.1	C	38.5	D	35.3	D	46.8	D	39.6	D
Beauregard - Westbound	Left	68.1	E	177.9	F	56.5	E	53.4	D	57.8	E	55.6	E	40.7	D	40.6	D
Beauregard - Westbound	Thru	38.4	D	40.9	D	38.4	D	41.0	D	101.5	F	100.3	F	45.5	D	47.7	D
Beauregard - Westbound	Right	37.2	D	16.0	B	35.9	D	13.6	B	37.8	D	26.8	C	57.7	E	42.9	D
King - Southeastbound	Left	67.4	E	59.8	E	35.6	D	45.9	D	37.8	D	40.8	D	64.8	E	71.8	E
King - Southeastbound	Thru-Right	21.3	C	21.7	C	10.8	B	11.5	B	46.3	D	48.2	D	14.2	B	15.6	B
King - Northwestbound	Left	35.8	D	35.2	D	33.8	C	34.9	C	48.4	D	54.6	D	42.5	D	48.2	D
King - Northwestbound	Thru	107.6	F	103.2	F	13.1	B	13.8	B	25.7	C	27.7	C	16.8	B	18.3	B
Intersection		59.3	E	60.1	E	22.6	C	22.3	C	52.0	D	52.3	D	28.7	C	29.1	C
King & 28th																	
28th - Eastbound	All	56.7	E	57.4	E	37.6	D	24.6	C	45.7	D	33.4	C	45.6	D	30.3	C
28th - Westbound	All	31.6	C	16.8	B	40.4	D	35.3	D	45.4	D	33.9	C	51.0	D	43.4	D
King - Southeastbound	Left	41.3	D	17.5	B	9.1	A	7.7	A	18.4	B	11.9	B	18.2	B	28.5	C
King - Southeastbound	Thru-Right	3.3	A	3.4	A	26.7	C	27.3	C	5.0	A	6.5	A	4.4	A	4.7	A
King - Northwestbound	Left	4.2	A	4.3	A	32.1	C	10.7	B	25.4	C	24.5	C	18.5	B	11.5	B
King - Northwestbound	Thru-Right	51.6	D	51.8	D	7.4	A	8.4	A	10.4	B	12.5	B	8.4	A	9.5	A
Intersection		35.5	D	35.0	C	19.4	B	19.4	B	10.4	B	11.3	B	9.0	A	9.4	A

APPENDIX A
TABLE A - ALT 1 YEAR 2006
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday Mid Peak Hour				Weekday PM Peak Hour				Saturday Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values	
Intersection	Lane Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
King & N Hampton																	
N Hampton - Eastbound	Left	38.9	D	45.3	D	40.5	D	46.2	D	45.1	D	52.1	D	49.7	D	56.0	E
N Hampton - Eastbound	Right	34.7	C	10.6	B	34.0	C	10.4	B	39.9	D	12.6	B	46.5	D	15.2	B
King - Southeastbound	Thru	1.7	A	1.9	A	1.3	A	2.7	A	2.9	A	4.2	A	1.5	A	2.3	A
King - Southeastbound	Right	0.1	A	0.1	A	0.1	A	0.1	A	0.4	A	0.8	A	0.1	A	0.1	A
King - Northwestbound	Left	3.5	A	3.5	A	12.7	B	10.8	B	18.9	B	35.3	D	12.8	B	19.8	B
King - Northwestbound	Thru	6.4	A	7.8	A	3.7	A	4.2	A	3.5	A	4.0	A	3.3	A	3.7	A
Intersection		7.6	A	7.0	A	5.3	A	5.6	A	5.9	A	7.0	A	5.2	A	4.9	A
King & Park Center																	
King - Southeastbound	Thru-Right	13.8	B	15.8	B	13.9	B	16.2	B	14.4	B	16.3	B	3.2	A	3.5	A
King - Northwestbound	Left	41.6	D	36.3	D	28.6	C	28.0	C	37.6	D	37.2	D	16.8	B	31.0	C
King - Northwestbound	Thru	6.6	A	7.6	A	5.4	A	6.2	A	6.2	A	7.1	A	2.9	A	3.2	A
Park Center - Eastbound	All	38.1	D	23.2	C	38.3	D	26.5	C	44.5	D	29.3	C	46.6	D	19.8	B
Intersection		17.2	B	15.7	B	14.9	B	14.7	B	16.8	B	15.9	B	6.6	A	5.8	A
Beauregard & Braddock																	
Braddock - Southbound	Left	21.8	C	22.7	C	21.5	C	21.1	C	48.7	D	63.4	E	24.9	C	17.8	B
Braddock - Southbound	Thru-Right	29.6	C	12.0	B	21.9	C	7.1	A	31.1	C	12.0	B	25.9	C	15.7	B
Braddock - Northbound	Left	37.3	D	20.2	C	21.1	C	18.7	B	29.9	C	28.3	C	24.0	C	19.4	B
Braddock - Northbound	Thru	26.1	C	21.7	C	21.0	C	18.4	B	29.8	C	28.6	C	23.1	C	16.8	B
Braddock - Northbound	Right	26.1	C	12.4	B	21.5	C	8.7	A	30.6	C	11.3	B	24.8	C	7.9	A
Beauregard - Eastbound	Left	6.3	A	8.7	A	5.8	A	7.0	A	30.4	C	30.2	C	7.0	A	6.8	A
Beauregard - Eastbound	Thru	13.6	B	14.1	B	8.6	A	8.9	A	8.4	A	8.4	A	9.0	A	10.4	B
Beauregard - Eastbound	Right	7.6	A	5.4	A	7.3	A	4.2	A	7.8	A	2.4	A	7.6	A	3.4	A
Beauregard - Westbound	Left	10.3	B	10.9	B	7.5	A	6.6	A	12.0	B	6.6	A	4.7	A	7.3	A
Beauregard - Westbound	Thru-Right	10.3	B	6.4	A	10.1	B	9.7	A	24.8	C	24.4	C	6.3	A	6.2	A
Intersection		18.5	B	12.5	B	13.1	B	9.8	A	25.5	C	23.2	C	11.9	B	9.4	A

Source: Fitzgerald & Halliday, Inc., June 2006

APPENDIX A
TABLE A - ALT 2 YEAR 2006
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday Mid Peak Hour				Weekday PM Peak Hour				Saturday Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values	
	Lane	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Intersection	Movement	(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)	
King & Dawes																	
Dawes - Eastbound	Left-Thru	43.1	D	42.4	D	50.5	D	50.3	D	47.8	D	52.4	D	57.7	E	61.0	E
Dawes - Eastbound	Right	40.4	D	18.3	B	34.4	C	11.3	B	42.6	D	16.8	B	46.0	D	16.1	B
Dawes - Westbound	All	13.8	B	36.8	D	34.8	C	28.9	C	43.7	D	36.4	D	46.6	D	44.3	D
King - Southeastbound	Left	2.1	A	1.5	A	3.8	A	4.1	A	3.1	A	2.6	A	2.7	A	2.7	A
King - Southeastbound	Thru	2.9	A	3.5	A	6.5	A	8.5	A	5.5	A	7.1	A	4.9	A	6.3	A
King - Southeastbound	Right	1.9	A	0.9	A	4.0	A	1.6	A	3.2	A	0.9	A	2.5	A	1.1	A
King - Northwestbound	Left	0.2	A	0.5	A	2.7	A	4.1	A	16.0	B	11.2	B	1.0	A	1.7	A
King - Northwestbound	Thru-Right	0.5	A	0.5	A	1.3	A	1.4	A	0.7	A	0.8	A	0.8	A	0.8	A
Intersection		2.4	A	2.4	A	6.2	A	6.6	A	4.5	A	4.7	A	4.6	A	4.8	A
King & Chesterfield																	
Chesterfield - Eastbound	All	33.5	C	20.8	C	29.7	C	21.0	C	36.3	D	26.0	C	43.8	D	34.8	C
Chesterfield - Westbound	All	41.3	D	43.2	D	46.2	D	48.5	D	56.5	E	60.8	E	57.1	E	57.9	E
King - Southeastbound	Left	18.7	B	9.6	A	14.7	B	16.3	B	24.1	C	23.9	C	20.0	B	16.9	B
King - Southeastbound	Thru-Right	3.7	A	3.8	A	6.8	A	7.3	A	31.2	C	29.5	C	6.9	A	7.6	A
King - Northwestbound	Left	2.0	A	1.8	A	6.7	A	5.8	A	16.5	B	5.4	A	11.8	B	9.2	A
King - Northwestbound	Thru-Right	4.4	A	4.8	A	5.9	A	6.5	A	4.6	A	5.0	A	4.5	A	5.1	A
Intersection		5.7	A	6.0	A	10.0	A	10.5	B	20.5	C	19.8	B	8.3	A	8.6	A
King & Beauregard																	
Beauregard - Eastbound	Left	34.0	C	37.9	D	65.5	E	70.3	E	122.7	F	121.6	F	82.4	F	85.8	F
Beauregard - Eastbound	Thru-Right	43.0	D	45.0	D	37.7	D	25.1	C	38.5	D	35.3	D	46.8	D	39.6	D
Beauregard - Westbound	Left	68.1	E	177.9	F	56.5	E	53.4	D	57.8	E	55.6	E	40.7	D	40.6	D
Beauregard - Westbound	Thru	38.4	D	40.9	D	38.4	D	41.0	D	101.5	F	100.3	F	45.5	D	47.7	D
Beauregard - Westbound	Right	37.2	D	16.0	B	35.9	D	13.6	B	37.8	D	26.8	C	57.7	E	42.9	D
King - Southeastbound	Left	67.3	E	59.7	E	34.6	C	44.9	D	39.0	D	42.0	D	65.9	E	73.0	E
King - Southeastbound	Thru-Right	21.3	C	21.7	C	11.2	B	11.9	B	47.2	D	49.1	D	15.4	B	16.9	B
King - Northwestbound	Left	32.4	C	31.9	C	33.8	C	34.9	C	48.2	D	54.4	D	42.5	D	48.2	D
King - Northwestbound	Thru	104.9	F	101.4	F	13.1	B	13.8	B	25.6	C	29.6	C	16.8	B	18.8	B
Intersection		58.3	E	59.5	E	22.7	C	22.4	C	52.3	D	52.6	D	29.1	C	29.6	C
King & 28th																	
28th - Eastbound	All	56.7	E	57.4	E	37.6	D	24.6	C	45.7	D	33.4	C	45.6	D	30.3	C
28th - Westbound	All	31.6	C	16.8	B	40.4	D	35.3	D	45.4	D	33.9	C	51.0	D	43.4	D
King - Southeastbound	Left	41.2	D	17.4	B	9.3	A	7.8	A	18.3	B	11.9	B	18.2	B	28.5	C
King - Southeastbound	Thru-Right	2.8	A	2.9	A	26.9	C	27.5	C	5.2	A	6.5	A	4.4	A	4.7	A
King - Northwestbound	Left	4.9	A	4.8	A	32.1	C	10.7	B	25.2	C	24.2	C	18.5	B	11.5	B
King - Northwestbound	Thru-Right	53.0	D	52.8	D	7.4	A	8.4	A	10.5	B	12.7	B	8.4	A	9.5	A
Intersection		36.1	D	35.4	D	19.5	B	19.5	B	10.6	B	11.4	B	9.0	A	9.4	A

APPENDIX A
TABLE A - ALT 2 YEAR 2006
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday Mid Peak Hour				Weekday PM Peak Hour				Saturday Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values	
	Lane	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Intersection	Movement	(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)	
King & N Hampton																	
N Hampton - Eastbound	Left	38.9	D	45.9	D	40.5	D	46.2	D	45.1	D	52.3	D	49.7	D	56.0	E
N Hampton - Eastbound	Right	34.7	C	10.6	B	34.0	C	10.4	B	39.9	D	12.6	B	46.5	D	15.2	B
King - Southeastbound	Thru	2.9	A	3.2	A	1.3	A	2.7	A	2.7	A	4.0	A	1.5	A	2.3	A
King - Southeastbound	Right	1.0	A	0.4	A	0.1	A	0.1	A	0.4	A	0.8	A	0.1	A	0.1	A
King - Northwestbound	Left	3.7	A	3.6	A	12.7	B	10.8	B	18.9	B	35.3	D	12.8	B	19.8	B
King - Northwestbound	Thru	7.0	A	8.5	A	3.7	A	4.2	A	3.5	A	4.0	A	3.3	A	3.7	A
Intersection		8.4	A	7.9	A	5.3	A	5.6	A	5.8	A	6.9	A	5.2	A	4.9	A
King & Park Center																	
King - Southeastbound	Thru-Right	13.6	B	15.6	B	13.9	B	16.2	B	14.4	B	16.3	B	3.2	A	3.6	A
King - Northwestbound	Left	41.6	D	36.3	D	28.6	C	28.0	C	37.6	D	37.2	D	16.8	B	31.0	C
King - Northwestbound	Thru	6.6	A	7.6	A	5.4	A	6.2	A	6.2	A	7.1	A	2.9	A	3.2	A
Park Center - Eastbound	All	38.1	D	23.2	C	38.3	D	26.5	C	44.5	D	29.3	C	46.6	D	19.8	B
Intersection		17.2	B	15.6	B	14.9	B	14.7	B	16.8	B	15.9	B	6.7	A	5.8	A
Beauregard & Braddock																	
Braddock - Southbound	Left	21.8	C	22.7	C	21.5	C	21.1	C	48.7	D	63.4	E	24.9	C	17.8	B
Braddock - Southbound	Thru-Right	29.6	C	12.0	B	21.9	C	7.1	A	31.1	C	12.0	B	25.9	C	15.7	B
Braddock - Northbound	Left	37.3	D	20.2	C	21.1	C	18.7	B	29.9	C	28.3	C	24.0	C	19.4	B
Braddock - Northbound	Thru	26.1	C	21.7	C	21.0	C	18.4	B	29.8	C	28.6	C	23.1	C	16.8	B
Braddock - Northbound	Right	26.1	C	12.4	B	21.5	C	8.7	A	30.6	C	11.3	B	24.8	C	7.9	A
Beauregard - Eastbound	Left	6.3	A	8.7	A	5.8	A	7.0	A	30.4	C	30.2	C	7.0	A	6.8	A
Beauregard - Eastbound	Thru	13.6	B	14.1	B	8.6	A	8.9	A	8.4	A	8.4	A	9.0	A	10.4	B
Beauregard - Eastbound	Right	7.6	A	5.4	A	7.3	A	4.2	A	7.8	A	2.4	A	7.6	A	3.4	A
Beauregard - Westbound	Left	10.3	B	10.9	B	7.5	A	6.6	A	12.0	B	6.6	A	4.7	A	7.3	A
Beauregard - Westbound	Thru-Right	10.3	B	6.4	A	10.1	B	9.7	A	24.8	C	24.4	C	6.3	A	6.2	A
Intersection		18.5	B	12.5	B	13.1	B	9.8	A	25.5	C	23.2	C	11.9	B	9.4	A

Source: Fitzgerald & Halliday, Inc., June 2006

APPENDIX A
TABLE A - ALT 3 YEAR 2006
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday Mid Peak Hour				Weekday PM Peak Hour				Saturday Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values	
Intersection	Lane Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
King & Dawes																	
Dawes - Eastbound	Left-Thru	43.1	D	42.4	D	50.5	D	50.6	D	47.6	D	52.1	D	56.9	E	60.5	E
Dawes - Eastbound	Right	40.4	D	18.2	B	34.4	C	11.3	B	42.5	D	16.6	B	45.9	D	16.0	B
Dawes - Westbound	All	43.8	D	36.8	D	34.8	C	29.0	C	43.6	D	36.2	D	46.5	D	44.2	D
King - Southeastbound	Left	3.7	A	1.5	A	4.8	A	4.3	A	4.2	A	2.7	A	4.4	A	2.7	A
King - Southeastbound	Thru	2.9	A	3.5	A	6.4	A	8.3	A	5.4	A	6.9	A	5.0	A	6.4	A
King - Southeastbound	Right	1.9	A	0.9	A	4.0	A	1.6	A	3.2	A	0.9	A	2.6	A	1.1	A
King - Northwestbound	Left	0.5	A	0.5	A	1.3	A	1.9	A	1.8	A	2.0	A	1.0	A	0.9	A
King - Northwestbound	Thru-Right	1.7	A	2.7	A	1.9	A	1.9	A	1.0	A	1.2	A	1.2	A	1.6	A
Intersection		3.2	A	3.7	A	6.4	A	6.7	A	4.4	A	4.7	A	4.8	A	5.2	A
King & Chesterfield																	
Chesterfield - Eastbound	All	33.5	C	20.8	C	29.9	C	21.3	C	36.3	D	26.0	C	44.0	D	35.3	D
Chesterfield - Westbound	All	41.3	D	43.2	D	47.7	D	50.0	D	56.5	E	60.8	E	58.3	E	59.0	E
King - Southeastbound	Left	53.7	D	9.6	A	24.7	C	26.1	C	46.2	D	35.7	D	42.4	D	18.7	B
King - Southeastbound	Thru-Right	3.6	A	3.7	A	6.3	A	6.7	A	31.4	C	29.6	C	7.7	A	8.5	A
King - Northwestbound	Left	1.5	A	1.4	A	9.4	A	7.4	A	32.5	C	7.4	A	18.9	B	11.0	B
King - Northwestbound	Thru-Right	51.2	D	48.8	D	8.9	A	9.9	A	13.0	B	15.2	B	12.3	B	14.2	B
Intersection		36.6	D	34.6	C	11.5	B	12.1	B	24.7	C	24.6	C	12.9	B	13.7	B
King & Beauregard																	
Beauregard - Eastbound	Left	35.4	D	40.2	D	65.5	E	71.0	E	122.7	F	121.6	F	82.4	F	85.8	F
Beauregard - Eastbound	Thru-Right	43.0	D	45.0	D	37.7	D	25.1	C	38.5	D	35.3	D	47.0	D	39.9	D
Beauregard - Westbound	Left	68.1	E	159.6	F	56.5	E	53.7	D	57.8	E	55.6	E	40.8	D	40.7	D
Beauregard - Westbound	Thru	37.5	D	39.0	D	38.4	D	41.0	D	101.5	F	100.3	F	45.6	D	47.9	D
Beauregard - Westbound	Right	38.7	D	24.9	C	35.9	D	13.6	B	37.0	D	24.9	C	55.3	E	40.1	D
King - Southeastbound	Left	38.1	D	47.5	D	47.2	D	49.8	D	56.4	E	59.4	E	64.8	E	69.9	E
King - Southeastbound	Thru-Right	22.4	C	22.8	C	14.1	B	15.0	B	49.3	D	50.9	D	16.7	B	18.3	B
King - Northwestbound	Left	49.8	D	48.9	D	35.2	D	36.3	D	48.6	D	54.8	D	42.5	D	48.2	D
King - Northwestbound	Thru	135.6	F	129.5	F	16.1	B	18.2	B	24.1	C	26.1	C	18.3	B	20.3	C
Intersection		68.7	E	69.3	E	25.2	C	25.3	C	52.9	D	53.0	D	29.9	C	30.4	C
King & 28th																	
28th - Eastbound	All	56.7	E	57.4	E	37.6	D	24.6	C	45.7	D	33.4	C	45.6	D	30.3	C
28th - Westbound	All	31.6	C	16.8	B	40.4	D	35.3	D	45.4	D	33.9	C	51.0	D	43.4	D
King - Southeastbound	Left	47.8	D	19.4	B	8.0	A	7.2	A	18.5	B	11.9	B	18.0	B	27.8	C
King - Southeastbound	Thru-Right	11.2	B	11.9	B	25.7	C	26.4	C	4.9	A	6.5	A	4.3	A	4.7	A
King - Northwestbound	Left	4.0	A	4.2	A	31.9	C	10.5	B	23.3	C	23.0	C	18.3	B	11.5	B
King - Northwestbound	Thru-Right	52.4	D	52.4	D	8.0	A	9.2	A	11.9	B	14.2	B	8.5	A	9.8	A
Intersection		38.5	D	38.0	D	19.1	B	19.2	B	11.1	B	12.1	B	9.0	A	9.5	A

APPENDIX A
TABLE A - ALT 3 YEAR 2006
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday Mid Peak Hour				Weekday PM Peak Hour				Saturday Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values		HCM Values		Synchro Values	
Intersection	Lane Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
King & N Hampton																	
N Hampton - Eastbound	Left	38.9	D	45.1	D	40.5	D	46.3	D	45.1	D	52.2	D	49.7	D	56.0	E
N Hampton - Eastbound	Right	34.7	C	10.6	B	34.0	C	10.4	B	39.9	D	12.6	B	46.5	D	15.2	B
King - Southeastbound	Thru	2.0	A	2.3	A	1.3	A	2.7	A	3.5	A	5.0	A	1.5	A	2.3	A
King - Southeastbound	Right	0.1	A	0.1	A	0.1	A	0.1	A	0.6	A	0.8	A	0.1	A	0.1	A
King - Northwestbound	Left	0.7	A	1.3	A	13.1	B	10.9	B	16.5	B	30.4	C	12.7	B	19.6	B
King - Northwestbound	Thru	2.5	A	2.8	A	4.1	A	4.7	A	4.1	A	4.7	A	3.3	A	3.7	A
Intersection		5.9	A	4.7	A	5.5	A	5.8	A	6.4	A	7.4	A	5.2	A	4.9	A
King & Park Center																	
King - Southeastbound	Thru-Right	19.7	B	22.0	C	12.1	B	14.1	B	10.2	B	11.5	B	3.2	A	3.6	A
King - Northwestbound	Left	41.6	D	36.3	D	28.6	C	28.0	C	37.6	D	37.2	D	16.8	B	31.0	C
King - Northwestbound	Thru	6.6	A	7.6	A	5.4	A	6.2	A	6.2	A	7.1	A	2.9	A	3.2	A
Park Center - Eastbound	All	38.1	D	23.2	C	38.3	D	26.5	C	44.5	D	29.3	C	46.6	D	19.8	B
Intersection		19.5	B	18.1	B	14.1	B	13.8	B	15.0	B	13.8	B	6.7	A	5.8	A
Beauregard & Braddock																	
Braddock - Southbound	Left	21.8	C	22.7	C	21.5	C	21.1	C	48.7	D	63.4	E	24.9	C	17.8	B
Braddock - Southbound	Thru-Right	29.6	C	12.0	B	21.9	C	7.1	A	31.1	C	12.0	B	25.9	C	15.7	B
Braddock - Northbound	Left	27.0	C	20.2	C	21.1	C	18.7	B	29.9	C	28.3	C	24.0	C	19.4	B
Braddock - Northbound	Thru	26.1	C	21.7	C	21.0	C	18.4	B	29.8	C	28.6	C	23.1	C	16.8	B
Braddock - Northbound	Right	26.1	C	12.4	B	21.5	C	8.7	A	30.6	C	11.3	B	24.8	C	7.9	A
Beauregard - Eastbound	Left	6.3	A	8.7	A	5.8	A	7.0	A	30.4	C	30.2	C	7.0	A	6.8	A
Beauregard - Eastbound	Thru	13.6	B	14.1	B	8.6	A	8.9	A	8.4	A	8.4	A	9.0	A	10.4	B
Beauregard - Eastbound	Right	7.6	A	5.4	A	7.3	A	4.2	A	7.8	A	2.4	A	7.6	A	3.4	A
Beauregard - Westbound	Left	10.3	B	10.9	B	7.5	A	6.6	A	12.0	B	6.6	A	4.7	A	7.3	A
Beauregard - Westbound	Thru-Right	10.3	B	6.4	A	10.1	B	9.7	A	24.8	C	24.4	C	6.3	A	6.2	A
Intersection		18.5	B	12.5	B	13.1	B	9.8	A	25.5	C	23.2	C	11.9	B	9.4	A

Source: Fitzgerald & Halliday, Inc., June 2006

APPENDIX A
TABLE B - ALT 1 YEAR 2006
CORSIM Delay & LOS Output

		AM Peak Hour			Mid Peak Hour			PM Peak Hour			Sat Peak Hour		
		Approach		Int.	Approach		Int.	Approach		Int.	Approach		Int.
Intersection	**Approach**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**
King & Dawes	Eastbound	38.3	D	A	45.3	D	A	33.2	C	A	44.6	D	A
	Westbound	51.5	D		55.1	E		36.3	D		66.9	E	
	Southeastbound	2.6	A		5.9	A		4.0	A		3.5	A	
	Northwestbound	0.9	A		2.2	A		1.9	A		0.5	A	
King & Chesterfield	Eastbound	14.5	B	A	34.9	C	B	22.7	C	B	28.2	C	A
	Westbound	40.2	D		82.3	F		43.6	D		40.8	D	
	Southeastbound	3.1	A		9.3	A		10.4	B		4.8	A	
	Northwestbound	3.2	A		11.3	B		6.8	A		5.9	A	
King & Beauregard	Eastbound	69.0	E	C	42.1	D	B	43.4	D	C	42.0	D	B
	Westbound	29.0	C		35.1	D		48.2	D		29.2	C	
	Southeastbound	12.5	B		14.8	B		18.4	B		16.0	B	
	Northwestbound	3.6	A		8.1	A		5.1	A		11.7	B	
King & 28th	Eastbound	42.6	D	A	45.1	D	A	37.9	D	A	31.3	C	A
	Westbound	30.5	C		39.2	D		38.2	D		37.5	D	
	Southeastbound	3.1	A		5.6	A		6.0	A		4.3	A	
	Northwestbound	2.3	A		3.0	A		5.8	A		4.6	A	
King & N. Hampton	Eastbound	25.2	C	B	29.8	C	A	30.1	C	B	26.2	C	A
	Southeastbound	6.2	A		6.3	A		11.1	B		6.8	A	
	Northwestbound	17.5	B		7.7	A		11.2	B		8.4	A	
King & Park Center	Eastbound	25.6	C	B	32.6	C	B	31.3	C	B	27.8	C	A
	Southeastbound	27.4	C		17.4	B		9.0	A		6.9	A	
	Northwestbound	12.1	B		8.5	A		8.9	A		4.9	A	
N. Beauregard & Braddock	Eastbound	13.3	B	B	7.0	A	B	16.5	B	B	7.7	A	A
	Westbound	10.4	B		9.8	A		17.5	B		7.0	A	
	Southeastbound	11.2	B		13.9	B		22.8	C		20.4	C	
	Northwestbound	24.7	C		21.3	C		23.8	C		13.8	B	

Source: Fitzgerald & Halliday, Inc., June 2006

Notes
The delay and LOS output represents the average of three CORSIM runs (for each scenario)

APPENDIX A
TABLE B - ALT 2 YEAR 2006
CORSIM Delay & LOS Output

		AM Peak Hour			Mid Peak Hour			PM Peak Hour			Sat Peak Hour		
		Approach		Int.	Approach		Int.	Approach		Int.	Approach		Int.
Intersection	**Approach**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**
King & Dawes	Eastbound	37.5	D	A	45.2	D	A	33.7	C	A	43.3	D	A
	Westbound	53.8	D		51.4	D		32.0	C		64.0	E	
	Southeastbound	2.6	A		7.6	A		8.3	A		3.5	A	
	Northwestbound	0.6	A		1.6	A		2.0	A		0.5	A	
King & Chesterfield	Eastbound	12.1	B	A	29.9	C	B	23.0	C	A	30.9	C	A
	Westbound	39.3	D		76.3	E		43.9	D		41.3	D	
	Southeastbound	3.1	A		10.6	B		11.1	B		4.9	A	
	Northwestbound	2.3	A		4.5	A		4.1	A		4.1	A	
King & Beauregard	Eastbound	66.3	E	C	42.6	D	B	42.6	D	C	41.4	D	B
	Westbound	28.4	C		34.7	C		65.1	E		28.2	C	
	Southeastbound	12.5	B		14.2	B		19.0	B		15.6	B	
	Northwestbound	3.6	A		7.2	A		5.4	A		11.2	B	
King & 28th	Eastbound	43.7	D	A	43.5	D	A	36.2	D	A	30.8	C	A
	Westbound	32.5	C		40.0	D		37.5	D		35.6	D	
	Southeastbound	3.2	A		5.2	A		6.3	A		4.0	A	
	Northwestbound	2.3	A		3.0	A		5.9	A		4.2	A	
King & N. Hampton	Eastbound	25.5	C	B	30.1	C	A	31.0	C	B	25.0	C	A
	Southeastbound	5.8	A		6.4	A		11.5	B		6.8	A	
	Northwestbound	17.3	B		7.4	A		11.3	B		8.2	A	
King & Park Center	Eastbound	26.0	C	B	32.7	C	B	31.3	C	B	27.3	C	A
	Southeastbound	27.3	C		17.3	B		8.8	A		6.5	A	
	Northwestbound	11.8	B		8.5	A		9.0	A		4.7	A	
N. Beauregard & Braddock	Eastbound	13.9	B	B	7.1	A	B	14.4	B	B	7.5	A	A
	Westbound	10.4	B		9.9	A		17.6	B		7.5	A	
	Southeastbound	10.0	A		14.3	B		21.9	C		21.6	C	
	Northwestbound	26.9	C		20.8	C		24.4	C		13.7	B	

Source: Fitzgerald & Halliday, Inc., June 2006

Notes
The delay and LOS output represents the average of three CORSIM runs (for each scenario)

APPENDIX A
TABLE B - ALT 3 YEAR 2006
CORSIM Delay & LOS Output

		AM Peak Hour			Mid Peak Hour			PM Peak Hour			Sat Peak Hour		
		Approach		Int.	Approach		Int.	Approach		Int.	Approach		Int.
Intersection	**Approach**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**
King & Dawes	Eastbound	41.0	D	A	47.8	D	A	32.0	C	A	43.9	D	A
	Westbound	53.9	D		57.4	E		35.5	D		64.6	E	
	Southeastbound	2.5	A		5.4	A		5.8	A		3.5	A	
	Northwestbound	0.9	A		3.2	A		1.9	A		0.5	A	
King & Chesterfield	Eastbound	15.8	B	A	29.6	C	B	23.4	C	B	29.6	C	A
	Westbound	41.2	D		63.4	E		43.9	D		42.9	D	
	Southeastbound	3.0	A		8.7	A		11.7	B		4.8	A	
	Northwestbound	4.2	A		7.4	A		6.4	A		5.8	A	
King & Beauregard	Eastbound	67.4	E	C	42.9	D	B	43.9	D	C	42.9	D	B
	Westbound	28.7	C		34.5	C		48.5	D		28.7	C	
	Southeastbound	13.3	B		12.8	B		15.9	B		13.2	B	
	Northwestbound	3.1	A		8.0	A		6.2	A		12.1	B	
King & 28th	Eastbound	42.9	D	A	44.9	D	A	38.0	D	A	34.9	C	A
	Westbound	31.1	C		39.0	D		37.5	D		37.1	D	
	Southeastbound	3.1	A		5.5	A		5.4	A		4.2	A	
	Northwestbound	2.2	A		3.0	A		5.7	A		4.2	A	
King & N. Hampton	Eastbound	25.3	C	B	30.0	C	A	30.1	C	B	25.6	C	A
	Southeastbound	6.2	A		6.5	A		9.2	A		8.0	A	
	Northwestbound	17.9	B		7.6	A		11.1	B		8.3	A	
King & Park Center	Eastbound	25.6	C	C	34.9	C	B	30.5	C	B	28.9	C	A
	Southeastbound	28.4	C		17.8	B		8.7	A		6.6	A	
	Northwestbound	12.2	B		8.9	A		9.4	A		5.0	A	
N. Beauregard & Braddock	Eastbound	13.9	B	B	6.7	A	B	15.5	B	B	7.5	A	A
	Westbound	11.2	B		9.9	A		18.4	B		7.8	A	
	Southeastbound	10.5	B		13.1	B		22.9	C		21.8	C	
	Northwestbound	25.6	C		21.0	C		24.3	C		13.9	B	

Source: Fitzgerald & Halliday, Inc., June 2006

Notes
The delay and LOS output represents the average of three CORSIM runs (for each scenario)

Appendix B
Year 2016 Analysis Tables

APPENDIX B
TABLE A - ALT 3 YEAR 2016
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday PM Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values	
Intersection	Lane Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
King & Dawes									
Dawes - Eastbound	Left-Thru	43.3	D	42.6	D	45.9	D	53.1	D
Dawes - Eastbound	Right	40.3	D	17.7	B	42.1	D	16.2	B
Dawes - Westbound	All	44.4	D	37.2	D	43.3	D	35.4	D
King - Southeastbound	Left	6.0	A	2.0	A	6.3	A	3.2	A
King - Southeastbound	Thru	3.5	A	4.6	A	7.1	A	9.7	A
King - Southeastbound	Right	2.2	A	0.9	A	3.6	A	1.0	A
King - Northwestbound	Left	0.2	A	0.2	A	16.8	B	10.1	B
King - Northwestbound	Thru-Right	3.9	A	6.8	A	2.6	A	4.2	A
Intersection		4.7	A	6.4	A	6.1	A	7.4	A
King & Chesterfield									
Chesterfield - Eastbound	All	32.8	C	20.5	C	35.6	D	25.7	C
Chesterfield - Westbound	All	42.6	D	45.2	D	65.3	E	68.7	E
King - Southeastbound	Left	99.4	F	11.5	B	108.2	F	50.3	D
King - Southeastbound	Thru-Right	4.2	A	4.1	A	88.9	F	85.1	F
King - Northwestbound	Left	2.4	A	2.0	A	69.5	E	8.6	A
King - Northwestbound	Thru-Right	124.7	F	130.7	F	47.5	D	56.0	E
Intersection		85.3	F	88.3	F	69.4	E	69.8	E
King & Beauregard									
Beauregard - Eastbound	Left	232.7	F	225.4	F	174.7	F	168.9	F
Beauregard - Eastbound	Thru-Right	67.8	E	69.5	E	38.0	D	35.2	D
Beauregard - Westbound	Left	74.9	E	78.3	E	72.1	E	76.9	E
Beauregard - Westbound	Thru	30.6	C	31.6	C	135.0	F	132.0	F
Beauregard - Westbound	Right	31.7	C	18.5	B	40.4	D	31.5	C
King - Southeastbound	Left	39.0	D	50.5	D	53.8	D	55.3	E
King - Southeastbound	Thru-Right	25.4	C	25.7	C	121.7	F	122.5	F
King - Northwestbound	Left	54.1	D	53.2	D	52.2	D	57.1	E
King - Northwestbound	Thru	196.5	F	188.9	F	65.0	E	68.7	E
Intersection		112.8	F	109.8	F	95.6	F	95.8	F
King & 28th									
28th - Eastbound	All	68.9	E	68.1	E	48.1	D	36.1	D
28th - Westbound	All	30.7	C	16.6	B	47.1	D	35.8	D
King - Southeastbound	Left	86.4	F	20.4	C	29.5	C	12.5	B
King - Southeastbound	Thru-Right	9.0	A	9.4	A	9.6	A	17.4	B
King - Northwestbound	Left	5.2	A	5.0	A	36.9	D	28.5	C
King - Northwestbound	Thru-Right	118.9	F	119.0	F	25.4	C	87.1	F
Intersection		77.4	E	76.3	E	20.0	B	51.5	D
King & N Hampton									
N Hampton - Eastbound	Left	38.8	D	45.7	D	45.1	D	52.2	D
N Hampton - Eastbound	Right	34.6	C	12.3	B	39.2	D	11.8	B
King - Southeastbound	Thru	2.0	A	2.3	A	3.5	A	8.2	A
King - Southeastbound	Right	0.1	A	0.1	A	0.4	A	0.9	A
King - Northwestbound	Left	2.2	A	3.0	A	43.4	D	41.8	D
King - Northwestbound	Thru	3.5	A	4.8	A	4.1	A	4.9	A
Intersection		6.4	A	5.8	A	7.6	A	9.5	A

APPENDIX B
TABLE A - ALT 3 YEAR 2016
Synchro Delay & LOS Output

		Weekday AM Peak Hour				Weekday PM Peak Hour			
		HCM Values		Synchro Values		HCM Values		Synchro Values	
Intersection	Lane Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
King & Park Center									
King - Southeastbound	Thru-Right	38.9	D	40.8	D	19.4	B	21.3	C
King - Northwestbound	Left	38.2	D	40.0	D	51.7	D	46.7	D
King - Northwestbound	Thru	8.4	A	9.6	A	8.1	A	9.0	A
Park Center - Eastbound	All	41.8	D	28.5	C	46.8	D	33.2	C
Intersection		27.9	C	27.3	C	20.8	C	19.9	B
Beauregard & Braddock									
Braddock - Southbound	Left	22.2	C	24.0	C	96.7	F	115.9	F
Braddock - Southbound	Thru-Right	34.7	C	19.3	B	41.0	D	15.1	B
Braddock - Northbound	Left	45.0	D	18.3	B	41.3	D	40.1	D
Braddock - Northbound	Thru	29.7	C	22.4	C	41.3	D	41.5	D
Braddock - Northbound	Right	29.7	C	10.8	B	40.8	D	13.7	B
Beauregard - Eastbound	Left	9.0	A	11.5	B	38.6	D	37.5	D
Beauregard - Eastbound	Thru	22.4	C	21.3	C	7.4	A	7.3	A
Beauregard - Eastbound	Right	10.9	B	7.7	A	6.8	A	1.8	A
Beauregard - Westbound	Left	13.5	B	9.9	A	14.8	B	7.9	A
Beauregard - Westbound	Thru-Right	10.1	B	5.4	A	31.6	C	31.2	C
Intersection		24.3	C	18.1	B	34.7	C	31.6	C

Source: Fitzgerald & Halliday, Inc., June 2006

APPENDIX B
TABLE B - ALT 3 YEAR 2016
CORSIM Delay & LOS Output

		AM Peak Hour			PM Peak Hour		
		Approach		Int.	Approach		Int.
Intersection	**Approach**	**Delay**	**LOS**	**LOS**	**Delay**	**LOS**	**LOS**
King & Dawes	Eastbound	27.2	C	A	33.1	C	A
	Westbound	39.6	D		37.5	D	
	Southeastbound	1.9	A		3.7	A	
	Northwestbound	0.7	A		1.7	A	
King & Chesterfield	Eastbound	18.5	B	A	30.4	C	A
	Westbound	27.9	C		32.7	C	
	Southeastbound	2.1	A		3.8	A	
	Northwestbound	3.4	A		5.8	A	
King & Beauregard	Eastbound	50.9	D	C	31.6	C	C
	Westbound	22.9	C		31.9	C	
	Southeastbound	13.5	B		40.4	D	
	Northwestbound	28.3	C		26.2	C	
King & 28th	Eastbound	27.8	C	A	25.3	C	A
	Westbound	18.1	B		20.9	C	
	Southeastbound	2.9	A		9.6	A	
	Northwestbound	1.7	A		2.7	A	
King & N. Hampton	Eastbound	35.9	D	A	39.1	D	A
	Southeastbound	3.2	A		7.6	A	
	Northwestbound	2.2	A		7.4	A	
King & Park Center	Eastbound	28.7	C	B	32.5	C	B
	Southeastbound	22.0	C		23.7	C	
	Northwestbound	10.2	B		8.8	A	
N. Beauregard & Braddock	Eastbound	16.0	B	B	13.4	B	B
	Westbound	7.8	A		10.3	B	
	Southeastbound	9.5	A		22.6	C	
	Northwestbound	20.4	C		20.1	C	

Source: Fitzgerald & Halliday, Inc., June 2006

Notes
The delay and LOS output represents the average of three CORSIM runs (for each scenario)

Appendix C
Year 2006 Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	9	9	12	14	12	12	12	15	9	9	8
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	1.00		1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00	0.85		0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1608	1295		1881		1787	3574	1759	1608	3215	
Flt Permitted		0.74	1.00		0.77		0.10	1.00	1.00	0.12	1.00	
Satd. Flow (perm)		1251	1295		1503		194	3574	1759	195	3215	
Volume (vph)	42	0	38	13	1	4	11	1579	242	44	1626	7
Peak-hour factor, PHF	0.86	0.86	0.86	0.64	0.64	0.64	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	49	0	44	20	2	6	11	1611	247	48	1787	8
RTOR Reduction (vph)	0	0	40	0	6	0	0	0	58	0	0	0
Lane Group Flow (vph)	0	49	4	0	22	0	11	1611	189	48	1795	0
Parking (#/hr)			0									
Turn Type	Perm		Perm	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6		6	2		
Actuated Green, G (s)		8.1	8.1		8.1		77.6	76.4	76.4	83.9	79.7	
Effective Green, g (s)		8.1	8.1		8.1		76.6	76.4	76.4	83.2	79.7	
Actuated g/C Ratio		0.08	0.08		0.08		0.77	0.76	0.76	0.83	0.80	
Clearance Time (s)		4.0	4.0		4.0		3.0	4.0	4.0	3.0	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)		101	105		122		152	2731	1344	212	2562	
v/s Ratio Prot							0.00	0.45		c0.01	c0.56	
v/s Ratio Perm		c0.04	0.00		0.01		0.06		0.11	0.18		
v/c Ratio		0.49	0.03		0.18		0.07	0.59	0.14	0.23	0.70	
Uniform Delay, d1		44.0	42.3		42.9		4.0	5.1	3.1	4.0	4.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	0.41	0.08	
Incremental Delay, d2		3.6	0.1		0.7		0.2	0.3	0.0	0.2	0.6	
Delay (s)		47.6	42.5		43.6		4.2	5.4	3.2	1.8	1.0	
Level of Service		D	D		D		A	A	A	A	A	
Approach Delay (s)		45.2			43.6			5.1			1.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	4.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	15	12	11	11	15	10	11	9
Grade (%)		1%			2%			0%			0%	
Total Lost time (s)		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	0.95	
Frt		0.95			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1954			1906		1728	3445		1668	3439	
Flt Permitted		0.82			0.79		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1649			1551		103	3445		103	3439	
Volume (vph)	21	1	14	125	3	48	58	1541	31	28	1608	50
Peak-hour factor, PHF	0.64	0.64	0.64	0.83	0.83	0.83	0.64	0.64	0.64	0.75	0.75	0.75
Adj. Flow (vph)	33	2	22	151	4	58	91	2408	48	37	2144	67
RTOR Reduction (vph)	0	18	0	0	13	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	39	0	0	200	0	91	2456	0	37	2209	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		16.1			16.1		75.5	70.5		70.3	67.9	
Effective Green, g (s)		16.1			16.1		74.5	70.5		69.3	67.9	
Actuated g/C Ratio		0.16			0.16		0.74	0.70		0.69	0.68	
Clearance Time (s)		4.0			4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		265			250		142	2429		93	2335	
v/s Ratio Prot							c0.03	c0.71		0.01	0.64	
v/s Ratio Perm		0.02			c0.13		0.45			0.27		
v/c Ratio		0.15			0.80		0.64	1.01		0.40	0.95	
Uniform Delay, d1		36.0			40.4		23.1	14.8		27.9	14.4	
Progression Factor		1.00			1.00		1.61	0.73		1.09	0.40	
Incremental Delay, d2		0.3			16.1		9.0	20.5		1.7	6.6	
Delay (s)		36.3			56.5		46.2	31.4		32.2	12.3	
Level of Service		D			E		D	C		C	B	
Approach Delay (s)		36.3			56.5			31.9			12.7	
Approach LOS		D			E			C			B	

Intersection Summary

HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
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	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	9	9	11	10	11	8	12
Grade (%)		0%			2%			0%			0%	
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	0.95		1.00	0.95	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3236	3176		1710	3303	1425	3120	3373		3319	3034	
Flt Permitted	0.95	1.00		0.39	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3236	3176		699	3303	1425	3120	3373		3319	3034	
Volume (vph)	250	235	111	172	667	249	103	1328	249	144	1187	94
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	278	261	123	195	758	283	113	1459	274	158	1304	103
RTOR Reduction (vph)	0	56	0	0	0	115	0	0	0	0	0	0
Lane Group Flow (vph)	278	328	0	195	758	168	113	1733	0	158	1407	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8						
Actuated Green, G (s)	8.0	18.3		21.0	21.0	21.0	7.0	48.0		7.0	48.0	
Effective Green, g (s)	8.0	18.3		21.0	21.0	21.0	6.0	49.0		6.0	49.0	
Actuated g/C Ratio	0.08	0.18		0.21	0.21	0.21	0.06	0.49		0.06	0.49	
Clearance Time (s)	4.0	4.0		3.0	4.0	4.0	3.0	5.0		3.0	5.0	
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)	259	581		255	694	299	187	1653		199	1487	
v/s Ratio Prot	c0.09	0.10		0.08	c0.23		0.04	c0.51		c0.05	0.46	
v/s Ratio Perm				0.08		0.12						
v/c Ratio	1.07	0.57		0.76	1.09	0.56	0.60	1.05		0.79	0.95	
Uniform Delay, d1	46.0	37.2		45.0	39.5	35.4	45.8	25.5		46.4	24.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.79	0.76		0.82	0.73	
Incremental Delay, d2	76.7	1.3		12.8	62.0	2.4	1.5	26.9		10.5	8.0	
Delay (s)	122.7	38.5		57.8	101.5	37.8	37.8	46.3		48.4	25.7	
Level of Service	F	D		E	F	D	D	D		D	C	
Approach Delay (s)		73.9			80.0			45.8			28.0	
Approach LOS		E			F			D			C	

Intersection Summary

HCM Average Control Delay	52.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	8	9	8	10	9	9
Total Lost time (s)		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	0.95	
Frt		0.92			0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643			1927		1549	3211		1668	3208	
Flt Permitted		0.72			0.74		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1211			1450		93	3211		99	3208	
Volume (vph)	39	3	59	46	3	67	42	1549	20	66	1319	25
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.65	0.65	0.65
Adj. Flow (vph)	45	3	68	51	3	74	51	1889	24	102	2029	38
RTOR Reduction (vph)	0	56	0	0	54	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	60	0	0	74	0	51	1912	0	102	2066	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		10.1			10.1		75.2	70.3		81.6	74.0	
Effective Green, g (s)		10.1			10.1		74.2	70.3		81.6	74.0	
Actuated g/C Ratio		0.10			0.10		0.74	0.70		0.82	0.74	
Clearance Time (s)		4.0			4.0		3.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		122			146		126	2257		200	2374	
v/s Ratio Prot							0.02	0.60		c0.04	c0.64	
v/s Ratio Perm		0.05			c0.05		0.29			0.38		
v/c Ratio		0.49			0.51		0.40	0.85		0.51	0.87	
Uniform Delay, d1		42.5			42.6		10.8	10.9		16.6	9.5	
Progression Factor		1.00			1.00		1.63	0.29		1.41	0.62	
Incremental Delay, d2		3.1			2.8		0.9	1.8		2.1	4.5	
Delay (s)		45.7			45.4		18.4	5.0		25.4	10.4	
Level of Service		D			D		B	A		C	B	
Approach Delay (s)		45.7			45.4			5.4			11.1	
Approach LOS		D			D			A			B	

Intersection Summary

HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	SET	SER	NWL	NWT
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	1.00	1.00	0.95	1.00	1.00	0.95
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)	1770	1583	3539	1583	1787	3574
Flt Permitted	0.95	1.00	1.00	1.00	0.11	1.00
Satd. Flow (perm)	1770	1583	3539	1583	205	3574
Volume (vph)	95	73	1505	149	142	1315
Peak-hour factor, PHF	0.90	0.90	0.99	0.99	0.92	0.92
Adj. Flow (vph)	106	81	1520	151	154	1429
RTOR Reduction (vph)	0	72	0	49	0	0
Lane Group Flow (vph)	106	9	1520	102	154	1429
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Turn Type		Perm		Perm	pm+pt	
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	11.1	11.1	67.8	67.8	78.9	78.9
Effective Green, g (s)	11.1	11.1	67.8	67.8	80.9	80.9
Actuated g/C Ratio	0.11	0.11	0.68	0.68	0.81	0.81
Clearance Time (s)	4.0	4.0	4.0	4.0	3.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	196	176	2399	1073	310	2891
v/s Ratio Prot	c0.06		c0.43		0.05	c0.40
v/s Ratio Perm		0.01		0.06	0.36	
v/c Ratio	0.54	0.05	0.63	0.10	0.50	0.49
Uniform Delay, d1	42.0	39.7	9.1	5.5	8.4	3.0
Progression Factor	1.00	1.00	0.25	0.05	2.11	0.96
Incremental Delay, d2	3.0	0.1	0.7	0.1	1.2	0.6
Delay (s)	45.1	39.9	2.9	0.4	18.9	3.5
Level of Service	D	D	A	A	B	A
Approach Delay (s)	42.8		2.7			5.0
Approach LOS	D		A			A

Intersection Summary

HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	9	11	16	12
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		1.00	0.91	1.00	
Frt	0.99		1.00	1.00	0.89	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	4885		1608	4964	1875	
Flt Permitted	1.00		0.08	1.00	0.99	
Satd. Flow (perm)	4885		140	4964	1875	
Volume (vph)	1512	66	228	1381	76	401
Peak-hour factor, PHF	0.96	0.96	0.97	0.97	0.94	0.94
Adj. Flow (vph)	1575	69	235	1424	81	427
RTOR Reduction (vph)	4	0	0	0	214	0
Lane Group Flow (vph)	1640	0	235	1424	294	0
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Turn Type			pm+pt			
Protected Phases	2		1	6	8	
Permitted Phases			6			
Actuated Green, G (s)	51.6		69.0	69.0	19.0	
Effective Green, g (s)	53.6		71.0	71.0	21.0	
Actuated g/C Ratio	0.54		0.71	0.71	0.21	
Clearance Time (s)	6.0		4.0	6.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2618		296	3524	394	
v/s Ratio Prot	0.34		c0.11	0.29	c0.16	
v/s Ratio Perm			c0.46			
v/c Ratio	0.63		0.79	0.40	0.75	
Uniform Delay, d1	16.2		24.0	5.9	37.0	
Progression Factor	0.83		1.00	1.00	1.00	
Incremental Delay, d2	0.9		13.6	0.3	7.5	
Delay (s)	14.4		37.6	6.2	44.5	
Level of Service	B		D	A	D	
Approach Delay (s)	14.4			10.7	44.5	
Approach LOS	B			B	D	

Intersection Summary

HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	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	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
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		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3173		1626	3408	1599	1787	3574	1599	1787	3494	
Flt Permitted	0.66	1.00		0.43	0.92	1.00	0.11	1.00	1.00	0.54	1.00	
Satd. Flow (perm)	1239	3173		744	3144	1599	204	3574	1599	1012	3494	
Volume (vph)	182	74	222	39	97	70	386	344	91	59	852	149
Peak-hour factor, PHF	0.94	0.94	0.94	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	194	79	236	51	128	92	402	358	95	66	947	166
RTOR Reduction (vph)	0	203	0	0	0	80	0	0	41	0	11	0
Lane Group Flow (vph)	194	112	0	38	141	12	402	358	54	66	1102	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	14.4	11.4		13.2	13.2	10.8	54.9	46.1	46.1	37.7	32.9	
Effective Green, g (s)	14.4	11.4		13.2	13.2	10.8	54.9	46.1	46.1	37.7	32.9	
Actuated g/C Ratio	0.18	0.14		0.16	0.16	0.13	0.68	0.57	0.57	0.47	0.41	
Clearance Time (s)	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	
Lane Grp Cap (vph)	241	448		148	522	214	492	2042	913	519	1424	
v/s Ratio Prot	c0.03	0.04		0.01	0.01		c0.18	0.10		0.01	0.32	
v/s Ratio Perm	c0.11			0.03	0.04	0.01	c0.37		0.03	0.05		
v/c Ratio	0.80	0.25		0.26	0.27	0.06	0.82	0.18	0.06	0.13	0.77	
Uniform Delay, d1	31.2	30.8		28.9	29.5	30.5	20.2	8.2	7.7	11.9	20.7	
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	17.5	0.3		0.9	0.3	0.1	10.1	0.2	0.1	0.1	4.2	
Delay (s)	48.7	31.1		29.9	29.8	30.6	30.4	8.4	7.8	12.0	24.8	
Level of Service	D	C		C	C	C	C	A	A	B	C	
Approach Delay (s)		37.8			30.1			18.7			24.1	
Approach LOS		D			C			B			C	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	9	9	12	14	12	12	12	15	9	9	8
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	1.00		1.00		1.00	0.95	1.00	1.00	0.91	
Frt		1.00	0.85		0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1608	1295		1881		1787	3574	1759	1608	4619	
Flt Permitted		0.74	1.00		0.77		0.11	1.00	1.00	0.11	1.00	
Satd. Flow (perm)		1251	1295		1500		211	3574	1759	194	4619	
Volume (vph)	42	0	38	13	1	4	11	1579	242	44	1626	7
Peak-hour factor, PHF	0.86	0.86	0.86	0.64	0.64	0.64	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	49	0	44	20	2	6	11	1611	247	48	1787	8
RTOR Reduction (vph)	0	0	40	0	6	0	0	0	59	0	0	0
Lane Group Flow (vph)	0	49	4	0	22	0	11	1611	188	48	1795	0
Parking (#/hr)			0									
Turn Type	Perm		Perm	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6		6	2		
Actuated Green, G (s)		8.0	8.0		8.0		77.4	76.2	76.2	84.0	79.8	
Effective Green, g (s)		8.0	8.0		8.0		76.4	76.2	76.2	83.6	79.8	
Actuated g/C Ratio		0.08	0.08		0.08		0.76	0.76	0.76	0.84	0.80	
Clearance Time (s)		4.0	4.0		4.0		3.0	4.0	4.0	3.0	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)		100	104		120		164	2723	1340	216	3686	
v/s Ratio Prot							0.00	c0.45		c0.01	c0.39	
v/s Ratio Perm		c0.04	0.00		0.01		0.05		0.11	0.18		
v/c Ratio		0.49	0.03		0.19		0.07	0.59	0.14	0.22	0.49	
Uniform Delay, d1		44.0	42.4		43.0		2.9	5.2	3.2	4.0	3.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	3.88	0.12	
Incremental Delay, d2		3.7	0.1		0.8		0.2	0.3	0.0	0.4	0.3	
Delay (s)		47.8	42.6		43.7		3.1	5.5	3.2	16.0	0.7	
Level of Service		D	D		D		A	A	A	B	A	
Approach Delay (s)		45.3			43.7			5.2			1.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	4.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	15	12	11	11	15	10	11	9
Grade (%)		1%			2%			0%			0%	
Total Lost time (s)		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	0.91	
Frt		0.95			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1954			1906		1728	3445		1668	4942	
Flt Permitted		0.82			0.79		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1649			1551		103	3445		105	4942	
Volume (vph)	21	1	14	125	3	48	58	1541	31	28	1608	50
Peak-hour factor, PHF	0.64	0.64	0.64	0.83	0.83	0.83	0.64	0.64	0.64	0.75	0.75	0.75
Adj. Flow (vph)	33	2	22	151	4	58	91	2408	48	37	2144	67
RTOR Reduction (vph)	0	18	0	0	13	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	39	0	0	200	0	91	2456	0	37	2208	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		16.1			16.1		75.9	70.5		69.1	66.7	
Effective Green, g (s)		16.1			16.1		75.7	70.5		68.1	66.7	
Actuated g/C Ratio		0.16			0.16		0.76	0.70		0.68	0.67	
Clearance Time (s)		4.0			4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		265			250		162	2429		93	3296	
v/s Ratio Prot							c0.03	c0.71		0.01	0.45	
v/s Ratio Perm		0.02			c0.13		0.39			0.26		
v/c Ratio		0.15			0.80		0.56	1.01		0.40	0.67	
Uniform Delay, d1		36.0			40.4		11.1	14.8		27.4	10.0	
Progression Factor		1.00			1.00		1.79	0.73		0.54	0.39	
Incremental Delay, d2		0.3			16.1		4.2	20.5		1.7	0.7	
Delay (s)		36.3			56.5		24.1	31.2		16.5	4.6	
Level of Service		D			E		C	C		B	A	
Approach Delay (s)		36.3			56.5			31.0			4.8	
Approach LOS		D			E			C			A	

Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
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	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	9	9	11	10	11	8	12
Grade (%)		0%			2%			0%			0%	
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	0.95		1.00	0.95	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3236	3176		1710	3303	1425	3120	3373		3319	3034	
Flt Permitted	0.95	1.00		0.39	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3236	3176		699	3303	1425	3120	3373		3319	3034	
Volume (vph)	250	235	111	172	667	249	103	1328	249	144	1187	94
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	278	261	123	195	758	283	113	1459	274	158	1304	103
RTOR Reduction (vph)	0	56	0	0	0	115	0	0	0	0	0	0
Lane Group Flow (vph)	278	328	0	195	758	168	113	1733	0	158	1407	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8						
Actuated Green, G (s)	8.0	18.3		21.0	21.0	21.0	7.0	48.0		7.0	48.0	
Effective Green, g (s)	8.0	18.3		21.0	21.0	21.0	6.0	49.0		6.0	49.0	
Actuated g/C Ratio	0.08	0.18		0.21	0.21	0.21	0.06	0.49		0.06	0.49	
Clearance Time (s)	4.0	4.0		3.0	4.0	4.0	3.0	5.0		3.0	5.0	
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)	259	581		255	694	299	187	1653		199	1487	
v/s Ratio Prot	c0.09	0.10		0.08	c0.23		0.04	c0.51		c0.05	0.46	
v/s Ratio Perm				0.08		0.12						
v/c Ratio	1.07	0.57		0.76	1.09	0.56	0.60	1.05		0.79	0.95	
Uniform Delay, d1	46.0	37.2		45.0	39.5	35.4	45.8	25.5		46.4	24.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.82	0.80		0.81	0.72	
Incremental Delay, d2	76.7	1.3		12.8	62.0	2.4	1.5	26.9		10.5	8.0	
Delay (s)	122.7	38.5		57.8	101.5	37.8	39.0	47.2		48.2	25.6	
Level of Service	F	D		E	F	D	D	D		D	C	
Approach Delay (s)		73.9			80.0			46.7			27.9	
Approach LOS		E			F			D			C	

Intersection Summary

HCM Average Control Delay	52.3	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	8	9	8	10	9	9
Total Lost time (s)		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	0.95	
Frt		0.92			0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643			1927		1549	3211		1668	3208	
Flt Permitted		0.72			0.74		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1211			1450		93	3211		99	3208	
Volume (vph)	39	3	59	46	3	67	42	1549	20	66	1319	25
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.65	0.65	0.65
Adj. Flow (vph)	45	3	68	51	3	74	51	1889	24	102	2029	38
RTOR Reduction (vph)	0	56	0	0	54	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	60	0	0	74	0	51	1912	0	102	2066	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		10.1			10.1		75.2	70.3		81.6	74.0	
Effective Green, g (s)		10.1			10.1		74.2	70.3		81.6	74.0	
Actuated g/C Ratio		0.10			0.10		0.74	0.70		0.82	0.74	
Clearance Time (s)		4.0			4.0		3.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		122			146		126	2257		200	2374	
v/s Ratio Prot							0.02	0.60		c0.04	c0.64	
v/s Ratio Perm		0.05			c0.05		0.29			0.38		
v/c Ratio		0.49			0.51		0.40	0.85		0.51	0.87	
Uniform Delay, d1		42.5			42.6		10.8	10.9		16.6	9.5	
Progression Factor		1.00			1.00		1.62	0.31		1.40	0.63	
Incremental Delay, d2		3.1			2.8		0.9	1.8		2.1	4.5	
Delay (s)		45.7			45.4		18.3	5.2		25.2	10.5	
Level of Service		D			D		B	A		C	B	
Approach Delay (s)		45.7			45.4			5.5			11.2	
Approach LOS		D			D			A			B	

Intersection Summary

HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	SET	SER	NWL	NWT
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	1.00	1.00	0.95	1.00	1.00	0.95
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)	1770	1583	3539	1583	1787	3574
Flt Permitted	0.95	1.00	1.00	1.00	0.11	1.00
Satd. Flow (perm)	1770	1583	3539	1583	205	3574
Volume (vph)	95	73	1505	149	142	1315
Peak-hour factor, PHF	0.90	0.90	0.99	0.99	0.92	0.92
Adj. Flow (vph)	106	81	1520	151	154	1429
RTOR Reduction (vph)	0	72	0	49	0	0
Lane Group Flow (vph)	106	9	1520	102	154	1429
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Turn Type		Perm		Perm	pm+pt	
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	11.1	11.1	67.8	67.8	78.9	78.9
Effective Green, g (s)	11.1	11.1	67.8	67.8	80.9	80.9
Actuated g/C Ratio	0.11	0.11	0.68	0.68	0.81	0.81
Clearance Time (s)	4.0	4.0	4.0	4.0	3.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	196	176	2399	1073	310	2891
v/s Ratio Prot	c0.06		c0.43		0.05	c0.40
v/s Ratio Perm		0.01		0.06	0.36	
v/c Ratio	0.54	0.05	0.63	0.10	0.50	0.49
Uniform Delay, d1	42.0	39.7	9.1	5.5	8.4	3.0
Progression Factor	1.00	1.00	0.23	0.05	2.11	0.96
Incremental Delay, d2	3.0	0.1	0.7	0.1	1.2	0.6
Delay (s)	45.1	39.9	2.7	0.4	18.9	3.5
Level of Service	D	D	A	A	B	A
Approach Delay (s)	42.8		2.5			5.0
Approach LOS	D		A			A

Intersection Summary

HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	9	11	16	12
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		1.00	0.91	1.00	
Frt	0.99		1.00	1.00	0.89	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	4885		1608	4964	1875	
Flt Permitted	1.00		0.08	1.00	0.99	
Satd. Flow (perm)	4885		140	4964	1875	
Volume (vph)	1512	66	228	1381	76	401
Peak-hour factor, PHF	0.96	0.96	0.97	0.97	0.94	0.94
Adj. Flow (vph)	1575	69	235	1424	81	427
RTOR Reduction (vph)	4	0	0	0	214	0
Lane Group Flow (vph)	1640	0	235	1424	294	0
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Turn Type			pm+pt			
Protected Phases	2		1	6	8	
Permitted Phases			6			
Actuated Green, G (s)	51.6		69.0	69.0	19.0	
Effective Green, g (s)	53.6		71.0	71.0	21.0	
Actuated g/C Ratio	0.54		0.71	0.71	0.21	
Clearance Time (s)	6.0		4.0	6.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2618		296	3524	394	
v/s Ratio Prot	0.34		c0.11	0.29	c0.16	
v/s Ratio Perm			c0.46			
v/c Ratio	0.63		0.79	0.40	0.75	
Uniform Delay, d1	16.2		24.0	5.9	37.0	
Progression Factor	0.83		1.00	1.00	1.00	
Incremental Delay, d2	0.9		13.6	0.3	7.5	
Delay (s)	14.4		37.6	6.2	44.5	
Level of Service	B		D	A	D	
Approach Delay (s)	14.4			10.7	44.5	
Approach LOS	B			B	D	

Intersection Summary

HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	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	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
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		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3173		1626	3408	1599	1787	3574	1599	1787	3494	
Flt Permitted	0.66	1.00		0.43	0.92	1.00	0.11	1.00	1.00	0.54	1.00	
Satd. Flow (perm)	1239	3173		744	3144	1599	204	3574	1599	1012	3494	
Volume (vph)	182	74	222	39	97	70	386	344	91	59	852	149
Peak-hour factor, PHF	0.94	0.94	0.94	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	194	79	236	51	128	92	402	358	95	66	947	166
RTOR Reduction (vph)	0	203	0	0	0	80	0	0	41	0	11	0
Lane Group Flow (vph)	194	112	0	38	141	12	402	358	54	66	1102	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	14.4	11.4		13.2	13.2	10.8	54.9	46.1	46.1	37.7	32.9	
Effective Green, g (s)	14.4	11.4		13.2	13.2	10.8	54.9	46.1	46.1	37.7	32.9	
Actuated g/C Ratio	0.18	0.14		0.16	0.16	0.13	0.68	0.57	0.57	0.47	0.41	
Clearance Time (s)	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	
Lane Grp Cap (vph)	241	448		148	522	214	492	2042	913	519	1424	
v/s Ratio Prot	c0.03	0.04		0.01	0.01		c0.18	0.10		0.01	0.32	
v/s Ratio Perm	c0.11			0.03	0.04	0.01	c0.37		0.03	0.05		
v/c Ratio	0.80	0.25		0.26	0.27	0.06	0.82	0.18	0.06	0.13	0.77	
Uniform Delay, d1	31.2	30.8		28.9	29.5	30.5	20.2	8.2	7.7	11.9	20.7	
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	17.5	0.3		0.9	0.3	0.1	10.1	0.2	0.1	0.1	4.2	
Delay (s)	48.7	31.1		29.9	29.8	30.6	30.4	8.4	7.8	12.0	24.8	
Level of Service	D	C		C	C	C	C	A	A	B	C	
Approach Delay (s)		37.8			30.1			18.7			24.1	
Approach LOS		D			C			B			C	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	9	9	12	14	12	12	12	15	9	9	8
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	1.00		1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00	0.85		0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1608	1295		1881		1787	3574	1759	1608	3215	
Flt Permitted		0.74	1.00		0.77		0.10	1.00	1.00	0.12	1.00	
Satd. Flow (perm)		1251	1295		1503		194	3574	1759	195	3215	
Volume (vph)	42	0	38	13	1	4	11	1579	242	44	1626	7
Peak-hour factor, PHF	0.86	0.86	0.86	0.64	0.64	0.64	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	49	0	44	20	2	6	11	1611	247	48	1787	8
RTOR Reduction (vph)	0	0	40	0	6	0	0	0	58	0	0	0
Lane Group Flow (vph)	0	49	4	0	22	0	11	1611	189	48	1795	0
Parking (#/hr)			0									
Turn Type	Perm		Perm	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6		6	2		
Actuated Green, G (s)		8.1	8.1		8.1		77.6	76.4	76.4	83.9	79.7	
Effective Green, g (s)		8.1	8.1		8.1		76.6	76.4	76.4	83.2	79.7	
Actuated g/C Ratio		0.08	0.08		0.08		0.77	0.76	0.76	0.83	0.80	
Clearance Time (s)		4.0	4.0		4.0		3.0	4.0	4.0	3.0	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)		101	105		122		152	2731	1344	212	2562	
v/s Ratio Prot							0.00	0.45		c0.01	c0.56	
v/s Ratio Perm		c0.04	0.00		0.01		0.06		0.11	0.18		
v/c Ratio		0.49	0.03		0.18		0.07	0.59	0.14	0.23	0.70	
Uniform Delay, d1		44.0	42.3		42.9		4.0	5.1	3.1	4.0	4.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	0.41	0.08	
Incremental Delay, d2		3.6	0.1		0.7		0.2	0.3	0.0	0.2	0.6	
Delay (s)		47.6	42.5		43.6		4.2	5.4	3.2	1.8	1.0	
Level of Service		D	D		D		A	A	A	A	A	
Approach Delay (s)		45.2			43.6			5.1			1.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	4.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	15	12	11	11	15	10	11	9
Grade (%)		1%			2%			0%			0%	
Total Lost time (s)		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	0.95	
Frt		0.95			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1954			1906		1728	3445		1668	3439	
Flt Permitted		0.82			0.79		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1649			1551		103	3445		103	3439	
Volume (vph)	21	1	14	125	3	48	58	1541	31	28	1608	50
Peak-hour factor, PHF	0.64	0.64	0.64	0.83	0.83	0.83	0.64	0.64	0.64	0.75	0.75	0.75
Adj. Flow (vph)	33	2	22	151	4	58	91	2408	48	37	2144	67
RTOR Reduction (vph)	0	18	0	0	13	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	39	0	0	200	0	91	2456	0	37	2209	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		16.1			16.1		75.5	70.5		70.3	67.9	
Effective Green, g (s)		16.1			16.1		74.5	70.5		69.3	67.9	
Actuated g/C Ratio		0.16			0.16		0.74	0.70		0.69	0.68	
Clearance Time (s)		4.0			4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		265			250		142	2429		93	2335	
v/s Ratio Prot							c0.03	c0.71		0.01	0.64	
v/s Ratio Perm		0.02			c0.13		0.45			0.27		
v/c Ratio		0.15			0.80		0.64	1.01		0.40	0.95	
Uniform Delay, d1		36.0			40.4		23.1	14.8		27.9	14.4	
Progression Factor		1.00			1.00		1.61	0.73		1.10	0.45	
Incremental Delay, d2		0.3			16.1		9.0	20.5		1.7	6.6	
Delay (s)		36.3			56.5		46.2	31.4		32.5	13.0	
Level of Service		D			E		D	C		C	B	
Approach Delay (s)		36.3			56.5			31.9			13.3	
Approach LOS		D			E			C			B	

Intersection Summary

HCM Average Control Delay	24.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
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	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	9	9	11	10	11	8	12
Grade (%)		0%			2%			0%			0%	
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	0.95		1.00	0.95	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3236	3176		1710	3303	1425	3120	3373		3319	3034	
Flt Permitted	0.95	1.00		0.39	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3236	3176		699	3303	1425	3120	3373		3319	3034	
Volume (vph)	250	235	111	172	667	249	103	1328	249	144	1187	94
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	278	261	123	195	758	283	113	1459	274	158	1304	103
RTOR Reduction (vph)	0	56	0	0	0	122	0	0	0	0	0	0
Lane Group Flow (vph)	278	328	0	195	758	161	113	1733	0	158	1407	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8						
Actuated Green, G (s)	8.0	18.3		21.0	21.0	21.0	6.9	48.0		7.0	48.1	
Effective Green, g (s)	8.0	18.3		21.0	21.0	21.0	5.9	49.0		6.0	49.1	
Actuated g/C Ratio	0.08	0.18		0.21	0.21	0.21	0.06	0.49		0.06	0.49	
Clearance Time (s)	4.0	4.0		3.0	4.0	4.0	3.0	5.0		3.0	5.0	
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)	259	581		255	694	299	184	1653		199	1490	
v/s Ratio Prot	c0.09	0.10		0.08	c0.23		0.04	c0.51		0.05	c0.46	
v/s Ratio Perm				0.08		0.11						
v/c Ratio	1.07	0.57		0.76	1.09	0.54	0.61	1.05		0.79	0.94	
Uniform Delay, d1	46.0	37.2		45.0	39.5	35.2	45.9	25.5		46.4	24.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.19	0.88		0.82	0.67	
Incremental Delay, d2	76.7	1.3		12.8	62.0	1.9	1.7	26.9		10.4	7.8	
Delay (s)	122.7	38.5		57.8	101.5	37.0	56.4	49.3		48.6	24.1	
Level of Service	F	D		E	F	D	E	D		D	C	
Approach Delay (s)		73.9			79.9			49.8			26.5	
Approach LOS		E			E			D			C	

Intersection Summary

HCM Average Control Delay	52.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	8	9	8	10	9	9
Total Lost time (s)		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	0.95	
Frt		0.92			0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643			1927		1549	3211		1668	3208	
Flt Permitted		0.72			0.74		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1211			1450		93	3211		99	3208	
Volume (vph)	39	3	59	46	3	67	42	1549	20	66	1319	25
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.65	0.65	0.65
Adj. Flow (vph)	45	3	68	51	3	74	51	1889	24	102	2029	38
RTOR Reduction (vph)	0	56	0	0	54	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	60	0	0	74	0	51	1912	0	102	2066	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		10.1			10.1		75.2	70.3		81.6	74.0	
Effective Green, g (s)		10.1			10.1		74.2	70.3		81.6	74.0	
Actuated g/C Ratio		0.10			0.10		0.74	0.70		0.82	0.74	
Clearance Time (s)		4.0			4.0		3.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		122			146		126	2257		200	2374	
v/s Ratio Prot							0.02	0.60		c0.04	c0.64	
v/s Ratio Perm		0.05			c0.05		0.29			0.38		
v/c Ratio		0.49			0.51		0.40	0.85		0.51	0.87	
Uniform Delay, d1		42.5			42.6		10.8	10.9		16.6	9.5	
Progression Factor		1.00			1.00		1.64	0.28		1.28	0.78	
Incremental Delay, d2		3.1			2.8		0.9	1.8		2.1	4.5	
Delay (s)		45.7			45.4		18.5	4.9		23.3	11.9	
Level of Service		D			D		B	A		C	B	
Approach Delay (s)		45.7			45.4			5.2			12.5	
Approach LOS		D			D			A			B	

Intersection Summary

HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	SET	SER	NWL	NWT
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	1.00	1.00	0.95	1.00	1.00	0.95
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)	1770	1583	3539	1583	1787	3574
Flt Permitted	0.95	1.00	1.00	1.00	0.11	1.00
Satd. Flow (perm)	1770	1583	3539	1583	203	3574
Volume (vph)	95	73	1505	149	142	1315
Peak-hour factor, PHF	0.90	0.90	0.99	0.99	0.92	0.92
Adj. Flow (vph)	106	81	1520	151	154	1429
RTOR Reduction (vph)	0	72	0	49	0	0
Lane Group Flow (vph)	106	9	1520	102	154	1429
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Turn Type		Perm		Perm	pm+pt	
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	11.1	11.1	67.4	67.4	78.9	78.9
Effective Green, g (s)	11.1	11.1	67.4	67.4	80.9	80.9
Actuated g/C Ratio	0.11	0.11	0.67	0.67	0.81	0.81
Clearance Time (s)	4.0	4.0	4.0	4.0	3.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	196	176	2385	1067	315	2891
v/s Ratio Prot	c0.06		c0.43		0.05	c0.40
v/s Ratio Perm		0.01		0.06	0.35	
v/c Ratio	0.54	0.05	0.64	0.10	0.49	0.49
Uniform Delay, d1	42.0	39.7	9.3	5.7	8.6	3.0
Progression Factor	1.00	1.00	0.30	0.09	1.80	1.16
Incremental Delay, d2	3.0	0.1	0.7	0.1	1.1	0.6
Delay (s)	45.1	39.9	3.5	0.6	16.5	4.1
Level of Service	D	D	A	A	B	A
Approach Delay (s)	42.8		3.3			5.3
Approach LOS	D		A			A

Intersection Summary

HCM Average Control Delay	6.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	9	11	16	12
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		1.00	0.91	1.00	
Frt	0.99		1.00	1.00	0.89	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	4885		1608	4964	1875	
Flt Permitted	1.00		0.08	1.00	0.99	
Satd. Flow (perm)	4885		140	4964	1875	
Volume (vph)	1512	66	228	1381	76	401
Peak-hour factor, PHF	0.96	0.96	0.97	0.97	0.94	0.94
Adj. Flow (vph)	1575	69	235	1424	81	427
RTOR Reduction (vph)	4	0	0	0	214	0
Lane Group Flow (vph)	1640	0	235	1424	294	0
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Turn Type			pm+pt			
Protected Phases	2		1	6	8	
Permitted Phases			6			
Actuated Green, G (s)	51.6		69.0	69.0	19.0	
Effective Green, g (s)	53.6		71.0	71.0	21.0	
Actuated g/C Ratio	0.54		0.71	0.71	0.21	
Clearance Time (s)	6.0		4.0	6.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2618		296	3524	394	
v/s Ratio Prot	0.34		c0.11	0.29	c0.16	
v/s Ratio Perm			c0.46			
v/c Ratio	0.63		0.79	0.40	0.75	
Uniform Delay, d1	16.2		24.0	5.9	37.0	
Progression Factor	0.57		1.00	1.00	1.00	
Incremental Delay, d2	0.9		13.6	0.3	7.5	
Delay (s)	10.2		37.6	6.2	44.5	
Level of Service	B		D	A	D	
Approach Delay (s)	10.2			10.7	44.5	
Approach LOS	B			B	D	

Intersection Summary

HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	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	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
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		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3173		1626	3408	1599	1787	3574	1599	1787	3494	
Flt Permitted	0.66	1.00		0.43	0.92	1.00	0.11	1.00	1.00	0.54	1.00	
Satd. Flow (perm)	1239	3173		744	3144	1599	204	3574	1599	1012	3494	
Volume (vph)	182	74	222	39	97	70	386	344	91	59	852	149
Peak-hour factor, PHF	0.94	0.94	0.94	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	194	79	236	51	128	92	402	358	95	66	947	166
RTOR Reduction (vph)	0	203	0	0	0	80	0	0	41	0	11	0
Lane Group Flow (vph)	194	112	0	38	141	12	402	358	54	66	1102	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	14.4	11.4		13.2	13.2	10.8	54.9	46.1	46.1	37.7	32.9	
Effective Green, g (s)	14.4	11.4		13.2	13.2	10.8	54.9	46.1	46.1	37.7	32.9	
Actuated g/C Ratio	0.18	0.14		0.16	0.16	0.13	0.68	0.57	0.57	0.47	0.41	
Clearance Time (s)	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	
Lane Grp Cap (vph)	241	448		148	522	214	492	2042	913	519	1424	
v/s Ratio Prot	c0.03	0.04		0.01	0.01		c0.18	0.10		0.01	0.32	
v/s Ratio Perm	c0.11			0.03	0.04	0.01	c0.37		0.03	0.05		
v/c Ratio	0.80	0.25		0.26	0.27	0.06	0.82	0.18	0.06	0.13	0.77	
Uniform Delay, d1	31.2	30.8		28.9	29.5	30.5	20.2	8.2	7.7	11.9	20.7	
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	17.5	0.3		0.9	0.3	0.1	10.1	0.2	0.1	0.1	4.2	
Delay (s)	48.7	31.1		29.9	29.8	30.6	30.4	8.4	7.8	12.0	24.8	
Level of Service	D	C		C	C	C	C	A	A	B	C	
Approach Delay (s)		37.8			30.1			18.7			24.1	
Approach LOS		D			C			B			C	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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RUN DATE       : 06/01/06
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VERSION 5.1 (BUILD #301)
RELEASE DATE FEBRUARY 2003

TRAF SIMULATION MODEL

DEVELOPED FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY
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1                                   CARD FILE LIST
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     4 :3600                                                                          3
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     7 :   1  14Dawes St.                                                            10
     8 :   1  13Comm. Drive                                                          10
     9 :   1   6King St.                                                             10
    10 :   2  12S. Chesterfi                                                          10
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    11 :   3  11S. Walter Re                                                    10
    12 :   4  15N. Hampton D                                                    10
    13 :   5  16Park Center                                                     10
    14 :   5   7King St.                                                        10
    15 :   8  2028th Street                                                     10
    16 :   8   928th Street                                                     10
    17 :  10  17N. Beauregar                                                    10
    18 :  10  18W. Braddock                                                     10
    19 :  10  19East Campus                                                     10
    20 :   4   8King St.                                                        10
    21 :   3   8King St.                                                        10
    22 :   3  10N. Beauregar                                                    10
    23 :   1   2King St.                                                        10
    24 :   2   3King St.                                                        10
    25 :   5  22King St.                                                        10
    26 :   4  22King St.                                                        10
    27 :   1  14 376         1     01           8014              20  18  30  0       11
    28 :   1  13 281         1     01           8013              20  18  30  0       11
    29 :   1   6 335         2     01           8006              20  18  40  0       11
    30 :   2  21 180         1    -11           8021              20  18  20  0       11
    31 :   2  12 458         1    -21           8012              20  18  30  0       11
    32 :   3  11 448         2    -21           8011              20  18  30  0       11
    33 :   4  151375         1     01           8015              20  18  30  0       11
    34 :   5  16 444         1     01           8016              20  18  30  0       11
    35 :   5   7 501         3     01           8007              20  18  40  0       11
    36 :   8  20 325         1     01           8020              20  18  30  0       11
    37 :   8   9 531         1     01           8009              20  18  30  0       11
    38 :  10  17 408         2     01           8017              20  18  30  0       11
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    40 :  10  19 461         2     01           8019              20  18  20  0       11
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    44 :  22   5 612         3     017TT           7  16          20  18  40  0       11
    45 :   6   1 335 162     3 1   014TT      13   2  14       2  20  18  40  021     11
    46 :  16   5 444  20     1 1   019        22       7          20  14  30  0       11
    47 :   7   5 501 165     3 1   01TTT      16  22          22  20  18  40 10       11
    48 :   8   4 264         3     014TT          22  15          20  18  40  021     11
    49 :   3  101591 102     2 1   017T       18  17  19      17  20  18  30  0       11
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1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

    51 :   8   3 591 290 100 2 2 1 01TT       10   2  11       2  20  18  40 10       11
    52 :  20   8 325         1     019         3   9   4       9  20  18  30  0       11
    53 :   9   8 531         1     019         4  20   3      20  20  18  30  0       11
    54 :   3   2 694 183     2 1   017T       21   1  12       1  20  18  40  0       11
    55 :   2   3 694 260 100 2 2 1 01TT       11   8  10       8  20  18  40 10       11
    56 :  10   31591 165     2 2   017T        2  11   8      11  20  18  30  0       11
    57 :  17  10 408  72     3 1   014TT      19   3  18       3  20  18  30  021     11
    58 :  22   4 450         3     01TT1      15   8           8  20  18  40 10       11
    59 :  12   2 458         1     219         3  21   1      21  20  18  30  0       11
    60 :  18  10 511 165     3 1   014T8      17  19   3      19  20  18  30  021     11
    61 :  13   1 281         1     019         2  14   6      14  20  18  30  0       11
    62 :  21   2 180         1     119         1  12   3      12  20  18  20  0       11
    63 :  14   1 376         2     0148        6  13   2      13  20  18  30  021     11
    64 :  19  10 461 108     2 1   017T        3  18  17      18  20  18  20  0       11
    65 :   5  22 612         3     01              4               20  18  40  0       11
    66 :  11   3 448 180 180 2 1 1 21TT        8  10   2      10  20  14  30  0       11
    67 :   4  22 450         3     01              5       5       20  18  40  0       11
    68 :  15   41375         2     0141        8      22          20  18  30  0       11
    69 :8006   6             3     01              1               20  18      0       11
    70 :8007   7             3     01              5               20  18      0       11
    71 :8009   9             1     01              8               20  18      0       11
    72 :8011  11             2     01              3               20  18      0       11
    73 :8012  12             1     01              2               20  18      0       11
    74 :8013  13             1     01              1               20  18      0       11
    75 :8014  14             2     01              1               20  18      0       11
```

```
    76 :8015  15             2     01              4              20  18      0       11
    77 :8016  16             1     01              5              20  18      0       11
    78 :8017  17             3     01             10              20  18      0       11
    79 :8018  18             3     01             10              20  18      0       11
    80 :8019  19             2     01             10              20  18      0       11
    81 :8020  20             1     01              8              20  18      0       11
    82 :8021  21             1     01              2              20  18      0       11
    83 :   1  14     100                                                                21
    84 :   1  13     100                                                                21
    85 :   1   6     100                                                                21
    86 :   2  21     100                                                                21
    87 :   2  12     100                                                                21
    88 :   3  11     100                                                                21
    89 :   4  15     100                                                                21
    90 :   5  16     100                                                                21
    91 :   5   7     100                                                                21
    92 :   8  20     100                                                                21
    93 :   8   9     100                                                                21
    94 :  10  17     100                                                                21
    95 :  10  18     100                                                                21
    96 :  10  19     100                                                                21
    97 :   4   8 1022029  38   0                                                        21
    98 :   2   1  481787   8   0                                                        21
    99 :   3   8  511889  24   0                                                        21
   100 :  22   5   01575  69   0                                                        21
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

1 CARD FILE LIST (CONT.)

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0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   101 :   6   1  111611 247   0                                                        21
   102 :  16   5  81   0 427   0                                                        21
   103 :   7   5 2351424   0   0                                                        21
   104 :   8   4   01520 151   0                                                        21
   105 :   3  10  66 947 166   0                                                        21
   106 :   1   2  912408  48   0                                                        21
   107 :   8   3 1581304 103   0                                                        21
   108 :  20   8  45   3  68   0                                                        21
   109 :   9   8  51   3  74   0                                                        21
   110 :   3   2  372144  67   0                                                        21
   111 :   2   3 1131459 274   0                                                        21
   112 :  10   3 278 261 123   0                                                        21
   113 :  17  10 402 358  95   0                                                        21
   114 :  22   4 1541429   0   0                                                        21
   115 :  12   2 151   4  58   0                                                        21
   116 :  18  10  51 128  92   0                                                        21
   117 :  13   1  20   2   6   0                                                        21
   118 :  21   2  33   2  22   0                                                        21
   119 :  14   1  49   0  44   0                                                        21
   120 :  19  10 194  79 236   0                                                        21
   121 :   5  22     100                                                                21
   122 :  11   3 195 758 283   0                                                        21
   123 :   4  22   0 578   01000                                                        21
   124 :  15   4 106   0  81   0                                                        21
   125 :8006   6     100                                                                21
   126 :8007   7     100                                                                21
   127 :8009   9     100                                                                21
   128 :8011  11     100                                                                21
   129 :8012  12     100                                                                21
   130 :8013  13     100                                                                21
   131 :8014  14     100                                                                21
   132 :8015  15     100                                                                21
   133 :8016  16     100                                                                21
   134 :8017  17     100                                                                21
   135 :8018  18     100                                                                21
   136 :8019  19     100                                                                21
   137 :8020  20     100                                                                21
   138 :8021  21     100                                                                21
   139 :   4  12  15  22   8          10   3  79   3   1  20   3   1                   35
   140 :   6       18006                                                                35
```

```
   141 :   7       58007                                                          35
   142 :   9       88009                                                          35
   143 :  11       38011                                                          35
   144 :  12       28012                                                          35
   145 :  13       18013                                                          35
   146 :  14       18014                                                          35
   147 :  15       48015                                                          35
   148 :  16       58016                                                          35
   149 :  17      108017                                                          35
   150 :  18      108018                                                          35
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   151 :  19      108019                                                          35
   152 :  20       88020                                                          35
   153 :  21       28021                                                          35
   154 :  22       5   4                                                          35
   155 :   4 212  202  271  200  222  122  022  222                                36
   156 :   6 11                                                                   36
   157 :   7 11                                                                   36
   158 :   9 11                                                                   36
   159 :  11 11                                                                   36
   160 :  12 11                                                                   36
   161 :  13 11                                                                   36
   162 :  14 11                                                                   36
   163 :  15 11                                                                   36
   164 :  16 11                                                                   36
   165 :  17 11                                                                   36
   166 :  18 11                                                                   36
   167 :  19 11                                                                   36
   168 :  20 11                                                                   36
   169 :  21 11                                                                   36
   170 :  22 11                                                                   36
   171 :   1  14   1   2   1  13   1   6   1           0                          43
   172 :   2  21   2   3   2  12   2   1   2           0                          43
   173 :   3  10   3   8   3  11   3   2   3           0                          43
   174 :   5  16   5   7   5  22   5                   0                          43
   175 :   8  20   8   4   8   9   8   3   8           0                          43
   176 :  10  19  10  17  10  18  10   3  10           0                          43
   177 :   1120 43  0  1  4  5 15 16 16       34 16       34100        1 10        1  44
   178 :   2120 47  0  1 10 11       11       34 11       34100       10100       10  44
   179 :   3120  7  0  1 42 43       55    17 43 59    21 43 10   100100 10   100100  44
   180 :   5122 89  0  1 34 35       55                   34 10                  100  44
   181 :   8120 14  0  1 25 26       34       25 33       25 10      100 10      100  44
   182 :   1   1 22222     22222     22222     12222                                45
   183 :   1   2 22222     11122     22222     22222                                45
   184 :   1   4 11122     22222     22222     22222                                45
   185 :   1   5 22222     12222     22222     22222                                45
   186 :   1   6 22222     22222     22222     11122                                45
   187 :   1   8 22222     22222     11122     22222                                45
   188 :   2   1 22222     22222     22222     12222                                45
   189 :   2   2 22222     21122     22222     22222                                45
   190 :   2   4 11122     22222     22222     22222                                45
   191 :   2   5 22222     12222     22222     22222                                45
   192 :   2   6 22222     22222     22222     21122                                45
   193 :   2   8 22222     22222     11122     22222                                45
   194 :   3   1 22222     22222     22222     12222                                45
   195 :   3   2 22222     11122     22222     22222                                45
   196 :   3   3 22222     22222     12222     22222                                45
   197 :   3   4 21122     22222     22222     22222                                45
   198 :   3   5 22222     12222     22222     22222                                45
   199 :   3   6 22222     22222     22222     11122                                45
   200 :   3   7 12222     22222     22222     22222                                45
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

```
   201 :   3   8 22222     22222     11122     22222                                   45
   202 :   5   1 22222     12222     22222                                             45
   203 :   5   2 22222     22222     21122                                             45
   204 :   5   6 22222     11222     22222                                             45
   205 :   5   8 12122     22222     22222                                             45
   206 :   8   1 22222     22222     22222     12222                                   45
   207 :   8   2 22222     11122     22222     22222                                   45
   208 :   8   4 11122     22222     22222     22222                                   45
   209 :   8   5 22222     12222     22222     22222                                   45
   210 :   8   6 22222     22222     22222     11122                                   45
   211 :   8   8 22222     22222     11122     22222                                   45
   212 :  10   1 22222     22222     22222     12222                                   45
   213 :  10   2 22222     11122     22222     22222                                   45
   214 :  10   3 22222     22222     12222     22222                                   45
   215 :  10   4 11122     22222     22222     22222                                   45
   216 :  10   5 22222     12222     22222     22222                                   45
   217 :  10   6 22222     22222     22222     11122                                   45
   218 :  10   7 12222     22222     22222     22222                                   45
   219 :  10   8 22222     22222     11122     22222                                   45
   220 :   1 1 1  470   0  0  0500  0                                                  46
   221 :   1 2 1  212   0  0  0500  0                                                  46
   222 :   1 4 1  120   0  0  0500  0  10   0  0  0500  0                              46
   223 :   1 5 1  270   0  0  0500  0                                                  46
   224 :   1 6 1  423   0  0  0500  0  10   0  0  0500  0                              46
   225 :   1 8 1  390   0  0  0500  0                                                  46
   226 :   2 1 1  470   0  0  0500  0                                                  46
   227 :   2 2 1  212   0  0  0500  0                                                  46
   228 :   2 4 1  190   0  0  0500  0                                                  46
   229 :   2 5 1  270   0  0  0500  0                                                  46
   230 :   2 6 1  412   0  0  0500  0                                                  46
   231 :   2 8 1  390   0  0  0500  0                                                  46
   232 :   3 1 1  470   0  0  0500  0                                                  46
   233 :   3 2 1  212   0  0  0500  0  60   0  0  0500  0                              46
   234 :   3 3 1  370   0  0  0500  0                                                  46
   235 :   3 4 1  112   0  0  0500  0                                                  46
   236 :   3 5 1  270   0  0  0500  0                                                  46
   237 :   3 6 1  412   0  0  0500  0  60   0  0  0500  0                              46
   238 :   3 7 1  170   0  0  0500  0                                                  46
   239 :   3 8 1  312   0  0  0500  0  60   0  0  0500  0                              46
   240 :   5 1 1  270   0  0  0500  0                                                  46
   241 :   5 2 1  390   0  0  0500  0                                                  46
   242 :   5 6 1  212   0  0  0500  0  30   0  0  0500  0                              46
   243 :   5 8 1  110   0  0  0500  0                                                  46
   244 :   8 1 1  470   0  0  0500  0                                                  46
   245 :   8 2 1  212   0  0  0500  0                                                  46
   246 :   8 4 1  190   0  0  0500  0                                                  46
   247 :   8 5 1  270   0  0  0500  0                                                  46
   248 :   8 6 1  412   0  0  0500  0                                                  46
   249 :   8 8 1  390   0  0  0500  0                                                  46
   250 :  10 1 1  470   0  0  0500  0                                                  46
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   251 :  10 2 1  223   0  0  0500  0  10   0  0  0500  0                              46
   252 :  10 3 1  370   0  0  0500  0                                                  46
   253 :  10 4 1  112   0  0  0500  0                                                  46
   254 :  10 5 1  270   0  0  0500  0                                                  46
   255 :  10 6 1  412   0  0  0500  0                                                  46
   256 :  10 7 1  170   0  0  0500  0                                                  46
   257 :  10 8 1  323   0  0  0500  0  10   0  0  0500  0                              46
   258 :   1 1   6  630   0 22     62      0 300 300 30  0001000110000  20 0 0         47
   259 :   1 2  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
   260 :   1 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   261 :   1 5   6  630   0 22     62      0 300 300 30  0001000110000  20 0 0         47
   262 :   1 6  86 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
   263 :   1 8 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   264 :   2 1 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0         47
   265 :   2 2  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
```

```
   266 :   2 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   267 :   2 5 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0        47
   268 :   2 6  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0        47
   269 :   2 8 110  430   0 22     42      0 300 300 30 10001000100000  20 0 0        47
   270 :   3 1 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   271 :   3 2  62 1030   0 22    102      0 300 300 40 10001001010000  20 0 0        47
   272 :   3 3 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   273 :   3 4 110  730   0 22     72      0 300 300 30 10001000110000  20 0 0        47
   274 :   3 5 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   275 :   3 6  58  130   0 22     12      0 300 300 40 10001001010000  20 0 0        47
   276 :   3 7 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   277 :   3 8 110  730   0 22     72      0 300 300 30 10001000110000  20 0 0        47
   278 :   5 1 112  530   0 22     52      0 300 300 30 10001000100000  20 0 0        47
   279 :   5 2  63 1030   0 22    102      0 300 300 40 20001001010000  20 0 0        47
   280 :   5 6  82 1030   0 22    102      0 300 300 40 20001001000000  20 0 0        47
   281 :   5 8 112  730   0 22     72      0 300 300 30 30001000100000  20 0 0        47
   282 :   8 1 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   283 :   8 2  83 1030   0 22    102      0 300 300 30 10001001010000  20 0 0        47
   284 :   8 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   285 :   8 5 110  430   0 22     42      0 300 300 30 10001000100000  20 0 0        47
   286 :   8 6  83 1030   0 22    102      0 300 300 30 10001001010000  20 0 0        47
   287 :   8 8 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   288 :  10 1  11  630   0 22     62      0 300 300 30 10001000100000  20   0 0   0  47
   289 :  10 2  47 1030   0 22    102      0 300 300 30 10001001010000  20   0 0   0  47
   290 :  10 3  11  430   0 22     42      0 300 300 30 10001000100000  20   0 0   0  47
   291 :  10 4  35  730   0 22     72      0 300 300 30 10001000110000  20   0 0   0  47
   292 :  10 5  11  430   0 22     42      0 300 300 30 10001000100000  20   0 0   0  47
   293 :  10 6  47 1030   0 22    102      0 300 300 30 10001001010000  20   0 0   0  47
   294 :  10 7  11  330   0 22     32      0 300 300 30 10001000100000  20   0 0   0  47
   295 :  10 8  35  730   0 22     72      0 300 300 30 10001000110000  20   0 0   0  47
   296 :8014  14  93   1   0  100                                                    50
   297 :8013  13  28   1   0  100                                                    50
   298 :8006   61869   1   0  100                                                    50
   299 :8021  21  57   1   0  100                                                    50
   300 :8012  12 213   1   0  100                                                    50
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                 CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   301 :8011  111236   1   0  100                                                    50
   302 :8015  15 187   2   0  100                                                    50
   303 :8016  16 508   1   0  100                                                    50
   304 :8007   71659   1   0  100                                                    50
   305 :8020  20 116   1   0  100                                                    50
   306 :8009   9 128   1   0  100                                                    50
   307 :8017  17 855   1   0  100                                                    50
   308 :8018  18 271   1   0  100                                                    50
   309 :8019  19 509   1   0  100                                                    50
   310 :2009   4   8 634                                                             51
   311 :2000   2   1-392                                                             51
   312 :2010   3   8 187                                                             51
   313 :2008  22   5  43                                                             51
   314 :2007   8   4-337                                                             51
   315 :2011   3  10 -11                                                             51
   316 :2002   1   2 872                                                             51
   317 :2003   8   3-583                                                             51
   318 :2001   3   2 383                                                             51
   319 :2005   2   3-735                                                             51
   320 :2004  10   3  18                                                             51
   321 :2006  22   4  78                                                             51
   322 :   0                                                                        170
   323 :8014   11220   13391                                                        195
   324 :8013   12190   13788                                                        195
   325 :8006   11284   13754                                                        195
   326 :8021   11754   13132                                                        195
   327 :8012   12632   13684                                                        195
   328 :8011   13261   13174                                                        195
   329 :8015   12674   10825                                                        195
   330 :8016   13571   11157                                                        195
```

```
   331 :8007   14608   11265                                                    195
   332 :8020   12900   11973                                                    195
   333 :8009   13672   12799                                                    195
   334 :8017   10910   11723                                                    195
   335 :8018   11779   11630                                                    195
   336 :8019   10683   12284                                                    195
   337 :   1   11776   13543                                                    195
   338 :   2   12079   13328                                                    195
   339 :   3   12656   12943                                                    195
   340 :   4   13173   12278                                                    195
   341 :   5   14009   11629                                                    195
   342 :   6   11468   13675                                                    195
   343 :   7   14437   11369                                                    195
   344 :   8   13011   12486                                                    195
   345 :   9   13491   12713                                                    195
   346 :  10   11320   12173                                                    195
   347 :  11   13074   13103                                                    195
   348 :  12   12464   13576                                                    195
   349 :  13   12018   13686                                                    195
   350 :  14   11413   13444                                                    195
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                  CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   351 :  15   12739   11014                                                    195
   352 :  16   13707   11304                                                    195
   353 :  17   11045   11871                                                    195
   354 :  18   11650   11783                                                    195
   355 :  19   10880   12250                                                    195
   356 :  20   12942   12168                                                    195
   357 :  21   11925   13235                                                    195
   358 :  22   13507   11976                                                    195
   359 :   1   0   0                                                            210
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8


                                                     TRAF SIMULATION MODEL

                                                        DEVELOPED FOR

                                                 U. S. DEPARTMENT OF TRANSPORTATION
                                                   FEDERAL HIGHWAY ADMINISTRATION
                                       FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY

0                          Synchro File: C:\FHI\King St\Existing New\King Street - Weekday PM 03190
0


                                                   DATE =  3/20/2006
0                                                  USER =
0                                                AGENCY =

                                                     RUN CONTROL DATA


                       VALUE                        RUN PARAMETERS AND OPTIONS

0                          0     RUN IDENTIFICATION NUMBER
                           1     RUN TYPE CODE = ( 1, 2, 3) TO RUN (SIMULATION, ASSIGNMENT, BOTH)
                                                 (-1,-2,-3) TO CHECK (SIMULATION, ASSIGNMENT, BOTH)
ONLY

                                 NETSIM ENVIRONMENTAL OPTIONS
                                 ----------------------------
                           0     FUEL/EMISSION RATE TABLES ARE NOT PRINTED
                           1     SIMULATION:  PERFORMED                              ENVIRONMENTAL
MEASURES:  CALCULATED
                                 RATE TABLES: EMBEDDED                               TRAJECTORY FILE:
WRITTEN
```

```
                          0     CODE   = (0,1,2) FOR UNIFORM DISTRIBUTION, NORMAL DISTRIBUTION,
ERLANG DISTRIBUTION
                          0     INITIALIZATION CODE (0,1) = (DO NOT, DO) FORCE FULL INITIALIZATION
PERIOD
                          0     INPUT  UNITS CODE = (0,1) IF INPUT IS IN (ENGLISH, METRIC) UNITS
                          0     OUTPUT UNITS CODE = (0,1,2,3) IF OUTPUT IS IN (SAME AS INPUT,
ENGLISH, METRIC, BOTH) UNITS
                       1200     CLOCK TIME AT START OF SIMULATION (HHMM)
                          0     SIGNAL TRANSITION CODE = (0,1,2,3) IF(NO, IMMEDIATE, 2-CYCLE, 3-
CYCLE) TRANSITION WAS REQUESTED
                       7581     RANDOM NUMBER SEED
                       7781     RANDOM NUMBER SEED TO GENERATE TRAFFIC STREAM FOR NETSIM OR LEVEL I
SIMULATION

                       7981     RANDOM NUMBER SEED TO GENERATE EMISSION HEADWAYS FOR NETSIM
SIMULATION

                       3600     DURATION (SEC) OF TIME PERIOD NO.  1
                         60     LENGTH OF A TIME INTERVAL, SECONDS
                         60     MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
                          0     NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
                          0     TIME INTERMEDIATE OUTPUT WILL BEGIN AT INTERVALS OF    0 SECS. FOR
0 SECS. FOR MICROSCOPIC MODELS
                          1     NETSIM MOVEMENT-SPECIFIC OUTPUT CODE = (0,1) (IF NOT, IF) REQUESTED
FOR NETSIM SUBNETWORK
                          0     NETSIM GRAPHICS OUTPUT CODE = (0,1) IF GRAPHICS OUTPUT (IS NOT, IS)
REQUESTED
1*************************************************************************************************
********************************

                                                   TIME PERIOD   1 - NETSIM DATA


*************************************************************************************************
********************************
1

                                                                  NETSIM LINKS
0                       -LANES-         -CHANNEL-

                         F               C
                         U               U                                   LOST  Q DIS   FREE
LANE
              LENGTH    L PKT GRD LINK  R         DESTINATION NODE   OPP.  TIME  HDWY.   SPEED
RTOR PED  ALIGN    STREET
     LINK     FT / M    L L R PCT TYPE  B234567  LEFT THRU RGHT DIAG NODE  SEC   SEC    MPH/KMPH
CODE CODE -MENT     NAME

 (   1,  14)  376/ 115  1 0 0  0   1    0000000     0 8014    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Dawes St.
 (   1,  13)  281/  86  1 0 0  0   1    0000000     0 8013    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Comm. Drive
 (   1,   6)  335/ 102  2 0 0  0   1    0000000     0 8006    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,  21)  180/  55  1 0 0 -1   1    0000000     0 8021    0    0    0  2.0    1.8    20/ 32
0   0    1-1*
 (   2,  12)  458/ 140  1 0 0 -2   1    0000000     0 8012    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Chesterfi
 (   3,  11)  448/ 137  2 0 0 -2   1    0000000     0 8011    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Walter Re
 (   4,  15) 1375/ 419  1 0 0  0   1    0000000     0 8015    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Hampton D
 (   5,  16)  444/ 135  1 0 0  0   1    0000000     0 8016    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Park Center
 (   5,   7)  501/ 153  3 0 0  0   1    0000000     0 8007    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   8,  20)  325/  99  1 0 0  0   1    0000000     0 8020    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
 (   8,   9)  531/ 162  1 0 0  0   1    0000000     0 8009    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
```

```
 (  10,  17)  408/ 124  2 0 0  0   1    0000000     0 8017    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (  10,  18)  511/ 156  2 0 0  0   1    0000000     0 8018    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  W. Braddock
 (  10,  19)  461/ 141  2 0 0  0   1    0000000     0 8019    0    0    0  2.0    1.8    20/ 32
0   0    1-1*  East Campus
 (   4,   8)  264/  80  2 1 0  0   1    7T00000    20    3    9    0    3  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,   1)  372/ 113  2 1 0  0   1    7T00000    14    6   13    0    6  2.0    1.8    40/ 64
0   0    1-1*
 (   3,   8)  591/ 180  2 1 0  0   1    7T00000     9    4   20    0    4  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  22,   5)  612/ 187  3 0 0  0   1    7TT0000     0    7   16    0    0  2.0    1.8    40/ 64
0   0    1-1*
 (   6,   1)  335/ 102  3 1 0  0   1    4TT0000    13    2   14    0    2  2.0    1.8    40/ 64
0   0    2-1
 (  16,   5)  444/ 135  1 1 0  0   1    9000000    22    0    7    0    0  2.0    1.4    30/ 48
0   0    1-1*
 (   7,   5)  501/ 153  3 1 0  0   1    TTT0000    16   22    0    0   22  2.0    1.8    40/ 64
1   0    1-1*
 (   8,   4)  264/  80  3 0 0  0   1    4TT0000     0   22   15    0    0  2.0    1.8    40/ 64
0   0    2-1
 (   3,  10) 1591/ 485  2 1 0  0   1    7T00000    18   17   19    0   17  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (   1,   2)  372/ 113  2 1 0  0   1    7T00000    12    3   21    0    3  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (   8,   3)  591/ 180  2 2 1  0   1    TT00000    10    2   11    0    2  2.0    1.8    40/ 64
1   0    1-1*
 (  20,   8)  325/  99  1 0 0  0   1    9000000     3    9    4    0    9  2.0    1.8    30/ 48
0   0    1-1*
 (   9,   8)  531/ 162  1 0 0  0   1    9000000     4   20    3    0   20  2.0    1.8    30/ 48
0   0    1-1*
 (   3,   2)  694/ 212  2 1 0  0   1    7T00000    21    1   12    0    1  2.0    1.8    40/ 64
0   0    1-1*
 (   2,   3)  694/ 212  2 2 1  0   1    TT00000    11    8   10    0    8  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (  10,   3) 1591/ 485  2 2 0  0   1    7T00000     2   11    8    0   11  2.0    1.8    30/ 48
0   0    1-1*
 (  17,  10)  408/ 124  3 1 0  0   1    4TT0000    19    3   18    0    3  2.0    1.8    30/ 48
0   0    2-1
 (  22,   4)  450/ 137  3 0 0  0   1    TT10000    15    8    0    0    8  2.0    1.8    40/ 64
1   0    1-1*
 (  12,   2)  458/ 140  1 0 0  2   1    9000000     3   21    1    0   21  2.0    1.8    30/ 48
0   0    1-1*
 (  18,  10)  511/ 156  3 1 0  0   1    4T80000    17   19    3    0   19  2.0    1.8    30/ 48
0   0    2-1
 (  13,   1)  281/  86  1 0 0  0   1    9000000     2   14    6    0   14  2.0    1.8    30/ 48
0   0    1-1*
 (  21,   2)  180/  55  1 0 0  1   1    9000000     1   12    3    0   12  2.0    1.8    20/ 32
0   0    1-1*
 (  14,   1)  376/ 115  2 0 0  0   1    4800000     6   13    2    0   13  2.0    1.8    30/ 48
0   0    2-1
 (  19,  10)  461/ 141  2 1 0  0   1    7T00000     3   18   17    0   18  2.0    1.8    20/ 32
0   0    1-1*
 (   5,  22)  612/ 187  3 0 0  0   1    0000000     0    4    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  11,   3)  448/ 137  2 1 1  2   1    TT00000     8   10    2    0   10  2.0    1.4    30/ 48
0   0    1-1*
 (   4,  22)  450/ 137  3 0 0  0   1    0000000     0    5    0    5    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  15,   4) 1375/ 419  2 0 0  0   1    4100000     8    0   22    0    0  2.0    1.8    30/ 48
0   0    1-1*
 (8006,   6)    0/   0  3 0 0  0   1    0000000     0    1    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8007,   7)    0/   0  3 0 0  0   1    0000000     0    5    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8009,   9)    0/   0  1 0 0  0   1    0000000     0    8    0    0    0  2.0    1.8     0/  0
0   0    1-1*
1
```

NETSIM LINKS (CONT.)

0 -LANES- -CHANNEL-

LANE LINK CODE	LENGTH FT / M	F U L	PKT L	GRD L	LINK R	C U R PCT	TYPE B234567	DESTINATION NODE LEFT	THRU	RGHT	DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	ALIGN -MENT	STREET NAME
(8011, 11)	0/ 0	2	0	0	0	1	0000000	0	3	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8012, 12)	0/ 0	1	0	0	0	1	0000000	0	2	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8013, 13)	0/ 0	1	0	0	0	1	0000000	0	1	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8014, 14)	0/ 0	2	0	0	0	1	0000000	0	1	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8015, 15)	0/ 0	2	0	0	0	1	0000000	0	4	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8016, 16)	0/ 0	1	0	0	0	1	0000000	0	5	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8017, 17)	0/ 0	3	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8018, 18)	0/ 0	3	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8019, 19)	0/ 0	2	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8020, 20)	0/ 0	1	0	0	0	1	0000000	0	8	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8021, 21)	0/ 0	1	0	0	0	1	0000000	0	2	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	

* INDICATES DEFAULT VALUES WERE SPECIFIED

LINK TYPE	LANE CHANNELIZATION CODES	RTOR CODES	PEDESTRIAN CODES
IDENTIFIES THE DISTRIBUTION USED FOR QUEUE DISCHARGE AND START-UP LOST TIME CHARACTERISTICS.	0 UNRESTRICTED	0 RTOR PERMITTED	0 NO PEDESTRIANS
	1 LEFT TURNS ONLY	1 RTOR PROHIBITED	1 LIGHT
	2 BUSES ONLY		2 MODERATE
	3 CLOSED		3 HEAVY
	4 RIGHT TURNS ONLY		
	5 CAR - POOLS		
	6 CAR - POOLS + BUSES		
	7 RIGHT TURNS + RIGHT DIAGONAL AND/OR THROUGH		
	8 LEFT TURNS + LEFT DIAGONAL AND/OR THROUGH		
	9 ALL PERMITTED MOVEMENTS WITH RESPECT TO THE GEOMETRY AND ADJACENT LANE CHANNELIZATIONS		
	D DIAGONAL TRAFFIC ONLY		
	T THROUGH TRAFFIC ONLY		

TOTAL LINKS: 56
TOTAL NON-ENTRY NODES: 22 (ALLOWED: 8999)

1

NETSIM TURNING MOVEMENT DATA

TURN MOVEMENT PERCENTAGES TURN MOVEMENT POSSIBLE

POCKET LENGTH (IN FEET/METERS)

LINK	LEFT THROUGH RIGHT DIAGONAL	LEFT THROUGH RIGHT DIAGONAL	LEFT	RIGHT
(1, 14)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(1, 13)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(1, 6)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(2, 21)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(2, 12)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(3, 11)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(4, 15)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(5, 16)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(5, 7)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(8, 20)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(8, 9)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 17)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 18)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 19)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(4, 8)	5 93 2 0	YES YES YES NO	81/ 25	0/ 0
(2, 1)	3 97 0 0	YES YES YES NO	120/ 37	0/ 0
(3, 8)	3 96 1 0	YES YES YES NO	176/ 54	0/ 0
(22, 5)	0 96 4 0	NO YES YES NO	0/ 0	0/ 0
(6, 1)	1 86 13 0	YES YES YES NO	162/ 49	0/ 0
(16, 5)	16 0 84 0	YES NO YES NO	20/ 6	0/ 0
(7, 5)	14 86 0 0	YES YES NO NO	165/ 50	0/ 0
(8, 4)	0 91 9 0	NO YES YES NO	0/ 0	0/ 0
(3, 10)	6 80 14 0	YES YES YES NO	102/ 31	0/ 0
(1, 2)	4 94 2 0	YES YES YES NO	84/ 26	0/ 0
(8, 3)	10 83 7 0	YES YES YES NO	290/ 88	100/ 30
(20, 8)	39 3 58 0	YES YES YES NO	0/ 0	0/ 0
(9, 8)	40 2 58 0	YES YES YES NO	0/ 0	0/ 0
(3, 2)	2 95 3 0	YES YES YES NO	183/ 56	0/ 0
(2, 3)	6 79 15 0	YES YES YES NO	260/ 79	100/ 30
(10, 3)	42 39 19 0	YES YES YES NO	165/ 50	0/ 0
(17, 10)	47 42 11 0	YES YES YES NO	72/ 22	0/ 0
(22, 4)	10 90 0 0	YES YES NO NO	0/ 0	0/ 0
(12, 2)	71 2 27 0	YES YES YES NO	0/ 0	0/ 0
(18, 10)	19 47 34 0	YES YES YES NO		

```
165/   50       0/    0
      (  13,   1)               72     7     21      0             YES   YES    YES    NO
0/    0       0/    0
      (  21,   2)               57     4     39      0             YES   YES    YES    NO
0/    0       0/    0
      (  14,   1)               53     0     47      0             YES   YES    YES    NO
0/    0       0/    0
      (  19,  10)               38    16     46      0             YES   YES    YES    NO
108/   33       0/    0
      (   5,  22)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (  11,   3)               16    61     23      0             YES   YES    YES    NO
180/   55     180/   55
      (   4,  22)                0    37      0     63             NO    YES    NO     YES
0/    0       0/    0
      (  15,   4)               57     0     43      0             YES   NO     YES    NO
0/    0       0/    0
      (8006,   6)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8007,   7)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8009,   9)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8011,  11)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8012,  12)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8013,  13)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8014,  14)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8015,  15)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8016,  16)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8017,  17)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8018,  18)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8019,  19)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8020,  20)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8021,  21)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
1                                 SPECIFIED FIXED-TIME SIGNAL CONTROL, AND SIGN CONTROL, CODES
0                                                        NODE    4
                            OFFSET  12 SEC                                        CYCLE LENGTH
120 SEC
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (  15,   4)    (  22,   4)    (   8,   4)
                   1      10      8         2              1              2
                   2       3      2         2              0              2
                   3      79     65         2              7              1
                   4       3      2         2              0              0
                   5       1      0         2              2              2
                   6      20     16         1              2              2
                   7       3      2         0              2              2
                   8       1      0         2              2              2
0                                                   NODE    6 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   1,   6)    (8006,   6)
                   1       0    100         1              1
0                                                   NODE    7 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   5,   7)    (8007,   7)
                   1       0    100         1              1
```

```
0                                                NODE    9 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,   9)    (8009,   9)
                    1        0    100         1              1
0                                                NODE   11 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   3,  11)    (8011,  11)
                    1        0    100         1              1
0                                                NODE   12 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   2,  12)    (8012,  12)
                    1        0    100         1              1
0                                                NODE   13 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,  13)    (8013,  13)
                    1        0    100         1              1
1
0                                                NODE   14 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,  14)    (8014,  14)
                    1        0    100         1              1
0                                                NODE   15 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   4,  15)    (8015,  15)
                    1        0    100         1              1
0                                                NODE   16 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,  16)    (8016,  16)
                    1        0    100         1              1
0                                                NODE   17 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  17)    (8017,  17)
                    1        0    100         1              1
0                                                NODE   18 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  18)    (8018,  18)
                    1        0    100         1              1
0                                                NODE   19 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  19)    (8019,  19)
                    1        0    100         1              1
0                                                NODE   20 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,  20)    (8020,  20)
                    1        0    100         1              1
0                                                NODE   21 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   2,  21)    (8021,  21)
                    1        0    100         1              1
0                                                NODE   22 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,  22)    (   4,  22)
                    1        0    100         1              1
1                                                   INTERPRETATION OF SIGNAL CODES

                                          0          YIELD OR AMBER
```

1	GREEN
2	RED
3	RED WITH GREEN RIGHT ARROW
4	RED WITH GREEN LEFT ARROW
5	STOP
6	RED WITH GREEN DIAGONAL ARROW
7	NO TURNS-GREEN THRU ARROW
8	RED WITH LEFT AND RIGHT GREEN ARROW
9	NO LEFT TURN-GREEN THRU AND RIGHT

1 TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

CONTROL CODES GO = PROTECTED
NOGO = NOT PERMITTED
AMBR = AMBER
PERM = PERMITTED NOT PROTECTED
PROT = PROTECTED
STOP = STOP SIGN
YLD = YIELD SIGN

NODE 4 FIXED TIME CONTROL OFFSET = 12 SECONDS CYCLE LENGTH = 120 SECONDS

INTERVAL DURATION		APPROACHES							
		(15, 4)		(22, 4)		(8, 4)			
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	10	NOGO	NOGO	PROT	GO	NOGO	NOGO		
2	3	NOGO	NOGO	AMBR	GO	NOGO	NOGO		
3	79	NOGO	NOGO	NOGO	GO	GO	GO		
4	3	NOGO	NOGO	NOGO	AMBR	AMBR	AMBR		
5	1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO		
6	20	PROT	GO	NOGO	NOGO	NOGO	NOGO		
7	3	AMBR	AMBR	NOGO	NOGO	NOGO	NOGO		
8	1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO		

NODE 6 SIGN CONTROL

INTERVAL DURATION		APPROACHES							
		(1, 6)		(8006, 6)					
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	0	GO		GO					

NODE 7 SIGN CONTROL

INTERVAL DURATION		APPROACHES							
		(5, 7)		(8007, 7)					
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	0	GO		GO					

```
      NODE    9      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   8,   9)          (8009,   9)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO
1


      NODE   11      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   3,  11)          (8011,  11)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   12      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   2,  12)          (8012,  12)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   13      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  13)          (8013,  13)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   14      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  14)          (8014,  14)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   15      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   4,  15)          (8015,  15)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   16      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
```

```
-------------------------------------------
                        (   5,  16)          (8016,  16)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO
1



       NODE   17      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  17)          (8017,  17)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   18      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  18)          (8018,  18)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   19      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  19)          (8019,  19)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   20      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   8,  20)          (8020,  20)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   21      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   2,  21)          (8021,  21)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   22      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   5,  22)          (   4,  22)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
```

NODE 1 CONTROL SPECIFICATIONS

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (14, 1) LEFT	THRU	RITE	DIAG	(2, 1) LEFT	THRU	RITE	DIAG	(13, 1) LEFT	THRU	RITE	DIAG	(6, 1) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

NODE 1 CONTROL SPECIFICATIONS (CONTINUED)

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK FUNCTION	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 1 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(6, 1) EXTENSION - CALL	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(2, 1) EXTENSION - CALL	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(14, 1) EXTENSION - CALL	2 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(14, 1) EXTENSION - CALL	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(2, 1) EXTENSION - CALL	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(6, 1) EXTENSION - CALL	2 - 3		0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(6, 1) EXTENSION - CALL	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(13, 1) EXTENSION - CALL	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0	

NODE 1 CONTROL SPECIFICATIONS (CONTINUED)

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	INITIAL INTERVAL TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	6	3	0.0		6	3.0	2.0	0	2.2	6		
2	10	3	1.0		82	3.0	2.0	0	2.2	10		
4	7	3	1.0		110	3.0	2.0	0	2.2	7		
5	6	3	0.0		6	3.0	2.0	0	2.2	6		
6	10	3	1.0		86	3.0	2.0	0	2.2	10		
8	7	3	1.0		110	3.0	2.0	0	2.2	7		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 1 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY (SEC)	REDUCE TIME	VOLUME-DENSITY OPERATION
1	3.00	3.00	2	0.10			0.0	NO
2	3.00	3.00	2	0.10			0.0	NO
4	3.00	3.00	2	0.10			0.0	NO
5	3.00	3.00	2	0.10			0.0	NO
6	3.00	3.00	2	0.10			0.0	NO
8	3.00	3.00	2	0.10			0.0	NO

GAP REDUCTION CODES
0 REDUCE BY / REDUCE EVERY

1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

```
*************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

PHASE FUNCTION FLAGS

	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL		RED		---- OVERLAP ----				LAG PHASE	CONDITIONAL SIMULTANEOUS	DUAL
PHASE	LOCK	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT	SERVICE
1	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

1

```
*************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 43 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	1 -
2	4	5	5 -
3	15	16	4 - 8 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	16	
4	34	
5	16	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

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*************************************
* NODE    2  CONTROL SPECIFICATIONS *
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****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (21, 2) LEFT	THRU	RITE	DIAG	(3, 2) LEFT	THRU	RITE	DIAG	(12, 2) LEFT	THRU	RITE	DIAG	(1, 2) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE	APPROACH DETECTOR LINK	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 2 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION
1	(1, 2)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(3, 2)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(21, 2)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(3, 2)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(1, 2)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
8	(12, 2)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	INITIAL INTERVAL	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL

1	4	3	0.0	110	3.0	2.0	0	2.2	4
2	10	3	1.0	82	3.0	2.0	0	2.2	10
4	7	3	1.0	110	3.0	2.0	0	2.2	7
5	4	3	0.0	110	3.0	2.0	0	2.2	4
6	10	3	1.0	82	3.0	2.0	0	2.2	10
8	4	3	1.0	110	3.0	2.0	0	2.2	4

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

```
                                        LAST                                                    LAG
CONDITIONAL
               RED    YELLOW   DOUBLE   VEHICLE    RECALL    RED         ---- OVERLAP ----   PHASE
SIMULTANEOUS    DUAL
       PHASE   LOCK    LOCK    ENTRY    PASSAGE   MIN  MAX   REST   LAG    A   B   C   D     HOLD
GAPOUT      SERVICE

         1      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
         2      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         4      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
         5      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
         6      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         8      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
1


                                        ************************************************
                                        * NODE    2  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************


                      ----------------------------- COORDINATION DATA
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                                CYCLE LENGTH = 120 SECONDS                  OFFSET =  47 SECONDS

                                                      BEGIN TIME     END TIME     PHASES THAT CAN
                                PERMISSIVE PERIOD        (SEC)         (SEC)       BE YIELDED TO


                                        1                   0            1       1 - 5 -
                                        2                  10           11       4 - 8 -
                                                      FORCE-OFF TIME   FORCE-OFF TIME
                                              PHASE        (SEC)       EXTENSION (SEC)


                                               1            11
                                               4            34
                                               5            11
                                               8            34
1                                           TRAFFIC CONTROL TABLES - ACTUATED SIGNALS


                                               ************************************
                                               * NODE    3  CONTROL SPECIFICATIONS *
                                               ************************************


                                                    ALLOWABLE MOVEMENT DATA


         PHASE    ------------------------------------------   APPROACHES
-------------------------------------------
                      (  10,   3)          (   8,   3)          (  11,   3)          (   2,   3)
                   LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

           1       NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO
           2       NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
```

3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

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***********************************************
* NODE    3  CONTROL SPECIFICATIONS (CONTINUED) *
***********************************************
```

DETECTOR DATA

PHASE TYPE	APPROACH LINK (FUNCTION)	COVERED LANES A	COVERED LANES B	DISTANCE OF TRAILING EDGE FROM NODE 3 FEET	DISTANCE OF TRAILING EDGE FROM NODE 3 METERS	DETECTOR LENGTH FEET	DETECTOR LENGTH METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(2, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(8, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(8, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	
3 PRESENCE	(11, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(10, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(8, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(2, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(2, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	
7 PRESENCE	(10, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(11, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(11, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	

1

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***********************************************
* NODE    3  CONTROL SPECIFICATIONS (CONTINUED) *
***********************************************
```

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	INITIAL INTERVAL (SEC)	# OF ACTUATIONS TO REACH MAX	# OF ACTUATIONS SERVED DURING INITIAL MIN INITIAL
1	4	3	0.0		110	3.0	2.0	0	2.2	4		

2	10	4	1.0	62	3.0	2.0	0	2.2	10
3	4	3	0.0	110	3.0	2.0	0	2.2	4
4	7	3	1.0	110	3.0	2.0	0	2.2	7
5	4	3	0.0	110	3.0	2.0	0	2.2	4
6	1	4	1.0	58	3.0	2.0	0	2.2	1
7	7	3	1.0	110	3.0	2.0	0	2.2	7
8	7	3	1.0	110	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
3	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
7	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	LAG PHASE HOLD	CONDITIONAL SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 7 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	3 - 4 - 7 - 8 -
2	42	43	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	55	
3	17	
4	43	
5	59	
7	21	
8	43	

****
* NODE 5 CONTROL SPECIFICATIONS *
****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (16, 5) LEFT	THRU	RITE	DIAG	(7, 5) LEFT	THRU	RITE	DIAG	(22, 5) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
6	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	GO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK FUNCTION	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 5 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1	(7, 5)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
2	(22, 5)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
6	(7, 5)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
6	(7, 5)	3 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
8	(16, 5)	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
1										

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	5	3	1.0		112	3.0	2.0	0	2.2	5		
2	10	4	2.0		63	3.0	2.0	0	2.2	10		
6	10	4	2.0		82	3.0	2.0	0	2.2	10		
8	7	3	3.0		112	3.0	2.0	0	2.2	7		

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY REDUCE TIME (SEC)
1	3.00	3.00	2	0.10		0.0 NO
2	3.00	3.00	2	0.10		0.0 NO
6	3.00	3.00	2	0.10		0.0 NO
8	3.00	3.00	2	0.10		0.0 NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

NO NO
1

```
                                        ************************************************
                                        * NODE    5  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

---------- COORDINATION DATA

CYCLE LENGTH = 122 SECONDS OFFSET = 89 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	8 -
2	34	35	1 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	55	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

```
                                        ************************************
                                        * NODE    8  CONTROL SPECIFICATIONS *
                                        ************************************
```

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (20, 8) LEFT	THRU	RITE	DIAG	(4, 8) LEFT	THRU	RITE	DIAG	(9, 8) LEFT	THRU	RITE	DIAG	(3, 8) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

```
                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

DETECTOR DATA

PHASE	APPROACH LINK	DETECTOR A	DETECTOR B	COVERED LANES	DISTANCE OF TRAILING EDGE FROM NODE 8 FEET / METERS	DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION

```
   1    (   3,   8)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   2    (   4,   8)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   4    (  20,   8)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   5    (   4,   8)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   3,   8)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (   9,   8)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

```
                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

```
                                                                          ------------------- INITIAL
INTERVAL -------------------
       -- INTERVAL TIMINGS (SEC) --                                              ADDED TIME
# OF         # OF
                                      MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
MAX INITIAL  MIN INITIAL
```

1	4	3	0.0		110	3.0	2.0	0	2.2	4
2	10	3	1.0		83	3.0	2.0	0	2.2	10
4	7	3	1.0		110	3.0	2.0	0	2.2	7
5	4	3	1.0		110	3.0	2.0	0	2.2	4
6	10	3	1.0		83	3.0	2.0	0	2.2	10
8	7	3	1.0		110	3.0	2.0	0	2.2	7

```
                                                                    INITIAL INTERVAL TYPE
                                                                           CODES

                                                                    0  EXTENSIBLE
                                                                    1  ADDED INITIAL
                                                                    2  COMPUTED INITIAL
1
```

```
                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

```
                                                                        TIME TO REDUCE
REDUCE      VOLUME-DENSITY
          PHASE    MAX GAP    MIN GAP    GAP REDUCTION    REDUCE BY TIME      TO MIN GAP      EVERY
```

TIME (SEC)	OPERATION	(SEC)	(SEC)	CODE	(SEC)	(SEC)	
	1	3.00	3.00	2	0.10	0.0	NO
	2	3.00	3.00	2	0.10	0.0	NO
	4	3.00	3.00	2	0.10	0.0	NO
	5	3.00	3.00	2	0.10	0.0	NO
	6	3.00	3.00	2	0.10	0.0	NO
	8	3.00	3.00	2	0.10	0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE	LAG
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	1
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 14 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	4 - 8 -
2	25	26	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	34	
4	25	
5	33	
8	25	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

```
*************************************
* NODE   10  CONTROL SPECIFICATIONS *
*************************************
```

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (19, 10) LEFT	THRU	RITE	DIAG	(17, 10) LEFT	THRU	RITE	DIAG	(18, 10) LEFT	THRU	RITE	DIAG	(3, 10) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

```
*************************************************
* NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

DETECTOR DATA

PHASE TYPE	APPROACH (DETECTOR LINK)	COVERED LANES (DETECTOR FUNCTION) A - B	DISTANCE OF TRAILING EDGE FROM NODE 10 (FEET / METERS)		DETECTOR LENGTH (FEET / METERS)		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(3, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(17, 10)	2 - 3 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(17, 10)	1 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
3 PRESENCE	(18, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(19, 10)	1 - 2 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(17, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	

```
   6    (   3,  10)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   7    (  19,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

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                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

INTERVAL ---------- -- INTERVAL TIMINGS (SEC) -- # OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL	PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	INITIAL ADDED TIME TYPE CODE	PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)
		1	6	3	1.0		11	3.0	2.0	0	2.2	6
		2	10	3	1.0		47	3.0	2.0	0	2.2	10
		3	4	3	1.0		11	3.0	2.0	0	2.2	4
		4	7	3	1.0		35	3.0	2.0	0	2.2	7
		5	4	3	1.0		11	3.0	2.0	0	2.2	4
		6	10	3	1.0		47	3.0	2.0	0	2.2	10
		7	3	3	1.0		11	3.0	2.0	0	2.2	3
		8	7	3	1.0		35	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

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                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

REDUCE TIME	VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY

(SEC)

1	3.00	3.00	2	0.10	0.0	NO
2	3.00	3.00	2	0.10	0.0	NO
3	3.00	3.00	2	0.10	0.0	NO
4	3.00	3.00	2	0.10	0.0	NO
5	3.00	3.00	2	0.10	0.0	NO
6	3.00	3.00	2	0.10	0.0	NO
7	3.00	3.00	2	0.10	0.0	NO
8	3.00	3.00	2	0.10	0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 10 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL		RED		---- OVERLAP ----				LAG PHASE	CONDITIONAL SIMULTANEOUS	DUAL
PHASE	LOCK	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT	SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)	CAR POOLS (PERCENT)	HOV VIOLATORS (PERCENT)
(8014, 14)	93	1	0	1.00

(8013, 13)	28	1	0	1.00
(8006, 6)	1869	1	0	1.00
(8021, 21)	57	1	0	1.00
(8012, 12)	213	1	0	1.00
(8011, 11)	1236	1	0	1.00
(8015, 15)	187	2	0	1.00
(8016, 16)	508	1	0	1.00
(8007, 7)	1659	1	0	1.00
(8020, 20)	116	1	0	1.00
(8009, 9)	128	1	0	1.00
(8017, 17)	855	1	0	1.00
(8018, 18)	271	1	0	1.00
(8019, 19)	509	1	0	1.00

NETSIM VEHICLE TYPE SPECIFICATIONS

VEHICLE TYPE	LENGTH FEET/METERS	Q DSCHG HDWY FACTOR (PCT)	AVG. OCCUP.	FLEET COMPONENT PERCENTAGES AUTO	TRUCK	CARPOOL	BUS	PERF. INDEX
1**	16.0/ 4.9	100	1.3	75	0	0	0	2
2**	35.0/ 10.7	120	1.2	0	100	0	0	3
3**	16.0/ 4.9	100	2.5	0	0	100	0	2
4**	40.0/ 12.2	120	25.0	0	0	0	100	7
5**	14.0/ 4.3	100	1.3	25	0	0	0	1
6**	53.0/ 16.2	120	1.2	0	0	0	0	4
7**	53.0/ 16.2	120	1.2	0	0	0	0	5
8**	64.0/ 19.5	120	1.2	0	0	0	0	6
9**	14.0/ 4.3	100	2.5	0	0	0	0	1

** INDICATES THAT ALL PARAMETERS FOR VEHICLE TYPE ASSUME DEFAULT VALUES

1

DEFAULT LINK GEOMETRIC DATA

WIDTH OF LANES	12	FEET
LONGITUDINAL DISTANCE FROM THE STOP LINE TO THE NEAR CURB	4	FEET
FORWARD SIGHT DISTANCE AT STOP LINE	1000	FEET

1

LANE CHANGE DATA

PARAMETERS	VALUE ENGLISH	/ METRIC	UNITS
DURATION OF LANE CHANGE MANEUVER	3*		SECONDS
MEAN DRIVER REACTION TIME	10*		TENTHS OF A SECOND
TIME REQUIRED FOR SUCCESSIVE LANE CHANGES	20*		TENTHS OF A SECOND
DECELERATION AT BEGINNING OF LANE CHANGE MANEUVER	5*	/ 2	FEET

[METERS] / SECOND**2

DIFFERENCE IN VEHICLE'S DECELERATION OVER THE DISTANCE
BETWEEN ITS POSITION WHEN IT BEGINS TO RESPOND TO AN
OBSTRUCTION AND THE POSITION OF THE OBSTRUCTION -

FOR MANDATORY LANE CHANGE: 10* / 3 FEET
[METERS] / SECOND**2
FOR DISCRETIONARY LANE CHANGE: 5* / 2 FEET
[METERS] / SECOND**2

PANIC DECELERATION RATE OF LEAD VEHICLE FOR
COMPUTATION OF CAR-FOLLOWING LAW 12* / 4 FEET
[METERS] / SECOND**2

PANIC DECELERATION RATE OF FOLLOWER VEHICLE FOR
COMPUTATION OF CAR-FOLLOWING LAW 12* / 4 FEET
[METERS] / SECOND**2

DRIVER TYPE FACTOR USED TO COMPUTE DRIVER AGGRESSIVENESS 25*

URGENCY THRESHOLD 2* / 1 10 *
SECONDS**2 / FEET [METERS]

SAFETY FACTOR FOR COMPUTATION OF PERCEIVED RISK OF LANE
CHANGE 8* FACTOR
* 10

PERCENT OF DRIVERS WHO COOPERATE WITH A LANE CHANGER 50* %

HEADWAY BELOW WHICH ALL DRIVERS WILL ATTEMPT TO CHANGE
LANES 20* TENTHS
OF A SECOND

HEADWAY ABOVE WHICH NO DRIVERS WILL ATTEMPT TO CHANGE
LANES 50* TENTHS
OF A SECOND

FORWARD DISTANCE SCANNED BY DRIVER FOR A TURN MOVEMENT /
BUS STATION IN ORDER TO ASSESS NEED FOR A LANE CHANGE 300* / 91 FEET /
[METERS]

* INDICATES DEFAULT VALUES WERE SPECIFIED

MAXIMUM ACCELERATION TABLE

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	8.00	9.00	6.00	5.00	5.00	5.00	4.00	3.00	2.00	2.00	1.00	1.00
2	6.00	12.00	10.00	8.00	7.00	6.00	4.00	4.00	4.00	2.00	2.00	2.00
3	4.69	5.35	4.94	3.47	3.09	2.61	2.14	1.70	1.27	0.86	0.46	0.06
4	2.81	2.42	2.15	2.04	1.74	1.42	1.12	0.83	0.56	0.30	0.04	-0.23
5	2.76	2.37	1.81	1.56	1.25	0.97	0.73	0.52	0.32	0.14	-0.05	-0.23
6	2.45	2.14	1.42	1.12	0.85	0.63	0.44	0.29	0.14	0.00	-0.14	-0.27
7	7.47	5.33	3.17	2.66	2.29	1.65	1.40	0.95	0.75	0.50	-0.33	-0.35

GRADE CORRECTION FACTORS FOR ACCELERATION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.21	0.21	0.21	0.22	0.23	0.25	0.26	0.27	0.28	0.28	0.30	0.31
4	0.16	0.15	0.19	0.22	0.24	0.25	0.27	0.28	0.29	0.31	0.31	0.31
5	0.18	0.17	0.20	0.23	0.25	0.27	0.28	0.30	0.31	0.31	0.31	0.31
6	0.18	0.18	0.22	0.25	0.27	0.29	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

GRADE CORRECTION FACTORS FOR FUEL CONSUMPTION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.26	0.26	0.26	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30	0.30
4	0.11	0.11	0.23	0.27	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30
5	0.16	0.16	0.26	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30	0.30
6	0.20	0.20	0.28	0.29	0.30	0.30	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

1

SOURCE/SINK FLOW RATES

CENTROID	LINK	BEGIN TIME (MINUTES)	FLOW RATE (VEH/HOUR)
(2009)	(4, 8)	0	634
(2009)	(4, 8)	60	634
(2000)	(2, 1)	0	-392
(2000)	(2, 1)	60	-392
(2010)	(3, 8)	0	187
(2010)	(3, 8)	60	187
(2008)	(22, 5)	0	43
(2008)	(22, 5)	60	43
(2007)	(8, 4)	0	-337
(2007)	(8, 4)	60	-337
(2011)	(3, 10)	0	-11

```
      (2011)  (   3,  10)         60             -11
      (2002)  (   1,   2)          0             872
      (2002)  (   1,   2)         60             872
      (2003)  (   8,   3)          0            -583
      (2003)  (   8,   3)         60            -583
      (2001)  (   3,   2)          0             383
      (2001)  (   3,   2)         60             383
      (2005)  (   2,   3)          0            -735
      (2005)  (   2,   3)         60            -735
      (2004)  (  10,   3)          0              18
      (2004)  (  10,   3)         60              18
      (2006)  (  22,   4)          0              78
      (2006)  (  22,   4)         60              78

1                                                INITIALIZATION STATISTICS

          TIME INTERVAL        SUBNETWORK        PRIOR CONTENT      CURRENT CONTENT         PERCENT
             NUMBER               TYPE             (VEHICLES)          (VEHICLES)
DIFFERENCE

               1               NETSIM                0                  99                10000
               2               NETSIM               99                 176                   77
               3               NETSIM              176                 224                   27
               4               NETSIM              224                 230                    2
EQUILIBRIUM ATTAINED
                                                ALL EXISTING SUBNETWORKS REACHED EQUILIBRIUM
0              SPILLBACK ON NETSIM  LINK (    2,    1) STARTS  973 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    2,    1) ENDS   1021 SECONDS INTO SIMULATION AFTER A
DURATION OF   48 SECONDS
0              SPILLBACK ON NETSIM  LINK (    2,    1) STARTS 1022 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    2,    1) ENDS   1023 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    4,    8) STARTS 1861 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    4,    8) ENDS   1862 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2677 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2680 SECONDS INTO SIMULATION AFTER A
DURATION OF    3 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2684 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2690 SECONDS INTO SIMULATION AFTER A
DURATION OF    6 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2693 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2701 SECONDS INTO SIMULATION AFTER A
DURATION OF    8 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2720 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2721 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2725 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2726 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2728 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2729 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2731 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2732 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2764 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2765 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
1                                                CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                 VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
```

```
DELAY    TIME   (%)  VPH   MPH
    ----        -----------    ------------------- -----   ------------
------------------------------------ ------------------

 (   1,  14)   19.43   303    38.9     7.6    46.5  0.84    2.39    0.39     9.2     1.5     0.0
0.1     0.1    0  303    25.1
 (   1,  13)    0.96    18     1.9     0.4     2.3  0.82    2.45    0.45     7.8     1.4     0.0
0.0     0.0    0   18    24.5
 (   1,   6)  113.68  1792   169.6    26.3   195.9  0.87    1.72    0.23     6.5     0.9     0.0
0.0     0.0    0 1792    34.8
 (   2,  21)    3.08   101     9.3     0.4     9.8  0.96    3.17    0.14     5.8     0.3     0.0
0.1     0.0    0  101    18.9
 (   2,  12)   14.34   171    28.7     4.9    33.5  0.85    2.34    0.34    11.7     1.7     0.0
0.1     0.0    0  171    25.6
 (   3,  11)   39.32   487    78.6    15.5    94.1  0.84    2.39    0.39    11.6     1.9     0.0
0.1     0.0    0  487    25.1
 (   4,  15)   84.17   330   168.3    21.0   189.3  0.89    2.25    0.25    34.4     3.8     0.0
0.1     0.1    0  330    26.7
 (   5,  16)   24.69   303    49.4     7.8    57.2  0.86    2.32    0.32    11.3     1.5     0.0
0.0     0.0    0  303    25.9
 (   5,   7)  184.08  1949   274.6    57.0   331.6  0.83    1.80    0.31    10.2     1.8     0.0
0.1     0.0    0 1949    33.3
 (   8,  20)    7.91   130    15.8     4.0    19.8  0.80    2.50    0.50     9.1     1.8     0.0
0.0     0.0    0  130    24.0
 (   8,   9)   10.73   110    21.5     3.3    24.7  0.87    2.30    0.30    13.5     1.8     0.0
0.0     0.0    0  110    26.0
 (  10,  17)   91.78  1212   183.6    34.0   217.5  0.84    2.37    0.37    10.8     1.7     0.0
0.1     0.0    0 1212    25.3
 (  10,  18)   23.33   249    46.7     8.2    54.9  0.85    2.35    0.35    13.2     2.0     0.0
0.2     0.1    0  249    25.5
 (  10,  19)   58.98   693   179.0     9.4   188.4  0.95    3.19    0.16    16.3     0.8     0.0
0.1     0.0    0  693    18.8
 (   4,   8)   92.90  1858   138.6   304.9   443.5  0.31    4.77    3.28    14.3     9.9     5.5
4.9     4.3   28 1858    12.6
 (   2,   1)  141.05  2002   210.4   208.3   418.6  0.50    2.97    1.48    12.5     6.2     4.2
4.0     3.8    6 2002    20.2
 (   3,   8)  205.50  1849   306.5   288.6   595.2  0.52    2.90    1.40    19.2     9.3     5.8
4.4     4.2   22 1849    20.7
 (  22,   5)  184.41  1591   275.1   259.0   534.0  0.52    2.90    1.40    20.1     9.7     7.9
6.3     6.0   26 1591    20.7
 (   6,   1)  118.46  1867   176.7   269.9   446.6  0.40    3.77    2.28    14.3     8.7     7.0
5.6     5.1   24 1867    15.9
 (  16,   5)   42.80   509    85.6   266.7   352.3  0.24    8.23    6.23    41.4    31.3    28.9
25.8    24.9   91  509     7.3
 (   7,   5)  158.37  1669   236.2   265.5   501.7  0.47    3.17    1.68    18.1     9.6     8.2
7.1     6.8   33 1669    18.9
 (   8,   4)   90.45  1809   134.9   440.6   575.5  0.23    6.36    4.87    19.0    14.6    10.5
9.6     8.9   28 1809     9.4
 (   3,  10)  355.18  1196   710.4   578.5  1288.9  0.55    3.63    1.63    64.4    28.9    20.5
17.2    16.2   61 1196    16.5
 (   1,   2)  148.13  2104   220.9   582.1   803.0  0.28    5.42    3.93    22.8    16.6    11.1
9.8     9.1   32 2104    11.1
 (   8,   3)  205.17  1833   306.0   259.1   565.1  0.54    2.75    1.26    18.5     8.5     5.6
4.3     4.1   20 1833    21.8
 (  20,   8)    6.96   113    13.9    74.5    88.4  0.16   12.70   10.70    46.9    39.6    37.9
36.4    35.7   97  113     4.7
 (   9,   8)   12.87   128    25.7    92.1   117.9  0.22    9.16    7.16    54.7    42.7    39.9
38.0    37.2   99  128     6.6
 (   3,   2)  263.60  2032   393.2   471.4   864.6  0.45    3.28    1.79    25.4    13.9     8.9
6.1     5.6   24 2032    18.3
 (   2,   3)  288.12  2192   429.7   812.7  1242.5  0.35    4.31    2.82    33.8    22.1    18.4
15.2    14.4   41 2192    13.9
 (  10,   3)  203.50   678   407.0   584.1   991.0  0.41    4.87    2.87    86.6    50.9    46.0
43.6    42.7   85  678    12.3
 (  17,  10)   65.68   850   131.4   215.9   347.2  0.38    5.29    3.29    24.5    15.2    13.5
12.2    11.7   58  850    11.3
 (  22,   4)  133.64  1568   199.3   399.9   599.2  0.33    4.48    2.99    23.0    15.4    13.3
11.3    10.8   31 1568    13.4
 (  12,   2)   18.48   213    37.0   173.9   210.9  0.18   11.41    9.41    58.7    48.4    45.7
43.1    41.9   86  213     5.3
```

```
 (  18,  10)   26.23   271    52.5   114.0   166.4  0.32    6.35    4.35    36.8    25.3    23.3
22.4    22.1   84  271     9.5
 (  13,   1)    1.44    27     2.9    15.7    18.6  0.15   12.93   10.93    39.9    33.7    32.8
32.5    32.2   62   27     4.6
 (  21,   2)    1.94    57     5.9    21.6    27.5  0.21   14.13   11.10    28.4    22.3    22.0
21.9    21.7   61   57     4.2
 (  14,   1)    6.62    93    13.2    56.5    69.7  0.19   10.53    8.53    44.4    35.9    34.7
33.6    33.4   75   93     5.7
 (  19,  10)   44.88   514   136.2   200.8   337.0  0.40    7.51    4.47    39.2    23.4    22.2
21.1    20.4   82  514     8.0
 (   5,  22)  177.92  1535   265.4    44.0   309.4  0.86    1.74    0.25    12.1     1.7     0.0
0.0     0.0    0 1535    34.5
 (  11,   3)  104.79  1235   209.6  1028.8  1238.3  0.17   11.82    9.82    59.7    49.6    46.5
43.7    42.6   93 1235     5.1
 (   4,  22)  132.86  1561   198.2    82.5   280.6  0.71    2.11    0.62    10.8     3.2     0.8
0.4     0.3    1 1561    28.4
 (  15,   4)   48.44   186    96.9    88.6   185.5  0.52    3.83    1.83    59.3    28.3    26.4
24.8    24.3   79  186    15.7
 (8006,   6)          1869
1869
 (8007,   7)          1658
1658
 (8009,   9)           127
127

          * AVERAGE QUEUE AND STOP TIME ARE COMPUTED AS TOTAL QUEUE TIME OR TOTAL STOP TIME DIVIDED
BY
            TOTAL NUMBER OF VEHICLES DISCHARGED FROM LINK PLUS NUMBER OF VEHICLES CURRENTLY ON THE
LINK.


1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
------------------------------------ -------------------

 (8011,  11)          1235
1235
 (8012,  12)           213
213
 (8013,  13)            28
28
 (8014,  14)            93
93
 (8015,  15)           187
187
 (8016,  16)           507
507
 (8017,  17)           854
854
 (8018,  18)           270
270
 (8019,  19)           508
508
 (8020,  20)           116
116
 (8021,  21)            57
57
0SUBNETWORK= 3956.84  9904  111.41  140.00  251.41  0.44    3.81    2.12    1.50    0.83    0.64
0.57    0.54  109.0        15.7
```

-- VEHICLE - HOURS -- --- MINUTES / VEHICLE-TRIP --- PER TRIP

1 CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

ELAPSED TIME IS 1: 0: 0 (3600 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 3600 SECONDS

LINK (VEHICLE)	VEH-MINS * QUEUE TIME	STOP TIME	AVERAGE NUMBER OF LANE OCCUPANCY (VEHICLE)	-- CONGESTION -- STORAGE (%)	PHASE FAILURE	QUEUE LENGTH AVERAGE QUEUE BY LANE ** 1	2	3	4	5	6	7	MAXIMUM QUEUE BY LANE 1	2	3	4	5	6	7	CHANGES
(1, 14)	0.6	0.4	1.1	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 13)	0.0	0.0	0.1	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 6)	0.1	0.1	3.6	10.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
(2, 21)	0.1	0.0	0.3	2.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(2, 12)	0.2	0.1	0.8	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(3, 11)	0.4	0.2	2.0	4.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
(4, 15)	0.5	0.4	3.6	5.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 16)	0.2	0.1	1.3	5.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 7)	2.1	1.0	5.9	7.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220
(8, 20)	0.1	0.0	0.5	3.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8, 9)	0.1	0.1	0.7	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(10, 17)	1.2	0.8	4.1	9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
(10, 18)	0.7	0.5	1.3	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
(10, 19)	0.7	0.4	3.6	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
(4, 8)	151.3	134.6	7.8	25.5	1	1	1	0	0	0	0	1	11	13	0	0	0	0	4	237
(2, 1)	132.5	128.4	7.4	17.2	2	1	1	0	0	0	0	1	20	21	0	0	0	0	6	183
(3, 8)	137.9	129.0	10.4	15.3	0	1	1	0	0	0	0	0	13	12	0	0	0	0	2	372
(22, 5)	168.4	158.9	9.3	10.1	0	1	1	1	0	0	0	0	10	10	11	0	0	0	0	427
(6, 1)	173.5	159.7	7.7	13.2	1	0	2	1	0	0	0	0	16	18	18	0	0	0	1	278
(16, 5)	220.6	212.4	6.3	27.1	0	4	0	0	0	0	0	0	18	0	0	0	0	1	0	
(7, 5)	198.4	189.2	8.5	10.2	0	1	1	1	0	0	0	1	6	7	6	0	0	0	9	356
(8, 4)	291.6	271.4	10.2	25.7	0	1	3	2	0	0	0	0	10	14	14	0	0	0	0	1465
(3, 10)	343.9	324.5	22.0	13.4	9	4	3	0	0	0	0	0	18	18	0	0	0	0	3	402
(1, 2)	344.1	320.5	13.7	33.1	3	3	3	0	0	0	0	2	16	17	0	0	0	0	5	405
(8, 3)	132.9	124.8	9.9	10.7	0	1	1	0	0	0	1	1	10	9	0	0	2	4	4	456

```
 (  20,   8)    70.9    69.7      2.1     12.7        0       1     0     0     0     0     0     0
4   0   0   0   0   0       0
 (   9,   8)    82.9    81.2      2.5      9.6        0       1     0     0     0     0     0     0
5   0   0   0   0   0       0
 (   3,   2)   209.2   190.6     14.8     18.8        0       2     2     0     0     0     0     1
29  29   0   0   0   0   4     449
 (   2,   3)   558.7   530.3     21.3     21.2        0       5     5     0     0     1     0     0
27  26   0   0   5   3   2     700
 (  10,   3)   512.8   501.3     17.1      9.7        0       3     2     0     0     0     2     2
8   8   0   0   0   6   6     442
 (  17,  10)   174.2   166.6      6.2      9.6        0       0     1     1     0     0     0     2
1   5   8   0   0   0   4     709
 (  22,   4)   298.5   285.0     10.5     15.6       11       1     1     4     0     0     0     0
11  11  10   0   0   0   0     760
 (  12,   2)   155.9   151.7      4.1     17.8        0       3     0     0     0     0     0     0
7   0   0   0   0   0   0       0
 (  18,  10)   102.6   101.4      3.3      3.9        0       0     1     1     0     0     0     0
1   3   2   0   0   0   2      32
 (  13,   1)    15.1    15.1      0.6      4.5        0       0     0     0     0     0     0     0
1   0   0   0   0   0   0       0
 (  21,   2)    21.1    21.0      0.9      9.9        0       0     0     0     0     0     0     0
2   0   0   0   0   0   0       0
 (  14,   1)    53.2    52.8      1.6      4.3        0       0     1     0     0     0     0     0
2   4   0   0   0   0   0       6
 (  19,  10)   181.1   175.6      6.0     11.7        0       1     0     0     0     0     0     2
8   4   0   0   0   0   6     127
 (   5,  22)     0.6     0.1      5.7      6.2        0       0     0     0     0     0     0     0
0   0   0   0   0   0   0     217
 (  11,   3)   915.9   892.1     21.0     33.4       14       6     6     0     0     0     2     2
20  20   0   0   0   9  10     410
 (   4,  22)    11.1     6.7      5.1      7.6        0       0     0     0     0     0     0     0
6   2   1   0   0   0   0     659
 (  15,   4)    77.7    76.1      3.6      2.6        0       0     1     0     0     0     0     0
3   5   0   0   0   0   0      11

1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                 VEH-MINS *    AVERAGE   -- CONGESTION --    ------------     Q U E U E    L E N G T
H  (VEHICLE)     ------------    NUMBER
               QUEUE    STOP  OCCUPANCY   STORAGE   PHASE            AVERAGE QUEUE BY LANE **
MAXIMUM QUEUE BY LANE     OF LANE
    LINK        TIME    TIME  (VEHICLE)    (%)    FAILURE     1     2     3     4     5     6     7
1   2   3   4   5   6   7   CHANGES
    ----       -------------  ---------  ----------------     -     -     -     -     -     -     -
-   -   -   -   -   -   -

0SUBNETWORK=  5743.6  5474.6    268.3     11.5       41
9696

                                 *  THESE VALUES INCLUDE THE TIME FOR VEHICLES CURRENTLY ON THE LINK.
                                 ** AVERAGE QUEUE CALCULATED BASED ON TIME SINCE BEGINNING OF
SIMULATION



1
                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                       DISCHARGE BY LANE

                     LANE 1          LANE 2          LANE 3          LANE 4          LANE 5
LANE 6          LANE 7
```

LINK	VEH	VPH	VEH	VPH	VEH	VPH	VEH	VPH	VEH	VPH	VEH	VPH	VEH	VPH
(1, 14)	303	303	0	0	0	0	0	0	0	0	0	0	0	0
(1, 13)	18	18	0	0	0	0	0	0	0	0	0	0	0	0
(1, 6)	892	892	900	900	0	0	0	0	0	0	0	0	0	0
(2, 21)	101	101	0	0	0	0	0	0	0	0	0	0	0	0
(2, 12)	171	171	0	0	0	0	0	0	0	0	0	0	0	0
(3, 11)	289	289	198	198	0	0	0	0	0	0	0	0	0	0
(4, 15)	330	330	0	0	0	0	0	0	0	0	0	0	0	0
(5, 16)	303	303	0	0	0	0	0	0	0	0	0	0	0	0
(5, 7)	784	784	711	711	454	454	0	0	0	0	0	0	0	0
(8, 20)	130	130	0	0	0	0	0	0	0	0	0	0	0	0
(8, 9)	110	110	0	0	0	0	0	0	0	0	0	0	0	0
(10, 17)	631	631	581	581	0	0	0	0	0	0	0	0	0	0
(10, 18)	133	133	116	116	0	0	0	0	0	0	0	0	0	0
(10, 19)	317	317	376	376	0	0	0	0	0	0	0	0	0	0
(4, 8)	1168	1168	893	893	0	0	0	0	0	0	0	0	0	0
(2, 1)	885	885	861	861	0	0	0	0	0	0	0	0	0	0
(3, 8)	964	964	921	921	0	0	0	0	0	0	0	0	0	0
(22, 5)	544	544	665	665	403	403	0	0	0	0	0	0	0	0
(6, 1)	241	241	797	797	811	811	0	0	0	0	0	0	0	0
(16, 5)	503	503	0	0	0	0	0	0	0	0	0	0	0	0
(7, 5)	491	491	503	503	443	443	0	0	0	0	0	0	0	0
(8, 4)	164	164	870	870	606	606	0	0	0	0	0	0	0	0
(3, 10)	566	566	550	550	0	0	0	0	0	0	0	0	0	0
(1, 2)	1405	1405	1028	1028	0	0	0	0	0	0	0	0	0	0
(8, 3)	650	650	602	602	0	0	0	0	0	0	100	100	84	84
(20, 8)	113	113	0	0	0	0	0	0	0	0	0	0	0	0
(9, 8)	128	128	0	0	0	0	0	0	0	0	0	0	0	0
(3, 2)	1118	1118	1064	1064	0	0	0	0	0	0	0	0	0	0
(2, 3)	655	655	779	779	0	0	0	0	0	0	284	284	37	37
(10, 3)	234	234	179	179	0	0	0	0	0	0	0	0	154	154
(17, 10)	86	86	194	194	179	179	0	0	0	0	0	0	0	0
(22, 4)	651	651	790	790	166	166	0	0	0	0	0	0	0	0
(12, 2)	213	213	0	0	0	0	0	0	0	0	0	0	0	0

```
0     0          0     0
(  18,  10)          90    90         63    63         70    70          0     0          0     0
0     0         48    48
(  13,   1)          27    27          0     0          0     0          0     0          0     0
0     0          0     0
(  21,   2)          57    57          0     0          0     0          0     0          0     0
0     0          0     0
(  14,   1)          49    49         44    44          0     0          0     0          0     0
0     0          0     0
(  19,  10)         246   246         54    54          0     0          0     0          0     0
0     0        214   214
(   5,  22)         450   450        565   565        520   520          0     0          0     0
0     0          0     0
(  11,   3)         380   380        349   349          0     0          0     0          0     0
312   312        194   194
(   4,  22)         539   539        864   864        158   158          0     0          0     0
0     0          0     0
(  15,   4)          86    86        100   100          0     0          0     0          0     0
0     0          0     0
```

1 NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(1, 14)	25.2	393.6	9.9	60.4
(1, 13)	1.2	23.3	0.6	3.0
(1, 6)	147.7	2327.7	34.2	254.5
(2, 21)	4.0	131.2	0.6	12.7
(2, 12)	18.6	222.2	6.3	43.6
(3, 11)	51.1	633.0	20.1	122.3
(4, 15)	109.4	428.8	27.2	246.0
(5, 16)	32.1	393.5	10.1	74.2
(5, 7)	239.2	2532.6	74.1	430.9
(8, 20)	10.3	168.9	5.2	25.7
(8, 9)	13.9	142.8	4.2	32.1
(10, 17)	119.2	1574.4	44.1	282.6
(10, 18)	30.3	323.3	10.7	71.3
(10, 19)	76.6	900.2	12.2	244.7
(4, 8)	120.6	2412.8	396.0	575.9
(2, 1)	183.2	2601.0	270.6	543.9
(3, 8)	267.1	2403.1	375.1	773.5
(22, 5)	239.6	2067.4	336.5	693.9
(6, 1)	153.9	2425.8	350.7	580.3
(16, 5)	55.6	661.2	346.5	

457.7

(7, 5)	205.6	2166.7	344.6	651.3
(8, 4)	117.5	2351.0	572.6	748.0
(3, 10)	461.5	1553.9	751.6	1674.6
(1, 2)	192.5	2734.5	756.5	1043.7
(8, 3)	266.5	2380.5	336.5	733.9
(20, 8)	9.0	146.8	96.7	114.8
(9, 8)	16.7	166.3	119.7	153.2
(3, 2)	342.4	2639.8	612.4	1123.2
(2, 3)	374.4	2848.8	1056.3	1614.8
(10, 3)	264.5	881.1	759.0	1287.9
(17, 10)	85.3	1104.4	280.5	451.1
(22, 4)	173.5	2035.7	519.1	777.9
(12, 2)	24.0	276.8	226.0	274.0
(18, 10)	34.1	351.9	148.0	216.1
(13, 1)	1.9	35.0	20.4	24.1
(21, 2)	2.5	74.1	28.0	35.7
(14, 1)	8.6	120.8	73.4	90.6
(19, 10)	58.3	667.4	260.8	437.6
(5, 22)	231.0	1992.7	57.1	401.6
(11, 3)	136.2	1604.8	1336.8	1609.1
(4, 22)	172.6	2028.4	107.2	364.7
(15, 4)	62.8	241.2	114.9	240.5

1 *** NOTE *** TIME PERIOD 1 SPECIFIC NETSIM STATISTICS ARE THE SAME AS CUMULATIVE OUTPUT AT THE END OF TIME PERIOD 1.

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I

0	LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(	1, 14)	0.00	19.43	0.00	0	303	0	0.0	25.1	0.0	0.0	0.0	0.0
(	1, 13)	0.00	0.96	0.00	0	18	0	0.0	24.5	0.0	0.0	0.0	0.0
(	1, 6)	0.00	113.68	0.00	0	1792	0	0.0	34.8	0.0	0.0	0.0	0.0
(	2, 21)	0.00	3.08	0.00	0	101	0	0.0	18.9	0.0	0.0	0.0	0.0

(2, 12)	0.00	14.34	0.00	0	171	0	0.0	25.6	0.0	0.0	0.0	0.0
(3, 11)	0.00	39.32	0.00	0	487	0	0.0	25.1	0.0	0.0	0.0	0.0
(4, 15)	0.00	84.17	0.00	0	330	0	0.0	26.7	0.0	0.0	0.0	0.0
(5, 16)	0.00	24.69	0.00	0	303	0	0.0	25.9	0.0	0.0	0.0	0.0
(5, 7)	0.00	184.08	0.00	0	1949	0	0.0	33.3	0.0	0.0	0.0	0.0
(8, 20)	0.00	7.91	0.00	0	130	0	0.0	24.0	0.0	0.0	0.0	0.0
(8, 9)	0.00	10.73	0.00	0	110	0	0.0	26.0	0.0	0.0	0.0	0.0
(10, 17)	0.00	91.78	0.00	0	1212	0	0.0	25.3	0.0	0.0	0.0	0.0
(10, 18)	0.00	23.33	0.00	0	249	0	0.0	25.5	0.0	0.0	0.0	0.0
(10, 19)	0.00	58.98	0.00	0	693	0	0.0	18.8	0.0	0.0	0.0	0.0
(4, 8)	4.95	85.75	2.20	99	1715	44	4.5	14.0	12.9	91.2	25.1	26.0
(2, 1)	4.79	136.26	0.00	68	1934	0	5.7	22.2	0.0	79.5	3.8	0.0
(3, 8)	6.11	197.83	1.56	55	1780	14	13.6	21.1	19.7	87.7	20.8	28.6
(22, 5)	0.00	176.18	8.23	0	1520	71	0.0	20.9	17.6	0.0	25.9	32.4
(6, 1)	1.14	102.02	15.29	18	1608	241	12.9	15.6	19.1	55.6	24.4	23.7
(16, 5)	8.41	0.00	34.39	100	0	409	5.5	0.0	7.9	90.0	0.0	91.4
(7, 5)	22.01	136.35	0.00	232	1437	0	10.2	22.0	0.0	75.4	26.2	0.0
(8, 4)	0.00	81.25	9.20	0	1625	184	0.0	9.4	10.0	0.0	27.4	37.7
(3, 10)	22.27	281.83	51.08	75	949	172	16.3	16.7	16.0	82.7	59.2	66.9
(1, 2)	5.70	139.12	3.31	81	1976	47	2.5	12.9	9.9	98.0	29.0	49.1
(8, 3)	19.03	171.70	14.44	170	1534	129	9.7	25.0	23.6	76.4	14.8	12.1
(20, 8)	2.65	0.25	4.06	43	4	66	3.5	2.4	6.5	97.7	100.0	97.0
(9, 8)	5.73	0.20	6.94	57	2	69	5.2	3.8	8.6	98.2	100.0	100.0
(3, 2)	4.93	249.72	8.95	38	1925	69	5.4	19.3	16.9	100.0	23.3	25.7
(2, 3)	18.27	226.21	43.64	139	1721	332	16.6	14.0	12.6	56.5	40.6	42.6
(10, 3)	81.34	83.14	39.02	271	277	130	11.4	12.5	14.3	90.9	81.9	83.2
(17, 10)	30.21	28.82	6.65	391	373	86	8.9	14.1	19.8	81.8	38.6	39.5
(22, 4)	13.89	119.74	0.00	163	1405	0	3.5	20.0	0.0	97.0	24.1	0.0
(12, 2)	13.53	0.43	4.51	156	5	52	5.0	4.8	6.1	86.5	80.0	86.5
(18, 10)	5.13	12.39	8.71	53	128	90	8.7	7.1	20.2	81.1	86.7	84.4
(13, 1)	1.01	0.11	0.32	19	2	6	3.9	5.2	10.7	63.2	50.0	66.7
(21, 2)	0.99	0.03	0.92	29	1	27	3.7	15.3	4.9	55.2	0.0	70.4
(14, 1)	3.13	0.00	3.49	44	0	49	3.7	0.0	10.8	84.1	0.0	67.3
(19, 10)	18.68	7.77	18.42	214	89	211	6.6	7.0	10.9	87.9	76.4	79.1
(5, 22)	0.00	177.92	0.00	0	1535	0	0.0	34.5	0.0	0.0	0.0	0.0

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     (  11,   3)     16.46   61.85    26.47        194     729      312        4.9     4.5      7.4
94.3    93.7     91.3
     (   4,  22)      0.00  132.86     0.00          0    1561        0        0.0    28.4      0.0
0.0     1.6      0.0
     (  15,   4)     26.04    0.00    22.40        100       0       86       12.9     0.0     20.9
77.0     0.0     82.6
     (8006,   6)                                     0    1869        0
     (8007,   7)                                     0    1658        0
     (8009,   9)                                     0     127        0
0                        EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR
THESE STATISTICS


1                                            NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I (CONT.)



0       LINK              VEHICLE-MILE                VEHICLE-TRIPS               SPEED (MPH )
STOPS (PCT)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (8011,  11)                                     0    1235        0
     (8012,  12)                                     0     213        0
     (8013,  13)                                     0      28        0
     (8014,  14)                                     0      93        0
     (8015,  15)                                     0     187        0
     (8016,  16)                                     0     507        0
     (8017,  17)                                     0     854        0
     (8018,  18)                                     0     270        0
     (8019,  19)                                     0     508        0
     (8020,  20)                                     0     116        0
     (8021,  21)                                     0      57        0

1                                            NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE II

        LINK               MOVING TIME                 DELAY TIME                  TOTAL TIME
RATIO MOVE/TOTAL
                           (VEH-MINS)                  (VEH-MINS)                  (VEH-MINS)
(VEH-MINS)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (   1,  14)      0.00   43.15     0.00       0.00    3.35     0.00       0.00   46.50     0.00
0.00    0.93     0.00
     (   1,  13)      0.00    1.92     0.00       0.00    0.43     0.00       0.00    2.35     0.00
0.00    0.82     0.00
     (   1,   6)      0.00  169.58     0.00       0.00   26.32     0.00       0.00  195.90     0.00
0.00    0.87     0.00
     (   2,  21)      0.00   10.45     0.00       0.00    0.00     0.00       0.00   10.45     0.00
0.00    1.00     0.00
     (   2,  12)      0.00   29.67     0.00       0.00    3.88     0.00       0.00   33.55     0.00
0.00    0.88     0.00
     (   3,  11)      0.00   82.64     0.00       0.00   11.46     0.00       0.00   94.10     0.00
0.00    0.88     0.00
     (   4,  15)      0.00  171.88     0.00       0.00   17.43     0.00       0.00  189.30     0.00
0.00    0.91     0.00
     (   5,  16)      0.00   50.96     0.00       0.00    6.21     0.00       0.00   57.17     0.00
0.00    0.89     0.00
     (   5,   7)      0.00  275.83     0.00       0.00   55.77     0.00       0.00  331.60     0.00
0.00    0.83     0.00
     (   8,  20)      0.00   16.00     0.00       0.00    3.80     0.00       0.00   19.80     0.00
0.00    0.81     0.00
     (   8,   9)      0.00   22.12     0.00       0.00    2.59     0.00       0.00   24.72     0.00
0.00    0.90     0.00
     (  10,  17)      0.00  187.31     0.00       0.00   30.22     0.00       0.00  217.53     0.00
```

```
0.00    0.86     0.00
     (  10,  18)      0.00   48.20     0.00       0.00    6.69     0.00       0.00   54.88     0.00
0.00    0.88     0.00
     (  10,  19)      0.00  183.61     0.00       0.00    4.78     0.00       0.00  188.38     0.00
0.00    0.97     0.00
     (   4,   8)      7.38  127.90     3.28      59.30  238.64     6.99      66.68  366.53    10.27
0.11    0.35     0.32
     (   2,   1)      7.15  203.23     0.00      43.67  164.60     0.00      50.82  367.83     0.00
0.14    0.55     0.00
     (   3,   8)      9.18  297.17     2.34      17.87  266.20     2.40      27.05  563.37     4.73
0.34    0.53     0.49
     (  22,   5)      0.00  262.78    12.27       0.00  243.25    15.71       0.00  506.03    27.98
0.00    0.52     0.44
     (   6,   1)      1.70  152.17    22.81       3.61  241.05    25.28       5.32  393.22    48.08
0.32    0.39     0.47
     (  16,   5)     16.82    0.00    68.79      74.60    0.00   192.13      91.42    0.00   260.92
0.18    0.00     0.26
     (   7,   5)     32.83  203.37     0.00      96.48  168.99     0.00     129.32  372.37     0.00
0.25    0.55     0.00
     (   8,   4)      0.00  121.19    13.72       0.00  399.15    41.48       0.00  520.33    55.20
0.00    0.23     0.25
     (   3,  10)     45.20  571.92   103.66      37.02  443.27    87.81      82.22 1015.18   191.47
0.55    0.56     0.54
     (   1,   2)      8.51  207.65     4.94     127.34  439.42    15.16     135.85  647.07    20.10
0.06    0.32     0.25
     (   8,   3)     28.38  256.10    21.54      88.74  155.18    15.18     117.12  411.28    36.72
0.24    0.62     0.59
     (  20,   8)      5.29    0.49     8.12      39.79    5.54    29.12      45.08    6.03    37.25
0.12    0.08     0.22
     (   9,   8)     11.46    0.40    13.88      54.55    2.81    34.77      66.02    3.22    48.65
0.17    0.13     0.29
     (   3,   2)      7.45  377.39    13.53      47.35  400.66    18.22      54.80  778.05    31.75
0.14    0.49     0.43
     (   2,   3)     27.25  337.39    65.09      38.92  631.19   142.63      66.17  968.58   207.72
0.41    0.35     0.31
     (  10,   3)    163.32  166.93    78.34     264.83  232.65    84.97     428.15  399.58   163.32
0.38    0.42     0.48
     (  17,  10)     60.43   57.65    13.29     143.82   65.17     6.86     204.25  122.82    20.15
0.30    0.47     0.66
     (  22,   4)     20.72  178.60     0.00     219.33  180.53     0.00     240.05  359.13     0.00
0.09    0.50     0.00
     (  12,   2)     27.06    0.87     9.02     134.10    4.58    35.21     161.17    5.45    44.23
0.17    0.16     0.20
     (  18,  10)     10.26   24.78    17.42      25.31   80.24     8.45      35.57  105.02    25.87
0.29    0.24     0.67
     (  13,   1)      2.02    0.21     0.64      13.56    1.00     1.14      15.58    1.22     1.78
0.13    0.17     0.36
     (  21,   2)      3.00    0.10     2.79      13.13    0.03     8.41      16.13    0.13    11.20
0.19    0.78     0.25
     (  14,   1)      6.27    0.00     6.98      44.15    0.00    12.32      50.42    0.00    19.30
0.12    0.00     0.36
     (  19,  10)     56.70   23.58    55.90     112.27   43.05    45.50     168.97   66.63   101.40
0.34    0.35     0.55
     (   5,  22)      0.00  265.37     0.00       0.00   43.99     0.00       0.00  309.37     0.00
0.00    0.86     0.00
     (  11,   3)     32.92  123.71    52.95     167.66  699.72   161.37     200.58  823.43   214.32
0.16    0.15     0.25
     (   4,  22)      0.00  198.43     0.00       0.00   82.22     0.00       0.00  280.65     0.00
0.00    0.71     0.00
     (  15,   4)     52.08    0.00    44.79      68.97    0.00    19.64     121.05    0.00    64.43
0.43    0.00     0.70
     (8006,   6)
     (8007,   7)
     (8009,   9)
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1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE II

LINK	MOVING TIME	DELAY TIME	TOTAL TIME

RATIO MOVE/TOTAL

	(VEH-MINS)			(VEH-MINS)			(VEH-MINS)			(VEH-MINS)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8011, 11)												
(8012, 12)												
(8013, 13)												
(8014, 14)												
(8015, 15)												
(8016, 16)												
(8017, 17)												
(8018, 18)												
(8019, 19)												
(8020, 20)												
(8021, 21)												

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III

LINK	TOTAL TIME (SECS/VEH)			DELAY TIME (SECS/VEH)			QUEUE TIME** (VEH-MINS)			STOP TIME** (VEH-MINS)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(1, 14)	0.0	9.2	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.4	0.0
(1, 13)	0.0	7.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(1, 6)	0.0	6.6	0.0	0.0	0.9	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(2, 21)	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(2, 12)	0.0	11.8	0.0	0.0	1.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0
(3, 11)	0.0	11.6	0.0	0.0	1.4	0.0	0.0	0.4	0.0	0.0	0.2	0.0
(4, 15)	0.0	34.4	0.0	0.0	3.2	0.0	0.0	0.5	0.0	0.0	0.4	0.0
(5, 16)	0.0	11.3	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0
(5, 7)	0.0	10.2	0.0	0.0	1.7	0.0	0.0	2.1	0.0	0.0	1.0	0.0
(8, 20)	0.0	9.1	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(8, 9)	0.0	13.5	0.0	0.0	1.4	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(10, 17)	0.0	10.8	0.0	0.0	1.5	0.0	0.0	1.2	0.0	0.0	0.8	0.0
(10, 18)	0.0	13.2	0.0	0.0	1.6	0.0	0.0	0.7	0.0	0.0	0.5	0.0
(10, 19)	0.0	16.3	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0	0.4	0.0
(4, 8)	40.4	12.8	14.0	35.9	8.3	9.5	51.3	97.4	2.5	49.8	82.6	2.2
(2, 1)	44.8	11.4	0.0	38.5	5.1	0.0	40.5	92.0	0.0	39.9	88.5	0.0
(3, 8)	29.5	19.0	20.3	19.5	9.0	10.3	13.8	123.0	1.1	13.6	114.4	1.0
(22, 5)	0.0	20.0	23.6	0.0	9.6	13.3	0.0	159.6	8.8	0.0	150.8	8.1
(6, 1)	17.7	14.7	12.0	12.0	9.0	6.3	2.9	163.6	6.9	2.8	150.6	6.3
(16, 5)	54.8	0.0	38.3	44.8	0.0	28.2	65.1	0.0	155.4	63.6	0.0	148.9
(7, 5)	33.4	15.5	0.0	25.0	7.1	0.0	81.6	116.8	0.0	79.5	109.7	0.0

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     (   8,   4)       0.0    19.2     18.0         0.0    14.7     13.5         0.0   272.5
19.1         0.0   254.1     17.2
     (   3,  10)      65.8    64.2     66.8        29.6    28.0     30.6        22.3   271.4
50.2        21.2   256.8     46.5
     (   1,   2)     100.6    19.6     25.7        94.3    13.3     19.4       114.1   221.1
8.9       112.0   200.2      8.2
     (   8,   3)      41.3    16.1     17.1        31.3     6.1      7.1        70.7    57.3
5.0        69.6    50.6      4.5
     (  20,   8)      62.9    90.5     33.9        55.5    83.1     26.5        39.2     5.4
26.4        38.7     5.3     25.7
     (   9,   8)      69.5    96.5     42.3        57.4    84.4     30.2        50.2     2.7
30.1        49.3     2.6     29.2
     (   3,   2)      86.5    24.3     27.6        74.8    12.5     15.8        41.4   160.3
7.5        40.8   143.1      6.7
     (   2,   3)      28.6    33.8     37.5        16.8    22.0     25.8        27.9   432.9
97.9        27.0   410.5     92.8
     (  10,   3)      94.8    86.6     75.4        58.6    50.4     39.2       238.9   205.4
68.5       234.8   200.7     65.8
     (  17,  10)      31.3    19.8     14.1        22.1    10.5      4.8       117.6    54.9
1.7       111.8    53.2      1.6
     (  22,   4)      88.4    15.3      0.0        80.7     7.7      0.0       204.2    94.3
0.0       200.2    84.7      0.0
     (  12,   2)      62.0    65.4     51.0        51.6    55.0     40.6       121.3     4.3
30.3       118.2     4.3     29.2
     (  18,  10)      40.3    49.2     17.2        28.7    37.6      5.6        22.7    74.7
5.1        22.5    73.9      4.9
     (  13,   1)      49.2    36.5     17.8        42.8    30.1     11.4        13.1     1.0
1.0        13.1     1.0      1.0
     (  21,   2)      33.4     8.0     24.9        27.2     1.8     18.7        13.0     0.0
8.2        12.9     0.0      8.0
     (  14,   1)      68.8     0.0     23.6        60.2     0.0     15.1        42.5     0.0
10.7        42.2     0.0     10.6
     (  19,  10)      47.4    44.9     28.8        31.5    29.0     12.9       102.3    40.5
38.3        99.9    40.0     35.7
     (   5,  22)       0.0    12.1      0.0         0.0     1.7      0.0         0.0     0.6
0.0         0.0     0.1      0.0
     (  11,   3)      62.0    67.8     41.2        51.9    57.6     31.0       150.6   635.6
129.7       147.4   623.1    121.7
     (   4,  22)       0.0    10.8      0.0         0.0     3.2      0.0         0.0    11.1
0.0         0.0     6.7      0.0
     (  15,   4)      72.6     0.0     45.0        41.4     0.0     13.7        62.2     0.0
15.4        61.1     0.0     15.0
     (8006,   6)
     (8007,   7)
     (8009,   9)


1                                                NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III


        LINK                TOTAL TIME                  DELAY TIME                   QUEUE TIME**
STOP TIME**
                            (SECS/VEH)                  (SECS/VEH)                    (VEH-MINS)
(VEH-MINS)
                          LEFT    THRU    RIGHT        LEFT    THRU    RIGHT        LEFT    THRU
RIGHT        LEFT    THRU    RIGHT
     (8011,  11)
     (8012,  12)
     (8013,  13)
     (8014,  14)
     (8015,  15)
     (8016,  16)
     (8017,  17)
     (8018,  18)
     (8019,  19)
     (8020,  20)
     (8021,  21)

                    ** TIME FOR VEHICLES CURRENTLY ON THE LINK ARE INCLUDED IN THESE VALUES.
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1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(1, 14)	0.0	0.0	0.0
(1, 13)	0.0	0.0	0.0
(1, 6)	0.0	0.0	0.0
(2, 21)	0.0	0.0	0.0
(2, 12)	0.0	0.0	0.0
(3, 11)	0.0	0.0	0.0
(4, 15)	0.0	0.0	0.0
(5, 16)	0.0	0.0	0.0
(5, 7)	0.0	0.0	0.0
(8, 20)	0.0	0.0	0.0
(8, 9)	0.0	0.0	0.0
(10, 17)	0.0	0.0	0.0
(10, 18)	0.0	0.0	0.0
(10, 19)	0.0	0.0	0.0
(4, 8)	52.2	114.2	3.8
(2, 1)	41.7	98.9	0.0
(3, 8)	14.7	163.8	1.8
(22, 5)	0.0	196.8	12.6
(6, 1)	3.1	197.1	16.6
(16, 5)	70.4	0.0	176.5
(7, 5)	87.9	140.5	0.0
(8, 4)	0.0	296.5	22.3
(3, 10)	25.0	322.8	63.6
(1, 2)	116.3	264.3	10.9
(8, 3)	75.3	87.9	8.0
(20, 8)	40.4	5.5	28.0
(9, 8)	52.1	2.8	32.2
(3, 2)	44.1	245.8	12.1
(2, 3)	31.0	527.0	118.0
(10, 3)	248.4	216.3	75.5
(17, 10)	128.6	60.2	3.7
(22, 4)	216.2	134.2	0.0
(12, 2)	128.2	4.4	32.8
(18, 10)	23.1	77.3	6.5
(13, 1)	13.3	1.0	1.0
(21, 2)	13.0	0.0	8.2
(14, 1)	43.3	0.0	11.5
(19, 10)	106.5	41.9	42.7
(5, 22)	0.0	0.8	0.0
(11, 3)	158.9	671.6	144.9
(4, 22)	0.0	22.1	0.0
(15, 4)	65.3	0.0	17.5
(8006, 6)			
(8007, 7)			
(8009, 9)			

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV (CONT.)

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(8011, 11)			
(8012, 12)			
(8013, 13)			
(8014, 14)			
(8015, 15)			
(8016, 16)			
(8017, 17)			

(8018, 18)
(8019, 19)
(8020, 20)
(8021, 21)

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NETSIM CUMULATIVE VALUES OF FUEL CONSUMPTION

LINK	FUEL CONSUMPTION GALLONS									M.P.G.			
VEHICLE TYPE-	5	1	2	6	7	8	4	5	1	2	6	7	8	4
(1, 14)	0.75	1.45	0.15	0.00	0.00	0.00	0.00	5.17	9.86	1.19	0.00	0.00	0.00	0.00
(1, 13)	0.01	0.09	0.04	0.00	0.00	0.00	0.00	3.91	8.06	1.19	0.00	0.00	0.00	0.00
(1, 6)	2.87	4.65	0.53	0.00	0.00	0.00	0.00	10.93	17.54	2.22	0.00	0.00	0.00	0.00
(2, 21)	0.08	0.23	0.03	0.00	0.00	0.00	0.00	5.59	9.32	1.21	0.00	0.00	0.00	0.00
(2, 12)	0.44	0.87	0.05	0.00	0.00	0.00	0.00	6.78	12.23	1.43	0.00	0.00	0.00	0.00
(3, 11)	1.45	2.30	0.05	0.00	0.00	0.00	0.00	6.76	12.63	1.57	0.00	0.00	0.00	0.00
(4, 15)	1.25	3.03	0.17	0.00	0.00	0.00	0.00	12.85	21.92	2.95	0.00	0.00	0.00	0.00
(5, 16)	0.82	1.43	0.18	0.00	0.00	0.00	0.00	6.56	12.04	1.66	0.00	0.00	0.00	0.00
(5, 7)	6.47	9.44	0.43	0.00	0.00	0.00	0.00	7.61	14.05	2.37	0.00	0.00	0.00	0.00
(8, 20)	0.28	0.66	0.05	0.00	0.00	0.00	0.00	4.70	8.98	1.20	0.00	0.00	0.00	0.00
(8, 9)	0.32	0.62	0.11	0.00	0.00	0.00	0.00	7.08	12.81	1.72	0.00	0.00	0.00	0.00
(10, 17)	2.95	4.88	0.47	0.00	0.00	0.00	0.00	7.73	13.71	1.87	0.00	0.00	0.00	0.00
(10, 18)	0.89	1.27	0.25	0.00	0.00	0.00	0.00	6.48	13.08	1.49	0.00	0.00	0.00	0.00
(10, 19)	1.33	2.36	0.27	0.00	0.00	0.00	0.00	11.07	17.01	2.17	0.00	0.00	0.00	0.00
(4, 8)	4.19	7.95	0.82	0.00	0.00	0.00	0.00	5.55	8.52	1.84	0.00	0.00	0.00	0.00
(2, 1)	5.20	7.82	0.56	0.00	0.00	0.00	0.00	7.59	12.85	2.20	0.00	0.00	0.00	0.00
(3, 8)	7.12	11.68	0.36	0.00	0.00	0.00	0.00	7.51	12.83	1.78	0.00	0.00	0.00	0.00
(22, 5)	4.40	7.06	0.38	0.00	0.00	0.00	0.00	11.46	18.65	2.70	0.00	0.00	0.00	0.00
(6, 1)	3.66	7.18	0.27	0.00	0.00	0.00	0.00	7.32	11.54	2.85	0.00	0.00	0.00	0.00
(16, 5)	1.44	3.86	0.20	0.00	0.00	0.00	0.00	6.09	8.30	2.06	0.00	0.00	0.00	0.00
(7, 5)	4.22	8.36	1.17	0.00	0.00	0.00	0.00	8.64	13.22	2.30	0.00	0.00	0.00	0.00
(8, 4)	4.45	8.56	0.25	0.00	0.00	0.00	0.00	5.39	7.71	1.61	0.00	0.00	0.00	0.00
(3, 10)	7.81	15.21	0.96	0.00	0.00	0.00	0.00	11.55	17.19	2.76	0.00	0.00	0.00	0.00
(1, 2)	6.21	12.60	0.22	0.00	0.00	0.00	0.00	6.06	8.63	2.66	0.00	0.00	0.00	0.00
(8, 3)	7.55	10.95	1.20	0.00	0.00	0.00	0.00	7.30	13.40	2.28	0.00	0.00	0.00	0.00
(20, 8)	0.36	0.84	0.02	0.00	0.00	0.00	0.00	4.64	6.04	3.73	0.00	0.00	0.00	0.00
(9, 8)	0.66	1.01	0.06	0.00	0.00	0.00	0.00	6.01	8.34	1.68	0.00	0.00	0.00	0.00
(3, 2)	9.61	15.05	1.14	0.00	0.00	0.00	0.00	7.42	12.30	2.30	0.00	0.00	0.00	0.00
(2, 3)	11.31	19.40	0.39	0.00	0.00	0.00	0.00	6.70	10.89	2.37	0.00	0.00	0.00	0.00

(10, 3)	4.66	10.01	0.45	0.00	0.00	0.00	0.00	10.89	15.15	2.67	0.00	0.00	0.00	0.00
(17, 10)	2.33	4.67	0.26	0.00	0.00	0.00	0.00	6.89	10.11	1.71	0.00	0.00	0.00	0.00
(22, 4)	2.79	6.47	0.68	0.00	0.00	0.00	0.00	11.38	15.30	3.55	0.00	0.00	0.00	0.00
(12, 2)	0.90	2.14	0.06	0.00	0.00	0.00	0.00	4.91	6.30	1.40	0.00	0.00	0.00	0.00
(18, 10)	0.87	1.50	0.22	0.00	0.00	0.00	0.00	7.94	11.78	2.20	0.00	0.00	0.00	0.00
(13, 1)	0.04	0.16	0.01	0.00	0.00	0.00	0.00	6.60	6.37	7.61	0.00	0.00	0.00	0.00
(21, 2)	0.13	0.20	0.00	0.00	0.00	0.00	0.00	5.09	5.86	0.00	0.00	0.00	0.00	0.00
(14, 1)	0.20	0.58	0.04	0.00	0.00	0.00	0.00	7.07	8.23	1.63	0.00	0.00	0.00	0.00
(19, 10)	1.20	3.00	0.30	0.00	0.00	0.00	0.00	8.79	10.68	2.25	0.00	0.00	0.00	0.00
(5, 22)	3.57	6.94	1.16	0.00	0.00	0.00	0.00	11.74	19.31	2.85	0.00	0.00	0.00	0.00
(11, 3)	5.73	12.42	0.41	0.00	0.00	0.00	0.00	4.54	5.98	1.39	0.00	0.00	0.00	0.00
(4, 22)	5.91	8.13	0.39	0.00	0.00	0.00	0.00	6.16	11.78	1.96	0.00	0.00	0.00	0.00
(15, 4)	0.96	1.62	0.44	0.00	0.00	0.00	0.00	13.49	20.47	3.47	0.00	0.00	0.00	0.00
SUBNETWORK-	127.40	228.66	15.20	0.00	0.00	0.00	0.00	7.88	12.53	2.33	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = BUS

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NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE)					
						HC
VEHICLE TYPE-	5	1	2	6	7	8
(1, 14)	0.56	0.64	27.18	0.00	0.00	0.00
(1, 13)	0.71	0.81	27.33	0.00	0.00	0.00
(1, 6)	0.23	0.28	14.97	0.00	0.00	0.00
(2, 21)	0.40	0.50	26.76	0.00	0.00	0.00
(2, 12)	0.37	0.46	23.11	0.00	0.00	0.00
(3, 11)	0.38	0.43	19.98	0.00	0.00	0.00
(4, 15)	0.13	0.16	10.45	0.00	0.00	0.00
(5, 16)	0.39	0.46	19.52	0.00	0.00	0.00
(5, 7)	0.38	0.41	13.75	0.00	0.00	0.00
(8, 20)	0.61	0.69	27.18	0.00	0.00	0.00
(8, 9)	0.36	0.44	19.00	0.00	0.00	0.00
(10, 17)	0.30	0.36	17.16	0.00	0.00	0.00
(10, 18)	0.41	0.40	21.72	0.00	0.00	0.00
(10, 19)	0.13	0.15	13.89	0.00	0.00	0.00
(4, 8)	0.42	0.57	16.99	0.00	0.00	0.00
(2, 1)	0.34	0.38	14.61	0.00	0.00	0.00

(3, 8)	0.36	0.40	18.16	0.00	0.00	0.00	0.00
(22, 5)	0.19	0.18	12.60	0.00	0.00	0.00	0.00
(6, 1)	0.38	0.43	11.97	0.00	0.00	0.00	0.00
(16, 5)	0.31	0.37	14.72	0.00	0.00	0.00	0.00
(7, 5)	0.33	0.38	14.78	0.00	0.00	0.00	0.00
(8, 4)	0.41	0.57	19.60	0.00	0.00	0.00	0.00
(3, 10)	0.11	0.14	10.99	0.00	0.00	0.00	0.00
(1, 2)	0.37	0.48	11.91	0.00	0.00	0.00	0.00
(8, 3)	0.39	0.38	14.24	0.00	0.00	0.00	0.00
(20, 8)	0.36	0.47	7.43	0.00	0.00	0.00	0.00
(9, 8)	0.28	0.34	17.61	0.00	0.00	0.00	0.00
(3, 2)	0.33	0.38	13.85	0.00	0.00	0.00	0.00
(2, 3)	0.38	0.41	13.48	0.00	0.00	0.00	0.00
(10, 3)	0.11	0.13	11.22	0.00	0.00	0.00	0.00
(17, 10)	0.32	0.40	17.89	0.00	0.00	0.00	0.00
(22, 4)	0.16	0.17	8.75	0.00	0.00	0.00	0.00
(12, 2)	0.36	0.47	21.36	0.00	0.00	0.00	0.00
(18, 10)	0.23	0.28	13.75	0.00	0.00	0.00	0.00
(13, 1)	0.27	0.37	3.98	0.00	0.00	0.00	0.00
(21, 2)	0.21	0.40	0.00	0.00	0.00	0.00	0.00
(14, 1)	0.23	0.29	16.72	0.00	0.00	0.00	0.00
(19, 10)	0.10	0.19	12.69	0.00	0.00	0.00	0.00
(5, 22)	0.20	0.23	11.42	0.00	0.00	0.00	0.00
(11, 3)	0.38	0.50	21.75	0.00	0.00	0.00	0.00
(4, 22)	0.50	0.52	16.82	0.00	0.00	0.00	0.00
(15, 4)	0.09	0.09	8.46	0.00	0.00	0.00	0.00
SUBNETWORK-	0.29	0.34	13.64	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE) CO					
VEHICLE TYPE-	5	1	2	6	7	8
(1, 14)	36.63	49.76	465.51	0.00	0.00	0.00
(1, 13)	40.62	61.91	463.35	0.00	0.00	0.00
(1, 6)	18.95	23.23	259.96	0.00	0.00	0.00

(2, 21)	20.04	31.80	451.60	0.00	0.00	0.00	0.00
(2, 12)	22.90	36.17	398.56	0.00	0.00	0.00	0.00
(3, 11)	25.55	33.01	338.21	0.00	0.00	0.00	0.00
(4, 15)	8.74	12.55	167.36	0.00	0.00	0.00	0.00
(5, 16)	24.00	35.39	333.84	0.00	0.00	0.00	0.00
(5, 7)	30.16	34.20	233.80	0.00	0.00	0.00	0.00
(8, 20)	39.45	52.44	463.10	0.00	0.00	0.00	0.00
(8, 9)	23.07	34.88	324.32	0.00	0.00	0.00	0.00
(10, 17)	18.98	28.15	289.95	0.00	0.00	0.00	0.00
(10, 18)	27.56	31.09	370.24	0.00	0.00	0.00	0.00
(10, 19)	7.01	10.20	218.23	0.00	0.00	0.00	0.00
(4, 8)	24.47	41.98	276.74	0.00	0.00	0.00	0.00
(2, 1)	25.16	29.53	245.65	0.00	0.00	0.00	0.00
(3, 8)	25.68	31.17	305.84	0.00	0.00	0.00	0.00
(22, 5)	13.49	13.53	222.64	0.00	0.00	0.00	0.00
(6, 1)	29.33	34.84	211.29	0.00	0.00	0.00	0.00
(16, 5)	21.23	29.11	238.78	0.00	0.00	0.00	0.00
(7, 5)	26.79	31.53	262.82	0.00	0.00	0.00	0.00
(8, 4)	25.43	42.05	325.73	0.00	0.00	0.00	0.00
(3, 10)	7.17	10.65	173.64	0.00	0.00	0.00	0.00
(1, 2)	22.11	33.77	195.21	0.00	0.00	0.00	0.00
(8, 3)	29.80	30.41	241.65	0.00	0.00	0.00	0.00
(20, 8)	24.83	39.03	99.19	0.00	0.00	0.00	0.00
(9, 8)	20.32	27.38	275.22	0.00	0.00	0.00	0.00
(3, 2)	22.41	28.77	231.68	0.00	0.00	0.00	0.00
(2, 3)	28.09	31.55	223.35	0.00	0.00	0.00	0.00
(10, 3)	7.57	10.21	173.01	0.00	0.00	0.00	0.00
(17, 10)	23.13	31.87	287.80	0.00	0.00	0.00	0.00
(22, 4)	9.78	11.72	141.50	0.00	0.00	0.00	0.00
(12, 2)	24.16	36.48	338.24	0.00	0.00	0.00	0.00
(18, 10)	18.46	23.22	221.44	0.00	0.00	0.00	0.00
(13, 1)	23.11	33.32	61.68	0.00	0.00	0.00	0.00
(21, 2)	12.87	33.22	0.00	0.00	0.00	0.00	0.00
(14, 1)	20.01	24.90	217.07	0.00	0.00	0.00	0.00
(19, 10)	6.61	14.20	190.51	0.00	0.00	0.00	0.00

(5, 22)	15.42	18.80	194.69	0.00	0.00	0.00	0.00
(11, 3)	24.80	38.10	342.71	0.00	0.00	0.00	0.00
(4, 22)	38.58	43.08	290.22	0.00	0.00	0.00	0.00
(15, 4)	7.27	8.49	127.90	0.00	0.00	0.00	0.00
SUBNETWORK-	20.87	26.05	227.31	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE)					
VEHICLE TYPE-	5	1	2	NO 6	7	8
(1, 14)	2.74	1.99	72.14	0.00	0.00	0.00
(1, 13)	4.09	2.63	73.45	0.00	0.00	0.00
(1, 6)	1.01	1.02	38.31	0.00	0.00	0.00
(2, 21)	2.35	1.95	74.34	0.00	0.00	0.00
(2, 12)	1.95	1.49	61.89	0.00	0.00	0.00
(3, 11)	1.94	1.44	54.57	0.00	0.00	0.00
(4, 15)	0.66	0.52	25.08	0.00	0.00	0.00
(5, 16)	2.03	1.52	52.18	0.00	0.00	0.00
(5, 7)	1.69	1.38	35.54	0.00	0.00	0.00
(8, 20)	3.07	2.27	72.45	0.00	0.00	0.00
(8, 9)	1.82	1.39	49.69	0.00	0.00	0.00
(10, 17)	1.60	1.27	45.15	0.00	0.00	0.00
(10, 18)	2.04	1.35	58.11	0.00	0.00	0.00
(10, 19)	0.75	0.66	34.31	0.00	0.00	0.00
(4, 8)	2.23	2.04	42.35	0.00	0.00	0.00
(2, 1)	1.55	1.31	36.35	0.00	0.00	0.00
(3, 8)	1.64	1.36	46.29	0.00	0.00	0.00
(22, 5)	0.82	0.68	30.53	0.00	0.00	0.00
(6, 1)	1.59	1.41	29.30	0.00	0.00	0.00
(16, 5)	1.54	1.20	36.19	0.00	0.00	0.00
(7, 5)	1.29	1.22	35.93	0.00	0.00	0.00
(8, 4)	2.11	2.01	50.66	0.00	0.00	0.00
(3, 10)	0.65	0.59	25.42	0.00	0.00	0.00
(1, 2)	1.94	1.83	27.92	0.00	0.00	0.00
(8, 3)	1.68	1.30	36.26	0.00	0.00	0.00

```
                 (  20,    8)          1.88       1.44       9.78       0.00       0.00       0.00
0.00
                 (   9,    8)          1.42       1.08      40.07       0.00       0.00       0.00
0.00
                 (   3,    2)          1.61       1.35      35.27       0.00       0.00       0.00
0.00
                 (   2,    3)          1.70       1.44      33.36       0.00       0.00       0.00
0.00
                 (  10,    3)          0.64       0.51      23.41       0.00       0.00       0.00
0.00
                 (  17,   10)          1.55       1.36      43.15       0.00       0.00       0.00
0.00
                 (  22,    4)          0.71       0.63      20.20       0.00       0.00       0.00
0.00
                 (  12,    2)          1.98       1.54      51.20       0.00       0.00       0.00
0.00
                 (  18,   10)          0.97       0.82      31.72       0.00       0.00       0.00
0.00
                 (  13,    1)          1.05       0.88       8.84       0.00       0.00       0.00
0.00
                 (  21,    2)          1.34       1.17       0.00       0.00       0.00       0.00
0.00
                 (  14,    1)          0.85       0.78      19.49       0.00       0.00       0.00
0.00
                 (  19,   10)          0.70       0.69      27.95       0.00       0.00       0.00
0.00
                 (   5,   22)          0.93       0.82      29.12       0.00       0.00       0.00
0.00
                 (  11,    3)          1.99       1.78      48.83       0.00       0.00       0.00
0.00
                 (   4,   22)          2.19       1.73      44.22       0.00       0.00       0.00
0.00
                 (  15,    4)          0.39       0.29      17.86       0.00       0.00       0.00
0.00
                 SUBNETWORK-           1.39       1.17      33.55       0.00       0.00       0.00
0.00
                     VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 =
TRANSIT BUS


 THE HIGHEST NUMBER OF VEHICLES ON THE NETWORK WAS   307 VEHICLES.
 THIS MAXIMUM OCCURRED AT  1860 SECONDS.


THE FRACTION OF VEHICLES THAT WERE UNABLE TO COMPLETE THEIR ASSIGNED TURN MOVEMENT WAS    0.00398



                                        -------------------------------
                                        NETWORK-WIDE AVERAGE STATISTICS
                                        -------------------------------

 TOTAL VEHICLE- MILE =    3956.84     VEHICLE-HOURS OF:  MOVE TIME =   111.41 , DELAY TIME =
140.00 , TOTAL TIME =   251.41

 AVERAGE SPEED ( MPH)=      15.74     MOVE/TOTAL = 0.44       MINUTES/MILE OF:  DELAY TIME =
2.12 , TOTAL TIME =     3.81

 NETWORK-WIDE STATISTICS FOR SCRIPT PROCESSING
    3956.84,   111.41,   140.00,   251.41,      15.74, 0.44,     2.12,     3.81

 TOTAL CPU TIME FOR SIMULATION =       21.16 SECONDS
 TOTAL CPU TIME FOR THIS RUN =       21.16 SECONDS
0LAST CASE PROCESSED
```

```
INPUT FILE NAME: C:\TSIS Projects\King Street Alternatives\Alt 2 PM
RUN DATE       : 06/02/06
```

```
TTTTTTTTTTT  RRRRRRRRR      AAAAAAA    FFFFFFFFFFF
TTTTTTTTTTT  RRRRRRRRRR    AAAAAAAAA   FFFFFFFFFFF
TTTTTTTTTTT  RRRRRRRRRRR  AAAAAAAAAAA  FFFFFFFFFFF
    TTT      RRR     RRR  AAA     AAA  FFF
    TTT      RRR     RRR  AAA     AAA  FFF
    TTT      RRRRRRRRRRR  AAAAAAAAAAA  FFFFFFF
    TTT      RRRRRRRRRR   AAAAAAAAAAA  FFFFFFF
    TTT      RRR RRR      AAA     AAA  FFF
    TTT      RRR  RRR     AAA     AAA  FFF
    TTT      RRR   RRR    AAA     AAA  FFF
    TTT      RRR    RRR   AAA     AAA  FFF
    TTT      RRR     RRR  AAA     AAA  FFF
```

```
VERSION 5.1 (BUILD #301)
RELEASE DATE FEBRUARY 2003

TRAF SIMULATION MODEL

DEVELOPED FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY
```

```
1                                   CARD FILE LIST
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

     1 :Synchro File: C:\FHI\King St\Existing New\King Street - Weekday PM 031906.sy7  0
     2 :                                   3  202006                          0   1
     3 :       1   0   0  60     7981 0100  0              31200        7781    7581   2
     4 :3600                                                                          3
     5 :                 60                                                           4
     6 :   0       0   0   0   0   0   0   0   0   0   1    King S                    5
     7 :   1  14Dawes St.                                                            10
     8 :   1  13Comm. Drive                                                          10
     9 :   1   6King St.                                                             10
    10 :   2  12S. Chesterfi                                                         10
```

```
    11 :   3  11S. Walter Re                                                  10
    12 :   4  15N. Hampton D                                                  10
    13 :   5  16Park Center                                                   10
    14 :   5   7King St.                                                      10
    15 :   8  2028th Street                                                   10
    16 :   8   928th Street                                                   10
    17 :  10  17N. Beauregar                                                  10
    18 :  10  18W. Braddock                                                   10
    19 :  10  19East Campus                                                   10
    20 :   4   8King St.                                                      10
    21 :   3   8King St.                                                      10
    22 :   3  10N. Beauregar                                                  10
    23 :   1   2King St.                                                      10
    24 :   2   3King St.                                                      10
    25 :   5  22King St.                                                      10
    26 :   4  22King St.                                                      10
    27 :   1  14 376         1     01           8014              20  18  30  0       11
    28 :   1  13 281         1     01           8013              20  18  30  0       11
    29 :   1   6 335         3     01           8006              20  18  40  0       11
    30 :   2  21 180         1    -11           8021              20  18  20  0       11
    31 :   2  12 458         1    -21           8012              20  18  30  0       11
    32 :   3  11 448         2    -21           8011              20  18  30  0       11
    33 :   4  151375         1     01           8015              20  18  30  0       11
    34 :   5  16 444         1     01           8016              20  18  30  0       11
    35 :   5   7 501         3     01           8007              20  18  40  0       11
    36 :   8  20 325         1     01           8020              20  18  30  0       11
    37 :   8   9 531         1     01           8009              20  18  30  0       11
    38 :  10  17 408         2     01           8017              20  18  30  0       11
    39 :  10  18 511         2     01           8018              20  18  30  0       11
    40 :  10  19 461         2     01           8019              20  18  20  0       11
    41 :   4   8 264  81     2 1   017T       20   3   9       3  20  18  40  0       11
    42 :   2   1 372 120     3 1   017T       14   6  13       6  20  18  40  0       11
    43 :   3   8 591 176     2 1   017T        9   4  20       4  20  18  40  0       11
    44 :  22   5 612         3     017TT           7  16          20  18  40  0       11
    45 :   6   1 335 162     3 1   014TT      13   2  14       2  20  18  40  021     11
    46 :  16   5 444  20     1 1   019        22       7          20  14  30  0       11
    47 :   7   5 501 165     3 1   01TTT      16  22          22  20  18  40 10       11
    48 :   8   4 264         3     014TT          22  15          20  18  40  021     11
    49 :   3  101591 102     2 1   017T       18  17  19      17  20  18  30  0       11
    50 :   1   2 372  84     2 1   017T       12   3  21       3  20  18  40 10       11
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

    51 :   8   3 591 290 100 2 2 1 01TT       10   2  11       2  20  18  40 10       11
    52 :  20   8 325         1     019         3   9   4       9  20  18  30  0       11
    53 :   9   8 531         1     019         4  20   3      20  20  18  30  0       11
    54 :   3   2 694 183     3 1   017T       21   1  12       1  20  18  40  0       11
    55 :   2   3 694 260 100 2 2 1 01TT       11   8  10       8  20  18  40 10       11
    56 :  10   31591 165     2 2   017T        2  11   8      11  20  18  30  0       11
    57 :  17  10 408  72     3 1   014TT      19   3  18       3  20  18  30  021     11
    58 :  22   4 450         3     01TT1      15   8           8  20  18  40 10       11
    59 :  12   2 458         1     219         3  21   1      21  20  18  30  0       11
    60 :  18  10 511 165     3 1   014T8      17  19   3      19  20  18  30  021     11
    61 :  13   1 281         1     019         2  14   6      14  20  18  30  0       11
    62 :  21   2 180         1     119         1  12   3      12  20  18  20  0       11
    63 :  14   1 376         2     0148        6  13   2      13  20  18  30  021     11
    64 :  19  10 461 108     2 1   017T        3  18  17      18  20  18  20  0       11
    65 :   5  22 612         3     01              4               20  18  40  0       11
    66 :  11   3 448 180 180 2 1 1 21TT        8  10   2      10  20  14  30  0       11
    67 :   4  22 450         3     01              5       5       20  18  40  0       11
    68 :  15   41375         2     0141        8      22          20  18  30  0       11
    69 :8006   6             3     01              1               20  18      0       11
    70 :8007   7             3     01              5               20  18      0       11
    71 :8009   9             1     01              8               20  18      0       11
    72 :8011  11             2     01              3               20  18      0       11
    73 :8012  12             1     01              2               20  18      0       11
    74 :8013  13             1     01              1               20  18      0       11
    75 :8014  14             2     01              1               20  18      0       11
```

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    76 :8015  15             2     01              4              20  18      0       11
    77 :8016  16             1     01              5              20  18      0       11
    78 :8017  17             3     01             10              20  18      0       11
    79 :8018  18             3     01             10              20  18      0       11
    80 :8019  19             2     01             10              20  18      0       11
    81 :8020  20             1     01              8              20  18      0       11
    82 :8021  21             1     01              2              20  18      0       11
    83 :   1  14     100                                                                21
    84 :   1  13     100                                                                21
    85 :   1   6     100                                                                21
    86 :   2  21     100                                                                21
    87 :   2  12     100                                                                21
    88 :   3  11     100                                                                21
    89 :   4  15     100                                                                21
    90 :   5  16     100                                                                21
    91 :   5   7     100                                                                21
    92 :   8  20     100                                                                21
    93 :   8   9     100                                                                21
    94 :  10  17     100                                                                21
    95 :  10  18     100                                                                21
    96 :  10  19     100                                                                21
    97 :   4   8 1022029  38   0                                                        21
    98 :   2   1  481787   8   0                                                        21
    99 :   3   8  511889  24   0                                                        21
   100 :  22   5   01575  69   0                                                        21
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

1 CARD FILE LIST (CONT.)

```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   101 :   6   1  111611 247   0                                                        21
   102 :  16   5  81   0 427   0                                                        21
   103 :   7   5 2351424   0   0                                                        21
   104 :   8   4   01520 151   0                                                        21
   105 :   3  10  66 947 166   0                                                        21
   106 :   1   2  912408  48   0                                                        21
   107 :   8   3 1581304 103   0                                                        21
   108 :  20   8  45   3  68   0                                                        21
   109 :   9   8  51   3  74   0                                                        21
   110 :   3   2  372144  67   0                                                        21
   111 :   2   3 1131459 274   0                                                        21
   112 :  10   3 278 261 123   0                                                        21
   113 :  17  10 402 358  95   0                                                        21
   114 :  22   4 1541429   0   0                                                        21
   115 :  12   2 151   4  58   0                                                        21
   116 :  18  10  51 128  92   0                                                        21
   117 :  13   1  20   2   6   0                                                        21
   118 :  21   2  33   2  22   0                                                        21
   119 :  14   1  49   0  44   0                                                        21
   120 :  19  10 194  79 236   0                                                        21
   121 :   5  22     100                                                                21
   122 :  11   3 195 758 283   0                                                        21
   123 :   4  22   0 578   01000                                                        21
   124 :  15   4 106   0  81   0                                                        21
   125 :8006   6     100                                                                21
   126 :8007   7     100                                                                21
   127 :8009   9     100                                                                21
   128 :8011  11     100                                                                21
   129 :8012  12     100                                                                21
   130 :8013  13     100                                                                21
   131 :8014  14     100                                                                21
   132 :8015  15     100                                                                21
   133 :8016  16     100                                                                21
   134 :8017  17     100                                                                21
   135 :8018  18     100                                                                21
   136 :8019  19     100                                                                21
   137 :8020  20     100                                                                21
   138 :8021  21     100                                                                21
   139 :   4  12  15  22   8          10   3  79   3   1  20   3   1                   35
   140 :   6       18006                                                                35
```

```
   141 :   7       58007                                                          35
   142 :   9       88009                                                          35
   143 :  11       38011                                                          35
   144 :  12       28012                                                          35
   145 :  13       18013                                                          35
   146 :  14       18014                                                          35
   147 :  15       48015                                                          35
   148 :  16       58016                                                          35
   149 :  17      108017                                                          35
   150 :  18      108018                                                          35
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   151 :  19      108019                                                          35
   152 :  20       88020                                                          35
   153 :  21       28021                                                          35
   154 :  22       5   4                                                          35
   155 :   4 212  202  271  200  222  122  022  222                                36
   156 :   6 11                                                                   36
   157 :   7 11                                                                   36
   158 :   9 11                                                                   36
   159 :  11 11                                                                   36
   160 :  12 11                                                                   36
   161 :  13 11                                                                   36
   162 :  14 11                                                                   36
   163 :  15 11                                                                   36
   164 :  16 11                                                                   36
   165 :  17 11                                                                   36
   166 :  18 11                                                                   36
   167 :  19 11                                                                   36
   168 :  20 11                                                                   36
   169 :  21 11                                                                   36
   170 :  22 11                                                                   36
   171 :   1  14   1   2   1  13   1   6   1           0                          43
   172 :   2  21   2   3   2  12   2   1   2           0                          43
   173 :   3  10   3   8   3  11   3   2   3           0                          43
   174 :   5  16   5   7   5  22   5                   0                          43
   175 :   8  20   8   4   8   9   8   3   8           0                          43
   176 :  10  19  10  17  10  18  10   3  10           0                          43
   177 :   1120 43  0  1  4  5 15 16 16       34 16       34100        1 10        1  44
   178 :   2120 47  0  1 10 11       11       34 11       34100       10100       10  44
   179 :   3120  7  0  1 42 43       55    17 43 59    21 43 10   100100 10   100100  44
   180 :   5122 89  0  1 34 35       55                   34 10                  100  44
   181 :   8120 14  0  1 25 26       34       25 33       25 10      100 10      100  44
   182 :   1   1 22222     22222     22222     12222                                45
   183 :   1   2 22222     11122     22222     22222                                45
   184 :   1   4 11122     22222     22222     22222                                45
   185 :   1   5 22222     12222     22222     22222                                45
   186 :   1   6 22222     22222     22222     11122                                45
   187 :   1   8 22222     22222     11122     22222                                45
   188 :   2   1 22222     22222     22222     12222                                45
   189 :   2   2 22222     21122     22222     22222                                45
   190 :   2   4 11122     22222     22222     22222                                45
   191 :   2   5 22222     12222     22222     22222                                45
   192 :   2   6 22222     22222     22222     21122                                45
   193 :   2   8 22222     22222     11122     22222                                45
   194 :   3   1 22222     22222     22222     12222                                45
   195 :   3   2 22222     11122     22222     22222                                45
   196 :   3   3 22222     22222     12222     22222                                45
   197 :   3   4 21122     22222     22222     22222                                45
   198 :   3   5 22222     12222     22222     22222                                45
   199 :   3   6 22222     22222     22222     11122                                45
   200 :   3   7 12222     22222     22222     22222                                45
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

```
   201 :   3   8 22222     22222     11122     22222                                   45
   202 :   5   1 22222     12222     22222                                             45
   203 :   5   2 22222     22222     21122                                             45
   204 :   5   6 22222     11222     22222                                             45
   205 :   5   8 12122     22222     22222                                             45
   206 :   8   1 22222     22222     22222     12222                                   45
   207 :   8   2 22222     11122     22222     22222                                   45
   208 :   8   4 11122     22222     22222     22222                                   45
   209 :   8   5 22222     12222     22222     22222                                   45
   210 :   8   6 22222     22222     22222     11122                                   45
   211 :   8   8 22222     22222     11122     22222                                   45
   212 :  10   1 22222     22222     22222     12222                                   45
   213 :  10   2 22222     11122     22222     22222                                   45
   214 :  10   3 22222     22222     12222     22222                                   45
   215 :  10   4 11122     22222     22222     22222                                   45
   216 :  10   5 22222     12222     22222     22222                                   45
   217 :  10   6 22222     22222     22222     11122                                   45
   218 :  10   7 12222     22222     22222     22222                                   45
   219 :  10   8 22222     22222     11122     22222                                   45
   220 :   1 1 1  470   0  0  0500  0                                                  46
   221 :   1 2 1  212   0  0  0500  0                                                  46
   222 :   1 4 1  120   0  0  0500  0  10   0  0  0500  0                              46
   223 :   1 5 1  270   0  0  0500  0                                                  46
   224 :   1 6 1  423   0  0  0500  0  10   0  0  0500  0                              46
   225 :   1 8 1  390   0  0  0500  0                                                  46
   226 :   2 1 1  470   0  0  0500  0                                                  46
   227 :   2 2 1  212   0  0  0500  0                                                  46
   228 :   2 4 1  190   0  0  0500  0                                                  46
   229 :   2 5 1  270   0  0  0500  0                                                  46
   230 :   2 6 1  412   0  0  0500  0                                                  46
   231 :   2 8 1  390   0  0  0500  0                                                  46
   232 :   3 1 1  470   0  0  0500  0                                                  46
   233 :   3 2 1  212   0  0  0500  0  60   0  0  0500  0                              46
   234 :   3 3 1  370   0  0  0500  0                                                  46
   235 :   3 4 1  112   0  0  0500  0                                                  46
   236 :   3 5 1  270   0  0  0500  0                                                  46
   237 :   3 6 1  412   0  0  0500  0  60   0  0  0500  0                              46
   238 :   3 7 1  170   0  0  0500  0                                                  46
   239 :   3 8 1  312   0  0  0500  0  60   0  0  0500  0                              46
   240 :   5 1 1  270   0  0  0500  0                                                  46
   241 :   5 2 1  390   0  0  0500  0                                                  46
   242 :   5 6 1  212   0  0  0500  0  30   0  0  0500  0                              46
   243 :   5 8 1  110   0  0  0500  0                                                  46
   244 :   8 1 1  470   0  0  0500  0                                                  46
   245 :   8 2 1  212   0  0  0500  0                                                  46
   246 :   8 4 1  190   0  0  0500  0                                                  46
   247 :   8 5 1  270   0  0  0500  0                                                  46
   248 :   8 6 1  412   0  0  0500  0                                                  46
   249 :   8 8 1  390   0  0  0500  0                                                  46
   250 :  10 1 1  470   0  0  0500  0                                                  46
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   251 :  10 2 1  223   0  0  0500  0  10   0  0  0500  0                              46
   252 :  10 3 1  370   0  0  0500  0                                                  46
   253 :  10 4 1  112   0  0  0500  0                                                  46
   254 :  10 5 1  270   0  0  0500  0                                                  46
   255 :  10 6 1  412   0  0  0500  0                                                  46
   256 :  10 7 1  170   0  0  0500  0                                                  46
   257 :  10 8 1  323   0  0  0500  0  10   0  0  0500  0                              46
   258 :   1 1   6  630   0 22     62      0 300 300 30  0001000110000  20 0 0         47
   259 :   1 2  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
   260 :   1 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   261 :   1 5   6  630   0 22     62      0 300 300 30  0001000110000  20 0 0         47
   262 :   1 6  86 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
   263 :   1 8 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   264 :   2 1 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0         47
   265 :   2 2  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
```

```
   266 :   2 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   267 :   2 5 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0        47
   268 :   2 6  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0        47
   269 :   2 8 110  430   0 22     42      0 300 300 30 10001000100000  20 0 0        47
   270 :   3 1 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   271 :   3 2  62 1030   0 22    102      0 300 300 40 10001001010000  20 0 0        47
   272 :   3 3 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   273 :   3 4 110  730   0 22     72      0 300 300 30 10001000110000  20 0 0        47
   274 :   3 5 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   275 :   3 6  58  130   0 22     12      0 300 300 40 10001001010000  20 0 0        47
   276 :   3 7 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   277 :   3 8 110  730   0 22     72      0 300 300 30 10001000110000  20 0 0        47
   278 :   5 1 112  530   0 22     52      0 300 300 30 10001000100000  20 0 0        47
   279 :   5 2  63 1030   0 22    102      0 300 300 40 20001001010000  20 0 0        47
   280 :   5 6  82 1030   0 22    102      0 300 300 40 20001001000000  20 0 0        47
   281 :   5 8 112  730   0 22     72      0 300 300 30 30001000100000  20 0 0        47
   282 :   8 1 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   283 :   8 2  83 1030   0 22    102      0 300 300 30 10001001010000  20 0 0        47
   284 :   8 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   285 :   8 5 110  430   0 22     42      0 300 300 30 10001000100000  20 0 0        47
   286 :   8 6  83 1030   0 22    102      0 300 300 30 10001001010000  20 0 0        47
   287 :   8 8 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   288 :  10 1  11  630   0 22     62      0 300 300 30 10001000100000  20   0 0   0  47
   289 :  10 2  47 1030   0 22    102      0 300 300 30 10001001010000  20   0 0   0  47
   290 :  10 3  11  430   0 22     42      0 300 300 30 10001000100000  20   0 0   0  47
   291 :  10 4  35  730   0 22     72      0 300 300 30 10001000110000  20   0 0   0  47
   292 :  10 5  11  430   0 22     42      0 300 300 30 10001000100000  20   0 0   0  47
   293 :  10 6  47 1030   0 22    102      0 300 300 30 10001001010000  20   0 0   0  47
   294 :  10 7  11  330   0 22     32      0 300 300 30 10001000100000  20   0 0   0  47
   295 :  10 8  35  730   0 22     72      0 300 300 30 10001000110000  20   0 0   0  47
   296 :8014  14  93   1   0  100                                                    50
   297 :8013  13  28   1   0  100                                                    50
   298 :8006   61869   1   0  100                                                    50
   299 :8021  21  57   1   0  100                                                    50
   300 :8012  12 213   1   0  100                                                    50
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                 CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   301 :8011  111236   1   0  100                                                    50
   302 :8015  15 187   2   0  100                                                    50
   303 :8016  16 508   1   0  100                                                    50
   304 :8007   71659   1   0  100                                                    50
   305 :8020  20 116   1   0  100                                                    50
   306 :8009   9 128   1   0  100                                                    50
   307 :8017  17 855   1   0  100                                                    50
   308 :8018  18 271   1   0  100                                                    50
   309 :8019  19 509   1   0  100                                                    50
   310 :2009   4   8 634                                                             51
   311 :2000   2   1-392                                                             51
   312 :2010   3   8 187                                                             51
   313 :2008  22   5  43                                                             51
   314 :2007   8   4-337                                                             51
   315 :2011   3  10 -11                                                             51
   316 :2002   1   2 872                                                             51
   317 :2003   8   3-583                                                             51
   318 :2001   3   2 383                                                             51
   319 :2005   2   3-735                                                             51
   320 :2004  10   3  18                                                             51
   321 :2006  22   4  78                                                             51
   322 :   0                                                                        170
   323 :8014   11220   13391                                                        195
   324 :8013   12190   13788                                                        195
   325 :8006   11284   13754                                                        195
   326 :8021   11754   13132                                                        195
   327 :8012   12632   13684                                                        195
   328 :8011   13261   13174                                                        195
   329 :8015   12674   10825                                                        195
   330 :8016   13571   11157                                                        195
```

```
   331 :8007   14608   11265                                                    195
   332 :8020   12900   11973                                                    195
   333 :8009   13672   12799                                                    195
   334 :8017   10910   11723                                                    195
   335 :8018   11779   11630                                                    195
   336 :8019   10683   12284                                                    195
   337 :   1   11776   13543                                                    195
   338 :   2   12079   13328                                                    195
   339 :   3   12656   12943                                                    195
   340 :   4   13173   12278                                                    195
   341 :   5   14009   11629                                                    195
   342 :   6   11468   13675                                                    195
   343 :   7   14437   11369                                                    195
   344 :   8   13011   12486                                                    195
   345 :   9   13491   12713                                                    195
   346 :  10   11320   12173                                                    195
   347 :  11   13074   13103                                                    195
   348 :  12   12464   13576                                                    195
   349 :  13   12018   13686                                                    195
   350 :  14   11413   13444                                                    195
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                  CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   351 :  15   12739   11014                                                    195
   352 :  16   13707   11304                                                    195
   353 :  17   11045   11871                                                    195
   354 :  18   11650   11783                                                    195
   355 :  19   10880   12250                                                    195
   356 :  20   12942   12168                                                    195
   357 :  21   11925   13235                                                    195
   358 :  22   13507   11976                                                    195
   359 :   1   0   0                                                            210
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8


                                                     TRAF SIMULATION MODEL

                                                        DEVELOPED FOR

                                                 U. S. DEPARTMENT OF TRANSPORTATION
                                                   FEDERAL HIGHWAY ADMINISTRATION
                                       FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY

0                          Synchro File: C:\FHI\King St\Existing New\King Street - Weekday PM 03190
0


                                                   DATE =  3/20/2006
0                                                  USER =
0                                                AGENCY =

                                                     RUN CONTROL DATA


                       VALUE                        RUN PARAMETERS AND OPTIONS

0                          0     RUN IDENTIFICATION NUMBER
                           1     RUN TYPE CODE = ( 1, 2, 3) TO RUN (SIMULATION, ASSIGNMENT, BOTH)
                                                 (-1,-2,-3) TO CHECK (SIMULATION, ASSIGNMENT, BOTH)
ONLY

                                 NETSIM ENVIRONMENTAL OPTIONS
                                 ----------------------------
                           0     FUEL/EMISSION RATE TABLES ARE NOT PRINTED
                           1     SIMULATION:  PERFORMED                              ENVIRONMENTAL
MEASURES:  CALCULATED
                                 RATE TABLES: EMBEDDED                               TRAJECTORY FILE:
WRITTEN
```

```
                          0     CODE   = (0,1,2) FOR UNIFORM DISTRIBUTION, NORMAL DISTRIBUTION,
ERLANG DISTRIBUTION
                          0     INITIALIZATION CODE (0,1) = (DO NOT, DO) FORCE FULL INITIALIZATION
PERIOD
                          0     INPUT  UNITS CODE = (0,1) IF INPUT IS IN (ENGLISH, METRIC) UNITS
                          0     OUTPUT UNITS CODE = (0,1,2,3) IF OUTPUT IS IN (SAME AS INPUT,
ENGLISH, METRIC, BOTH) UNITS
                       1200     CLOCK TIME AT START OF SIMULATION (HHMM)
                          0     SIGNAL TRANSITION CODE = (0,1,2,3) IF(NO, IMMEDIATE, 2-CYCLE, 3-
CYCLE) TRANSITION WAS REQUESTED
                       7581     RANDOM NUMBER SEED
                       7781     RANDOM NUMBER SEED TO GENERATE TRAFFIC STREAM FOR NETSIM OR LEVEL I
SIMULATION

                       7981     RANDOM NUMBER SEED TO GENERATE EMISSION HEADWAYS FOR NETSIM
SIMULATION

                       3600     DURATION (SEC) OF TIME PERIOD NO.  1
                         60     LENGTH OF A TIME INTERVAL, SECONDS
                         60     MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
                          0     NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
                          0     TIME INTERMEDIATE OUTPUT WILL BEGIN AT INTERVALS OF    0 SECS. FOR
0 SECS. FOR MICROSCOPIC MODELS
                          1     NETSIM MOVEMENT-SPECIFIC OUTPUT CODE = (0,1) (IF NOT, IF) REQUESTED
FOR NETSIM SUBNETWORK
                          0     NETSIM GRAPHICS OUTPUT CODE = (0,1) IF GRAPHICS OUTPUT (IS NOT, IS)
REQUESTED
1*************************************************************************************************
********************************

                                                   TIME PERIOD   1 - NETSIM DATA


*************************************************************************************************
********************************
1

                                                                  NETSIM LINKS
0                       -LANES-         -CHANNEL-

                         F               C
                         U               U                                   LOST  Q DIS   FREE
LANE
              LENGTH    L PKT GRD LINK  R         DESTINATION NODE   OPP.  TIME  HDWY.   SPEED
RTOR PED  ALIGN    STREET
     LINK     FT / M    L L R PCT TYPE  B234567  LEFT THRU RGHT DIAG NODE  SEC   SEC    MPH/KMPH
CODE CODE -MENT     NAME

 (   1,  14)  376/ 115  1 0 0  0   1    0000000     0 8014    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Dawes St.
 (   1,  13)  281/  86  1 0 0  0   1    0000000     0 8013    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Comm. Drive
 (   1,   6)  335/ 102  3 0 0  0   1    0000000     0 8006    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,  21)  180/  55  1 0 0 -1   1    0000000     0 8021    0    0    0  2.0    1.8    20/ 32
0   0    1-1*
 (   2,  12)  458/ 140  1 0 0 -2   1    0000000     0 8012    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Chesterfi
 (   3,  11)  448/ 137  2 0 0 -2   1    0000000     0 8011    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Walter Re
 (   4,  15) 1375/ 419  1 0 0  0   1    0000000     0 8015    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Hampton D
 (   5,  16)  444/ 135  1 0 0  0   1    0000000     0 8016    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Park Center
 (   5,   7)  501/ 153  3 0 0  0   1    0000000     0 8007    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   8,  20)  325/  99  1 0 0  0   1    0000000     0 8020    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
 (   8,   9)  531/ 162  1 0 0  0   1    0000000     0 8009    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
```

```
 (  10,  17)  408/ 124  2 0 0  0   1    0000000     0 8017    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (  10,  18)  511/ 156  2 0 0  0   1    0000000     0 8018    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  W. Braddock
 (  10,  19)  461/ 141  2 0 0  0   1    0000000     0 8019    0    0    0  2.0    1.8    20/ 32
0   0    1-1*  East Campus
 (   4,   8)  264/  80  2 1 0  0   1    7T00000    20    3    9    0    3  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,   1)  372/ 113  3 1 0  0   1    7T00000    14    6   13    0    6  2.0    1.8    40/ 64
0   0    1-1*
 (   3,   8)  591/ 180  2 1 0  0   1    7T00000     9    4   20    0    4  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  22,   5)  612/ 187  3 0 0  0   1    7TT0000     0    7   16    0    0  2.0    1.8    40/ 64
0   0    1-1*
 (   6,   1)  335/ 102  3 1 0  0   1    4TT0000    13    2   14    0    2  2.0    1.8    40/ 64
0   0    2-1
 (  16,   5)  444/ 135  1 1 0  0   1    9000000    22    0    7    0    0  2.0    1.4    30/ 48
0   0    1-1*
 (   7,   5)  501/ 153  3 1 0  0   1    TTT0000    16   22    0    0   22  2.0    1.8    40/ 64
1   0    1-1*
 (   8,   4)  264/  80  3 0 0  0   1    4TT0000     0   22   15    0    0  2.0    1.8    40/ 64
0   0    2-1
 (   3,  10) 1591/ 485  2 1 0  0   1    7T00000    18   17   19    0   17  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (   1,   2)  372/ 113  2 1 0  0   1    7T00000    12    3   21    0    3  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (   8,   3)  591/ 180  2 2 1  0   1    TT00000    10    2   11    0    2  2.0    1.8    40/ 64
1   0    1-1*
 (  20,   8)  325/  99  1 0 0  0   1    9000000     3    9    4    0    9  2.0    1.8    30/ 48
0   0    1-1*
 (   9,   8)  531/ 162  1 0 0  0   1    9000000     4   20    3    0   20  2.0    1.8    30/ 48
0   0    1-1*
 (   3,   2)  694/ 212  3 1 0  0   1    7T00000    21    1   12    0    1  2.0    1.8    40/ 64
0   0    1-1*
 (   2,   3)  694/ 212  2 2 1  0   1    TT00000    11    8   10    0    8  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (  10,   3) 1591/ 485  2 2 0  0   1    7T00000     2   11    8    0   11  2.0    1.8    30/ 48
0   0    1-1*
 (  17,  10)  408/ 124  3 1 0  0   1    4TT0000    19    3   18    0    3  2.0    1.8    30/ 48
0   0    2-1
 (  22,   4)  450/ 137  3 0 0  0   1    TT10000    15    8    0    0    8  2.0    1.8    40/ 64
1   0    1-1*
 (  12,   2)  458/ 140  1 0 0  2   1    9000000     3   21    1    0   21  2.0    1.8    30/ 48
0   0    1-1*
 (  18,  10)  511/ 156  3 1 0  0   1    4T80000    17   19    3    0   19  2.0    1.8    30/ 48
0   0    2-1
 (  13,   1)  281/  86  1 0 0  0   1    9000000     2   14    6    0   14  2.0    1.8    30/ 48
0   0    1-1*
 (  21,   2)  180/  55  1 0 0  1   1    9000000     1   12    3    0   12  2.0    1.8    20/ 32
0   0    1-1*
 (  14,   1)  376/ 115  2 0 0  0   1    4800000     6   13    2    0   13  2.0    1.8    30/ 48
0   0    2-1
 (  19,  10)  461/ 141  2 1 0  0   1    7T00000     3   18   17    0   18  2.0    1.8    20/ 32
0   0    1-1*
 (   5,  22)  612/ 187  3 0 0  0   1    0000000     0    4    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  11,   3)  448/ 137  2 1 1  2   1    TT00000     8   10    2    0   10  2.0    1.4    30/ 48
0   0    1-1*
 (   4,  22)  450/ 137  3 0 0  0   1    0000000     0    5    0    5    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  15,   4) 1375/ 419  2 0 0  0   1    4100000     8    0   22    0    0  2.0    1.8    30/ 48
0   0    1-1*
 (8006,   6)    0/   0  3 0 0  0   1    0000000     0    1    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8007,   7)    0/   0  3 0 0  0   1    0000000     0    5    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8009,   9)    0/   0  1 0 0  0   1    0000000     0    8    0    0    0  2.0    1.8     0/  0
0   0    1-1*
1
```

NETSIM LINKS (CONT.)

0 -LANES- -CHANNEL-

LANE LINK CODE	LENGTH FT / M	F U L	PKT L	GRD L	LINK R	C U R PCT	TYPE B234567	DESTINATION NODE LEFT	THRU	RGHT	DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	ALIGN -MENT	STREET NAME
(8011, 11)	0/ 0	2	0	0	0	1	0000000	0	3	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8012, 12)	0/ 0	1	0	0	0	1	0000000	0	2	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8013, 13)	0/ 0	1	0	0	0	1	0000000	0	1	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8014, 14)	0/ 0	2	0	0	0	1	0000000	0	1	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8015, 15)	0/ 0	2	0	0	0	1	0000000	0	4	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8016, 16)	0/ 0	1	0	0	0	1	0000000	0	5	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8017, 17)	0/ 0	3	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8018, 18)	0/ 0	3	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8019, 19)	0/ 0	2	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8020, 20)	0/ 0	1	0	0	0	1	0000000	0	8	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8021, 21)	0/ 0	1	0	0	0	1	0000000	0	2	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	

* INDICATES DEFAULT VALUES WERE SPECIFIED

LINK TYPE	LANE CHANNELIZATION CODES	RTOR CODES	PEDESTRIAN CODES
IDENTIFIES THE DISTRIBUTION USED FOR QUEUE DISCHARGE AND START-UP LOST TIME CHARACTERISTICS.	0 UNRESTRICTED	0 RTOR PERMITTED	0 NO PEDESTRIANS
	1 LEFT TURNS ONLY	1 RTOR PROHIBITED	1 LIGHT
	2 BUSES ONLY		2 MODERATE
	3 CLOSED		3 HEAVY
	4 RIGHT TURNS ONLY		
	5 CAR - POOLS		
	6 CAR - POOLS + BUSES		
	7 RIGHT TURNS + RIGHT DIAGONAL AND/OR THROUGH		
	8 LEFT TURNS + LEFT DIAGONAL AND/OR THROUGH		
	9 ALL PERMITTED MOVEMENTS WITH RESPECT TO THE GEOMETRY AND ADJACENT LANE CHANNELIZATIONS		
	D DIAGONAL TRAFFIC ONLY		
	T THROUGH TRAFFIC ONLY		

TOTAL LINKS: 56
TOTAL NON-ENTRY NODES: 22 (ALLOWED: 8999)

1

NETSIM TURNING MOVEMENT DATA

TURN MOVEMENT PERCENTAGES TURN MOVEMENT POSSIBLE

POCKET LENGTH (IN FEET/METERS)

LINK	LEFT THROUGH RIGHT DIAGONAL	LEFT THROUGH RIGHT DIAGONAL	LEFT	RIGHT
(1, 14)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(1, 13)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(1, 6)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(2, 21)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(2, 12)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(3, 11)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(4, 15)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(5, 16)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(5, 7)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(8, 20)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(8, 9)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 17)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 18)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 19)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(4, 8)	5 93 2 0	YES YES YES NO	81/ 25	0/ 0
(2, 1)	3 97 0 0	YES YES YES NO	120/ 37	0/ 0
(3, 8)	3 96 1 0	YES YES YES NO	176/ 54	0/ 0
(22, 5)	0 96 4 0	NO YES YES NO	0/ 0	0/ 0
(6, 1)	1 86 13 0	YES YES YES NO	162/ 49	0/ 0
(16, 5)	16 0 84 0	YES NO YES NO	20/ 6	0/ 0
(7, 5)	14 86 0 0	YES YES NO NO	165/ 50	0/ 0
(8, 4)	0 91 9 0	NO YES YES NO	0/ 0	0/ 0
(3, 10)	6 80 14 0	YES YES YES NO	102/ 31	0/ 0
(1, 2)	4 94 2 0	YES YES YES NO	84/ 26	0/ 0
(8, 3)	10 83 7 0	YES YES YES NO	290/ 88	100/ 30
(20, 8)	39 3 58 0	YES YES YES NO	0/ 0	0/ 0
(9, 8)	40 2 58 0	YES YES YES NO	0/ 0	0/ 0
(3, 2)	2 95 3 0	YES YES YES NO	183/ 56	0/ 0
(2, 3)	6 79 15 0	YES YES YES NO	260/ 79	100/ 30
(10, 3)	42 39 19 0	YES YES YES NO	165/ 50	0/ 0
(17, 10)	47 42 11 0	YES YES YES NO	72/ 22	0/ 0
(22, 4)	10 90 0 0	YES YES NO NO	0/ 0	0/ 0
(12, 2)	71 2 27 0	YES YES YES NO	0/ 0	0/ 0
(18, 10)	19 47 34 0	YES YES YES NO		

```
165/   50       0/    0
      (  13,   1)               72     7     21      0             YES   YES    YES    NO
0/    0       0/    0
      (  21,   2)               57     4     39      0             YES   YES    YES    NO
0/    0       0/    0
      (  14,   1)               53     0     47      0             YES   YES    YES    NO
0/    0       0/    0
      (  19,  10)               38    16     46      0             YES   YES    YES    NO
108/   33       0/    0
      (   5,  22)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (  11,   3)               16    61     23      0             YES   YES    YES    NO
180/   55     180/   55
      (   4,  22)                0    37      0     63             NO    YES    NO     YES
0/    0       0/    0
      (  15,   4)               57     0     43      0             YES   NO     YES    NO
0/    0       0/    0
      (8006,   6)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8007,   7)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8009,   9)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8011,  11)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8012,  12)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8013,  13)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8014,  14)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8015,  15)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8016,  16)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8017,  17)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8018,  18)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8019,  19)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8020,  20)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8021,  21)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
1                                 SPECIFIED FIXED-TIME SIGNAL CONTROL, AND SIGN CONTROL, CODES
0                                                        NODE    4
                            OFFSET  12 SEC                                        CYCLE LENGTH
120 SEC
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (  15,   4)    (  22,   4)    (   8,   4)
                   1      10      8         2              1              2
                   2       3      2         2              0              2
                   3      79     65         2              7              1
                   4       3      2         2              0              0
                   5       1      0         2              2              2
                   6      20     16         1              2              2
                   7       3      2         0              2              2
                   8       1      0         2              2              2
0                                                   NODE    6 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   1,   6)    (8006,   6)
                   1       0    100         1              1
0                                                   NODE    7 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   5,   7)    (8007,   7)
                   1       0    100         1              1
```

```
0                                                NODE    9 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,   9)    (8009,   9)
                    1        0    100         1              1
0                                                NODE   11 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   3,  11)    (8011,  11)
                    1        0    100         1              1
0                                                NODE   12 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   2,  12)    (8012,  12)
                    1        0    100         1              1
0                                                NODE   13 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,  13)    (8013,  13)
                    1        0    100         1              1
1
0                                                NODE   14 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,  14)    (8014,  14)
                    1        0    100         1              1
0                                                NODE   15 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   4,  15)    (8015,  15)
                    1        0    100         1              1
0                                                NODE   16 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,  16)    (8016,  16)
                    1        0    100         1              1
0                                                NODE   17 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  17)    (8017,  17)
                    1        0    100         1              1
0                                                NODE   18 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  18)    (8018,  18)
                    1        0    100         1              1
0                                                NODE   19 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  19)    (8019,  19)
                    1        0    100         1              1
0                                                NODE   20 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,  20)    (8020,  20)
                    1        0    100         1              1
0                                                NODE   21 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   2,  21)    (8021,  21)
                    1        0    100         1              1
0                                                NODE   22 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,  22)    (   4,  22)
                    1        0    100         1              1
1                                                   INTERPRETATION OF SIGNAL CODES

                                          0          YIELD OR AMBER
```

1	GREEN
2	RED
3	RED WITH GREEN RIGHT ARROW
4	RED WITH GREEN LEFT ARROW
5	STOP
6	RED WITH GREEN DIAGONAL ARROW
7	NO TURNS-GREEN THRU ARROW
8	RED WITH LEFT AND RIGHT GREEN ARROW
9	NO LEFT TURN-GREEN THRU AND RIGHT

1 TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

CONTROL CODES GO = PROTECTED
NOGO = NOT PERMITTED
AMBR = AMBER
PERM = PERMITTED NOT PROTECTED
PROT = PROTECTED
STOP = STOP SIGN
YLD = YIELD SIGN

NODE 4 FIXED TIME CONTROL OFFSET = 12 SECONDS CYCLE LENGTH = 120 SECONDS

INTERVAL DURATION		APPROACHES							
		(15, 4)		(22, 4)		(8, 4)			
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	10	NOGO	NOGO	PROT	GO	NOGO	NOGO		
2	3	NOGO	NOGO	AMBR	GO	NOGO	NOGO		
3	79	NOGO	NOGO	NOGO	GO	GO	GO		
4	3	NOGO	NOGO	NOGO	AMBR	AMBR	AMBR		
5	1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO		
6	20	PROT	GO	NOGO	NOGO	NOGO	NOGO		
7	3	AMBR	AMBR	NOGO	NOGO	NOGO	NOGO		
8	1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO		

NODE 6 SIGN CONTROL

INTERVAL DURATION		APPROACHES							
		(1, 6)		(8006, 6)					
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	0	GO		GO					

NODE 7 SIGN CONTROL

INTERVAL DURATION		APPROACHES							
		(5, 7)		(8007, 7)					
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	0	GO		GO					

```
      NODE    9      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   8,   9)          (8009,   9)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO
1


      NODE   11      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   3,  11)          (8011,  11)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   12      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   2,  12)          (8012,  12)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   13      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  13)          (8013,  13)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   14      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  14)          (8014,  14)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   15      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   4,  15)          (8015,  15)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   16      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
```

```
-------------------------------------------
                        (   5,  16)          (8016,  16)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO
1



       NODE   17      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  17)          (8017,  17)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   18      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  18)          (8018,  18)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   19      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  19)          (8019,  19)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   20      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   8,  20)          (8020,  20)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   21      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   2,  21)          (8021,  21)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   22      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   5,  22)          (   4,  22)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
```

NODE 1 CONTROL SPECIFICATIONS

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (14, 1) LEFT	THRU	RITE	DIAG	(2, 1) LEFT	THRU	RITE	DIAG	(13, 1) LEFT	THRU	RITE	DIAG	(6, 1) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

NODE 1 CONTROL SPECIFICATIONS (CONTINUED)

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK FUNCTION	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 1 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(6, 1) EXTENSION - CALL	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(2, 1) EXTENSION - CALL	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(14, 1) EXTENSION - CALL	2 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(14, 1) EXTENSION - CALL	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(2, 1) EXTENSION - CALL	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(6, 1) EXTENSION - CALL	2 - 3		0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(6, 1) EXTENSION - CALL	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(13, 1) EXTENSION - CALL	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0	

NODE 1 CONTROL SPECIFICATIONS (CONTINUED)

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	INITIAL INTERVAL TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	6	3	0.0		6	3.0	2.0	0	2.2	6		
2	10	3	1.0		82	3.0	2.0	0	2.2	10		
4	7	3	1.0		110	3.0	2.0	0	2.2	7		
5	6	3	0.0		6	3.0	2.0	0	2.2	6		
6	10	3	1.0		86	3.0	2.0	0	2.2	10		
8	7	3	1.0		110	3.0	2.0	0	2.2	7		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 1 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY (SEC)	REDUCE TIME	VOLUME-DENSITY OPERATION
1	3.00	3.00	2	0.10			0.0	NO
2	3.00	3.00	2	0.10			0.0	NO
4	3.00	3.00	2	0.10			0.0	NO
5	3.00	3.00	2	0.10			0.0	NO
6	3.00	3.00	2	0.10			0.0	NO
8	3.00	3.00	2	0.10			0.0	NO

GAP REDUCTION CODES
0 REDUCE BY / REDUCE EVERY

1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

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*************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
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PHASE FUNCTION FLAGS

	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL		RED		---- OVERLAP ----				LAG PHASE	CONDITIONAL SIMULTANEOUS	DUAL
PHASE	LOCK	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT	SERVICE
1	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

1

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*************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 43 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	1 -
2	4	5	5 -
3	15	16	4 - 8 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	16	
4	34	
5	16	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

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*************************************
* NODE    2  CONTROL SPECIFICATIONS *
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ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (21, 2) LEFT	THRU	RITE	DIAG	(3, 2) LEFT	THRU	RITE	DIAG	(12, 2) LEFT	THRU	RITE	DIAG	(1, 2) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE	APPROACH DETECTOR LINK	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 2 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION
1	(1, 2)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(3, 2)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(21, 2)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(3, 2)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(1, 2)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
8	(12, 2)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	INITIAL INTERVAL	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL

1	4	3	0.0	110	3.0	2.0	0	2.2	4
2	10	3	1.0	82	3.0	2.0	0	2.2	10
4	7	3	1.0	110	3.0	2.0	0	2.2	7
5	4	3	0.0	110	3.0	2.0	0	2.2	4
6	10	3	1.0	82	3.0	2.0	0	2.2	10
8	4	3	1.0	110	3.0	2.0	0	2.2	4

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

```
                                        LAST                                                    LAG
CONDITIONAL
               RED    YELLOW   DOUBLE   VEHICLE    RECALL    RED         ---- OVERLAP ----   PHASE
SIMULTANEOUS    DUAL
       PHASE   LOCK    LOCK    ENTRY    PASSAGE   MIN  MAX   REST   LAG    A   B   C   D     HOLD
GAPOUT      SERVICE

         1      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
         2      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         4      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
         5      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
         6      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         8      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
1


                                        ************************************************
                                        * NODE    2  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************


                      ----------------------------- COORDINATION DATA
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                                CYCLE LENGTH = 120 SECONDS                  OFFSET =  47 SECONDS

                                                      BEGIN TIME     END TIME     PHASES THAT CAN
                                PERMISSIVE PERIOD        (SEC)         (SEC)       BE YIELDED TO


                                        1                   0            1       1 - 5 -
                                        2                  10           11       4 - 8 -
                                                      FORCE-OFF TIME   FORCE-OFF TIME
                                              PHASE        (SEC)       EXTENSION (SEC)


                                               1            11
                                               4            34
                                               5            11
                                               8            34
1                                           TRAFFIC CONTROL TABLES - ACTUATED SIGNALS


                                               ************************************
                                               * NODE    3  CONTROL SPECIFICATIONS *
                                               ************************************


                                                    ALLOWABLE MOVEMENT DATA


         PHASE    ------------------------------------------   APPROACHES
-------------------------------------------
                      (  10,   3)          (   8,   3)          (  11,   3)          (   2,   3)
                   LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

           1       NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO
           2       NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
```

3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

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***********************************************
* NODE    3  CONTROL SPECIFICATIONS (CONTINUED) *
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DETECTOR DATA

PHASE TYPE	APPROACH LINK (FUNCTION)	COVERED LANES A	COVERED LANES B	DISTANCE OF TRAILING EDGE FROM NODE 3 FEET	DISTANCE OF TRAILING EDGE FROM NODE 3 METERS	DETECTOR LENGTH FEET	DETECTOR LENGTH METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(2, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(8, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(8, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	
3 PRESENCE	(11, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(10, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(8, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(2, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(2, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	
7 PRESENCE	(10, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(11, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(11, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	

1

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***********************************************
* NODE    3  CONTROL SPECIFICATIONS (CONTINUED) *
***********************************************
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VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	INITIAL INTERVAL (SEC)	# OF ACTUATIONS TO REACH MAX	# OF ACTUATIONS SERVED DURING INITIAL MIN INITIAL
1	4	3	0.0		110	3.0	2.0	0	2.2	4		

2	10	4	1.0	62	3.0	2.0	0	2.2	10
3	4	3	0.0	110	3.0	2.0	0	2.2	4
4	7	3	1.0	110	3.0	2.0	0	2.2	7
5	4	3	0.0	110	3.0	2.0	0	2.2	4
6	1	4	1.0	58	3.0	2.0	0	2.2	1
7	7	3	1.0	110	3.0	2.0	0	2.2	7
8	7	3	1.0	110	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
3	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
7	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	LAG PHASE HOLD	CONDITIONAL SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 7 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	3 - 4 - 7 - 8 -
2	42	43	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	55	
3	17	
4	43	
5	59	
7	21	
8	43	

****
* NODE 5 CONTROL SPECIFICATIONS *
****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (16, 5) LEFT	THRU	RITE	DIAG	(7, 5) LEFT	THRU	RITE	DIAG	(22, 5) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
6	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	GO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK FUNCTION	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 5 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1	(7, 5)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
2	(22, 5)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
6	(7, 5)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
6	(7, 5)	3 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
8	(16, 5)	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
1										

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	5	3	1.0		112	3.0	2.0	0	2.2	5		
2	10	4	2.0		63	3.0	2.0	0	2.2	10		
6	10	4	2.0		82	3.0	2.0	0	2.2	10		
8	7	3	3.0		112	3.0	2.0	0	2.2	7		

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY REDUCE TIME (SEC)
1	3.00	3.00	2	0.10		0.0 NO
2	3.00	3.00	2	0.10		0.0 NO
6	3.00	3.00	2	0.10		0.0 NO
8	3.00	3.00	2	0.10		0.0 NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

NO NO
1

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                                        ************************************************
                                        * NODE    5  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
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---------- COORDINATION DATA

CYCLE LENGTH = 122 SECONDS OFFSET = 89 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	8 -
2	34	35	1 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	55	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

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                                        ************************************
                                        * NODE    8  CONTROL SPECIFICATIONS *
                                        ************************************
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ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (20, 8) LEFT	THRU	RITE	DIAG	(4, 8) LEFT	THRU	RITE	DIAG	(9, 8) LEFT	THRU	RITE	DIAG	(3, 8) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

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                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
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DETECTOR DATA

PHASE	APPROACH LINK	DETECTOR A	DETECTOR B	COVERED LANES	DISTANCE OF TRAILING EDGE FROM NODE 8 FEET / METERS	DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION

```
   1    (   3,   8)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   2    (   4,   8)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   4    (  20,   8)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   5    (   4,   8)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   3,   8)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (   9,   8)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
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                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

```
                                                                          ------------------- INITIAL
INTERVAL -------------------
       -- INTERVAL TIMINGS (SEC) --                                              ADDED TIME
# OF         # OF
                                      MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
MAX INITIAL  MIN INITIAL
```

1	4	3	0.0		110	3.0	2.0	0	2.2	4
2	10	3	1.0		83	3.0	2.0	0	2.2	10
4	7	3	1.0		110	3.0	2.0	0	2.2	7
5	4	3	1.0		110	3.0	2.0	0	2.2	4
6	10	3	1.0		83	3.0	2.0	0	2.2	10
8	7	3	1.0		110	3.0	2.0	0	2.2	7

```
                                                                    INITIAL INTERVAL TYPE
                                                                           CODES

                                                                    0  EXTENSIBLE
                                                                    1  ADDED INITIAL
                                                                    2  COMPUTED INITIAL
1
```

```
                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

```
                                                                        TIME TO REDUCE
REDUCE      VOLUME-DENSITY
          PHASE    MAX GAP    MIN GAP    GAP REDUCTION    REDUCE BY TIME      TO MIN GAP      EVERY
```

TIME (SEC)	OPERATION	(SEC)	(SEC)	CODE	(SEC)	(SEC)	
	1	3.00	3.00	2	0.10	0.0	NO
	2	3.00	3.00	2	0.10	0.0	NO
	4	3.00	3.00	2	0.10	0.0	NO
	5	3.00	3.00	2	0.10	0.0	NO
	6	3.00	3.00	2	0.10	0.0	NO
	8	3.00	3.00	2	0.10	0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE	LAG
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	1
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 14 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	4 - 8 -
2	25	26	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	34	
4	25	
5	33	
8	25	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

```
*************************************
* NODE   10  CONTROL SPECIFICATIONS *
*************************************
```

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (19, 10) LEFT	THRU	RITE	DIAG	(17, 10) LEFT	THRU	RITE	DIAG	(18, 10) LEFT	THRU	RITE	DIAG	(3, 10) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

```
*************************************************
* NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

DETECTOR DATA

PHASE TYPE	APPROACH (DETECTOR LINK)	COVERED LANES (DETECTOR FUNCTION) A - B	DISTANCE OF TRAILING EDGE FROM NODE 10 (FEET / METERS)		DETECTOR LENGTH (FEET / METERS)		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(3, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(17, 10)	2 - 3 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(17, 10)	1 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
3 PRESENCE	(18, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(19, 10)	1 - 2 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(17, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	

```
   6    (   3,  10)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   7    (  19,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

```
                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

INTERVAL ---------- -- INTERVAL TIMINGS (SEC) -- # OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL	PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	INITIAL ADDED TIME TYPE CODE	PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)
		1	6	3	1.0		11	3.0	2.0	0	2.2	6
		2	10	3	1.0		47	3.0	2.0	0	2.2	10
		3	4	3	1.0		11	3.0	2.0	0	2.2	4
		4	7	3	1.0		35	3.0	2.0	0	2.2	7
		5	4	3	1.0		11	3.0	2.0	0	2.2	4
		6	10	3	1.0		47	3.0	2.0	0	2.2	10
		7	3	3	1.0		11	3.0	2.0	0	2.2	3
		8	7	3	1.0		35	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

```
                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

REDUCE TIME	VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY

(SEC)

1	3.00	3.00	2	0.10	0.0	NO
2	3.00	3.00	2	0.10	0.0	NO
3	3.00	3.00	2	0.10	0.0	NO
4	3.00	3.00	2	0.10	0.0	NO
5	3.00	3.00	2	0.10	0.0	NO
6	3.00	3.00	2	0.10	0.0	NO
7	3.00	3.00	2	0.10	0.0	NO
8	3.00	3.00	2	0.10	0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 10 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL		RED		---- OVERLAP ----				LAG PHASE	CONDITIONAL SIMULTANEOUS	DUAL
PHASE	LOCK	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT	SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)	CAR POOLS (PERCENT)	HOV VIOLATORS (PERCENT)
(8014, 14)	93	1	0	1.00

(8013, 13)	28	1	0	1.00
(8006, 6)	1869	1	0	1.00
(8021, 21)	57	1	0	1.00
(8012, 12)	213	1	0	1.00
(8011, 11)	1236	1	0	1.00
(8015, 15)	187	2	0	1.00
(8016, 16)	508	1	0	1.00
(8007, 7)	1659	1	0	1.00
(8020, 20)	116	1	0	1.00
(8009, 9)	128	1	0	1.00
(8017, 17)	855	1	0	1.00
(8018, 18)	271	1	0	1.00
(8019, 19)	509	1	0	1.00

NETSIM VEHICLE TYPE SPECIFICATIONS

VEHICLE TYPE	LENGTH FEET/METERS	Q DSCHG HDWY FACTOR (PCT)	AVG. OCCUP.	FLEET COMPONENT PERCENTAGES AUTO	TRUCK	CARPOOL	BUS	PERF. INDEX
1**	16.0/ 4.9	100	1.3	75	0	0	0	2
2**	35.0/ 10.7	120	1.2	0	100	0	0	3
3**	16.0/ 4.9	100	2.5	0	0	100	0	2
4**	40.0/ 12.2	120	25.0	0	0	0	100	7
5**	14.0/ 4.3	100	1.3	25	0	0	0	1
6**	53.0/ 16.2	120	1.2	0	0	0	0	4
7**	53.0/ 16.2	120	1.2	0	0	0	0	5
8**	64.0/ 19.5	120	1.2	0	0	0	0	6
9**	14.0/ 4.3	100	2.5	0	0	0	0	1

** INDICATES THAT ALL PARAMETERS FOR VEHICLE TYPE ASSUME DEFAULT VALUES

1

DEFAULT LINK GEOMETRIC DATA

WIDTH OF LANES	12	FEET
LONGITUDINAL DISTANCE FROM THE STOP LINE TO THE NEAR CURB	4	FEET
FORWARD SIGHT DISTANCE AT STOP LINE	1000	FEET

1

LANE CHANGE DATA

PARAMETERS	VALUE ENGLISH	/ METRIC	UNITS
DURATION OF LANE CHANGE MANEUVER	3*		SECONDS
MEAN DRIVER REACTION TIME	10*		TENTHS OF A SECOND
TIME REQUIRED FOR SUCCESSIVE LANE CHANGES	20*		TENTHS OF A SECOND
DECELERATION AT BEGINNING OF LANE CHANGE MANEUVER	5*	/ 2	FEET

[METERS] / SECOND**2

DIFFERENCE IN VEHICLE'S DECELERATION OVER THE DISTANCE
BETWEEN ITS POSITION WHEN IT BEGINS TO RESPOND TO AN
OBSTRUCTION AND THE POSITION OF THE OBSTRUCTION -

FOR MANDATORY LANE CHANGE: 10* / 3 FEET
[METERS] / SECOND**2
FOR DISCRETIONARY LANE CHANGE: 5* / 2 FEET
[METERS] / SECOND**2

PANIC DECELERATION RATE OF LEAD VEHICLE FOR
COMPUTATION OF CAR-FOLLOWING LAW 12* / 4 FEET
[METERS] / SECOND**2

PANIC DECELERATION RATE OF FOLLOWER VEHICLE FOR
COMPUTATION OF CAR-FOLLOWING LAW 12* / 4 FEET
[METERS] / SECOND**2

DRIVER TYPE FACTOR USED TO COMPUTE DRIVER AGGRESSIVENESS 25*

URGENCY THRESHOLD 2* / 1 10 *
SECONDS**2 / FEET [METERS]

SAFETY FACTOR FOR COMPUTATION OF PERCEIVED RISK OF LANE
CHANGE 8* FACTOR
* 10

PERCENT OF DRIVERS WHO COOPERATE WITH A LANE CHANGER 50* %

HEADWAY BELOW WHICH ALL DRIVERS WILL ATTEMPT TO CHANGE
LANES 20* TENTHS
OF A SECOND

HEADWAY ABOVE WHICH NO DRIVERS WILL ATTEMPT TO CHANGE
LANES 50* TENTHS
OF A SECOND

FORWARD DISTANCE SCANNED BY DRIVER FOR A TURN MOVEMENT /
BUS STATION IN ORDER TO ASSESS NEED FOR A LANE CHANGE 300* / 91 FEET /
[METERS]

* INDICATES DEFAULT VALUES WERE SPECIFIED

MAXIMUM ACCELERATION TABLE

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	8.00	9.00	6.00	5.00	5.00	5.00	4.00	3.00	2.00	2.00	1.00	1.00
2	6.00	12.00	10.00	8.00	7.00	6.00	4.00	4.00	4.00	2.00	2.00	2.00
3	4.69	5.35	4.94	3.47	3.09	2.61	2.14	1.70	1.27	0.86	0.46	0.06
4	2.81	2.42	2.15	2.04	1.74	1.42	1.12	0.83	0.56	0.30	0.04	-0.23
5	2.76	2.37	1.81	1.56	1.25	0.97	0.73	0.52	0.32	0.14	-0.05	-0.23
6	2.45	2.14	1.42	1.12	0.85	0.63	0.44	0.29	0.14	0.00	-0.14	-0.27
7	7.47	5.33	3.17	2.66	2.29	1.65	1.40	0.95	0.75	0.50	-0.33	-0.35

GRADE CORRECTION FACTORS FOR ACCELERATION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.21	0.21	0.21	0.22	0.23	0.25	0.26	0.27	0.28	0.28	0.30	0.31
4	0.16	0.15	0.19	0.22	0.24	0.25	0.27	0.28	0.29	0.31	0.31	0.31
5	0.18	0.17	0.20	0.23	0.25	0.27	0.28	0.30	0.31	0.31	0.31	0.31
6	0.18	0.18	0.22	0.25	0.27	0.29	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

GRADE CORRECTION FACTORS FOR FUEL CONSUMPTION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.26	0.26	0.26	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30	0.30
4	0.11	0.11	0.23	0.27	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30
5	0.16	0.16	0.26	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30	0.30
6	0.20	0.20	0.28	0.29	0.30	0.30	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

1

SOURCE/SINK FLOW RATES

CENTROID	LINK	BEGIN TIME (MINUTES)	FLOW RATE (VEH/HOUR)
(2009)	(4, 8)	0	634
(2009)	(4, 8)	60	634
(2000)	(2, 1)	0	-392
(2000)	(2, 1)	60	-392
(2010)	(3, 8)	0	187
(2010)	(3, 8)	60	187
(2008)	(22, 5)	0	43
(2008)	(22, 5)	60	43
(2007)	(8, 4)	0	-337
(2007)	(8, 4)	60	-337
(2011)	(3, 10)	0	-11

```
      (2011)  (   3,  10)         60             -11
      (2002)  (   1,   2)          0             872
      (2002)  (   1,   2)         60             872
      (2003)  (   8,   3)          0            -583
      (2003)  (   8,   3)         60            -583
      (2001)  (   3,   2)          0             383
      (2001)  (   3,   2)         60             383
      (2005)  (   2,   3)          0            -735
      (2005)  (   2,   3)         60            -735
      (2004)  (  10,   3)          0              18
      (2004)  (  10,   3)         60              18
      (2006)  (  22,   4)          0              78
      (2006)  (  22,   4)         60              78

1                                                INITIALIZATION STATISTICS

          TIME INTERVAL        SUBNETWORK        PRIOR CONTENT      CURRENT CONTENT         PERCENT
             NUMBER               TYPE             (VEHICLES)          (VEHICLES)
DIFFERENCE

               1                NETSIM                 0                  99                10000
               2                NETSIM                99                 176                   77
               3                NETSIM               176                 224                   27
               4                NETSIM               224                 222                    0
EQUILIBRIUM ATTAINED
                                                ALL EXISTING SUBNETWORKS REACHED EQUILIBRIUM
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2677 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2680 SECONDS INTO SIMULATION AFTER A
DURATION OF    3 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2684 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2690 SECONDS INTO SIMULATION AFTER A
DURATION OF    6 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2693 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2701 SECONDS INTO SIMULATION AFTER A
DURATION OF    8 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2707 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2708 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2721 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2722 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2726 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2727 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2728 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2729 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2737 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2738 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2781 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2782 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    1,    2) STARTS 3097 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    1,    2) ENDS   3098 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
1                                               CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                      ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
------------------------------------ -------------------
```

```
 (   1,  14)   18.90   303    37.8     7.2    45.0  0.84    2.38    0.38     8.9     1.4     0.0
0.1     0.1    0  303    25.2
 (   1,  13)    0.96    18     1.9     0.5     2.4  0.81    2.47    0.47     7.9     1.5     0.0
0.0     0.0    0   18    24.3
 (   1,   6)  113.68  1792   169.6    20.8   190.3  0.89    1.67    0.18     6.4     0.7     0.0
0.0     0.0    0 1792    35.8
 (   2,  21)    3.02   103     9.2     0.2     9.4  0.98    3.11    0.07     5.5     0.1     0.0
0.0     0.0    0  103    19.3
 (   2,  12)   13.94   168    27.9     4.9    32.7  0.85    2.35    0.35    11.7     1.7     0.0
0.1     0.0    0  168    25.6
 (   3,  11)   39.54   489    79.1    15.4    94.5  0.84    2.39    0.39    11.6     1.9     0.0
0.1     0.0    0  489    25.1
 (   4,  15)   83.91   329   167.8    20.9   188.7  0.89    2.25    0.25    34.4     3.8     0.0
0.1     0.0    0  329    26.7
 (   5,  16)   24.19   296    48.4     8.0    56.4  0.86    2.33    0.33    11.4     1.6     0.0
0.0     0.0    0  296    25.7
 (   5,   7)  184.46  1953   275.1    58.9   334.0  0.82    1.81    0.32    10.3     1.8     0.0
0.1     0.0    0 1953    33.1
 (   8,  20)    8.19   135    16.4     3.9    20.3  0.81    2.47    0.47     9.0     1.7     0.0
0.0     0.0    0  135    24.2
 (   8,   9)   10.83   111    21.7     3.5    25.2  0.86    2.32    0.32    13.6     1.9     0.0
0.0     0.0    0  111    25.8
 (  10,  17)   90.56  1196   181.1    31.7   212.8  0.85    2.35    0.35    10.7     1.6     0.0
0.1     0.0    0 1196    25.5
 (  10,  18)   23.43   250    46.9     8.0    54.9  0.85    2.34    0.34    13.1     1.9     0.0
0.2     0.1    0  250    25.6
 (  10,  19)   58.22   684   176.7     9.2   185.9  0.95    3.19    0.16    16.2     0.8     0.0
0.1     0.0    0  684    18.8
 (   4,   8)   92.70  1854   138.3   303.5   441.7  0.31    4.77    3.27    14.3     9.8     5.6
5.1     4.5   27 1854    12.6
 (   2,   1)  140.27  1991   209.2   212.0   421.2  0.50    3.00    1.51    12.7     6.4     4.8
4.5     4.4    7 1991    20.0
 (   3,   8)  205.85  1852   307.0   297.9   605.0  0.51    2.94    1.45    19.6     9.6     6.2
4.8     4.5   23 1852    20.4
 (  22,   5)  183.83  1586   274.2   272.6   546.8  0.50    2.97    1.48    20.6    10.3     8.3
6.7     6.4   27 1586    20.2
 (   6,   1)  116.23  1832   173.4   248.4   421.8  0.41    3.63    2.14    14.3     8.7     7.1
5.8     5.4   21 1832    16.5
 (  16,   5)   42.72   508    85.4   295.0   380.5  0.22    8.91    6.91    44.7    34.6    32.2
29.0    27.9   91  508     6.7
 (   7,   5)  158.46  1670   236.3   270.7   507.0  0.47    3.20    1.71    18.2     9.8     8.3
7.1     6.8   35 1670    18.8
 (   8,   4)   90.50  1810   135.0   487.9   622.9  0.22    6.88    5.39    20.6    16.1    11.7
10.8    10.1   29 1810     8.7
 (   3,  10)  349.76  1178   699.5   523.0  1222.5  0.57    3.50    1.50    62.1    26.6    18.1
15.1    14.2   56 1178    17.2
 (   1,   2)  146.58  2082   218.6   515.8   734.5  0.30    5.01    3.52    21.1    14.8     9.9
8.5     8.0   28 2082    12.0
 (   8,   3)  203.83  1821   304.0   258.4   562.4  0.54    2.76    1.27    18.5     8.5     5.5
4.1     3.8   18 1821    21.7
 (  20,   8)    6.96   113    13.9    75.7    89.7  0.16   12.89   10.89    47.5    40.2    38.6
37.1    36.3   97  113     4.7
 (   9,   8)   12.87   128    25.7    97.6   123.3  0.21    9.58    7.58    57.2    45.2    42.4
40.3    39.5  100  128     6.3
 (   3,   2)  262.15  2021   391.0   297.8   688.8  0.57    2.63    1.14    20.4     8.8     5.2
4.0     3.7   17 2021    22.8
 (   2,   3)  286.14  2177   426.8   795.3  1222.1  0.35    4.27    2.78    33.6    21.8    18.2
15.2    14.4   41 2177    14.0
 (  10,   3)  203.80   679   407.6   568.7   976.3  0.42    4.79    2.79    85.6    49.7    44.7
42.3    41.4   88  679    12.5
 (  17,  10)   66.07   855   132.1   217.5   349.7  0.38    5.29    3.29    24.5    15.2    13.5
12.3    11.8   60  855    11.3
 (  22,   4)  132.95  1560   198.3   405.1   603.5  0.33    4.54    3.05    23.3    15.7    13.4
11.2    10.6   33 1560    13.2
 (  12,   2)   18.48   213    37.0   168.4   205.4  0.18   11.12    9.12    57.2    46.9    44.3
41.7    40.5   85  213     5.4
 (  18,  10)   26.32   272    52.6   116.8   169.5  0.31    6.44    4.44    37.2    25.6    23.7
22.8    22.5   83  272     9.3
 (  13,   1)    1.38    26     2.8    14.3    17.1  0.16   12.37   10.37    41.0    34.9    34.0
```

```
33.6    33.2   65   26     4.9
 (  21,   2)    1.94    57     5.9    20.5    26.4  0.22   13.59   10.56    27.3    21.2    20.7
20.6    20.5   50   57     4.4
 (  14,   1)    6.55    92    13.1    58.5    71.6  0.18   10.92    8.92    46.5    38.0    36.7
35.6    35.5   78   92     5.5
 (  19,  10)   44.35   508   134.6   208.9   343.5  0.39    7.74    4.71    40.5    24.6    23.3
22.3    21.7   82  508     7.7
 (   5,  22)  177.92  1535   265.4    45.0   310.4  0.85    1.74    0.25    12.1     1.8     0.0
0.0     0.0    0 1535    34.4
 (  11,   3)  104.87  1236   209.7   951.0  1160.8  0.18   11.07    9.07    56.0    45.8    42.9
40.2    39.2   93 1236     5.4
 (   4,  22)  132.78  1560   198.0    92.5   290.5  0.68    2.19    0.70    11.2     3.6     1.0
0.5     0.3    1 1560    27.4
 (  15,   4)   48.44   186    96.9    88.7   185.6  0.52    3.83    1.83    59.3    28.3    26.2
24.9    24.4   79  186    15.7
 (8006,   6)          1869
1869
 (8007,   7)          1658
1658
 (8009,   9)           127
127

          * AVERAGE QUEUE AND STOP TIME ARE COMPUTED AS TOTAL QUEUE TIME OR TOTAL STOP TIME DIVIDED
BY
            TOTAL NUMBER OF VEHICLES DISCHARGED FROM LINK PLUS NUMBER OF VEHICLES CURRENTLY ON THE
LINK.


1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
------------------------------------ -------------------

 (8011,  11)          1235
1235
 (8012,  12)           213
213
 (8013,  13)            28
28
 (8014,  14)            93
93
 (8015,  15)           187
187
 (8016,  16)           507
507
 (8017,  17)           854
854
 (8018,  18)           270
270
 (8019,  19)           508
508
 (8020,  20)           116
116
 (8021,  21)            57
57
0SUBNETWORK= 3938.55  9883  110.86  135.01  245.88  0.45    3.75    2.06    1.47    0.81    0.63
0.55    0.53  106.4        16.0
                            -- VEHICLE - HOURS --                           --- MINUTES / VEHICLE-
TRIP ---     PER
```

TRIP

1 CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

ELAPSED TIME IS 1: 0: 0 (3600 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 3600 SECONDS

LINK (VEHICLE)	VEH-MINS * QUEUE TIME	STOP TIME	AVERAGE NUMBER OF LANE (VEHICLE) CHANGES	-- CONGESTION -- STORAGE (%)	PHASE FAILURE	QUEUE LENGTH AVERAGE QUEUE BY LANE ** 1	2	3	4	5	6	7	MAXIMUM QUEUE BY LANE 1	2	3	4	5	6	7
(1, 14)	0.6	0.5	1.1	5.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 13)	0.0	0.0	0.1	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 6)	0.1	0.1	3.5	7.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
(2, 21)	0.1	0.0	0.2	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(2, 12)	0.2	0.0	0.8	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(3, 11)	0.4	0.2	1.9	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
(4, 15)	0.3	0.2	3.7	5.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 16)	0.1	0.0	1.2	5.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 7)	1.9	1.0	5.9	7.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243
(8, 20)	0.1	0.0	0.5	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8, 9)	0.1	0.1	0.7	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(10, 17)	1.5	0.9	4.0	9.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
(10, 18)	0.7	0.4	1.3	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
(10, 19)	0.8	0.3	3.6	7.8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	147
(4, 8)	156.7	140.1	7.8	25.5	0	1	1	0	0	0	0	1	11	12	0	0	0	0	279
(2, 1)	150.0	145.0	7.4	12.0	2	1	1	1	0	0	0	1	18	17	21	0	0	0	175
(3, 8)	148.7	139.7	10.6	15.6	0	1	1	0	0	0	0	0	14	13	0	0	0	0	391
(22, 5)	178.4	168.8	9.5	10.4	0	1	1	1	0	0	0	0	15	13	15	0	0	0	408
(6, 1)	181.7	169.6	7.7	13.1	1	0	2	1	0	0	0	0	15	18	19	0	0	0	270
(16, 5)	247.1	238.3	6.8	29.2	0	5	0	0	0	0	0	0	17	0	0	0	0	0	0
(7, 5)	199.1	189.1	8.6	10.3	0	1	1	1	0	0	0	1	6	7	6	0	0	0	358
(8, 4)	331.0	307.5	10.9	27.6	0	1	3	2	0	0	0	0	11	14	14	0	0	0	1484
(3, 10)	298.2	280.6	20.8	12.7	3	3	3	0	0	0	0	0	18	16	0	0	0	0	390
(1, 2)	297.0	277.1	12.6	30.4	2	2	2	0	0	0	0	2	16	14	0	0	0	0	382
(8, 3)	125.3	116.7	9.9	10.7	0	1	1	0	0	0	0	1	9	12	0	0	2	4	454
(20, 8)	72.3	70.8	2.1	12.9	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
(9, 8)	88.1	86.3	2.6	9.9	1	2	0	0	0	0	0	0							

```
5   0   0   0   0   0   0       0
 (   3,   2)   134.3   124.3     11.9     10.5        1       1     1     0     0     0     0     1
18  12  11   0   0   0   5    1018
 (   2,   3)   553.1   526.2     20.9     20.8        0       5     5     0     0     1     0     0
26  26   0   0   5   3   2     671
 (  10,   3)   495.7   484.5     16.9      9.6        0       3     2     0     0     0     2     2
8   8   0   0   0   6   7     421
 (  17,  10)   176.1   168.4      6.2      9.6        0       0     0     1     0     0     0     2
2   4   8   0   0   0   4     711
 (  22,   4)   296.1   280.1     10.6     15.7        9       1     1     3     0     0     0     0
11  11  10   0   0   0   0     760
 (  12,   2)   150.8   146.6      4.0     17.5        0       3     0     0     0     0     0     0
7   0   0   0   0   0   0       0
 (  18,  10)   104.4   103.3      3.3      3.9        0       0     1     1     0     0     0     0
2   3   3   0   0   0   2      29
 (  13,   1)    15.7    15.5      0.6      4.6        0       0     0     0     0     0     0     0
1   0   0   0   0   0   0       0
 (  21,   2)    19.9    19.9      0.9      9.4        0       0     0     0     0     0     0     0
1   0   0   0   0   0   0       0
 (  14,   1)    56.4    56.1      1.7      4.6        0       0     1     0     0     0     0     0
2   4   0   0   0   0   0       2
 (  19,  10)   191.6   186.1      6.2     12.1        0       1     0     0     0     0     0     2
8   4   0   0   0   0   6     127
 (   5,  22)     0.6     0.2      5.7      6.2        0       0     0     0     0     0     0     0
0   1   0   0   0   0   0     215
 (  11,   3)   842.7   821.0     19.6     31.2       13       6     6     0     0     0     2     2
18  18   0   0   0  10   8     407
 (   4,  22)    12.1     7.6      5.3      7.8        0       0     0     0     0     0     0     0
5   3   1   0   0   0   0     676
 (  15,   4)    78.0    76.6      3.6      2.6        0       0     1     0     0     0     0     0
3   5   0   0   0   0   0       7

1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                 VEH-MINS *    AVERAGE   -- CONGESTION --    ------------     Q U E U E    L E N G T
H  (VEHICLE)     ------------    NUMBER
                QUEUE    STOP  OCCUPANCY   STORAGE   PHASE            AVERAGE QUEUE BY LANE **
MAXIMUM QUEUE BY LANE     OF LANE
    LINK        TIME    TIME  (VEHICLE)    (%)    FAILURE     1     2     3     4     5     6     7
1   2   3   4   5   6   7   CHANGES
    ----       -------------  ---------  ----------------     -     -     -     -     -     -     -
-   -   -   -   -   -   -

0SUBNETWORK=  5608.0  5349.9    263.2     10.9       32
10268

                              *  THESE VALUES INCLUDE THE TIME FOR VEHICLES CURRENTLY ON THE LINK.
                              ** AVERAGE QUEUE CALCULATED BASED ON TIME SINCE BEGINNING OF
SIMULATION



1
                                           CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                        DISCHARGE BY LANE

                     LANE 1           LANE 2           LANE 3           LANE 4           LANE 5
LANE 6           LANE 7
    LINK            VEH   VPH        VEH   VPH        VEH   VPH        VEH   VPH        VEH   VPH
VEH   VPH        VEH   VPH
    ----            ---   ---        ---   ---        ---   ---        ---   ---        ---   ---
```

```
---   ---        ---   ---

(   1,  14)         303   303          0     0          0     0          0     0          0     0
0     0          0     0
(   1,  13)          18    18          0     0          0     0          0     0          0     0
0     0          0     0
(   1,   6)         652   652        617   617        523   523          0     0          0     0
0     0          0     0
(   2,  21)         103   103          0     0          0     0          0     0          0     0
0     0          0     0
(   2,  12)         168   168          0     0          0     0          0     0          0     0
0     0          0     0
(   3,  11)         280   280        209   209          0     0          0     0          0     0
0     0          0     0
(   4,  15)         329   329          0     0          0     0          0     0          0     0
0     0          0     0
(   5,  16)         296   296          0     0          0     0          0     0          0     0
0     0          0     0
(   5,   7)         811   811        662   662        480   480          0     0          0     0
0     0          0     0
(   8,  20)         135   135          0     0          0     0          0     0          0     0
0     0          0     0
(   8,   9)         111   111          0     0          0     0          0     0          0     0
0     0          0     0
(  10,  17)         612   612        584   584          0     0          0     0          0     0
0     0          0     0
(  10,  18)         132   132        118   118          0     0          0     0          0     0
0     0          0     0
(  10,  19)         313   313        371   371          0     0          0     0          0     0
0     0          0     0
(   4,   8)        1183  1183        873   873          0     0          0     0          0     0
0     0        115   115
(   2,   1)         674   674        599   599        461   461          0     0          0     0
0     0         61    61
(   3,   8)         966   966        923   923          0     0          0     0          0     0
0     0         56    56
(  22,   5)         565   565        618   618        424   424          0     0          0     0
0     0          0     0
(   6,   1)         240   240        790   790        784   784          0     0          0     0
0     0         18    18
(  16,   5)         501   501          0     0          0     0          0     0          0     0
0     0          7     7
(   7,   5)         498   498        496   496        443   443          0     0          0     0
0     0        233   233
(   8,   4)         166   166        865   865        610   610          0     0          0     0
0     0          0     0
(   3,  10)         546   546        550   550          0     0          0     0          0     0
0     0         77    77
(   1,   2)        1395  1395       1019  1019          0     0          0     0          0     0
0     0         97    97
(   8,   3)         660   660        587   587          0     0          0     0        100   100
80    80        102   102
(  20,   8)         113   113          0     0          0     0          0     0          0     0
0     0          0     0
(   9,   8)         128   128          0     0          0     0          0     0          0     0
0     0          0     0
(   3,   2)         911   911        721   721        536   536          0     0          0     0
0     0         43    43
(   2,   3)         670   670        761   761          0     0          0     0        272   272
41    41         65    65
(  10,   3)         227   227        187   187          0     0          0     0          0     0
144   144        130   130
(  17,  10)          86    86        200   200        175   175          0     0          0     0
0     0        394   394
(  22,   4)         677   677        759   759        163   163          0     0          0     0
0     0          0     0
(  12,   2)         213   213          0     0          0     0          0     0          0     0
0     0          0     0
(  18,  10)          90    90         64    64         70    70          0     0          0     0
0     0         48    48
```

(13, 1)	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0
(21, 2)	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0
(14, 1)	49	49	43	43	0	0	0	0	0	0	0	0	0	0	0
(19, 10)	240	240	58	58	0	0	0	0	0	0	0	0	210	210	0
(5, 22)	456	456	558	558	521	521	0	0	0	0	0	0	0	0	0
(11, 3)	369	369	360	360	0	0	0	0	0	0	312	312	195	195	
(4, 22)	536	536	847	847	177	177	0	0	0	0	0	0	0	0	0
(15, 4)	86	86	100	100	0	0	0	0	0	0	0	0	0	0	0

1 NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(1, 14)	24.5	393.6	9.4	58.5
(1, 13)	1.2	23.3	0.6	3.1
(1, 6)	147.7	2328.0	27.0	247.2
(2, 21)	3.9	133.8	0.3	12.2
(2, 12)	18.1	218.3	6.3	42.5
(3, 11)	51.4	635.5	20.0	122.8
(4, 15)	109.0	427.4	27.1	245.1
(5, 16)	31.4	384.4	10.4	73.3
(5, 7)	239.7	2537.9	76.5	434.1
(8, 20)	10.6	175.4	5.0	26.3
(8, 9)	14.1	144.1	4.5	32.7
(10, 17)	117.6	1553.6	41.2	276.4
(10, 18)	30.4	324.6	10.4	71.3
(10, 19)	75.6	888.5	12.0	241.4
(4, 8)	120.4	2407.6	394.1	573.6
(2, 1)	182.2	2586.5	275.4	547.2
(3, 8)	267.5	2407.0	387.2	786.2
(22, 5)	238.9	2061.0	354.3	710.6
(6, 1)	151.0	2380.4	322.8	548.1
(16, 5)	55.5	659.9	383.3	494.3
(7, 5)	205.7	2168.0	351.4	658.2

(8, 4)	117.6	2352.3	634.1
(3, 10)	454.4	1530.5	679.4
(1, 2)	190.5	2705.9	670.4
(8, 3)	264.7	2364.9	335.5
(20, 8)	9.0	146.8	98.4
(9, 8)	16.7	166.3	126.7
(3, 2)	340.5	2625.3	386.8
(2, 3)	371.9	2829.3	1033.6
(10, 3)	264.8	882.4	739.1
(17, 10)	85.8	1110.9	282.6
(22, 4)	172.6	2025.3	526.0
(12, 2)	24.0	276.8	218.9
(18, 10)	34.2	353.2	151.7
(13, 1)	1.8	33.7	18.6
(21, 2)	2.5	74.1	26.7
(14, 1)	8.5	119.5	75.9
(19, 10)	57.6	659.6	271.3
(5, 22)	231.0	1992.7	58.5
(11, 3)	136.3	1606.1	1235.8
(4, 22)	172.5	2027.2	120.2
(15, 4)	62.8	241.2	115.0

1 *** NOTE *** TIME PERIOD 1 SPECIFIC NETSIM STATISTICS ARE THE SAME AS CUMULATIVE OUTPUT AT THE END OF TIME PERIOD 1.

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I

0	LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
	(1, 14)	0.00	18.90	0.00	0	303	0	0.0	25.2	0.0	0.0	0.0	0.0
	(1, 13)	0.00	0.96	0.00	0	18	0	0.0	24.3	0.0	0.0	0.0	0.0
	(1, 6)	0.00	113.68	0.00	0	1792	0	0.0	35.8	0.0	0.0	0.0	0.0
	(2, 21)	0.00	3.02	0.00	0	103	0	0.0	19.3	0.0	0.0	0.0	0.0
	(2, 12)	0.00	13.94	0.00	0	168	0	0.0	25.6	0.0	0.0	0.0	0.0
	(3, 11)	0.00	39.54	0.00	0	489	0	0.0	25.1	0.0			

0.0 0.0 0.0
(4, 15) 0.00 83.91 0.00 0 329 0 0.0 26.7 0.0
0.0 0.0 0.0
(5, 16) 0.00 24.19 0.00 0 296 0 0.0 25.7 0.0
0.0 0.0 0.0
(5, 7) 0.00 184.46 0.00 0 1953 0 0.0 33.1 0.0
0.0 0.0 0.0
(8, 20) 0.00 8.19 0.00 0 135 0 0.0 24.2 0.0
0.0 0.0 0.0
(8, 9) 0.00 10.83 0.00 0 111 0 0.0 25.8 0.0
0.0 0.0 0.0
(10, 17) 0.00 90.56 0.00 0 1196 0 0.0 25.5 0.0
0.0 0.0 0.0
(10, 18) 0.00 23.43 0.00 0 250 0 0.0 25.6 0.0
0.0 0.0 0.0
(10, 19) 0.00 58.22 0.00 0 684 0 0.0 18.8 0.0
0.0 0.0 0.0
(4, 8) 5.00 85.50 2.20 100 1710 44 3.9 14.5 14.4
89.6 23.9 20.0
(2, 1) 5.00 135.27 0.00 71 1920 0 5.2 22.3 0.0
77.6 4.9 0.0
(3, 8) 6.00 197.84 2.00 54 1780 18 13.8 20.7 20.0
83.9 21.6 22.2
(22, 5) 0.00 176.53 7.30 0 1523 63 0.0 20.2 20.1
0.0 27.8 25.4
(6, 1) 1.14 99.87 15.23 18 1574 240 13.7 16.2 19.3
55.6 21.3 22.5
(16, 5) 8.41 0.00 34.31 100 0 408 5.3 0.0 7.2
92.0 0.0 90.9
(7, 5) 22.11 136.35 0.00 233 1437 0 11.0 21.2 0.0
78.1 28.4 0.0
(8, 4) 0.00 81.35 9.15 0 1627 183 0.0 8.7 9.1
0.0 28.9 34.8
(3, 10) 23.16 276.42 50.18 78 931 169 17.6 17.3 16.4
67.9 54.5 65.1
(1, 2) 5.63 137.64 3.31 80 1955 47 2.7 13.9 12.5
94.8 25.6 34.5
(8, 3) 18.58 171.26 13.99 166 1530 125 10.2 24.6 23.4
74.9 13.3 11.0
(20, 8) 2.65 0.25 4.06 43 4 66 3.5 2.4 6.4
97.7 100.0 97.0
(9, 8) 5.73 0.20 6.94 57 2 69 5.0 3.7 8.1
100.0 100.0 100.0
(3, 2) 5.19 248.40 8.56 40 1915 66 5.2 24.6 20.9
100.0 15.3 19.7
(2, 3) 18.40 224.10 43.64 140 1705 332 16.4 14.0 13.3
56.8 40.5 39.0
(10, 3) 81.34 83.74 38.72 271 279 129 11.7 12.7 14.3
89.8 87.3 86.9
(17, 10) 30.45 28.98 6.65 394 375 86 8.7 14.6 19.2
85.3 37.6 48.8
(22, 4) 13.64 119.32 0.00 160 1400 0 3.7 18.7 0.0
96.3 26.2 0.0
(12, 2) 13.53 0.43 4.51 156 5 52 5.1 4.8 6.5
85.9 80.0 86.5
(18, 10) 5.13 12.48 8.71 53 129 90 8.8 6.8 20.9
75.5 84.5 87.8
(13, 1) 0.96 0.11 0.32 18 2 6 3.9 5.2 14.9
61.1 50.0 83.3
(21, 2) 0.99 0.03 0.92 29 1 27 3.7 17.5 5.3
44.8 0.0 59.3
(14, 1) 3.06 0.00 3.49 43 0 49 3.7 0.0 9.5
83.7 0.0 73.5
(19, 10) 18.34 7.77 18.25 210 89 209 6.8 6.5 10.0
85.2 80.9 80.4
(5, 22) 0.00 177.92 0.00 0 1535 0 0.0 34.4 0.0
0.0 0.0 0.0
(11, 3) 16.55 61.85 26.47 195 729 312 5.5 4.7 8.0
94.9 93.8 91.0
(4, 22) 0.00 132.78 0.00 0 1560 0 0.0 27.4 0.0

```
0.0     1.8      0.0
     (  15,   4)     26.04    0.00    22.40        100       0       86       12.9     0.0     20.8
77.0     0.0     81.4
     (8006,   6)                                     0    1869        0
     (8007,   7)                                     0    1658        0
     (8009,   9)                                     0     127        0
0                        EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR
THESE STATISTICS


1                                            NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I (CONT.)




0       LINK              VEHICLE-MILE                VEHICLE-TRIPS               SPEED (MPH )
STOPS (PCT)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (8011,  11)                                     0    1235        0
     (8012,  12)                                     0     213        0
     (8013,  13)                                     0      28        0
     (8014,  14)                                     0      93        0
     (8015,  15)                                     0     187        0
     (8016,  16)                                     0     507        0
     (8017,  17)                                     0     854        0
     (8018,  18)                                     0     270        0
     (8019,  19)                                     0     508        0
     (8020,  20)                                     0     116        0
     (8021,  21)                                     0      57        0

1                                            NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE II

        LINK               MOVING TIME                 DELAY TIME                  TOTAL TIME
RATIO MOVE/TOTAL
                           (VEH-MINS)                  (VEH-MINS)                  (VEH-MINS)
(VEH-MINS)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (   1,  14)      0.00   43.15     0.00       0.00    1.88     0.00       0.00   45.03     0.00
0.00    0.96     0.00
     (   1,  13)      0.00    1.92     0.00       0.00    0.45     0.00       0.00    2.37     0.00
0.00    0.81     0.00
     (   1,   6)      0.00  169.58     0.00       0.00   20.73     0.00       0.00  190.32     0.00
0.00    0.89     0.00
     (   2,  21)      0.00   10.66     0.00       0.00    0.00     0.00       0.00   10.66     0.00
0.00    1.00     0.00
     (   2,  12)      0.00   29.15     0.00       0.00    3.59     0.00       0.00   32.73     0.00
0.00    0.89     0.00
     (   3,  11)      0.00   82.98     0.00       0.00   11.48     0.00       0.00   94.47     0.00
0.00    0.88     0.00
     (   4,  15)      0.00  171.35     0.00       0.00   17.33     0.00       0.00  188.68     0.00
0.00    0.91     0.00
     (   5,  16)      0.00   49.78     0.00       0.00    6.63     0.00       0.00   56.42     0.00
0.00    0.88     0.00
     (   5,   7)      0.00  276.40     0.00       0.00   57.63     0.00       0.00  334.03     0.00
0.00    0.83     0.00
     (   8,  20)      0.00   16.62     0.00       0.00    3.65     0.00       0.00   20.27     0.00
0.00    0.82     0.00
     (   8,   9)      0.00   22.33     0.00       0.00    2.84     0.00       0.00   25.17     0.00
0.00    0.89     0.00
     (  10,  17)      0.00  184.84     0.00       0.00   27.96     0.00       0.00  212.80     0.00
0.00    0.87     0.00
     (  10,  18)      0.00   48.39     0.00       0.00    6.51     0.00       0.00   54.90     0.00
0.00    0.88     0.00
```

(10, 19)	0.00	181.22	0.00	0.00	4.65	0.00	0.00	185.87	0.00	0.00	0.98	0.00
(4, 8)	7.46	127.53	3.28	70.34	227.24	5.89	77.80	354.77	9.17	0.10	0.36	0.36
(2, 1)	7.46	201.76	0.00	50.37	161.60	0.00	57.83	363.37	0.00	0.13	0.56	0.00
(3, 8)	9.02	297.17	3.01	17.17	275.60	2.99	26.18	572.77	6.00	0.34	0.52	0.50
(22, 5)	0.00	263.30	10.89	0.00	261.72	10.93	0.00	525.02	21.82	0.00	0.50	0.50
(6, 1)	1.70	148.95	22.71	3.30	220.41	24.74	5.00	369.37	47.45	0.34	0.40	0.48
(16, 5)	16.82	0.00	68.62	77.98	0.00	217.07	94.80	0.00	285.68	0.18	0.00	0.24
(7, 5)	32.98	203.37	0.00	87.76	182.93	0.00	120.73	386.30	0.00	0.27	0.53	0.00
(8, 4)	0.00	121.34	13.65	0.00	440.95	46.99	0.00	562.28	60.63	0.00	0.22	0.23
(3, 10)	47.01	561.07	101.85	31.93	398.88	81.74	78.93	959.95	183.58	0.60	0.58	0.55
(1, 2)	8.41	205.44	4.94	115.56	389.21	10.93	123.97	594.65	15.87	0.07	0.35	0.31
(8, 3)	27.71	255.43	20.87	81.54	161.75	15.06	109.25	417.18	35.93	0.25	0.61	0.58
(20, 8)	5.29	0.49	8.12	39.91	5.57	30.26	45.20	6.07	38.38	0.12	0.08	0.21
(9, 8)	11.46	0.40	13.88	57.39	2.85	37.32	68.85	3.25	51.20	0.17	0.12	0.27
(3, 2)	7.84	375.43	12.94	51.47	229.49	11.59	59.32	604.92	24.53	0.13	0.62	0.53
(2, 3)	27.45	334.26	65.09	39.99	623.84	131.45	67.43	958.10	196.53	0.41	0.35	0.33
(10, 3)	163.32	168.14	77.74	254.08	228.34	84.71	417.40	396.48	162.45	0.39	0.42	0.48
(17, 10)	60.89	57.95	13.29	149.18	60.91	7.44	210.07	118.87	20.73	0.29	0.49	0.64
(22, 4)	20.34	177.97	0.00	200.38	204.77	0.00	220.72	382.73	0.00	0.09	0.46	0.00
(12, 2)	27.06	0.87	9.02	131.25	4.55	32.65	158.32	5.42	41.67	0.17	0.16	0.22
(18, 10)	10.26	24.97	17.42	24.57	84.63	7.61	34.83	109.60	25.03	0.29	0.23	0.70
(13, 1)	1.92	0.21	0.64	12.70	1.00	0.64	14.62	1.22	1.28	0.13	0.17	0.50
(21, 2)	3.00	0.10	2.79	12.95	0.01	7.56	15.95	0.12	10.35	0.19	0.89	0.27
(14, 1)	6.12	0.00	6.98	43.51	0.00	14.95	49.63	0.00	21.93	0.12	0.00	0.32
(19, 10)	55.64	23.58	55.37	106.45	48.44	54.03	162.08	72.02	109.40	0.34	0.33	0.51
(5, 22)	0.00	265.37	0.00	0.00	45.03	0.00	0.00	310.40	0.00	0.00	0.85	0.00
(11, 3)	33.09	123.71	52.95	147.64	658.79	144.57	180.73	782.50	197.52	0.18	0.16	0.27
(4, 22)	0.00	198.31	0.00	0.00	92.19	0.00	0.00	290.50	0.00	0.00	0.68	0.00
(15, 4)	52.08	0.00	44.79	68.97	0.00	19.71	121.05	0.00	64.50	0.43	0.00	0.69
(8006, 6)												
(8007, 7)												
(8009, 9)												

LINK	MOVING TIME (VEH-MINS)			DELAY TIME (VEH-MINS)			TOTAL TIME (VEH-MINS)			RATIO MOVE/TOTAL (VEH-MINS)

LEFT THRU RIGHT LEFT THRU RIGHT LEFT THRU RIGHT
LEFT THRU RIGHT

(8011, 11)
(8012, 12)
(8013, 13)
(8014, 14)
(8015, 15)
(8016, 16)
(8017, 17)
(8018, 18)
(8019, 19)
(8020, 20)
(8021, 21)

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III

LINK	TOTAL TIME (SECS/VEH)			DELAY TIME (SECS/VEH)			QUEUE TIME** (VEH-MINS)			STOP TIME** (VEH-MINS)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(1, 14)	0.0	8.9	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0	0.5	0.0
(1, 13)	0.0	7.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(1, 6)	0.0	6.4	0.0	0.0	0.7	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(2, 21)	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(2, 12)	0.0	11.7	0.0	0.0	1.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0
(3, 11)	0.0	11.6	0.0	0.0	1.4	0.0	0.0	0.4	0.0	0.0	0.2	0.0
(4, 15)	0.0	34.4	0.0	0.0	3.2	0.0	0.0	0.3	0.0	0.0	0.2	0.0
(5, 16)	0.0	11.4	0.0	0.0	1.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(5, 7)	0.0	10.3	0.0	0.0	1.8	0.0	0.0	1.9	0.0	0.0	1.0	0.0
(8, 20)	0.0	9.0	0.0	0.0	1.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(8, 9)	0.0	13.6	0.0	0.0	1.5	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(10, 17)	0.0	10.7	0.0	0.0	1.4	0.0	0.0	1.5	0.0	0.0	0.9	0.0
(10, 18)	0.0	13.2	0.0	0.0	1.6	0.0	0.0	0.7	0.0	0.0	0.4	0.0
(10, 19)	0.0	16.3	0.0	0.0	0.4	0.0	0.0	0.8	0.0	0.0	0.3	0.0
(4, 8)	46.7	12.4	12.5	42.2	8.0	8.0	61.7	92.9	2.0	60.4	78.0	1.8
(2, 1)	48.9	11.4	0.0	42.6	5.1	0.0	45.5	104.5	0.0	44.8	100.2	0.0
(3, 8)	29.1	19.3	20.0	19.1	9.3	10.0	12.8	134.6	1.3	12.5	126.1	1.1
(22, 5)	0.0	20.7	20.8	0.0	10.3	10.4	0.0	172.6	5.8	0.0	163.5	5.3
(6, 1)	16.7	14.1	11.9	11.0	8.4	6.2	2.7	171.9	7.1	2.7	160.3	6.7
(16, 5)	56.9	0.0	42.0	46.8	0.0	31.9	67.3	0.0	179.8	65.7	0.0	172.6
(7, 5)	31.1	16.1	0.0	22.6	7.6	0.0	71.5	127.6	0.0	69.2	119.9	0.0
(8, 4)	0.0	20.7	19.9	0.0	16.3	15.4	0.0	310.1	20.8	0.0	288.7	18.8
(3, 10)	60.7	61.9	65.2	24.6	25.7	29.0	17.9	237.0				

43.4 17.0 223.9 39.7
(1, 2) 93.0 18.3 20.3 86.7 11.9 14.0 103.3 188.6
5.2 101.2 171.2 4.7
(8, 3) 39.5 16.4 17.2 29.5 6.3 7.2 63.5 56.3
5.6 62.7 48.9 5.1
(20, 8) 63.1 91.0 34.9 55.7 83.6 27.5 39.5 5.3
27.5 38.8 5.3 26.8
(9, 8) 72.5 97.5 44.5 60.4 85.4 32.5 53.0 2.7
32.3 52.2 2.7 31.4
(3, 2) 89.0 19.0 22.3 77.2 7.2 10.5 48.2 80.7
5.3 47.8 71.8 4.7
(2, 3) 28.9 33.7 35.5 17.1 22.0 23.8 28.8 433.5
90.8 28.0 411.7 86.4
(10, 3) 92.4 85.3 75.6 56.3 49.1 39.4 226.2 199.2
70.3 222.6 194.5 67.4
(17, 10) 32.0 19.0 14.5 22.7 9.7 5.2 122.9 51.1
2.2 117.1 49.4 1.9
(22, 4) 82.8 16.4 0.0 75.1 8.8 0.0 187.0 109.1
0.0 183.1 97.0 0.0
(12, 2) 60.9 65.0 48.1 50.5 54.6 37.7 118.8 4.2
27.7 115.8 4.2 26.7
(18, 10) 39.4 51.0 16.7 27.8 39.4 5.1 22.0 78.0
4.3 21.9 77.3 4.1
(13, 1) 48.7 36.5 12.8 42.3 30.1 6.4 14.2 1.0
0.5 14.1 1.0 0.4
(21, 2) 33.0 7.0 23.0 26.8 0.8 16.8 12.7 0.0
7.2 12.7 0.0 7.2
(14, 1) 69.3 0.0 26.9 60.7 0.0 18.3 43.0 0.0
13.4 42.8 0.0 13.3
(19, 10) 46.3 48.6 31.4 30.4 32.7 15.5 99.9 45.7
46.0 97.5 45.2 43.4
(5, 22) 0.0 12.1 0.0 0.0 1.8 0.0 0.0 0.6
0.0 0.0 0.2 0.0
(11, 3) 55.6 64.4 38.0 45.4 54.2 27.8 130.3 598.3
114.1 127.5 586.4 107.1
(4, 22) 0.0 11.2 0.0 0.0 3.5 0.0 0.0 12.1
0.0 0.0 7.6 0.0
(15, 4) 72.6 0.0 45.0 41.4 0.0 13.8 62.3 0.0
15.6 61.2 0.0 15.4
(8006, 6)
(8007, 7)
(8009, 9)

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III

LINK TOTAL TIME DELAY TIME QUEUE TIME**
STOP TIME**
(SECS/VEH) (SECS/VEH) (VEH-MINS)
(VEH-MINS)
LEFT THRU RIGHT LEFT THRU RIGHT LEFT THRU
RIGHT LEFT THRU RIGHT
(8011, 11)
(8012, 12)
(8013, 13)
(8014, 14)
(8015, 15)
(8016, 16)
(8017, 17)
(8018, 18)
(8019, 19)
(8020, 20)
(8021, 21)

** TIME FOR VEHICLES CURRENTLY ON THE LINK ARE INCLUDED IN THESE VALUES.

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(1, 14)	0.0	0.0	0.0
(1, 13)	0.0	0.0	0.0
(1, 6)	0.0	0.0	0.0
(2, 21)	0.0	0.0	0.0
(2, 12)	0.0	0.0	0.0
(3, 11)	0.0	0.0	0.0
(4, 15)	0.0	0.0	0.0
(5, 16)	0.0	0.0	0.0
(5, 7)	0.0	0.0	0.0
(8, 20)	0.0	0.0	0.0
(8, 9)	0.0	0.0	0.0
(10, 17)	0.0	0.0	0.0
(10, 18)	0.0	0.0	0.0
(10, 19)	0.0	0.0	0.0
(4, 8)	62.5	107.3	3.0
(2, 1)	46.9	111.0	0.0
(3, 8)	13.6	175.9	1.9
(22, 5)	0.0	212.4	8.7
(6, 1)	2.9	200.9	16.2
(16, 5)	73.2	0.0	201.8
(7, 5)	77.9	153.1	0.0
(8, 4)	0.0	333.9	23.8
(3, 10)	20.6	280.5	55.0
(1, 2)	106.1	230.2	7.0
(8, 3)	68.8	90.6	9.1
(20, 8)	40.6	5.4	29.2
(9, 8)	55.0	2.8	34.7
(3, 2)	49.5	118.0	8.4
(2, 3)	32.2	524.9	108.2
(10, 3)	236.3	210.6	76.9
(17, 10)	132.8	55.6	4.2
(22, 4)	198.8	156.3	0.0
(12, 2)	125.4	4.5	30.5
(18, 10)	22.4	80.4	5.6
(13, 1)	14.3	1.0	0.6
(21, 2)	12.7	0.0	7.3
(14, 1)	44.0	0.0	14.1
(19, 10)	101.8	47.0	51.4
(5, 22)	0.0	0.8	0.0
(11, 3)	138.5	633.2	128.3
(4, 22)	0.0	26.4	0.0
(15, 4)	64.8	0.0	17.3
(8006, 6)			
(8007, 7)			
(8009, 9)			

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV (CONT.)

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(8011, 11)			
(8012, 12)			
(8013, 13)			
(8014, 14)			
(8015, 15)			
(8016, 16)			
(8017, 17)			
(8018, 18)			
(8019, 19)			
(8020, 20)			

(8021, 21)
1

NETSIM CUMULATIVE VALUES OF FUEL CONSUMPTION

LINK	FUEL CONSUMPTION GALLONS									M.P.G.
VEHICLE TYPE-	5	1	2	6	7	8	4	5	1	2
6	7	8	4							
(1, 14)	0.80	1.40	0.15	0.00	0.00	0.00	0.00	5.01	9.64	1.17
0.00	0.00	0.00	0.00							
(1, 13)	0.01	0.10	0.04	0.00	0.00	0.00	0.00	3.91	7.91	1.19
0.00	0.00	0.00	0.00							
(1, 6)	2.40	4.03	0.44	0.00	0.00	0.00	0.00	12.62	20.31	2.28
0.00	0.00	0.00	0.00							
(2, 21)	0.08	0.23	0.03	0.00	0.00	0.00	0.00	5.42	8.86	1.05
0.00	0.00	0.00	0.00							
(2, 12)	0.44	0.83	0.05	0.00	0.00	0.00	0.00	6.83	12.28	1.42
0.00	0.00	0.00	0.00							
(3, 11)	1.47	2.31	0.11	0.00	0.00	0.00	0.00	6.80	12.52	1.46
0.00	0.00	0.00	0.00							
(4, 15)	1.26	3.00	0.25	0.00	0.00	0.00	0.00	12.42	22.08	2.93
0.00	0.00	0.00	0.00							
(5, 16)	0.87	1.39	0.19	0.00	0.00	0.00	0.00	6.38	11.93	1.57
0.00	0.00	0.00	0.00							
(5, 7)	6.07	9.79	0.46	0.00	0.00	0.00	0.00	7.90	13.68	1.97
0.00	0.00	0.00	0.00							
(8, 20)	0.31	0.66	0.05	0.00	0.00	0.00	0.00	4.79	9.18	1.20
0.00	0.00	0.00	0.00							
(8, 9)	0.26	0.62	0.11	0.00	0.00	0.00	0.00	7.67	13.19	1.73
0.00	0.00	0.00	0.00							
(10, 17)	2.82	4.70	0.52	0.00	0.00	0.00	0.00	7.88	14.08	1.73
0.00	0.00	0.00	0.00							
(10, 18)	0.89	1.28	0.24	0.00	0.00	0.00	0.00	6.48	12.98	1.51
0.00	0.00	0.00	0.00							
(10, 19)	1.30	2.37	0.29	0.00	0.00	0.00	0.00	11.30	16.81	2.03
0.00	0.00	0.00	0.00							
(4, 8)	4.38	8.18	0.81	0.00	0.00	0.00	0.00	5.31	8.24	1.89
0.00	0.00	0.00	0.00							
(2, 1)	4.58	7.13	0.47	0.00	0.00	0.00	0.00	8.40	14.12	2.56
0.00	0.00	0.00	0.00							
(3, 8)	6.87	11.93	0.29	0.00	0.00	0.00	0.00	7.46	12.74	2.24
0.00	0.00	0.00	0.00							
(22, 5)	4.36	7.47	0.43	0.00	0.00	0.00	0.00	11.30	17.80	2.22
0.00	0.00	0.00	0.00							
(6, 1)	3.65	7.24	0.28	0.00	0.00	0.00	0.00	7.25	11.36	2.54
0.00	0.00	0.00	0.00							
(16, 5)	1.52	4.07	0.20	0.00	0.00	0.00	0.00	5.79	7.86	2.05
0.00	0.00	0.00	0.00							
(7, 5)	4.32	8.47	1.16	0.00	0.00	0.00	0.00	8.45	13.06	2.32
0.00	0.00	0.00	0.00							
(8, 4)	4.53	8.94	0.25	0.00	0.00	0.00	0.00	5.13	7.45	1.52
0.00	0.00	0.00	0.00							
(3, 10)	7.54	14.54	0.95	0.00	0.00	0.00	0.00	11.74	17.74	2.80
0.00	0.00	0.00	0.00							
(1, 2)	5.89	11.78	0.28	0.00	0.00	0.00	0.00	6.28	9.10	2.07
0.00	0.00	0.00	0.00							
(8, 3)	7.41	10.82	1.32	0.00	0.00	0.00	0.00	7.43	13.51	2.15
0.00	0.00	0.00	0.00							
(20, 8)	0.34	0.85	0.03	0.00	0.00	0.00	0.00	4.81	5.95	2.13
0.00	0.00	0.00	0.00							
(9, 8)	0.65	1.05	0.06	0.00	0.00	0.00	0.00	6.02	8.03	1.65
0.00	0.00	0.00	0.00							
(3, 2)	9.54	14.55	1.22	0.00	0.00	0.00	0.00	7.41	12.73	2.37
0.00	0.00	0.00	0.00							
(2, 3)	10.60	18.97	0.54	0.00	0.00	0.00	0.00	6.92	11.18	1.83
0.00	0.00	0.00	0.00							
(10, 3)	4.66	9.87	0.43	0.00	0.00	0.00	0.00	10.92	15.35	2.77
0.00	0.00	0.00	0.00							
(17, 10)	2.31	4.65	0.22	0.00	0.00	0.00	0.00	6.96	10.14	2.09

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0.00    0.00    0.00    0.00
 (  22,    4)       2.91    6.67    0.70    0.00    0.00    0.00    0.00   10.90   14.82    3.41
0.00    0.00    0.00    0.00
 (  12,    2)       0.89    2.09    0.06    0.00    0.00    0.00    0.00    4.96    6.46    1.41
0.00    0.00    0.00    0.00
 (  18,   10)       0.88    1.57    0.22    0.00    0.00    0.00    0.00    7.91   11.29    2.10
0.00    0.00    0.00    0.00
 (  13,    1)       0.04    0.17    0.01    0.00    0.00    0.00    0.00    6.55    6.13    7.62
0.00    0.00    0.00    0.00
 (  21,    2)       0.12    0.19    0.00    0.00    0.00    0.00    0.00    5.36    6.13    0.00
0.00    0.00    0.00    0.00
 (  14,    1)       0.22    0.61    0.02    0.00    0.00    0.00    0.00    6.35    7.83    4.33
0.00    0.00    0.00    0.00
 (  19,   10)       1.26    3.06    0.33    0.00    0.00    0.00    0.00    8.38   10.45    2.06
0.00    0.00    0.00    0.00
 (   5,   22)       3.67    7.05    1.20    0.00    0.00    0.00    0.00   11.40   18.99    2.74
0.00    0.00    0.00    0.00
 (  11,    3)       5.48   11.94    0.39    0.00    0.00    0.00    0.00    4.75    6.23    1.47
0.00    0.00    0.00    0.00
 (   4,   22)       5.71    8.52    0.41    0.00    0.00    0.00    0.00    6.20   11.32    1.63
0.00    0.00    0.00    0.00
 (  15,    4)       0.95    1.62    0.44    0.00    0.00    0.00    0.00   13.68   20.50    3.49
0.00    0.00    0.00    0.00
 SUBNETWORK-      124.29  226.71   15.63    0.00    0.00    0.00    0.00    7.96   12.63    2.28
0.00    0.00    0.00    0.00
                     VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 =
BUS
1
                                                NETSIM CUMULATIVE VALUES OF EMISSION


                    LINK                        VEHICLE EMISSIONS (GRAMS/ MILE)
                                                                          HC
                 VEHICLE TYPE-          5          1          2          6          7          8
4
                 (   1,   14)          0.59       0.65      27.73       0.00       0.00       0.00
0.00
                 (   1,   13)          0.71       0.83      27.33       0.00       0.00       0.00
0.00
                 (   1,    6)          0.19       0.21      14.69       0.00       0.00       0.00
0.00
                 (   2,   21)          0.43       0.56      30.33       0.00       0.00       0.00
0.00
                 (   2,   12)          0.36       0.46      23.34       0.00       0.00       0.00
0.00
                 (   3,   11)          0.38       0.42      22.11       0.00       0.00       0.00
0.00
                 (   4,   15)          0.14       0.15      10.41       0.00       0.00       0.00
0.00
                 (   5,   16)          0.40       0.46      20.70       0.00       0.00       0.00
0.00
                 (   5,    7)          0.37       0.43      16.50       0.00       0.00       0.00
0.00
                 (   8,   20)          0.60       0.66      27.18       0.00       0.00       0.00
0.00
                 (   8,    9)          0.30       0.42      18.56       0.00       0.00       0.00
0.00
                 (  10,   17)          0.29       0.35      18.65       0.00       0.00       0.00
0.00
                 (  10,   18)          0.41       0.41      21.72       0.00       0.00       0.00
0.00
                 (  10,   19)          0.12       0.16      15.00       0.00       0.00       0.00
0.00
                 (   4,    8)          0.47       0.60      16.59       0.00       0.00       0.00
0.00
                 (   2,    1)          0.30       0.32      12.52       0.00       0.00       0.00
0.00
                 (   3,    8)          0.36       0.41      14.18       0.00       0.00       0.00
0.00
                 (  22,    5)          0.20       0.20      15.16       0.00       0.00       0.00
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(6, 1)	0.39	0.45	13.11	0.00	0.00	0.00	0.00
(16, 5)	0.31	0.37	14.73	0.00	0.00	0.00	0.00
(7, 5)	0.33	0.39	14.68	0.00	0.00	0.00	0.00
(8, 4)	0.43	0.56	20.06	0.00	0.00	0.00	0.00
(3, 10)	0.11	0.14	10.76	0.00	0.00	0.00	0.00
(1, 2)	0.36	0.47	14.92	0.00	0.00	0.00	0.00
(8, 3)	0.38	0.38	15.22	0.00	0.00	0.00	0.00
(20, 8)	0.34	0.47	13.58	0.00	0.00	0.00	0.00
(9, 8)	0.27	0.33	17.88	0.00	0.00	0.00	0.00
(3, 2)	0.38	0.43	13.98	0.00	0.00	0.00	0.00
(2, 3)	0.37	0.39	17.58	0.00	0.00	0.00	0.00
(10, 3)	0.11	0.13	10.80	0.00	0.00	0.00	0.00
(17, 10)	0.31	0.40	14.78	0.00	0.00	0.00	0.00
(22, 4)	0.17	0.18	9.26	0.00	0.00	0.00	0.00
(12, 2)	0.36	0.46	21.19	0.00	0.00	0.00	0.00
(18, 10)	0.25	0.28	14.27	0.00	0.00	0.00	0.00
(13, 1)	0.27	0.39	3.95	0.00	0.00	0.00	0.00
(21, 2)	0.20	0.39	0.00	0.00	0.00	0.00	0.00
(14, 1)	0.25	0.30	7.34	0.00	0.00	0.00	0.00
(19, 10)	0.12	0.19	13.78	0.00	0.00	0.00	0.00
(5, 22)	0.22	0.24	11.85	0.00	0.00	0.00	0.00
(11, 3)	0.37	0.50	20.80	0.00	0.00	0.00	0.00
(4, 22)	0.49	0.55	20.11	0.00	0.00	0.00	0.00
(15, 4)	0.08	0.09	8.44	0.00	0.00	0.00	0.00
SUBNETWORK-	0.29	0.34	14.01	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE) CO					
VEHICLE TYPE-	5	1	2	6	7	8
(1, 14)	38.05	50.71	475.28	0.00	0.00	0.00
(1, 13)	40.62	64.35	463.35	0.00	0.00	0.00
(1, 6)	15.59	17.95	256.19	0.00	0.00	0.00
(2, 21)	21.72	35.86	503.67	0.00	0.00	0.00
(2, 12)	22.46	36.20	401.86	0.00	0.00	0.00

0.00							
(3, 11)	25.24	32.60	379.26	0.00	0.00	0.00	
0.00							
(4, 15)	9.19	12.33	166.71	0.00	0.00	0.00	
0.00							
(5, 16)	25.08	35.91	351.47	0.00	0.00	0.00	
0.00							
(5, 7)	29.30	35.46	280.96	0.00	0.00	0.00	
0.00							
(8, 20)	38.82	50.76	463.10	0.00	0.00	0.00	
0.00							
(8, 9)	19.18	32.92	315.65	0.00	0.00	0.00	
0.00							
(10, 17)	18.75	26.79	315.61	0.00	0.00	0.00	
0.00							
(10, 18)	27.91	31.83	371.67	0.00	0.00	0.00	
0.00							
(10, 19)	6.74	10.52	238.18	0.00	0.00	0.00	
0.00							
(4, 8)	28.47	44.48	270.89	0.00	0.00	0.00	
0.00							
(2, 1)	22.23	24.91	210.03	0.00	0.00	0.00	
0.00							
(3, 8)	25.66	32.18	235.58	0.00	0.00	0.00	
0.00							
(22, 5)	14.21	14.80	264.24	0.00	0.00	0.00	
0.00							
(6, 1)	30.53	36.33	228.04	0.00	0.00	0.00	
0.00							
(16, 5)	21.63	29.50	237.05	0.00	0.00	0.00	
0.00							
(7, 5)	27.30	32.18	260.01	0.00	0.00	0.00	
0.00							
(8, 4)	26.38	40.84	322.79	0.00	0.00	0.00	
0.00							
(3, 10)	7.01	10.51	168.76	0.00	0.00	0.00	
0.00							
(1, 2)	21.81	33.23	236.06	0.00	0.00	0.00	
0.00							
(8, 3)	28.85	30.04	261.05	0.00	0.00	0.00	
0.00							
(20, 8)	24.45	39.07	196.05	0.00	0.00	0.00	
0.00							
(9, 8)	19.42	27.09	278.43	0.00	0.00	0.00	
0.00							
(3, 2)	27.63	33.86	242.01	0.00	0.00	0.00	
0.00							
(2, 3)	27.14	29.68	298.64	0.00	0.00	0.00	
0.00							
(10, 3)	7.45	10.29	166.43	0.00	0.00	0.00	
0.00							
(17, 10)	22.33	31.57	237.33	0.00	0.00	0.00	
0.00							
(22, 4)	10.17	12.40	151.36	0.00	0.00	0.00	
0.00							
(12, 2)	24.39	35.92	336.32	0.00	0.00	0.00	
0.00							
(18, 10)	19.68	23.48	223.84	0.00	0.00	0.00	
0.00							
(13, 1)	23.28	34.46	60.73	0.00	0.00	0.00	
0.00							
(21, 2)	12.76	33.16	0.00	0.00	0.00	0.00	
0.00							
(14, 1)	20.60	26.34	121.41	0.00	0.00	0.00	
0.00							
(19, 10)	7.12	14.34	203.86	0.00	0.00	0.00	
0.00							
(5, 22)	16.43	19.43	201.92	0.00	0.00	0.00	
0.00							
(11, 3)	24.43	38.24	327.01	0.00	0.00	0.00	

0.00

(4, 22)	37.65	44.95	346.06	0.00	0.00	0.00	0.00
(15, 4)	7.05	8.29	128.16	0.00	0.00	0.00	0.00
SUBNETWORK-	21.02	26.25	234.06	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK VEHICLE EMISSIONS (GRAMS/ MILE)

VEHICLE TYPE-	5	1	2	NO 6	7	8	4
(1, 14)	2.84	2.06	73.46	0.00	0.00	0.00	0.00
(1, 13)	4.09	2.65	73.45	0.00	0.00	0.00	0.00
(1, 6)	0.82	0.78	37.64	0.00	0.00	0.00	0.00
(2, 21)	2.44	2.07	81.06	0.00	0.00	0.00	0.00
(2, 12)	1.94	1.48	62.40	0.00	0.00	0.00	0.00
(3, 11)	1.93	1.45	60.03	0.00	0.00	0.00	0.00
(4, 15)	0.72	0.51	24.95	0.00	0.00	0.00	0.00
(5, 16)	2.12	1.54	55.25	0.00	0.00	0.00	0.00
(5, 7)	1.61	1.43	43.58	0.00	0.00	0.00	0.00
(8, 20)	3.00	2.21	72.45	0.00	0.00	0.00	0.00
(8, 9)	1.61	1.33	48.74	0.00	0.00	0.00	0.00
(10, 17)	1.56	1.23	49.17	0.00	0.00	0.00	0.00
(10, 18)	2.04	1.36	58.12	0.00	0.00	0.00	0.00
(10, 19)	0.71	0.68	37.08	0.00	0.00	0.00	0.00
(4, 8)	2.41	2.13	41.58	0.00	0.00	0.00	0.00
(2, 1)	1.35	1.11	31.23	0.00	0.00	0.00	0.00
(3, 8)	1.64	1.37	35.04	0.00	0.00	0.00	0.00
(22, 5)	0.85	0.72	36.79	0.00	0.00	0.00	0.00
(6, 1)	1.61	1.44	33.31	0.00	0.00	0.00	0.00
(16, 5)	1.57	1.25	35.95	0.00	0.00	0.00	0.00
(7, 5)	1.32	1.25	35.19	0.00	0.00	0.00	0.00
(8, 4)	2.21	2.01	47.88	0.00	0.00	0.00	0.00
(3, 10)	0.64	0.57	24.64	0.00	0.00	0.00	0.00
(1, 2)	1.91	1.76	32.44	0.00	0.00	0.00	0.00
(8, 3)	1.63	1.29	39.02	0.00	0.00	0.00	0.00
(20, 8)	1.72	1.47	24.25	0.00	0.00	0.00	0.00
(9, 8)	1.42	1.07	40.23	0.00	0.00	0.00	0.00

```
0.00
                 (   3,    2)          1.69       1.42      35.12       0.00       0.00       0.00
0.00
                 (   2,    3)          1.63       1.38      45.40       0.00       0.00       0.00
0.00
                 (  10,    3)          0.61       0.52      23.15       0.00       0.00       0.00
0.00
                 (  17,   10)          1.50       1.36      35.66       0.00       0.00       0.00
0.00
                 (  22,    4)          0.77       0.68      21.10       0.00       0.00       0.00
0.00
                 (  12,    2)          1.95       1.50      51.10       0.00       0.00       0.00
0.00
                 (  18,   10)          1.12       0.83      31.10       0.00       0.00       0.00
0.00
                 (  13,    1)          1.05       0.96       8.55       0.00       0.00       0.00
0.00
                 (  21,    2)          1.28       1.08       0.00       0.00       0.00       0.00
0.00
                 (  14,    1)          0.98       0.81      18.95       0.00       0.00       0.00
0.00
                 (  19,   10)          0.76       0.71      28.55       0.00       0.00       0.00
0.00
                 (   5,   22)          0.97       0.84      30.26       0.00       0.00       0.00
0.00
                 (  11,    3)          1.95       1.77      46.39       0.00       0.00       0.00
0.00
                 (   4,   22)          2.17       1.81      53.02       0.00       0.00       0.00
0.00
                 (  15,    4)          0.38       0.29      18.02       0.00       0.00       0.00
0.00
                 SUBNETWORK-           1.38       1.17      34.42       0.00       0.00       0.00
0.00
                     VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 =
TRANSIT BUS


 THE HIGHEST NUMBER OF VEHICLES ON THE NETWORK WAS   312 VEHICLES.
 THIS MAXIMUM OCCURRED AT  1020 SECONDS.


THE FRACTION OF VEHICLES THAT WERE UNABLE TO COMPLETE THEIR ASSIGNED TURN MOVEMENT WAS    0.00474




                                        -------------------------------
                                        NETWORK-WIDE AVERAGE STATISTICS
                                        -------------------------------

 TOTAL VEHICLE- MILE =    3938.55     VEHICLE-HOURS OF:  MOVE TIME =   110.86 , DELAY TIME =
135.01 , TOTAL TIME =   245.88

 AVERAGE SPEED ( MPH)=      16.02     MOVE/TOTAL = 0.45       MINUTES/MILE OF:  DELAY TIME =
2.06 , TOTAL TIME =     3.75

 NETWORK-WIDE STATISTICS FOR SCRIPT PROCESSING
    3938.55,   110.86,   135.01,   245.88,      16.02, 0.45,     2.06,     3.75

 TOTAL CPU TIME FOR SIMULATION =       20.39 SECONDS
 TOTAL CPU TIME FOR THIS RUN =       20.39 SECONDS
0LAST CASE PROCESSED
```

```
INPUT FILE NAME: C:\TSIS Projects\King Street Alternatives\Alt 3 PM
RUN DATE       : 06/05/06
```

```
TTTTTTTTTTT  RRRRRRRRR      AAAAAAA    FFFFFFFFFFF
TTTTTTTTTTT  RRRRRRRRRR    AAAAAAAAA   FFFFFFFFFFF
TTTTTTTTTTT  RRRRRRRRRRR  AAAAAAAAAAA  FFFFFFFFFFF
    TTT      RRR     RRR  AAA     AAA  FFF
    TTT      RRR     RRR  AAA     AAA  FFF
    TTT      RRRRRRRRRRR  AAAAAAAAAAA  FFFFFFF
    TTT      RRRRRRRRRR   AAAAAAAAAAA  FFFFFFF
    TTT      RRR RRR      AAA     AAA  FFF
    TTT      RRR  RRR     AAA     AAA  FFF
    TTT      RRR   RRR    AAA     AAA  FFF
    TTT      RRR    RRR   AAA     AAA  FFF
    TTT      RRR     RRR  AAA     AAA  FFF
```

```
VERSION 5.1 (BUILD #301)
RELEASE DATE FEBRUARY 2003

TRAF SIMULATION MODEL

DEVELOPED FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY
```

```
1                                   CARD FILE LIST
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

     1 :Synchro File: C:\FHI\King St\Existing New\King Street - Weekday PM 031906.sy7  0
     2 :                                   3  202006                          0   1
     3 :       1   0   0  60     7981 0100  0              31200        7781    7581   2
     4 :3600                                                                          3
     5 :                 60                                                           4
     6 :   0       0   0   0   0   0   0   0   0   0   1    King S                    5
     7 :   1  14Dawes St.                                                            10
     8 :   1  13Comm. Drive                                                          10
     9 :   1   6King St.                                                             10
    10 :   2  12S. Chesterfi                                                          10
```

```
    11 :   3  11S. Walter Re                                                    10
    12 :   4  15N. Hampton D                                                    10
    13 :   5  16Park Center                                                     10
    14 :   5   7King St.                                                        10
    15 :   8  2028th Street                                                     10
    16 :   8   928th Street                                                     10
    17 :  10  17N. Beauregar                                                    10
    18 :  10  18W. Braddock                                                     10
    19 :  10  19East Campus                                                     10
    20 :   4   8King St.                                                        10
    21 :   3   8King St.                                                        10
    22 :   3  10N. Beauregar                                                    10
    23 :   1   2King St.                                                        10
    24 :   2   3King St.                                                        10
    25 :   5  22King St.                                                        10
    26 :   4  22King St.                                                        10
    27 :   1  14 376         1     01           8014              20  18  30  0       11
    28 :   1  13 281         1     01           8013              20  18  30  0       11
    29 :   1   6 335         2     01           8006              20  18  40  0       11
    30 :   2  21 180         1    -11           8021              20  18  20  0       11
    31 :   2  12 458         1    -21           8012              20  18  30  0       11
    32 :   3  11 448         2    -21           8011              20  18  30  0       11
    33 :   4  151375         1     01           8015              20  18  30  0       11
    34 :   5  16 444         1     01           8016              20  18  30  0       11
    35 :   5   7 501         3     01           8007              20  18  40  0       11
    36 :   8  20 325         1     01           8020              20  18  30  0       11
    37 :   8   9 531         1     01           8009              20  18  30  0       11
    38 :  10  17 408         2     01           8017              20  18  30  0       11
    39 :  10  18 511         2     01           8018              20  18  30  0       11
    40 :  10  19 461         2     01           8019              20  18  20  0       11
    41 :   4   8 264  81     2 1   017T       20   3   9       3  20  18  40  0       11
    42 :   2   1 372 120     2 1   017T       14   6  13       6  20  18  40  0       11
    43 :   3   8 591 176     2 1   017T        9   4  20       4  20  18  40  0       11
    44 :  22   5 612         3     017TT           7  16          20  18  40  0       11
    45 :   6   1 335 162     3 1   014TT      13   2  14       2  20  18  40  021     11
    46 :  16   5 444  20     1 1   019        22       7          20  14  30  0       11
    47 :   7   5 501 165     3 1   01TTT      16  22          22  20  18  40 10       11
    48 :   8   4 264         3     014TT          22  15          20  18  40  021     11
    49 :   3  101591 102     2 1   017T       18  17  19      17  20  18  30  0       11
    50 :   1   2 372  84     2 1   017T       12   3  21       3  20  18  40 10       11
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

    51 :   8   3 591 290 100 2 2 1 01TT       10   2  11       2  20  18  40 10       11
    52 :  20   8 325         1     019         3   9   4       9  20  18  30  0       11
    53 :   9   8 531         1     019         4  20   3      20  20  18  30  0       11
    54 :   3   2 694 183     2 1   017T       21   1  12       1  20  18  40  0       11
    55 :   2   3 694 260 100 2 2 1 01TT       11   8  10       8  20  18  40 10       11
    56 :  10   31591 165     2 2   017T        2  11   8      11  20  18  30  0       11
    57 :  17  10 408  72     3 1   014TT      19   3  18       3  20  18  30  021     11
    58 :  22   4 450         3     01TT1      15   8           8  20  18  40 10       11
    59 :  12   2 458         1     219         3  21   1      21  20  18  30  0       11
    60 :  18  10 511 165     3 1   014T8      17  19   3      19  20  18  30  021     11
    61 :  13   1 281         1     019         2  14   6      14  20  18  30  0       11
    62 :  21   2 180         1     119         1  12   3      12  20  18  20  0       11
    63 :  14   1 376         2     0148        6  13   2      13  20  18  30  021     11
    64 :  19  10 461 108     2 1   017T        3  18  17      18  20  18  20  0       11
    65 :   5  22 612         3     01              4               20  18  40  0       11
    66 :  11   3 448 180 180 2 1 1 21TT        8  10   2      10  20  14  30  0       11
    67 :   4  22 450         3     01              5       5       20  18  40  0       11
    68 :  15   41375         2     0141        8      22          20  18  30  0       11
    69 :8006   6             3     01              1               20  18      0       11
    70 :8007   7             3     01              5               20  18      0       11
    71 :8009   9             1     01              8               20  18      0       11
    72 :8011  11             2     01              3               20  18      0       11
    73 :8012  12             1     01              2               20  18      0       11
    74 :8013  13             1     01              1               20  18      0       11
    75 :8014  14             2     01              1               20  18      0       11
```

```
    76 :8015  15             2     01              4              20  18      0       11
    77 :8016  16             1     01              5              20  18      0       11
    78 :8017  17             3     01             10              20  18      0       11
    79 :8018  18             3     01             10              20  18      0       11
    80 :8019  19             2     01             10              20  18      0       11
    81 :8020  20             1     01              8              20  18      0       11
    82 :8021  21             1     01              2              20  18      0       11
    83 :   1  14     100                                                                21
    84 :   1  13     100                                                                21
    85 :   1   6     100                                                                21
    86 :   2  21     100                                                                21
    87 :   2  12     100                                                                21
    88 :   3  11     100                                                                21
    89 :   4  15     100                                                                21
    90 :   5  16     100                                                                21
    91 :   5   7     100                                                                21
    92 :   8  20     100                                                                21
    93 :   8   9     100                                                                21
    94 :  10  17     100                                                                21
    95 :  10  18     100                                                                21
    96 :  10  19     100                                                                21
    97 :   4   8 1022029  38   0                                                        21
    98 :   2   1  481787   8   0                                                        21
    99 :   3   8  511889  24   0                                                        21
   100 :  22   5   01575  69   0                                                        21
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

1 CARD FILE LIST (CONT.)

```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   101 :   6   1  111611 247   0                                                        21
   102 :  16   5  81   0 427   0                                                        21
   103 :   7   5 2351424   0   0                                                        21
   104 :   8   4   01520 151   0                                                        21
   105 :   3  10  66 947 166   0                                                        21
   106 :   1   2  912408  48   0                                                        21
   107 :   8   3 1581304 103   0                                                        21
   108 :  20   8  45   3  68   0                                                        21
   109 :   9   8  51   3  74   0                                                        21
   110 :   3   2  372144  67   0                                                        21
   111 :   2   3 1131459 274   0                                                        21
   112 :  10   3 278 261 123   0                                                        21
   113 :  17  10 402 358  95   0                                                        21
   114 :  22   4 1541429   0   0                                                        21
   115 :  12   2 151   4  58   0                                                        21
   116 :  18  10  51 128  92   0                                                        21
   117 :  13   1  20   2   6   0                                                        21
   118 :  21   2  33   2  22   0                                                        21
   119 :  14   1  49   0  44   0                                                        21
   120 :  19  10 194  79 236   0                                                        21
   121 :   5  22     100                                                                21
   122 :  11   3 195 758 283   0                                                        21
   123 :   4  22   0 578   01000                                                        21
   124 :  15   4 106   0  81   0                                                        21
   125 :8006   6     100                                                                21
   126 :8007   7     100                                                                21
   127 :8009   9     100                                                                21
   128 :8011  11     100                                                                21
   129 :8012  12     100                                                                21
   130 :8013  13     100                                                                21
   131 :8014  14     100                                                                21
   132 :8015  15     100                                                                21
   133 :8016  16     100                                                                21
   134 :8017  17     100                                                                21
   135 :8018  18     100                                                                21
   136 :8019  19     100                                                                21
   137 :8020  20     100                                                                21
   138 :8021  21     100                                                                21
   139 :   4  12  15  22   8          10   3  79   3   1  20   3   1                   35
   140 :   6       18006                                                                35
```

```
   141 :   7       58007                                                          35
   142 :   9       88009                                                          35
   143 :  11       38011                                                          35
   144 :  12       28012                                                          35
   145 :  13       18013                                                          35
   146 :  14       18014                                                          35
   147 :  15       48015                                                          35
   148 :  16       58016                                                          35
   149 :  17      108017                                                          35
   150 :  18      108018                                                          35
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   151 :  19      108019                                                          35
   152 :  20       88020                                                          35
   153 :  21       28021                                                          35
   154 :  22       5   4                                                          35
   155 :   4 212  202  271  200  222  122  022  222                                36
   156 :   6 11                                                                   36
   157 :   7 11                                                                   36
   158 :   9 11                                                                   36
   159 :  11 11                                                                   36
   160 :  12 11                                                                   36
   161 :  13 11                                                                   36
   162 :  14 11                                                                   36
   163 :  15 11                                                                   36
   164 :  16 11                                                                   36
   165 :  17 11                                                                   36
   166 :  18 11                                                                   36
   167 :  19 11                                                                   36
   168 :  20 11                                                                   36
   169 :  21 11                                                                   36
   170 :  22 11                                                                   36
   171 :   1  14   1   2   1  13   1   6   1           0                          43
   172 :   2  21   2   3   2  12   2   1   2           0                          43
   173 :   3  10   3   8   3  11   3   2   3           0                          43
   174 :   5  16   5   7   5  22   5                   0                          43
   175 :   8  20   8   4   8   9   8   3   8           0                          43
   176 :  10  19  10  17  10  18  10   3  10           0                          43
   177 :   1120 43  0  1  4  5 15 16 16       34 16       34100        1 10        1  44
   178 :   2120 47  0  1 10 11       11       34 11       34100       10100       10  44
   179 :   3120  7  0  1 42 43       55    17 43 59    21 43 10   100100 10   100100  44
   180 :   5122 89  0  1 34 35       55                   34 10                  100  44
   181 :   8120 14  0  1 25 26       34       25 33       25 10      100 10      100  44
   182 :   1   1 22222     22222     22222     12222                                45
   183 :   1   2 22222     11122     22222     22222                                45
   184 :   1   4 11122     22222     22222     22222                                45
   185 :   1   5 22222     12222     22222     22222                                45
   186 :   1   6 22222     22222     22222     11122                                45
   187 :   1   8 22222     22222     11122     22222                                45
   188 :   2   1 22222     22222     22222     12222                                45
   189 :   2   2 22222     21122     22222     22222                                45
   190 :   2   4 11122     22222     22222     22222                                45
   191 :   2   5 22222     12222     22222     22222                                45
   192 :   2   6 22222     22222     22222     21122                                45
   193 :   2   8 22222     22222     11122     22222                                45
   194 :   3   1 22222     22222     22222     12222                                45
   195 :   3   2 22222     11122     22222     22222                                45
   196 :   3   3 22222     22222     12222     22222                                45
   197 :   3   4 21122     22222     22222     22222                                45
   198 :   3   5 22222     12222     22222     22222                                45
   199 :   3   6 22222     22222     22222     11122                                45
   200 :   3   7 12222     22222     22222     22222                                45
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

```
   201 :   3   8 22222     22222     11122     22222                                   45
   202 :   5   1 22222     12222     22222                                             45
   203 :   5   2 22222     22222     21122                                             45
   204 :   5   6 22222     11222     22222                                             45
   205 :   5   8 12122     22222     22222                                             45
   206 :   8   1 22222     22222     22222     12222                                   45
   207 :   8   2 22222     11122     22222     22222                                   45
   208 :   8   4 11122     22222     22222     22222                                   45
   209 :   8   5 22222     12222     22222     22222                                   45
   210 :   8   6 22222     22222     22222     11122                                   45
   211 :   8   8 22222     22222     11122     22222                                   45
   212 :  10   1 22222     22222     22222     12222                                   45
   213 :  10   2 22222     11122     22222     22222                                   45
   214 :  10   3 22222     22222     12222     22222                                   45
   215 :  10   4 11122     22222     22222     22222                                   45
   216 :  10   5 22222     12222     22222     22222                                   45
   217 :  10   6 22222     22222     22222     11122                                   45
   218 :  10   7 12222     22222     22222     22222                                   45
   219 :  10   8 22222     22222     11122     22222                                   45
   220 :   1 1 1  470   0  0  0500  0                                                  46
   221 :   1 2 1  212   0  0  0500  0                                                  46
   222 :   1 4 1  120   0  0  0500  0  10   0  0  0500  0                              46
   223 :   1 5 1  270   0  0  0500  0                                                  46
   224 :   1 6 1  423   0  0  0500  0  10   0  0  0500  0                              46
   225 :   1 8 1  390   0  0  0500  0                                                  46
   226 :   2 1 1  470   0  0  0500  0                                                  46
   227 :   2 2 1  212   0  0  0500  0                                                  46
   228 :   2 4 1  190   0  0  0500  0                                                  46
   229 :   2 5 1  270   0  0  0500  0                                                  46
   230 :   2 6 1  412   0  0  0500  0                                                  46
   231 :   2 8 1  390   0  0  0500  0                                                  46
   232 :   3 1 1  470   0  0  0500  0                                                  46
   233 :   3 2 1  212   0  0  0500  0  60   0  0  0500  0                              46
   234 :   3 3 1  370   0  0  0500  0                                                  46
   235 :   3 4 1  112   0  0  0500  0                                                  46
   236 :   3 5 1  270   0  0  0500  0                                                  46
   237 :   3 6 1  412   0  0  0500  0  60   0  0  0500  0                              46
   238 :   3 7 1  170   0  0  0500  0                                                  46
   239 :   3 8 1  312   0  0  0500  0  60   0  0  0500  0                              46
   240 :   5 1 1  270   0  0  0500  0                                                  46
   241 :   5 2 1  390   0  0  0500  0                                                  46
   242 :   5 6 1  212   0  0  0500  0  30   0  0  0500  0                              46
   243 :   5 8 1  110   0  0  0500  0                                                  46
   244 :   8 1 1  470   0  0  0500  0                                                  46
   245 :   8 2 1  212   0  0  0500  0                                                  46
   246 :   8 4 1  190   0  0  0500  0                                                  46
   247 :   8 5 1  270   0  0  0500  0                                                  46
   248 :   8 6 1  412   0  0  0500  0                                                  46
   249 :   8 8 1  390   0  0  0500  0                                                  46
   250 :  10 1 1  470   0  0  0500  0                                                  46
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   251 :  10 2 1  223   0  0  0500  0  10   0  0  0500  0                              46
   252 :  10 3 1  370   0  0  0500  0                                                  46
   253 :  10 4 1  112   0  0  0500  0                                                  46
   254 :  10 5 1  270   0  0  0500  0                                                  46
   255 :  10 6 1  412   0  0  0500  0                                                  46
   256 :  10 7 1  170   0  0  0500  0                                                  46
   257 :  10 8 1  323   0  0  0500  0  10   0  0  0500  0                              46
   258 :   1 1   6  630   0 22     62      0 300 300 30  0001000110000  20 0 0         47
   259 :   1 2  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
   260 :   1 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   261 :   1 5   6  630   0 22     62      0 300 300 30  0001000110000  20 0 0         47
   262 :   1 6  86 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
   263 :   1 8 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   264 :   2 1 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0         47
   265 :   2 2  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0         47
```

```
   266 :   2 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   267 :   2 5 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0        47
   268 :   2 6  82 1030   0 22    102      0 300 300 30 10001001000000  20 0 0        47
   269 :   2 8 110  430   0 22     42      0 300 300 30 10001000100000  20 0 0        47
   270 :   3 1 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   271 :   3 2  62 1030   0 22    102      0 300 300 40 10001001010000  20 0 0        47
   272 :   3 3 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   273 :   3 4 110  730   0 22     72      0 300 300 30 10001000110000  20 0 0        47
   274 :   3 5 110  430   0 22     42      0 300 300 30  0001000110000  20 0 0        47
   275 :   3 6  58  130   0 22     12      0 300 300 40 10001001000000  20 0 0        47
   276 :   3 7 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   277 :   3 8 110  730   0 22     72      0 300 300 30 10001000110000  20 0 0        47
   278 :   5 1 112  530   0 22     52      0 300 300 30 10001000100000  20 0 0        47
   279 :   5 2  63 1030   0 22    102      0 300 300 40 20001001010000  20 0 0        47
   280 :   5 6  82 1030   0 22    102      0 300 300 40 20001001000000  20 0 0        47
   281 :   5 8 112  730   0 22     72      0 300 300 30 30001000100000  20 0 0        47
   282 :   8 1 110  430   0 22     42      0 300 300 30  0001000100000  20 0 0        47
   283 :   8 2  83 1030   0 22    102      0 300 300 30 10001001010000  20 0 0        47
   284 :   8 4 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   285 :   8 5 110  430   0 22     42      0 300 300 30 10001000100000  20 0 0        47
   286 :   8 6  83 1030   0 22    102      0 300 300 30 10001001010000  20 0 0        47
   287 :   8 8 110  730   0 22     72      0 300 300 30 10001000100000  20 0 0        47
   288 :  10 1  11  630   0 22     62      0 300 300 30 10001000100000  20   0 0   0  47
   289 :  10 2  47 1030   0 22    102      0 300 300 30 10001001010000  20   0 0   0  47
   290 :  10 3  11  430   0 22     42      0 300 300 30 10001000100000  20   0 0   0  47
   291 :  10 4  35  730   0 22     72      0 300 300 30 10001000110000  20   0 0   0  47
   292 :  10 5  11  430   0 22     42      0 300 300 30 10001000100000  20   0 0   0  47
   293 :  10 6  47 1030   0 22    102      0 300 300 30 10001001010000  20   0 0   0  47
   294 :  10 7  11  330   0 22     32      0 300 300 30 10001000100000  20   0 0   0  47
   295 :  10 8  35  730   0 22     72      0 300 300 30 10001000110000  20   0 0   0  47
   296 :8014  14  93   1   0  100                                                    50
   297 :8013  13  28   1   0  100                                                    50
   298 :8006   61869   1   0  100                                                    50
   299 :8021  21  57   1   0  100                                                    50
   300 :8012  12 213   1   0  100                                                    50
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                  CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   301 :8011  111236   1   0  100                                                    50
   302 :8015  15 187   2   0  100                                                    50
   303 :8016  16 508   1   0  100                                                    50
   304 :8007   71659   1   0  100                                                    50
   305 :8020  20 116   1   0  100                                                    50
   306 :8009   9 128   1   0  100                                                    50
   307 :8017  17 855   1   0  100                                                    50
   308 :8018  18 271   1   0  100                                                    50
   309 :8019  19 509   1   0  100                                                    50
   310 :2009   4   8 634                                                             51
   311 :2000   2   1-392                                                             51
   312 :2010   3   8 187                                                             51
   313 :2008  22   5  43                                                             51
   314 :2007   8   4-337                                                             51
   315 :2011   3  10 -11                                                             51
   316 :2002   1   2 872                                                             51
   317 :2003   8   3-583                                                             51
   318 :2001   3   2 383                                                             51
   319 :2005   2   3-735                                                             51
   320 :2004  10   3  18                                                             51
   321 :2006  22   4  78                                                             51
   322 :   0                                                                        170
   323 :8014   11220   13391                                                        195
   324 :8013   12190   13788                                                        195
   325 :8006   11284   13754                                                        195
   326 :8021   11754   13132                                                        195
   327 :8012   12632   13684                                                        195
   328 :8011   13261   13174                                                        195
   329 :8015   12674   10825                                                        195
   330 :8016   13571   11157                                                        195
```

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   331 :8007   14608   11265                                                    195
   332 :8020   12900   11973                                                    195
   333 :8009   13672   12799                                                    195
   334 :8017   10910   11723                                                    195
   335 :8018   11779   11630                                                    195
   336 :8019   10683   12284                                                    195
   337 :   1   11776   13543                                                    195
   338 :   2   12079   13328                                                    195
   339 :   3   12656   12943                                                    195
   340 :   4   13173   12278                                                    195
   341 :   5   14009   11629                                                    195
   342 :   6   11468   13675                                                    195
   343 :   7   14437   11369                                                    195
   344 :   8   13011   12486                                                    195
   345 :   9   13491   12713                                                    195
   346 :  10   11320   12173                                                    195
   347 :  11   13074   13103                                                    195
   348 :  12   12464   13576                                                    195
   349 :  13   12018   13686                                                    195
   350 :  14   11413   13444                                                    195
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                  CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   351 :  15   12739   11014                                                    195
   352 :  16   13707   11304                                                    195
   353 :  17   11045   11871                                                    195
   354 :  18   11650   11783                                                    195
   355 :  19   10880   12250                                                    195
   356 :  20   12942   12168                                                    195
   357 :  21   11925   13235                                                    195
   358 :  22   13507   11976                                                    195
   359 :   1   0   0                                                            210
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8


                                                     TRAF SIMULATION MODEL

                                                        DEVELOPED FOR

                                                 U. S. DEPARTMENT OF TRANSPORTATION
                                                   FEDERAL HIGHWAY ADMINISTRATION
                                       FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY

0                          Synchro File: C:\FHI\King St\Existing New\King Street - Weekday PM 03190
0


                                                   DATE =  3/20/2006
0                                                  USER =
0                                                AGENCY =

                                                     RUN CONTROL DATA


                       VALUE                        RUN PARAMETERS AND OPTIONS

0                          0     RUN IDENTIFICATION NUMBER
                           1     RUN TYPE CODE = ( 1, 2, 3) TO RUN (SIMULATION, ASSIGNMENT, BOTH)
                                                 (-1,-2,-3) TO CHECK (SIMULATION, ASSIGNMENT, BOTH)
ONLY

                                 NETSIM ENVIRONMENTAL OPTIONS
                                 ----------------------------
                           0     FUEL/EMISSION RATE TABLES ARE NOT PRINTED
                           1     SIMULATION:  PERFORMED                              ENVIRONMENTAL
MEASURES:  CALCULATED
                                 RATE TABLES: EMBEDDED                               TRAJECTORY FILE:
WRITTEN
```

```
                          0     CODE   = (0,1,2) FOR UNIFORM DISTRIBUTION, NORMAL DISTRIBUTION,
ERLANG DISTRIBUTION
                          0     INITIALIZATION CODE (0,1) = (DO NOT, DO) FORCE FULL INITIALIZATION
PERIOD
                          0     INPUT  UNITS CODE = (0,1) IF INPUT IS IN (ENGLISH, METRIC) UNITS
                          0     OUTPUT UNITS CODE = (0,1,2,3) IF OUTPUT IS IN (SAME AS INPUT,
ENGLISH, METRIC, BOTH) UNITS
                       1200     CLOCK TIME AT START OF SIMULATION (HHMM)
                          0     SIGNAL TRANSITION CODE = (0,1,2,3) IF(NO, IMMEDIATE, 2-CYCLE, 3-
CYCLE) TRANSITION WAS REQUESTED
                       7581     RANDOM NUMBER SEED
                       7781     RANDOM NUMBER SEED TO GENERATE TRAFFIC STREAM FOR NETSIM OR LEVEL I
SIMULATION

                       7981     RANDOM NUMBER SEED TO GENERATE EMISSION HEADWAYS FOR NETSIM
SIMULATION

                       3600     DURATION (SEC) OF TIME PERIOD NO.  1
                         60     LENGTH OF A TIME INTERVAL, SECONDS
                         60     MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
                          0     NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
                          0     TIME INTERMEDIATE OUTPUT WILL BEGIN AT INTERVALS OF    0 SECS. FOR
0 SECS. FOR MICROSCOPIC MODELS
                          1     NETSIM MOVEMENT-SPECIFIC OUTPUT CODE = (0,1) (IF NOT, IF) REQUESTED
FOR NETSIM SUBNETWORK
                          0     NETSIM GRAPHICS OUTPUT CODE = (0,1) IF GRAPHICS OUTPUT (IS NOT, IS)
REQUESTED
1*************************************************************************************************
********************************

                                                   TIME PERIOD   1 - NETSIM DATA


*************************************************************************************************
********************************
1

                                                                  NETSIM LINKS
0                       -LANES-         -CHANNEL-

                         F               C
                         U               U                                   LOST  Q DIS   FREE
LANE
              LENGTH    L PKT GRD LINK  R         DESTINATION NODE   OPP.  TIME  HDWY.   SPEED
RTOR PED  ALIGN    STREET
     LINK     FT / M    L L R PCT TYPE  B234567  LEFT THRU RGHT DIAG NODE  SEC   SEC    MPH/KMPH
CODE CODE -MENT     NAME

 (   1,  14)  376/ 115  1 0 0  0   1    0000000     0 8014    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Dawes St.
 (   1,  13)  281/  86  1 0 0  0   1    0000000     0 8013    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Comm. Drive
 (   1,   6)  335/ 102  2 0 0  0   1    0000000     0 8006    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,  21)  180/  55  1 0 0 -1   1    0000000     0 8021    0    0    0  2.0    1.8    20/ 32
0   0    1-1*
 (   2,  12)  458/ 140  1 0 0 -2   1    0000000     0 8012    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Chesterfi
 (   3,  11)  448/ 137  2 0 0 -2   1    0000000     0 8011    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Walter Re
 (   4,  15) 1375/ 419  1 0 0  0   1    0000000     0 8015    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Hampton D
 (   5,  16)  444/ 135  1 0 0  0   1    0000000     0 8016    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Park Center
 (   5,   7)  501/ 153  3 0 0  0   1    0000000     0 8007    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   8,  20)  325/  99  1 0 0  0   1    0000000     0 8020    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
 (   8,   9)  531/ 162  1 0 0  0   1    0000000     0 8009    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
```

```
 (  10,  17)  408/ 124  2 0 0  0   1    0000000     0 8017    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (  10,  18)  511/ 156  2 0 0  0   1    0000000     0 8018    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  W. Braddock
 (  10,  19)  461/ 141  2 0 0  0   1    0000000     0 8019    0    0    0  2.0    1.8    20/ 32
0   0    1-1*  East Campus
 (   4,   8)  264/  80  2 1 0  0   1    7T00000    20    3    9    0    3  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,   1)  372/ 113  2 1 0  0   1    7T00000    14    6   13    0    6  2.0    1.8    40/ 64
0   0    1-1*
 (   3,   8)  591/ 180  2 1 0  0   1    7T00000     9    4   20    0    4  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  22,   5)  612/ 187  3 0 0  0   1    7TT0000     0    7   16    0    0  2.0    1.8    40/ 64
0   0    1-1*
 (   6,   1)  335/ 102  3 1 0  0   1    4TT0000    13    2   14    0    2  2.0    1.8    40/ 64
0   0    2-1
 (  16,   5)  444/ 135  1 1 0  0   1    9000000    22    0    7    0    0  2.0    1.4    30/ 48
0   0    1-1*
 (   7,   5)  501/ 153  3 1 0  0   1    TTT0000    16   22    0    0   22  2.0    1.8    40/ 64
1   0    1-1*
 (   8,   4)  264/  80  3 0 0  0   1    4TT0000     0   22   15    0    0  2.0    1.8    40/ 64
0   0    2-1
 (   3,  10) 1591/ 485  2 1 0  0   1    7T00000    18   17   19    0   17  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (   1,   2)  372/ 113  2 1 0  0   1    7T00000    12    3   21    0    3  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (   8,   3)  591/ 180  2 2 1  0   1    TT00000    10    2   11    0    2  2.0    1.8    40/ 64
1   0    1-1*
 (  20,   8)  325/  99  1 0 0  0   1    9000000     3    9    4    0    9  2.0    1.8    30/ 48
0   0    1-1*
 (   9,   8)  531/ 162  1 0 0  0   1    9000000     4   20    3    0   20  2.0    1.8    30/ 48
0   0    1-1*
 (   3,   2)  694/ 212  2 1 0  0   1    7T00000    21    1   12    0    1  2.0    1.8    40/ 64
0   0    1-1*
 (   2,   3)  694/ 212  2 2 1  0   1    TT00000    11    8   10    0    8  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (  10,   3) 1591/ 485  2 2 0  0   1    7T00000     2   11    8    0   11  2.0    1.8    30/ 48
0   0    1-1*
 (  17,  10)  408/ 124  3 1 0  0   1    4TT0000    19    3   18    0    3  2.0    1.8    30/ 48
0   0    2-1
 (  22,   4)  450/ 137  3 0 0  0   1    TT10000    15    8    0    0    8  2.0    1.8    40/ 64
1   0    1-1*
 (  12,   2)  458/ 140  1 0 0  2   1    9000000     3   21    1    0   21  2.0    1.8    30/ 48
0   0    1-1*
 (  18,  10)  511/ 156  3 1 0  0   1    4T80000    17   19    3    0   19  2.0    1.8    30/ 48
0   0    2-1
 (  13,   1)  281/  86  1 0 0  0   1    9000000     2   14    6    0   14  2.0    1.8    30/ 48
0   0    1-1*
 (  21,   2)  180/  55  1 0 0  1   1    9000000     1   12    3    0   12  2.0    1.8    20/ 32
0   0    1-1*
 (  14,   1)  376/ 115  2 0 0  0   1    4800000     6   13    2    0   13  2.0    1.8    30/ 48
0   0    2-1
 (  19,  10)  461/ 141  2 1 0  0   1    7T00000     3   18   17    0   18  2.0    1.8    20/ 32
0   0    1-1*
 (   5,  22)  612/ 187  3 0 0  0   1    0000000     0    4    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  11,   3)  448/ 137  2 1 1  2   1    TT00000     8   10    2    0   10  2.0    1.4    30/ 48
0   0    1-1*
 (   4,  22)  450/ 137  3 0 0  0   1    0000000     0    5    0    5    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  15,   4) 1375/ 419  2 0 0  0   1    4100000     8    0   22    0    0  2.0    1.8    30/ 48
0   0    1-1*
 (8006,   6)    0/   0  3 0 0  0   1    0000000     0    1    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8007,   7)    0/   0  3 0 0  0   1    0000000     0    5    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8009,   9)    0/   0  1 0 0  0   1    0000000     0    8    0    0    0  2.0    1.8     0/  0
0   0    1-1*
1
```

NETSIM LINKS (CONT.)

0 -LANES- -CHANNEL-

LANE LINK CODE	LENGTH FT / M	F U L	PKT L	GRD L	LINK R	C U R PCT	TYPE B234567	DESTINATION NODE LEFT	THRU	RGHT	DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	ALIGN -MENT	STREET NAME
(8011, 11)	0/ 0	2	0	0	0	1	0000000	0	3	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8012, 12)	0/ 0	1	0	0	0	1	0000000	0	2	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8013, 13)	0/ 0	1	0	0	0	1	0000000	0	1	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8014, 14)	0/ 0	2	0	0	0	1	0000000	0	1	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8015, 15)	0/ 0	2	0	0	0	1	0000000	0	4	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8016, 16)	0/ 0	1	0	0	0	1	0000000	0	5	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8017, 17)	0/ 0	3	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8018, 18)	0/ 0	3	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8019, 19)	0/ 0	2	0	0	0	1	0000000	0	10	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8020, 20)	0/ 0	1	0	0	0	1	0000000	0	8	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	
(8021, 21)	0/ 0	1	0	0	0	1	0000000	0	2	0	0	0	2.0	1.8	0/ 0	0	0	1-1*	

* INDICATES DEFAULT VALUES WERE SPECIFIED

LINK TYPE	LANE CHANNELIZATION CODES	RTOR CODES	PEDESTRIAN CODES
IDENTIFIES THE DISTRIBUTION USED FOR QUEUE DISCHARGE AND START-UP LOST TIME CHARACTERISTICS.	0 UNRESTRICTED	0 RTOR PERMITTED	0 NO PEDESTRIANS
	1 LEFT TURNS ONLY	1 RTOR PROHIBITED	1 LIGHT
	2 BUSES ONLY		2 MODERATE
	3 CLOSED		3 HEAVY
	4 RIGHT TURNS ONLY		
	5 CAR - POOLS		
	6 CAR - POOLS + BUSES		
	7 RIGHT TURNS + RIGHT DIAGONAL AND/OR THROUGH		
	8 LEFT TURNS + LEFT DIAGONAL AND/OR THROUGH		
	9 ALL PERMITTED MOVEMENTS WITH RESPECT TO THE GEOMETRY AND ADJACENT LANE CHANNELIZATIONS		
	D DIAGONAL TRAFFIC ONLY		
	T THROUGH TRAFFIC ONLY		

TOTAL LINKS: 56
TOTAL NON-ENTRY NODES: 22 (ALLOWED: 8999)

1

NETSIM TURNING MOVEMENT DATA

TURN MOVEMENT PERCENTAGES TURN MOVEMENT POSSIBLE

POCKET LENGTH (IN FEET/METERS)

LINK	LEFT THROUGH RIGHT DIAGONAL	LEFT THROUGH RIGHT DIAGONAL	LEFT	RIGHT
(1, 14)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(1, 13)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(1, 6)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(2, 21)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(2, 12)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(3, 11)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(4, 15)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(5, 16)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(5, 7)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(8, 20)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(8, 9)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 17)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 18)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(10, 19)	0 100 0 0	NO YES NO NO	0/ 0	0/ 0
(4, 8)	5 93 2 0	YES YES YES NO	81/ 25	0/ 0
(2, 1)	3 97 0 0	YES YES YES NO	120/ 37	0/ 0
(3, 8)	3 96 1 0	YES YES YES NO	176/ 54	0/ 0
(22, 5)	0 96 4 0	NO YES YES NO	0/ 0	0/ 0
(6, 1)	1 86 13 0	YES YES YES NO	162/ 49	0/ 0
(16, 5)	16 0 84 0	YES NO YES NO	20/ 6	0/ 0
(7, 5)	14 86 0 0	YES YES NO NO	165/ 50	0/ 0
(8, 4)	0 91 9 0	NO YES YES NO	0/ 0	0/ 0
(3, 10)	6 80 14 0	YES YES YES NO	102/ 31	0/ 0
(1, 2)	4 94 2 0	YES YES YES NO	84/ 26	0/ 0
(8, 3)	10 83 7 0	YES YES YES NO	290/ 88	100/ 30
(20, 8)	39 3 58 0	YES YES YES NO	0/ 0	0/ 0
(9, 8)	40 2 58 0	YES YES YES NO	0/ 0	0/ 0
(3, 2)	2 95 3 0	YES YES YES NO	183/ 56	0/ 0
(2, 3)	6 79 15 0	YES YES YES NO	260/ 79	100/ 30
(10, 3)	42 39 19 0	YES YES YES NO	165/ 50	0/ 0
(17, 10)	47 42 11 0	YES YES YES NO	72/ 22	0/ 0
(22, 4)	10 90 0 0	YES YES NO NO	0/ 0	0/ 0
(12, 2)	71 2 27 0	YES YES YES NO	0/ 0	0/ 0
(18, 10)	19 47 34 0	YES YES YES NO		

```
165/   50       0/    0
      (  13,   1)               72     7     21      0             YES   YES    YES    NO
0/    0       0/    0
      (  21,   2)               57     4     39      0             YES   YES    YES    NO
0/    0       0/    0
      (  14,   1)               53     0     47      0             YES   YES    YES    NO
0/    0       0/    0
      (  19,  10)               38    16     46      0             YES   YES    YES    NO
108/   33       0/    0
      (   5,  22)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (  11,   3)               16    61     23      0             YES   YES    YES    NO
180/   55     180/   55
      (   4,  22)                0    37      0     63             NO    YES    NO     YES
0/    0       0/    0
      (  15,   4)               57     0     43      0             YES   NO     YES    NO
0/    0       0/    0
      (8006,   6)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8007,   7)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8009,   9)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8011,  11)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8012,  12)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8013,  13)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8014,  14)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8015,  15)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8016,  16)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8017,  17)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8018,  18)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8019,  19)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8020,  20)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
      (8021,  21)                0   100      0      0             NO    YES    NO     NO
0/    0       0/    0
1                                 SPECIFIED FIXED-TIME SIGNAL CONTROL, AND SIGN CONTROL, CODES
0                                                        NODE    4
                            OFFSET  12 SEC                                        CYCLE LENGTH
120 SEC
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (  15,   4)    (  22,   4)    (   8,   4)
                   1      10      8         2              1              2
                   2       3      2         2              0              2
                   3      79     65         2              7              1
                   4       3      2         2              0              0
                   5       1      0         2              2              2
                   6      20     16         1              2              2
                   7       3      2         0              2              2
                   8       1      0         2              2              2
0                                                   NODE    6 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   1,   6)    (8006,   6)
                   1       0    100         1              1
0                                                   NODE    7 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   5,   7)    (8007,   7)
                   1       0    100         1              1
```

```
0                                                NODE    9 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,   9)    (8009,   9)
                    1        0    100         1              1
0                                                NODE   11 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   3,  11)    (8011,  11)
                    1        0    100         1              1
0                                                NODE   12 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   2,  12)    (8012,  12)
                    1        0    100         1              1
0                                                NODE   13 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,  13)    (8013,  13)
                    1        0    100         1              1
1
0                                                NODE   14 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,  14)    (8014,  14)
                    1        0    100         1              1
0                                                NODE   15 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   4,  15)    (8015,  15)
                    1        0    100         1              1
0                                                NODE   16 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,  16)    (8016,  16)
                    1        0    100         1              1
0                                                NODE   17 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  17)    (8017,  17)
                    1        0    100         1              1
0                                                NODE   18 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  18)    (8018,  18)
                    1        0    100         1              1
0                                                NODE   19 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (  10,  19)    (8019,  19)
                    1        0    100         1              1
0                                                NODE   20 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,  20)    (8020,  20)
                    1        0    100         1              1
0                                                NODE   21 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   2,  21)    (8021,  21)
                    1        0    100         1              1
0                                                NODE   22 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,  22)    (   4,  22)
                    1        0    100         1              1
1                                                   INTERPRETATION OF SIGNAL CODES

                                          0          YIELD OR AMBER
```

1	GREEN
2	RED
3	RED WITH GREEN RIGHT ARROW
4	RED WITH GREEN LEFT ARROW
5	STOP
6	RED WITH GREEN DIAGONAL ARROW
7	NO TURNS-GREEN THRU ARROW
8	RED WITH LEFT AND RIGHT GREEN ARROW
9	NO LEFT TURN-GREEN THRU AND RIGHT

1 TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

CONTROL CODES GO = PROTECTED
NOGO = NOT PERMITTED
AMBR = AMBER
PERM = PERMITTED NOT PROTECTED
PROT = PROTECTED
STOP = STOP SIGN
YLD = YIELD SIGN

NODE 4 FIXED TIME CONTROL OFFSET = 12 SECONDS CYCLE LENGTH = 120 SECONDS

INTERVAL DURATION		APPROACHES							
		(15, 4)		(22, 4)		(8, 4)			
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	10	NOGO	NOGO	PROT	GO	NOGO	NOGO		
2	3	NOGO	NOGO	AMBR	GO	NOGO	NOGO		
3	79	NOGO	NOGO	NOGO	GO	GO	GO		
4	3	NOGO	NOGO	NOGO	AMBR	AMBR	AMBR		
5	1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO		
6	20	PROT	GO	NOGO	NOGO	NOGO	NOGO		
7	3	AMBR	AMBR	NOGO	NOGO	NOGO	NOGO		
8	1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO		

NODE 6 SIGN CONTROL

INTERVAL DURATION		APPROACHES							
		(1, 6)		(8006, 6)					
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	0	GO		GO					

NODE 7 SIGN CONTROL

INTERVAL DURATION		APPROACHES							
		(5, 7)		(8007, 7)					
		LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG	LEFT THRU	RITE DIAG
1	0	GO		GO					

```
      NODE    9      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   8,   9)          (8009,   9)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO
1


      NODE   11      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   3,  11)          (8011,  11)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   12      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   2,  12)          (8012,  12)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   13      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  13)          (8013,  13)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   14      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  14)          (8014,  14)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   15      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   4,  15)          (8015,  15)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO


      NODE   16      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
```

```
-------------------------------------------
                        (   5,  16)          (8016,  16)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO
1



       NODE   17      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  17)          (8017,  17)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   18      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  18)          (8018,  18)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   19      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (  10,  19)          (8019,  19)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   20      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   8,  20)          (8020,  20)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   21      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   2,  21)          (8021,  21)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   22      SIGN CONTROL

 INTERVAL DURATION    -----------------------------------------   APPROACHES
-------------------------------------------
                        (   5,  22)          (   4,  22)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
```

NODE 1 CONTROL SPECIFICATIONS

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (14, 1) LEFT	THRU	RITE	DIAG	(2, 1) LEFT	THRU	RITE	DIAG	(13, 1) LEFT	THRU	RITE	DIAG	(6, 1) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

NODE 1 CONTROL SPECIFICATIONS (CONTINUED)

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK FUNCTION	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 1 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(6, 1) EXTENSION - CALL	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(2, 1) EXTENSION - CALL	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(14, 1) EXTENSION - CALL	2 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(14, 1) EXTENSION - CALL	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(2, 1) EXTENSION - CALL	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(6, 1) EXTENSION - CALL	2 - 3		0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(6, 1) EXTENSION - CALL	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(13, 1) EXTENSION - CALL	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0	

NODE 1 CONTROL SPECIFICATIONS (CONTINUED)

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	INITIAL INTERVAL TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	6	3	0.0		6	3.0	2.0	0	2.2	6		
2	10	3	1.0		82	3.0	2.0	0	2.2	10		
4	7	3	1.0		110	3.0	2.0	0	2.2	7		
5	6	3	0.0		6	3.0	2.0	0	2.2	6		
6	10	3	1.0		86	3.0	2.0	0	2.2	10		
8	7	3	1.0		110	3.0	2.0	0	2.2	7		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 1 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY (SEC)	REDUCE TIME	VOLUME-DENSITY OPERATION
1	3.00	3.00	2	0.10			0.0	NO
2	3.00	3.00	2	0.10			0.0	NO
4	3.00	3.00	2	0.10			0.0	NO
5	3.00	3.00	2	0.10			0.0	NO
6	3.00	3.00	2	0.10			0.0	NO
8	3.00	3.00	2	0.10			0.0	NO

GAP REDUCTION CODES
0 REDUCE BY / REDUCE EVERY

1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

```
*************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

PHASE FUNCTION FLAGS

	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL		RED		---- OVERLAP ----				LAG PHASE	CONDITIONAL SIMULTANEOUS	DUAL
PHASE	LOCK	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT	SERVICE
1	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

1

```
*************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 43 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	1 -
2	4	5	5 -
3	15	16	4 - 8 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	16	
4	34	
5	16	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

```
*************************************
* NODE    2  CONTROL SPECIFICATIONS *
```

****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (21, 2) LEFT	THRU	RITE	DIAG	(3, 2) LEFT	THRU	RITE	DIAG	(12, 2) LEFT	THRU	RITE	DIAG	(1, 2) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE	APPROACH DETECTOR LINK	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 2 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION
1	(1, 2)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(3, 2)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(21, 2)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(3, 2)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(1, 2)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
8	(12, 2)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	INITIAL INTERVAL	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL

1	4	3	0.0	110	3.0	2.0	0	2.2	4
2	10	3	1.0	82	3.0	2.0	0	2.2	10
4	7	3	1.0	110	3.0	2.0	0	2.2	7
5	4	3	0.0	110	3.0	2.0	0	2.2	4
6	10	3	1.0	82	3.0	2.0	0	2.2	10
8	4	3	1.0	110	3.0	2.0	0	2.2	4

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

```
                                        LAST                                                    LAG
CONDITIONAL
               RED    YELLOW   DOUBLE   VEHICLE    RECALL    RED         ---- OVERLAP ----   PHASE
SIMULTANEOUS    DUAL
       PHASE   LOCK    LOCK    ENTRY    PASSAGE   MIN  MAX   REST   LAG    A   B   C   D     HOLD
GAPOUT      SERVICE

         1      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
         2      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         4      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
         5      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
         6      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         8      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
1


                                        ************************************************
                                        * NODE    2  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************


                      ----------------------------- COORDINATION DATA
------------------------------


                                CYCLE LENGTH = 120 SECONDS                  OFFSET =  47 SECONDS

                                                      BEGIN TIME     END TIME     PHASES THAT CAN
                                PERMISSIVE PERIOD        (SEC)         (SEC)       BE YIELDED TO


                                        1                   0            1       1 - 5 -
                                        2                  10           11       4 - 8 -
                                                      FORCE-OFF TIME   FORCE-OFF TIME
                                              PHASE        (SEC)       EXTENSION (SEC)


                                               1            11
                                               4            34
                                               5            11
                                               8            34
1                                           TRAFFIC CONTROL TABLES - ACTUATED SIGNALS


                                               ************************************
                                               * NODE    3  CONTROL SPECIFICATIONS *
                                               ************************************


                                                    ALLOWABLE MOVEMENT DATA


         PHASE    ------------------------------------------   APPROACHES
-------------------------------------------
                      (  10,   3)          (   8,   3)          (  11,   3)          (   2,   3)
                   LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

           1       NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO
           2       NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
```

3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

```
***********************************************
* NODE    3  CONTROL SPECIFICATIONS (CONTINUED) *
***********************************************
```

DETECTOR DATA

PHASE TYPE	APPROACH LINK (FUNCTION)	COVERED LANES A	COVERED LANES B	DISTANCE OF TRAILING EDGE FROM NODE 3 FEET	DISTANCE OF TRAILING EDGE FROM NODE 3 METERS	DETECTOR LENGTH FEET	DETECTOR LENGTH METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(2, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(8, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(8, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	
3 PRESENCE	(11, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(10, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(8, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(2, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(2, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	
7 PRESENCE	(10, 3) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(11, 3) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(11, 3) EXTENSION - CALL	6	0	0.0	0.0	50.0	15.2	0.0	0.0	

1

```
***********************************************
* NODE    3  CONTROL SPECIFICATIONS (CONTINUED) *
***********************************************
```

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	INITIAL INTERVAL (SEC)	# OF ACTUATIONS TO REACH MAX	# OF ACTUATIONS SERVED DURING INITIAL MIN INITIAL
1	4	3	0.0		110	3.0	2.0	0	2.2	4		

2	10	4	1.0	62	3.0	2.0	0	2.2	10
3	4	3	0.0	110	3.0	2.0	0	2.2	4
4	7	3	1.0	110	3.0	2.0	0	2.2	7
5	4	3	0.0	110	3.0	2.0	0	2.2	4
6	1	4	1.0	58	3.0	2.0	0	2.2	1
7	7	3	1.0	110	3.0	2.0	0	2.2	7
8	7	3	1.0	110	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
3	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
7	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	LAG PHASE HOLD	CONDITIONAL SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 7 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	3 - 4 - 7 - 8 -
2	42	43	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	55	
3	17	
4	43	
5	59	
7	21	
8	43	

****
* NODE 5 CONTROL SPECIFICATIONS *
****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (16, 5) LEFT	THRU	RITE	DIAG	(7, 5) LEFT	THRU	RITE	DIAG	(22, 5) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
6	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	GO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK FUNCTION	COVERED LANES A	B	DISTANCE OF TRAILING EDGE FROM NODE 5 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1	(7, 5)	7 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
2	(22, 5)	9 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
6	(7, 5)	1 - 2		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
6	(7, 5)	3 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
8	(16, 5)	1 - 0		0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL									
1										

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	5	3	1.0		112	3.0	2.0	0	2.2	5		
2	10	4	2.0		63	3.0	2.0	0	2.2	10		
6	10	4	2.0		82	3.0	2.0	0	2.2	10		
8	7	3	3.0		112	3.0	2.0	0	2.2	7		

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY REDUCE TIME (SEC)
1	3.00	3.00	2	0.10		0.0 NO
2	3.00	3.00	2	0.10		0.0 NO
6	3.00	3.00	2	0.10		0.0 NO
8	3.00	3.00	2	0.10		0.0 NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

NO NO
1

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                                        ************************************************
                                        * NODE    5  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

---------- COORDINATION DATA

CYCLE LENGTH = 122 SECONDS OFFSET = 89 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	8 -
2	34	35	1 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	55	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

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                                        ************************************
                                        * NODE    8  CONTROL SPECIFICATIONS *
                                        ************************************
```

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (20, 8) LEFT	THRU	RITE	DIAG	(4, 8) LEFT	THRU	RITE	DIAG	(9, 8) LEFT	THRU	RITE	DIAG	(3, 8) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

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                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

DETECTOR DATA

PHASE	APPROACH LINK	DETECTOR A	DETECTOR B	COVERED LANES	DISTANCE OF TRAILING EDGE FROM NODE 8 FEET / METERS	DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION

```
   1    (   3,   8)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   2    (   4,   8)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   4    (  20,   8)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   5    (   4,   8)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   3,   8)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (   9,   8)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

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                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

```
                                                                          ------------------- INITIAL
INTERVAL -------------------
       -- INTERVAL TIMINGS (SEC) --                                              ADDED TIME
# OF         # OF
                                      MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
MAX INITIAL  MIN INITIAL
```

1	4	3	0.0		110	3.0	2.0	0	2.2	4
2	10	3	1.0		83	3.0	2.0	0	2.2	10
4	7	3	1.0		110	3.0	2.0	0	2.2	7
5	4	3	1.0		110	3.0	2.0	0	2.2	4
6	10	3	1.0		83	3.0	2.0	0	2.2	10
8	7	3	1.0		110	3.0	2.0	0	2.2	7

```
                                                                    INITIAL INTERVAL TYPE
                                                                           CODES

                                                                    0  EXTENSIBLE
                                                                    1  ADDED INITIAL
                                                                    2  COMPUTED INITIAL
1
```

```
                                        ************************************************
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

```
                                                                        TIME TO REDUCE
REDUCE      VOLUME-DENSITY
          PHASE    MAX GAP    MIN GAP    GAP REDUCTION    REDUCE BY TIME      TO MIN GAP      EVERY
```

TIME (SEC)	OPERATION	(SEC)	(SEC)	CODE	(SEC)	(SEC)	
	1	3.00	3.00	2	0.10	0.0	NO
	2	3.00	3.00	2	0.10	0.0	NO
	4	3.00	3.00	2	0.10	0.0	NO
	5	3.00	3.00	2	0.10	0.0	NO
	6	3.00	3.00	2	0.10	0.0	NO
	8	3.00	3.00	2	0.10	0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE	LAG
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	1
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 120 SECONDS OFFSET = 14 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	4 - 8 -
2	25	26	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	34	
4	25	
5	33	
8	25	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

```
*************************************
* NODE   10  CONTROL SPECIFICATIONS *
*************************************
```

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (19, 10) LEFT	THRU	RITE	DIAG	(17, 10) LEFT	THRU	RITE	DIAG	(18, 10) LEFT	THRU	RITE	DIAG	(3, 10) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

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*************************************************
* NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

DETECTOR DATA

PHASE TYPE	APPROACH (DETECTOR LINK)	COVERED LANES (DETECTOR FUNCTION) A - B	DISTANCE OF TRAILING EDGE FROM NODE 10 (FEET / METERS)		DETECTOR LENGTH (FEET / METERS)		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(3, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(17, 10)	2 - 3 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(17, 10)	1 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
3 PRESENCE	(18, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(19, 10)	1 - 2 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(17, 10)	7 - 0 EXTENSION - CALL	0.0	0.0	50.0	15.2	0.0	0.0	

```
   6    (   3,  10)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   7    (  19,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

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                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

INTERVAL ---------- -- INTERVAL TIMINGS (SEC) -- # OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL	PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	INITIAL ADDED TIME TYPE CODE	PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)
		1	6	3	1.0		11	3.0	2.0	0	2.2	6
		2	10	3	1.0		47	3.0	2.0	0	2.2	10
		3	4	3	1.0		11	3.0	2.0	0	2.2	4
		4	7	3	1.0		35	3.0	2.0	0	2.2	7
		5	4	3	1.0		11	3.0	2.0	0	2.2	4
		6	10	3	1.0		47	3.0	2.0	0	2.2	10
		7	3	3	1.0		11	3.0	2.0	0	2.2	3
		8	7	3	1.0		35	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

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                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

REDUCE TIME	VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY

(SEC)

1	3.00	3.00	2	0.10	0.0	NO
2	3.00	3.00	2	0.10	0.0	NO
3	3.00	3.00	2	0.10	0.0	NO
4	3.00	3.00	2	0.10	0.0	NO
5	3.00	3.00	2	0.10	0.0	NO
6	3.00	3.00	2	0.10	0.0	NO
7	3.00	3.00	2	0.10	0.0	NO
8	3.00	3.00	2	0.10	0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 10 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL		RED		---- OVERLAP ----				LAG PHASE	CONDITIONAL SIMULTANEOUS	DUAL
PHASE	LOCK	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT	SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)	CAR POOLS (PERCENT)	HOV VIOLATORS (PERCENT)
(8014, 14)	93	1	0	1.00

(8013, 13)	28	1	0	1.00
(8006, 6)	1869	1	0	1.00
(8021, 21)	57	1	0	1.00
(8012, 12)	213	1	0	1.00
(8011, 11)	1236	1	0	1.00
(8015, 15)	187	2	0	1.00
(8016, 16)	508	1	0	1.00
(8007, 7)	1659	1	0	1.00
(8020, 20)	116	1	0	1.00
(8009, 9)	128	1	0	1.00
(8017, 17)	855	1	0	1.00
(8018, 18)	271	1	0	1.00
(8019, 19)	509	1	0	1.00

NETSIM VEHICLE TYPE SPECIFICATIONS

VEHICLE TYPE	LENGTH FEET/METERS	Q DSCHG HDWY FACTOR (PCT)	AVG. OCCUP.	FLEET COMPONENT PERCENTAGES AUTO	TRUCK	CARPOOL	BUS	PERF. INDEX
1**	16.0/ 4.9	100	1.3	75	0	0	0	2
2**	35.0/ 10.7	120	1.2	0	100	0	0	3
3**	16.0/ 4.9	100	2.5	0	0	100	0	2
4**	40.0/ 12.2	120	25.0	0	0	0	100	7
5**	14.0/ 4.3	100	1.3	25	0	0	0	1
6**	53.0/ 16.2	120	1.2	0	0	0	0	4
7**	53.0/ 16.2	120	1.2	0	0	0	0	5
8**	64.0/ 19.5	120	1.2	0	0	0	0	6
9**	14.0/ 4.3	100	2.5	0	0	0	0	1

** INDICATES THAT ALL PARAMETERS FOR VEHICLE TYPE ASSUME DEFAULT VALUES

1

DEFAULT LINK GEOMETRIC DATA

WIDTH OF LANES	12	FEET
LONGITUDINAL DISTANCE FROM THE STOP LINE TO THE NEAR CURB	4	FEET
FORWARD SIGHT DISTANCE AT STOP LINE	1000	FEET

1

LANE CHANGE DATA

PARAMETERS	VALUE ENGLISH	/ METRIC	UNITS
DURATION OF LANE CHANGE MANEUVER	3*		SECONDS
MEAN DRIVER REACTION TIME	10*		TENTHS OF A SECOND
TIME REQUIRED FOR SUCCESSIVE LANE CHANGES	20*		TENTHS OF A SECOND
DECELERATION AT BEGINNING OF LANE CHANGE MANEUVER	5*	/ 2	FEET

[METERS] / SECOND**2

DIFFERENCE IN VEHICLE'S DECELERATION OVER THE DISTANCE
BETWEEN ITS POSITION WHEN IT BEGINS TO RESPOND TO AN
OBSTRUCTION AND THE POSITION OF THE OBSTRUCTION -

FOR MANDATORY LANE CHANGE: 10* / 3 FEET
[METERS] / SECOND**2
FOR DISCRETIONARY LANE CHANGE: 5* / 2 FEET
[METERS] / SECOND**2

PANIC DECELERATION RATE OF LEAD VEHICLE FOR
COMPUTATION OF CAR-FOLLOWING LAW 12* / 4 FEET
[METERS] / SECOND**2

PANIC DECELERATION RATE OF FOLLOWER VEHICLE FOR
COMPUTATION OF CAR-FOLLOWING LAW 12* / 4 FEET
[METERS] / SECOND**2

DRIVER TYPE FACTOR USED TO COMPUTE DRIVER AGGRESSIVENESS 25*

URGENCY THRESHOLD 2* / 1 10 *
SECONDS**2 / FEET [METERS]

SAFETY FACTOR FOR COMPUTATION OF PERCEIVED RISK OF LANE
CHANGE 8* FACTOR
* 10

PERCENT OF DRIVERS WHO COOPERATE WITH A LANE CHANGER 50* %

HEADWAY BELOW WHICH ALL DRIVERS WILL ATTEMPT TO CHANGE
LANES 20* TENTHS
OF A SECOND

HEADWAY ABOVE WHICH NO DRIVERS WILL ATTEMPT TO CHANGE
LANES 50* TENTHS
OF A SECOND

FORWARD DISTANCE SCANNED BY DRIVER FOR A TURN MOVEMENT /
BUS STATION IN ORDER TO ASSESS NEED FOR A LANE CHANGE 300* / 91 FEET /
[METERS]

* INDICATES DEFAULT VALUES WERE SPECIFIED

MAXIMUM ACCELERATION TABLE

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	8.00	9.00	6.00	5.00	5.00	5.00	4.00	3.00	2.00	2.00	1.00	1.00
2	6.00	12.00	10.00	8.00	7.00	6.00	4.00	4.00	4.00	2.00	2.00	2.00
3	4.69	5.35	4.94	3.47	3.09	2.61	2.14	1.70	1.27	0.86	0.46	0.06
4	2.81	2.42	2.15	2.04	1.74	1.42	1.12	0.83	0.56	0.30	0.04	-0.23
5	2.76	2.37	1.81	1.56	1.25	0.97	0.73	0.52	0.32	0.14	-0.05	-0.23
6	2.45	2.14	1.42	1.12	0.85	0.63	0.44	0.29	0.14	0.00	-0.14	-0.27
7	7.47	5.33	3.17	2.66	2.29	1.65	1.40	0.95	0.75	0.50	-0.33	-0.35

GRADE CORRECTION FACTORS FOR ACCELERATION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.21	0.21	0.21	0.22	0.23	0.25	0.26	0.27	0.28	0.28	0.30	0.31
4	0.16	0.15	0.19	0.22	0.24	0.25	0.27	0.28	0.29	0.31	0.31	0.31
5	0.18	0.17	0.20	0.23	0.25	0.27	0.28	0.30	0.31	0.31	0.31	0.31
6	0.18	0.18	0.22	0.25	0.27	0.29	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

GRADE CORRECTION FACTORS FOR FUEL CONSUMPTION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.26	0.26	0.26	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30	0.30
4	0.11	0.11	0.23	0.27	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30
5	0.16	0.16	0.26	0.28	0.29	0.30	0.30	0.30	0.30	0.30	0.30	0.30
6	0.20	0.20	0.28	0.29	0.30	0.30	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

1

SOURCE/SINK FLOW RATES

CENTROID	LINK	BEGIN TIME (MINUTES)	FLOW RATE (VEH/HOUR)
(2009)	(4, 8)	0	634
(2009)	(4, 8)	60	634
(2000)	(2, 1)	0	-392
(2000)	(2, 1)	60	-392
(2010)	(3, 8)	0	187
(2010)	(3, 8)	60	187
(2008)	(22, 5)	0	43
(2008)	(22, 5)	60	43
(2007)	(8, 4)	0	-337
(2007)	(8, 4)	60	-337
(2011)	(3, 10)	0	-11

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      (2011)  (   3,  10)         60             -11
      (2002)  (   1,   2)          0             872
      (2002)  (   1,   2)         60             872
      (2003)  (   8,   3)          0            -583
      (2003)  (   8,   3)         60            -583
      (2001)  (   3,   2)          0             383
      (2001)  (   3,   2)         60             383
      (2005)  (   2,   3)          0            -735
      (2005)  (   2,   3)         60            -735
      (2004)  (  10,   3)          0              18
      (2004)  (  10,   3)         60              18
      (2006)  (  22,   4)          0              78
      (2006)  (  22,   4)         60              78

1                                                INITIALIZATION STATISTICS

          TIME INTERVAL        SUBNETWORK        PRIOR CONTENT      CURRENT CONTENT         PERCENT
             NUMBER               TYPE             (VEHICLES)          (VEHICLES)
DIFFERENCE

               1               NETSIM                 0                  99                10000
               2               NETSIM                99                 176                   77
               3               NETSIM               176                 224                   27
               4               NETSIM               224                 230                    2
EQUILIBRIUM ATTAINED
                                                ALL EXISTING SUBNETWORKS REACHED EQUILIBRIUM
0              SPILLBACK ON NETSIM  LINK (    2,    1) STARTS  975 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    2,    1) ENDS   1019 SECONDS INTO SIMULATION AFTER A
DURATION OF   44 SECONDS
0              SPILLBACK ON NETSIM  LINK (    2,    1) STARTS 1858 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    2,    1) ENDS   1859 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    1,    2) STARTS 2139 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    1,    2) ENDS   2142 SECONDS INTO SIMULATION AFTER A
DURATION OF    3 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2677 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2680 SECONDS INTO SIMULATION AFTER A
DURATION OF    3 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2684 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    4,    8) STARTS 2686 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    4,    8) ENDS   2687 SECONDS INTO SIMULATION AFTER A
DURATION OF    1 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2690 SECONDS INTO SIMULATION AFTER A
DURATION OF    6 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2693 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2701 SECONDS INTO SIMULATION AFTER A
DURATION OF    8 SECONDS
0              SPILLBACK ON NETSIM  LINK (    6,    1) STARTS 2725 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    6,    1) ENDS   2735 SECONDS INTO SIMULATION AFTER A
DURATION OF   10 SECONDS
0              SPILLBACK ON NETSIM  LINK (    4,    8) STARTS 3410 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    4,    8) ENDS   3416 SECONDS INTO SIMULATION AFTER A
DURATION OF    6 SECONDS
0              SPILLBACK ON NETSIM  LINK (    1,    2) STARTS 3463 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (    1,    2) ENDS   3465 SECONDS INTO SIMULATION AFTER A
DURATION OF    2 SECONDS
1                                               CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                      ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
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 (   1,  14)   20.05   312    40.1     8.0    48.1  0.83    2.40    0.40     9.3     1.5     0.0
0.1     0.1    0  312    25.0
 (   1,  13)    1.01    19     2.0     0.5     2.5  0.80    2.51    0.51     8.0     1.6     0.0
0.1     0.1    0   19    23.9
 (   1,   6)  114.64  1807   171.0    26.3   197.3  0.87    1.72    0.23     6.6     0.9     0.0
0.0     0.0    0 1807    34.9
 (   2,  21)    3.01    99     9.1     0.5     9.6  0.95    3.19    0.16     5.8     0.3     0.0
0.1     0.0    0   99    18.8
 (   2,  12)   14.18   169    28.4     4.7    33.0  0.86    2.33    0.33    11.7     1.7     0.0
0.0     0.0    0  169    25.8
 (   3,  11)   39.53   489    79.1    16.3    95.3  0.83    2.41    0.41    11.7     2.0     0.0
0.1     0.0    0  489    24.9
 (   4,  15)   84.72   332   169.4    21.9   191.3  0.89    2.26    0.26    34.6     4.0     0.0
0.1     0.1    0  332    26.6
 (   5,  16)   24.03   294    48.1     7.5    55.5  0.87    2.31    0.31    11.3     1.5     0.0
0.0     0.0    0  294    26.0
 (   5,   7)  185.61  1965   276.8    58.3   335.1  0.83    1.81    0.31    10.2     1.8     0.0
0.1     0.0    0 1965    33.2
 (   8,  20)    7.95   131    15.9     3.6    19.5  0.82    2.45    0.45     8.9     1.6     0.0
0.0     0.0    0  131    24.5
 (   8,   9)   10.83   111    21.7     3.5    25.2  0.86    2.33    0.33    13.5     1.9     0.0
0.1     0.0    0  111    25.8
 (  10,  17)   90.24  1192   180.5    32.8   213.2  0.85    2.36    0.36    10.7     1.6     0.0
0.1     0.0    0 1192    25.4
 (  10,  18)   23.14   247    46.3     8.2    54.5  0.85    2.36    0.36    13.2     2.0     0.0
0.2     0.1    0  247    25.5
 (  10,  19)   58.23   684   176.7     9.7   186.4  0.95    3.20    0.17    16.3     0.8     0.0
0.1     0.0    0  684    18.7
 (   4,   8)   92.40  1848   137.8   329.7   467.5  0.29    5.06    3.57    15.2    10.7     6.2
5.6     5.0   29 1848    11.9
 (   2,   1)  141.68  2011   211.3   247.3   458.6  0.46    3.24    1.75    13.7     7.4     5.3
4.9     4.7    8 2011    18.5
 (   3,   8)  207.27  1865   309.1   270.1   579.2  0.53    2.79    1.30    18.6     8.7     5.3
4.0     3.8   20 1865    21.5
 (  22,   5)  185.80  1603   277.1   287.6   564.7  0.49    3.04    1.55    21.1    10.7     8.8
7.1     6.7   31 1603    19.7
 (   6,   1)  118.46  1867   176.7   263.9   440.6  0.40    3.72    2.23    14.1     8.5     6.8
5.3     4.9   23 1867    16.1
 (  16,   5)   42.55   506    85.1   284.1   369.2  0.23    8.68    6.68    43.5    33.5    31.2
27.8    26.8   92  506     6.9
 (   7,   5)  158.37  1669   236.2   291.8   528.0  0.45    3.33    1.84    19.0    10.5     9.1
7.9     7.6   34 1669    18.0
 (   8,   4)   91.35  1827   136.3   381.6   517.8  0.26    5.67    4.18    17.0    12.5     8.6
7.7     7.1   25 1827    10.6
 (   3,  10)  347.98  1172   696.0   496.6  1192.6  0.58    3.43    1.43    61.0    25.4    17.0
14.0    13.1   53 1172    17.5
 (   1,   2)  147.71  2098   220.3   577.7   798.0  0.28    5.40    3.91    22.8    16.5    11.2
9.8     9.1   31 2098    11.1
 (   8,   3)  203.83  1821   304.0   268.3   572.3  0.53    2.81    1.32    18.8     8.8     5.9
4.6     4.3   21 1821    21.4
 (  20,   8)    6.96   113    13.9    78.6    92.6  0.15   13.31   11.31    49.0    41.7    40.0
38.5    37.8  100  113     4.5
 (   9,   8)   12.87   128    25.7    94.9   120.6  0.21    9.37    7.37    55.9    44.0    41.2
39.2    38.3  100  128     6.4
 (   3,   2)  263.87  2034   393.6   462.8   856.4  0.46    3.25    1.75    25.2    13.6     8.5
5.9     5.3   22 2034    18.5
 (   2,   3)  287.20  2185   428.4   643.2  1071.6  0.40    3.73    2.24    29.3    17.5    13.9
10.8    10.1   38 2185    16.1
 (  10,   3)  204.40   681   408.8   568.5   977.3  0.42    4.78    2.78    85.4    49.6    44.7
42.3    41.3   88  681    12.5
 (  17,  10)   65.91   853   131.8   283.2   415.0  0.32    6.30    4.30    29.1    19.9    18.0
16.4    15.6   61  853     9.5
 (  22,   4)  132.78  1558   198.1   383.5   581.5  0.34    4.38    2.89    22.5    14.9    12.7
10.7    10.1   33 1558    13.7
 (  12,   2)   18.48   213    37.0   168.3   205.2  0.18   11.11    9.11    57.2    46.8    44.2
41.6    40.5   86  213     5.4
 (  18,  10)   26.32   272    52.6   118.1   170.7  0.31    6.49    4.49    37.5    25.9    24.0
23.1    22.8   85  272     9.3
 (  13,   1)    1.44    27     2.9    15.8    18.7  0.15   12.99   10.99    40.0    33.8    32.9
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32.6    32.5   66   27     4.6
 (  21,   2)    1.94    57     5.9    21.7    27.6  0.21   14.19   11.15    28.5    22.4    22.0
21.8    21.7   54   57     4.2
 (  14,   1)    6.62    93    13.2    56.6    69.8  0.19   10.55    8.55    44.4    36.0    34.7
33.7    33.5   75   93     5.7
 (  19,  10)   44.53   510   135.1   204.2   339.3  0.40    7.62    4.59    39.8    24.0    22.5
21.7    21.0   80  510     7.9
 (   5,  22)  177.92  1535   265.4    45.0   310.4  0.85    1.74    0.25    12.1     1.8     0.0
0.0     0.0    0 1535    34.4
 (  11,   3)  104.62  1233   209.2   906.1  1115.3  0.19   10.66    8.66    53.9    43.8    41.1
38.3    37.2   92 1233     5.6
 (   4,  22)  134.31  1578   200.3    81.4   281.8  0.71    2.10    0.61    10.7     3.1     0.8
0.4     0.2    1 1578    28.6
 (  15,   4)   48.44   186    96.9    89.6   186.4  0.52    3.85    1.85    59.6    28.6    26.4
25.0    24.6   79  186    15.6
 (8006,   6)          1869
1869
 (8007,   7)          1658
1658
 (8009,   9)           127
127

          * AVERAGE QUEUE AND STOP TIME ARE COMPUTED AS TOTAL QUEUE TIME OR TOTAL STOP TIME DIVIDED
BY
            TOTAL NUMBER OF VEHICLES DISCHARGED FROM LINK PLUS NUMBER OF VEHICLES CURRENTLY ON THE
LINK.


1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
------------------------------------ -------------------

 (8011,  11)          1235
1235
 (8012,  12)           213
213
 (8013,  13)            28
28
 (8014,  14)            93
93
 (8015,  15)           187
187
 (8016,  16)           507
507
 (8017,  17)           854
854
 (8018,  18)           270
270
 (8019,  19)           508
508
 (8020,  20)           116
116
 (8021,  21)            57
57
0SUBNETWORK= 3953.17  9907  111.23  135.36  246.59  0.45    3.74    2.05    1.47    0.81    0.62
0.54    0.51  107.8        16.0
                            -- VEHICLE - HOURS --                           --- MINUTES / VEHICLE-
TRIP ---     PER
```

TRIP

1 CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

ELAPSED TIME IS 1: 0: 0 (3600 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 3600 SECONDS

LINK (VEHICLE)	VEH-MINS * QUEUE TIME	STOP TIME	AVERAGE NUMBER OF LANE CHANGES	-- CONGESTION -- STORAGE (%)	PHASE FAILURE	Q U E U E L E N G T H AVERAGE QUEUE BY LANE ** 1	2	3	4	5	6	7	MAXIMUM QUEUE BY LANE 1	2	3	4	5	6	7
(1, 14)	0.5	0.4	1.2	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 13)	0.0	0.0	0.1	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 6)	0.1	0.1	3.6	10.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(2, 21)	0.1	0.1	0.3	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(2, 12)	0.1	0.1	0.8	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(3, 11)	0.4	0.2	1.9	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(4, 15)	0.6	0.4	3.7	5.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 16)	0.2	0.1	1.3	5.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 7)	2.2	1.1	6.0	8.0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
(8, 20)	0.1	0.0	0.5	3.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8, 9)	0.1	0.1	0.7	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(10, 17)	1.3	0.9	4.0	9.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(10, 18)	0.7	0.5	1.3	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(10, 19)	0.7	0.2	3.5	7.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(4, 8)	173.1	154.4	8.1	26.7	0	1	1	0	0	0	0	1	13	13	0	0	0	0	5
(2, 1)	164.5	158.9	8.1	18.7	3	1	1	0	0	0	0	1	21	20	0	0	0	0	6
(3, 8)	126.0	117.6	10.2	15.0	0	1	1	0	0	0	0	0	12	10	0	0	0	0	2
(22, 5)	189.8	179.2	9.8	10.7	0	1	1	1	0	0	0	0	13	10	11	0	0	0	0
(6, 1)	166.2	151.6	7.6	13.0	1	0	1	1	0	0	0	0	16	18	18	0	0	0	2
(16, 5)	237.3	228.8	6.6	28.4	0	4	0	0	0	0	0	0	18	0	0	0	0	0	1
(7, 5)	221.3	211.4	9.0	10.8	0	1	1	1	0	0	0	2	6	7	6	0	0	0	9
(8, 4)	235.4	217.4	9.1	23.1	0	1	2	2	0	0	0	0	9	14	14	0	0	0	0
(3, 10)	274.8	257.4	20.3	12.4	4	3	3	0	0	0	0	0	17	16	0	0	0	0	4
(1, 2)	343.1	319.6	13.6	32.8	4	3	3	0	0	0	0	2	17	16	0	0	0	0	5
(8, 3)	139.4	130.1	10.1	10.9	1	1	1	0	0	0	1	1	9	9	0	0	2	4	3
(20, 8)	75.1	73.7	2.2	13.4	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
(9, 8)	85.5	83.6	2.6	9.7	0	1	0	0	0	0	0	0							

```
5   0   0   0   0   0   0       0
 (   3,   2)   199.2   180.0     14.6     18.6        0       2     2     0     0     0     0     1
24  23   0   0   0   0   4     457
 (   2,   3)   397.0   370.8     18.5     18.4        0       4     3     0     0     1     0     0
28  25   0   0   4   3   2     673
 (  10,   3)   495.2   483.6     16.8      9.6        0       2     2     0     0     0     2     2
9   8   0   0   0   6   6     455
 (  17,  10)   233.6   223.0      7.4     11.4        0       0     1     2     0     0     0     2
1   6  12   0   0   0   4     752
 (  22,   4)   281.4   267.8     10.2     15.2        7       1     1     3     0     0     0     0
11  11  10   0   0   0   0     742
 (  12,   2)   150.5   146.4      4.0     17.5        0       3     0     0     0     0     0     0
7   0   0   0   0   0   0       0
 (  18,  10)   105.7   104.5      3.3      3.9        0       0     1     1     0     0     0     0
2   3   3   0   0   0   2      37
 (  13,   1)    15.2    15.1      0.6      4.4        0       0     0     0     0     0     0     0
1   0   0   0   0   0   0       0
 (  21,   2)    21.1    21.0      0.9      9.9        0       0     0     0     0     0     0     0
2   0   0   0   0   0   0       0
 (  14,   1)    53.3    53.0      1.7      4.4        0       0     1     0     0     0     0     0
2   4   0   0   0   0   0       5
 (  19,  10)   186.2   180.4      6.1     11.9        0       1     0     0     0     0     0     2
8   4   0   0   0   0   6     137
 (   5,  22)     0.6     0.1      5.7      6.2        0       0     0     0     0     0     0     0
0   0   0   0   0   0   0     224
 (  11,   3)   802.0   780.7     19.0     30.2        6       5     5     0     0     0     2     2
17  15   0   0   0   9   9     410
 (   4,  22)    10.8     6.0      5.1      7.5        0       0     0     0     0     0     0     0
4   3   1   0   0   0   0     653
 (  15,   4)    78.5    76.9      3.6      2.6        0       0     1     0     0     0     0     0
2   5   0   0   0   0   0       6

1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                 VEH-MINS *    AVERAGE   -- CONGESTION --    ------------     Q U E U E    L E N G T
H  (VEHICLE)     ------------    NUMBER
                QUEUE    STOP  OCCUPANCY   STORAGE   PHASE            AVERAGE QUEUE BY LANE **
MAXIMUM QUEUE BY LANE     OF LANE
    LINK        TIME    TIME  (VEHICLE)    (%)    FAILURE     1     2     3     4     5     6     7
1   2   3   4   5   6   7   CHANGES
    ----       -------------  ---------  ----------------     -     -     -     -     -     -     -
-   -   -   -   -   -   -

0SUBNETWORK=  5468.8  5197.1    263.6     11.3       26
9713

                              *  THESE VALUES INCLUDE THE TIME FOR VEHICLES CURRENTLY ON THE LINK.
                              ** AVERAGE QUEUE CALCULATED BASED ON TIME SINCE BEGINNING OF
SIMULATION



1
                                           CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                        DISCHARGE BY LANE

                     LANE 1           LANE 2           LANE 3           LANE 4           LANE 5
LANE 6           LANE 7
    LINK            VEH   VPH        VEH   VPH        VEH   VPH        VEH   VPH        VEH   VPH
VEH   VPH        VEH   VPH
    ----            ---   ---        ---   ---        ---   ---        ---   ---        ---   ---
```

```
---   ---        ---   ---

(   1,  14)         312   312          0     0          0     0          0     0          0     0
0     0          0     0
(   1,  13)          19    19          0     0          0     0          0     0          0     0
0     0          0     0
(   1,   6)         884   884        923   923          0     0          0     0          0     0
0     0          0     0
(   2,  21)          99    99          0     0          0     0          0     0          0     0
0     0          0     0
(   2,  12)         169   169          0     0          0     0          0     0          0     0
0     0          0     0
(   3,  11)         274   274        215   215          0     0          0     0          0     0
0     0          0     0
(   4,  15)         332   332          0     0          0     0          0     0          0     0
0     0          0     0
(   5,  16)         294   294          0     0          0     0          0     0          0     0
0     0          0     0
(   5,   7)         815   815        675   675        475   475          0     0          0     0
0     0          0     0
(   8,  20)         131   131          0     0          0     0          0     0          0     0
0     0          0     0
(   8,   9)         111   111          0     0          0     0          0     0          0     0
0     0          0     0
(  10,  17)         624   624        568   568          0     0          0     0          0     0
0     0          0     0
(  10,  18)         129   129        118   118          0     0          0     0          0     0
0     0          0     0
(  10,  19)         324   324        360   360          0     0          0     0          0     0
0     0          0     0
(   4,   8)        1191  1191        862   862          0     0          0     0          0     0
0     0        112   112
(   2,   1)         872   872        877   877          0     0          0     0          0     0
0     0         66    66
(   3,   8)         983   983        917   917          0     0          0     0          0     0
0     0         58    58
(  22,   5)         567   567        628   628        429   429          0     0          0     0
0     0          0     0
(   6,   1)         244   244        803   803        801   801          0     0          0     0
0     0         19    19
(  16,   5)         501   501          0     0          0     0          0     0          0     0
0     0          5     5
(   7,   5)         490   490        506   506        441   441          0     0          0     0
0     0        232   232
(   8,   4)         165   165        895   895        598   598          0     0          0     0
0     0          0     0
(   3,  10)         553   553        539   539          0     0          0     0          0     0
0     0         75    75
(   1,   2)        1446  1446        979   979          0     0          0     0          0     0
0     0         98    98
(   8,   3)         651   651        597   597          0     0          0     0         96    96
83    83        102   102
(  20,   8)         113   113          0     0          0     0          0     0          0     0
0     0          0     0
(   9,   8)         128   128          0     0          0     0          0     0          0     0
0     0          0     0
(   3,   2)        1130  1130       1055  1055          0     0          0     0          0     0
0     0         39    39
(   2,   3)         685   685        758   758          0     0          0     0        262   262
45    45         67    67
(  10,   3)         227   227        189   189          0     0          0     0          0     0
147   147       127   127
(  17,  10)          86    86        212   212        162   162          0     0          0     0
0     0        393   393
(  22,   4)         661   661        770   770        166   166          0     0          0     0
0     0          0     0
(  12,   2)         213   213          0     0          0     0          0     0          0     0
0     0          0     0
(  18,  10)          90    90         66    66         68    68          0     0          0     0
0     0         48    48
```

(13, 1)	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0
(21, 2)	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0
(14, 1)	49	49	44	44	0	0	0	0	0	0	0	0	0	0	0
(19, 10)	243	243	56	56	0	0	0	0	0	0	0	0	211	211	0
(5, 22)	453	453	571	571	511	511	0	0	0	0	0	0	0	0	0
(11, 3)	377	377	350	350	0	0	0	0	0	0	311	311	195	195	0
(4, 22)	552	552	874	874	152	152	0	0	0	0	0	0	0	0	0
(15, 4)	86	86	100	100	0	0	0	0	0	0	0	0	0	0	0

1 NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(1, 14)	26.0	405.3	10.4	62.5
(1, 13)	1.3	24.6	0.7	3.3
(1, 6)	148.9	2347.2	34.2	256.3
(2, 21)	3.9	128.6	0.6	12.5
(2, 12)	18.4	219.6	6.1	42.9
(3, 11)	51.4	635.5	21.1	123.9
(4, 15)	110.1	431.4	28.4	248.6
(5, 16)	31.2	381.8	9.7	72.1
(5, 7)	241.2	2553.5	75.8	435.5
(8, 20)	10.3	170.2	4.7	25.3
(8, 9)	14.1	144.1	4.6	32.7
(10, 17)	117.2	1548.4	42.6	277.0
(10, 18)	30.0	320.7	10.7	70.8
(10, 19)	75.6	888.5	12.6	242.1
(4, 8)	120.0	2399.8	428.1	607.1
(2, 1)	184.1	2612.6	321.3	595.8
(3, 8)	269.4	2423.7	351.0	752.7
(22, 5)	241.5	2083.1	373.7	733.9
(6, 1)	153.9	2425.9	342.9	572.5
(16, 5)	55.3	657.3	369.1	479.6
(7, 5)	205.6	2166.7	378.9	685.5

```
                    (   8,   4)          118.7               2374.2               495.8
672.9
                    (   3,  10)          452.1               1522.7               645.3
1549.5
                    (   1,   2)          192.0               2726.7               750.8
1037.1
                    (   8,   3)          264.7               2364.9               348.4
743.2
                    (  20,   8)            9.0                146.8               102.2
120.2
                    (   9,   8)           16.7                166.3               123.3
156.7
                    (   3,   2)          342.8               2642.3               601.2
1112.5
                    (   2,   3)          373.3               2839.7               836.0
1392.7
                    (  10,   3)          265.6                885.0               738.8
1270.0
                    (  17,  10)           85.6               1108.3               367.9
539.2
                    (  22,   4)          172.4               2022.7               497.9
755.0
                    (  12,   2)           24.0                276.8               218.7
266.7
                    (  18,  10)           34.2                353.2               153.3
221.7
                    (  13,   1)            1.9                 35.0                20.5
24.2
                    (  21,   2)            2.5                 74.1                28.2
35.8
                    (  14,   1)            8.6                120.8                73.5
90.7
                    (  19,  10)           57.8                662.2               265.1
440.6
                    (   5,  22)          231.0               1992.7                58.5
403.0
                    (  11,   3)          135.9               1602.2              1177.4
1449.3
                    (   4,  22)          174.5               2050.6               105.8
366.2
                    (  15,   4)           62.8                241.2               116.1
241.8

1   *** NOTE ***    TIME PERIOD 1 SPECIFIC NETSIM STATISTICS ARE THE SAME AS CUMULATIVE OUTPUT AT
THE END OF TIME PERIOD 1.


1                                          NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I


0       LINK              VEHICLE-MILE                VEHICLE-TRIPS              SPEED (MPH )
STOPS (PCT)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (   1,  14)      0.00   20.05     0.00          0     312        0        0.0    25.0      0.0
0.0     0.0      0.0
     (   1,  13)      0.00    1.01     0.00          0      19        0        0.0    23.9      0.0
0.0     0.0      0.0
     (   1,   6)      0.00  114.64     0.00          0    1807        0        0.0    34.9      0.0
0.0     0.0      0.0
     (   2,  21)      0.00    3.01     0.00          0      99        0        0.0    18.8      0.0
0.0     0.0      0.0
     (   2,  12)      0.00   14.18     0.00          0     169        0        0.0    25.8      0.0
0.0     0.0      0.0
     (   3,  11)      0.00   39.53     0.00          0     489        0        0.0    24.9      0.0
```

0.0 0.0 0.0
(4, 15) 0.00 84.72 0.00 0 332 0 0.0 26.6 0.0
0.0 0.0 0.0
(5, 16) 0.00 24.03 0.00 0 294 0 0.0 26.0 0.0
0.0 0.0 0.0
(5, 7) 0.00 185.61 0.00 0 1965 0 0.0 33.2 0.0
0.0 0.0 0.0
(8, 20) 0.00 7.95 0.00 0 131 0 0.0 24.5 0.0
0.0 0.0 0.0
(8, 9) 0.00 10.83 0.00 0 111 0 0.0 25.8 0.0
0.0 0.0 0.0
(10, 17) 0.00 90.24 0.00 0 1192 0 0.0 25.4 0.0
0.0 0.0 0.0
(10, 18) 0.00 23.14 0.00 0 247 0 0.0 25.5 0.0
0.0 0.0 0.0
(10, 19) 0.00 58.23 0.00 0 684 0 0.0 18.7 0.0
0.0 0.0 0.0
(4, 8) 4.85 85.35 2.20 97 1707 44 3.6 13.6 12.8
91.1 26.0 26.0
(2, 1) 5.00 136.68 0.00 71 1940 0 5.0 20.6 0.0
82.9 5.6 0.0
(3, 8) 6.22 199.15 1.89 56 1792 17 12.5 22.0 21.9
87.9 18.7 17.6
(22, 5) 0.00 178.62 7.19 0 1541 62 0.0 19.8 17.8
0.0 31.0 30.6
(6, 1) 1.21 101.77 15.48 19 1604 244 12.4 15.9 18.1
68.4 23.1 24.2
(16, 5) 8.41 0.00 34.14 100 0 406 5.5 0.0 7.4
91.0 0.0 92.4
(7, 5) 22.01 136.35 0.00 232 1437 0 9.0 21.4 0.0
79.3 27.8 0.0
(8, 4) 0.00 82.35 9.00 0 1647 180 0.0 10.4 12.2
0.0 24.2 32.8
(3, 10) 22.27 276.12 49.58 75 930 167 17.4 17.6 17.3
74.7 52.0 52.7
(1, 2) 5.70 138.70 3.31 81 1970 47 2.3 13.2 10.6
99.0 28.4 45.5
(8, 3) 18.92 170.81 14.10 169 1526 126 9.2 24.8 23.7
78.3 16.1 14.4
(20, 8) 2.65 0.25 4.06 43 4 66 3.4 2.4 6.0
100.0 100.0 100.0
(9, 8) 5.73 0.20 6.94 57 2 69 5.2 3.7 8.2
100.0 100.0 100.0
(3, 2) 4.67 250.51 8.69 36 1931 67 5.4 19.4 16.8
100.0 21.3 26.4
(2, 3) 18.27 225.55 43.38 139 1716 330 15.2 16.2 15.8
60.9 37.5 35.6
(10, 3) 81.34 83.44 39.62 271 278 132 11.6 12.6 14.8
93.4 85.5 82.7
(17, 10) 30.37 28.90 6.65 393 374 86 6.7 14.2 19.6
86.0 40.4 44.2
(22, 4) 13.89 118.89 0.00 163 1395 0 3.9 19.4 0.0
96.4 25.8 0.0
(12, 2) 13.53 0.43 4.51 156 5 52 5.1 4.8 6.6
86.5 80.0 86.5
(18, 10) 5.13 12.48 8.71 53 129 90 9.1 6.7 20.7
77.4 86.8 87.8
(13, 1) 1.01 0.11 0.32 19 2 6 3.8 5.2 11.9
63.2 50.0 83.3
(21, 2) 0.99 0.03 0.92 29 1 27 3.7 15.3 4.8
44.8 0.0 66.7
(14, 1) 3.13 0.00 3.49 44 0 49 3.9 0.0 9.7
81.8 0.0 69.4
(19, 10) 18.42 7.77 18.34 211 89 210 6.8 6.9 10.1
84.4 76.4 79.5
(5, 22) 0.00 177.92 0.00 0 1535 0 0.0 34.4 0.0
0.0 0.0 0.0
(11, 3) 16.55 61.68 26.39 195 727 311 6.0 4.9 8.3
93.3 92.6 92.6
(4, 22) 0.00 134.31 0.00 0 1578 0 0.0 28.6 0.0

```
0.0     1.1      0.0
     (  15,   4)     26.04    0.00    22.40        100       0       86       12.9     0.0     20.6
77.0     0.0     81.4
     (8006,   6)                                     0    1869        0
     (8007,   7)                                     0    1658        0
     (8009,   9)                                     0     127        0
0                        EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR
THESE STATISTICS


1                                            NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I (CONT.)




0       LINK              VEHICLE-MILE                VEHICLE-TRIPS               SPEED (MPH )
STOPS (PCT)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (8011,  11)                                     0    1235        0
     (8012,  12)                                     0     213        0
     (8013,  13)                                     0      28        0
     (8014,  14)                                     0      93        0
     (8015,  15)                                     0     187        0
     (8016,  16)                                     0     507        0
     (8017,  17)                                     0     854        0
     (8018,  18)                                     0     270        0
     (8019,  19)                                     0     508        0
     (8020,  20)                                     0     116        0
     (8021,  21)                                     0      57        0

1                                            NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE II

        LINK               MOVING TIME                 DELAY TIME                  TOTAL TIME
RATIO MOVE/TOTAL
                           (VEH-MINS)                  (VEH-MINS)                  (VEH-MINS)
(VEH-MINS)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT

     (   1,  14)      0.00   44.44     0.00       0.00    3.68     0.00       0.00   48.12     0.00
0.00    0.92     0.00
     (   1,  13)      0.00    2.02     0.00       0.00    0.51     0.00       0.00    2.53     0.00
0.00    0.80     0.00
     (   1,   6)      0.00  171.00     0.00       0.00   26.32     0.00       0.00  197.32     0.00
0.00    0.87     0.00
     (   2,  21)      0.00   10.24     0.00       0.00    0.00     0.00       0.00   10.24     0.00
0.00    1.00     0.00
     (   2,  12)      0.00   29.32     0.00       0.00    3.71     0.00       0.00   33.03     0.00
0.00    0.89     0.00
     (   3,  11)      0.00   82.98     0.00       0.00   12.33     0.00       0.00   95.32     0.00
0.00    0.87     0.00
     (   4,  15)      0.00  172.92     0.00       0.00   18.40     0.00       0.00  191.32     0.00
0.00    0.90     0.00
     (   5,  16)      0.00   49.45     0.00       0.00    6.07     0.00       0.00   55.52     0.00
0.00    0.89     0.00
     (   5,   7)      0.00  278.10     0.00       0.00   57.05     0.00       0.00  335.15     0.00
0.00    0.83     0.00
     (   8,  20)      0.00   16.13     0.00       0.00    3.37     0.00       0.00   19.50     0.00
0.00    0.83     0.00
     (   8,   9)      0.00   22.33     0.00       0.00    2.87     0.00       0.00   25.20     0.00
0.00    0.89     0.00
     (  10,  17)      0.00  184.22     0.00       0.00   29.03     0.00       0.00  213.25     0.00
0.00    0.86     0.00
     (  10,  18)      0.00   47.81     0.00       0.00    6.71     0.00       0.00   54.52     0.00
0.00    0.88     0.00
```

(10, 19)	0.00	181.22	0.00	0.00	5.16	0.00	0.00	186.38	0.00	0.00	0.97	0.00
(4, 8)	7.23	127.30	3.28	73.03	249.58	7.05	80.27	376.88	10.33	0.09	0.34	0.32
(2, 1)	7.46	203.86	0.00	52.91	194.40	0.00	60.37	398.27	0.00	0.12	0.51	0.00
(3, 8)	9.35	299.17	2.84	20.47	245.06	2.33	29.82	544.23	5.17	0.31	0.55	0.55
(22, 5)	0.00	266.41	10.72	0.00	274.07	13.51	0.00	540.48	24.23	0.00	0.49	0.44
(6, 1)	1.80	151.79	23.09	4.05	231.78	28.09	5.85	383.57	51.18	0.31	0.40	0.45
(16, 5)	16.82	0.00	68.28	75.25	0.00	208.87	92.07	0.00	277.15	0.18	0.00	0.25
(7, 5)	32.83	203.37	0.00	113.32	178.51	0.00	146.15	381.88	0.00	0.22	0.53	0.00
(8, 4)	0.00	122.83	13.42	0.00	350.87	30.69	0.00	473.70	44.12	0.00	0.26	0.30
(3, 10)	45.20	560.47	100.64	31.68	382.83	71.77	76.88	943.30	172.42	0.59	0.59	0.58
(1, 2)	8.51	207.02	4.94	141.54	422.22	13.78	150.05	629.23	18.72	0.06	0.33	0.26
(8, 3)	28.21	254.76	21.04	95.09	158.50	14.70	123.30	413.27	35.73	0.23	0.62	0.59
(20, 8)	5.29	0.49	8.12	40.81	5.54	32.29	46.10	6.03	40.42	0.11	0.08	0.20
(9, 8)	11.46	0.40	13.88	55.20	2.85	36.82	66.67	3.25	50.70	0.17	0.12	0.27
(3, 2)	7.06	378.56	13.14	44.54	395.17	17.90	51.60	773.73	31.03	0.14	0.49	0.42
(2, 3)	27.25	336.41	64.69	44.73	498.37	100.14	71.98	834.78	164.83	0.38	0.40	0.39
(10, 3)	163.32	167.54	79.55	257.76	228.41	80.68	421.08	395.95	160.23	0.39	0.42	0.50
(17, 10)	60.74	57.80	13.29	211.71	64.45	7.01	272.45	122.25	20.30	0.22	0.47	0.65
(22, 4)	20.72	177.33	0.00	192.25	191.24	0.00	212.97	368.57	0.00	0.10	0.48	0.00
(12, 2)	27.06	0.87	9.02	131.57	4.53	32.16	158.63	5.40	41.18	0.17	0.16	0.22
(18, 10)	10.26	24.97	17.42	23.57	86.61	7.88	33.83	111.58	25.30	0.30	0.22	0.69
(13, 1)	2.02	0.21	0.64	13.81	1.00	0.98	15.83	1.22	1.62	0.13	0.17	0.40
(21, 2)	3.00	0.10	2.79	13.03	0.03	8.61	16.03	0.13	11.40	0.19	0.78	0.25
(14, 1)	6.27	0.00	6.98	42.07	0.00	14.54	48.33	0.00	21.52	0.13	0.00	0.32
(19, 10)	55.90	23.58	55.64	107.25	44.19	52.76	163.15	67.77	108.40	0.34	0.35	0.51
(5, 22)	0.00	265.37	0.00	0.00	45.03	0.00	0.00	310.40	0.00	0.00	0.85	0.00
(11, 3)	33.09	123.37	52.78	132.66	636.40	137.01	165.75	759.77	189.78	0.20	0.16	0.28
(4, 22)	0.00	200.59	0.00	0.00	81.17	0.00	0.00	281.77	0.00	0.00	0.71	0.00
(15, 4)	52.08	0.00	44.79	68.97	0.00	20.59	121.05	0.00	65.38	0.43	0.00	0.69
(8006, 6)												
(8007, 7)												
(8009, 9)												

LINK	MOVING TIME (VEH-MINS)	DELAY TIME (VEH-MINS)	TOTAL TIME (VEH-MINS)	RATIO MOVE/TOTAL (VEH-MINS)

LEFT THRU RIGHT LEFT THRU RIGHT LEFT THRU RIGHT
LEFT THRU RIGHT

(8011, 11)
(8012, 12)
(8013, 13)
(8014, 14)
(8015, 15)
(8016, 16)
(8017, 17)
(8018, 18)
(8019, 19)
(8020, 20)
(8021, 21)

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III

LINK	TOTAL TIME (SECS/VEH)			DELAY TIME (SECS/VEH)			QUEUE TIME** (VEH-MINS)			STOP TIME** (VEH-MINS)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(1, 14)	0.0	9.3	0.0	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.4	0.0
(1, 13)	0.0	8.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(1, 6)	0.0	6.6	0.0	0.0	0.9	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(2, 21)	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(2, 12)	0.0	11.7	0.0	0.0	1.3	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(3, 11)	0.0	11.7	0.0	0.0	1.5	0.0	0.0	0.4	0.0	0.0	0.2	0.0
(4, 15)	0.0	34.6	0.0	0.0	3.3	0.0	0.0	0.6	0.0	0.0	0.4	0.0
(5, 16)	0.0	11.3	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0
(5, 7)	0.0	10.2	0.0	0.0	1.7	0.0	0.0	2.2	0.0	0.0	1.1	0.0
(8, 20)	0.0	8.9	0.0	0.0	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(8, 9)	0.0	13.6	0.0	0.0	1.6	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(10, 17)	0.0	10.7	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	0.9	0.0
(10, 18)	0.0	13.2	0.0	0.0	1.6	0.0	0.0	0.7	0.0	0.0	0.5	0.0
(10, 19)	0.0	16.3	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.2	0.0
(4, 8)	49.6	13.2	14.1	45.2	8.8	9.6	65.4	104.8	2.8	63.8	88.2	2.4
(2, 1)	51.0	12.3	0.0	44.7	6.0	0.0	48.0	116.5	0.0	47.3	111.6	0.0
(3, 8)	31.9	18.2	18.2	21.9	8.2	8.2	16.1	108.9	0.9	15.8	100.9	0.9
(22, 5)	0.0	21.0	23.5	0.0	10.7	13.1	0.0	181.9	7.8	0.0	171.9	7.3
(6, 1)	18.5	14.3	12.6	12.8	8.7	6.9	3.5	154.6	8.1	3.5	141.1	7.1
(16, 5)	55.2	0.0	41.0	45.1	0.0	30.9	65.4	0.0	171.9	64.0	0.0	164.8
(7, 5)	37.8	15.9	0.0	29.3	7.5	0.0	97.2	124.1	0.0	94.8	116.6	0.0
(8, 4)	0.0	17.3	14.7	0.0	12.8	10.2	0.0	225.3	10.1	0.0	209.1	8.4
(3, 10)	61.5	60.9	61.9	25.3	24.7	25.8	17.4	220.1				

37.3 16.5 207.1 33.8
(1, 2) 111.1 19.2 23.9 104.8 12.9 17.6 127.5 208.3
7.3 125.1 187.9 6.7
(8, 3) 43.8 16.2 17.0 33.8 6.2 7.0 76.2 58.0
5.2 74.9 50.4 4.7
(20, 8) 64.3 90.5 36.7 56.9 83.1 29.4 40.1 5.4
29.6 39.5 5.4 28.8
(9, 8) 70.2 97.5 44.1 58.1 85.4 32.0 51.0 2.7
31.8 50.2 2.7 30.8
(3, 2) 86.0 24.0 27.8 74.2 12.3 16.0 40.2 150.5
8.4 39.8 132.9 7.3
(2, 3) 31.1 29.2 30.0 19.3 17.4 18.2 31.7 304.8
60.5 30.9 283.3 56.6
(10, 3) 93.2 85.5 72.8 57.1 49.3 36.7 231.2 200.1
63.9 227.1 195.1 61.4
(17, 10) 41.6 19.6 14.2 32.3 10.3 4.9 178.7 53.3
1.5 169.9 51.6 1.4
(22, 4) 78.4 15.9 0.0 70.8 8.2 0.0 178.6 102.8
0.0 174.8 93.0 0.0
(12, 2) 61.0 64.8 47.5 50.6 54.4 37.1 118.9 4.2
27.4 115.9 4.2 26.4
(18, 10) 38.3 51.9 16.9 26.7 40.3 5.3 21.0 80.0
4.7 20.9 79.1 4.5
(13, 1) 50.0 36.5 16.2 43.6 30.1 9.8 13.4 1.0
0.9 13.3 1.0 0.8
(21, 2) 33.2 8.0 25.3 27.0 1.8 19.1 12.8 0.0
8.4 12.7 0.0 8.2
(14, 1) 65.9 0.0 26.3 57.4 0.0 17.8 40.4 0.0
12.9 40.2 0.0 12.8
(19, 10) 46.4 45.7 31.0 30.5 29.8 15.1 99.9 41.8
44.5 97.2 41.2 42.0
(5, 22) 0.0 12.1 0.0 0.0 1.8 0.0 0.0 0.6
0.0 0.0 0.1 0.0
(11, 3) 51.0 62.7 36.6 40.8 52.5 26.4 116.2 579.4
106.3 113.4 567.8 99.5
(4, 22) 0.0 10.7 0.0 0.0 3.1 0.0 0.0 10.8
0.0 0.0 6.0 0.0
(15, 4) 72.6 0.0 45.6 41.4 0.0 14.4 62.2 0.0
16.2 61.1 0.0 15.9
(8006, 6)
(8007, 7)
(8009, 9)

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III

LINK TOTAL TIME DELAY TIME QUEUE TIME**
STOP TIME**
(SECS/VEH) (SECS/VEH) (VEH-MINS)
(VEH-MINS)
LEFT THRU RIGHT LEFT THRU RIGHT LEFT THRU
RIGHT LEFT THRU RIGHT
(8011, 11)
(8012, 12)
(8013, 13)
(8014, 14)
(8015, 15)
(8016, 16)
(8017, 17)
(8018, 18)
(8019, 19)
(8020, 20)
(8021, 21)

** TIME FOR VEHICLES CURRENTLY ON THE LINK ARE INCLUDED IN THESE VALUES.

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(1, 14)	0.0	0.0	0.0
(1, 13)	0.0	0.0	0.0
(1, 6)	0.0	0.0	0.0
(2, 21)	0.0	0.0	0.0
(2, 12)	0.0	0.0	0.0
(3, 11)	0.0	0.0	0.0
(4, 15)	0.0	0.0	0.0
(5, 16)	0.0	0.0	0.0
(5, 7)	0.0	0.0	0.0
(8, 20)	0.0	0.0	0.0
(8, 9)	0.0	0.0	0.0
(10, 17)	0.0	0.0	0.0
(10, 18)	0.0	0.0	0.0
(10, 19)	0.0	0.0	0.0
(4, 8)	65.8	122.7	3.9
(2, 1)	49.4	127.1	0.0
(3, 8)	17.2	145.5	1.5
(22, 5)	0.0	226.0	11.0
(6, 1)	3.7	189.1	19.7
(16, 5)	71.0	0.0	195.0
(7, 5)	104.2	149.3	0.0
(8, 4)	0.0	250.2	14.4
(3, 10)	20.1	263.4	48.9
(1, 2)	130.4	254.3	9.8
(8, 3)	81.5	90.7	8.5
(20, 8)	41.3	5.4	31.2
(9, 8)	52.9	2.8	34.2
(3, 2)	42.5	234.0	12.8
(2, 3)	35.5	394.8	78.3
(10, 3)	241.1	211.5	70.7
(17, 10)	193.7	58.8	3.6
(22, 4)	190.2	146.1	0.0
(12, 2)	125.6	4.4	29.9
(18, 10)	21.4	82.4	6.0
(13, 1)	13.5	1.0	0.9
(21, 2)	12.8	0.0	8.4
(14, 1)	41.3	0.0	13.6
(19, 10)	101.9	42.6	49.2
(5, 22)	0.0	0.8	0.0
(11, 3)	124.1	615.3	121.7
(4, 22)	0.0	21.8	0.0
(15, 4)	65.0	0.0	17.7
(8006, 6)			
(8007, 7)			
(8009, 9)			

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV (CONT.)

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(8011, 11)			
(8012, 12)			
(8013, 13)			
(8014, 14)			
(8015, 15)			
(8016, 16)			
(8017, 17)			
(8018, 18)			
(8019, 19)			
(8020, 20)			

(8021, 21)
1

NETSIM CUMULATIVE VALUES OF FUEL CONSUMPTION

LINK	FUEL CONSUMPTION GALLONS									M.P.G.
VEHICLE TYPE-	5	1	2	6	7	8	4	5	1	2
6	7	8	4							
(1, 14)	0.82	1.47	0.15	0.00	0.00	0.00	0.00	5.09	9.96	1.19
0.00	0.00	0.00	0.00							
(1, 13)	0.01	0.10	0.04	0.00	0.00	0.00	0.00	3.91	7.67	1.19
0.00	0.00	0.00	0.00							
(1, 6)	3.07	4.60	0.48	0.00	0.00	0.00	0.00	10.45	17.66	2.54
0.00	0.00	0.00	0.00							
(2, 21)	0.08	0.23	0.03	0.00	0.00	0.00	0.00	5.37	9.17	1.05
0.00	0.00	0.00	0.00							
(2, 12)	0.45	0.85	0.05	0.00	0.00	0.00	0.00	6.75	12.31	1.44
0.00	0.00	0.00	0.00							
(3, 11)	1.44	2.34	0.11	0.00	0.00	0.00	0.00	6.88	12.39	1.44
0.00	0.00	0.00	0.00							
(4, 15)	1.41	2.99	0.17	0.00	0.00	0.00	0.00	12.60	21.78	2.94
0.00	0.00	0.00	0.00							
(5, 16)	0.77	1.41	0.18	0.00	0.00	0.00	0.00	6.63	11.92	1.70
0.00	0.00	0.00	0.00							
(5, 7)	6.26	10.04	0.48	0.00	0.00	0.00	0.00	7.67	13.50	1.93
0.00	0.00	0.00	0.00							
(8, 20)	0.30	0.65	0.04	0.00	0.00	0.00	0.00	4.75	9.11	1.51
0.00	0.00	0.00	0.00							
(8, 9)	0.31	0.62	0.10	0.00	0.00	0.00	0.00	7.21	12.91	1.73
0.00	0.00	0.00	0.00							
(10, 17)	2.82	4.66	0.55	0.00	0.00	0.00	0.00	7.90	14.20	1.62
0.00	0.00	0.00	0.00							
(10, 18)	0.89	1.28	0.25	0.00	0.00	0.00	0.00	6.47	12.95	1.48
0.00	0.00	0.00	0.00							
(10, 19)	1.32	2.36	0.28	0.00	0.00	0.00	0.00	11.19	16.82	2.10
0.00	0.00	0.00	0.00							
(4, 8)	4.33	8.19	0.86	0.00	0.00	0.00	0.00	5.34	8.20	1.80
0.00	0.00	0.00	0.00							
(2, 1)	5.47	8.18	0.54	0.00	0.00	0.00	0.00	7.25	12.32	2.35
0.00	0.00	0.00	0.00							
(3, 8)	6.65	11.84	0.38	0.00	0.00	0.00	0.00	7.89	12.87	2.32
0.00	0.00	0.00	0.00							
(22, 5)	4.11	7.60	0.41	0.00	0.00	0.00	0.00	11.83	17.81	2.26
0.00	0.00	0.00	0.00							
(6, 1)	3.64	7.23	0.28	0.00	0.00	0.00	0.00	7.35	11.46	2.53
0.00	0.00	0.00	0.00							
(16, 5)	1.49	4.01	0.19	0.00	0.00	0.00	0.00	5.89	7.97	2.10
0.00	0.00	0.00	0.00							
(7, 5)	4.35	8.59	1.15	0.00	0.00	0.00	0.00	8.38	12.88	2.34
0.00	0.00	0.00	0.00							
(8, 4)	4.30	8.43	0.26	0.00	0.00	0.00	0.00	5.51	7.94	1.60
0.00	0.00	0.00	0.00							
(3, 10)	7.46	14.25	0.91	0.00	0.00	0.00	0.00	11.84	17.95	2.92
0.00	0.00	0.00	0.00							
(1, 2)	6.19	12.46	0.28	0.00	0.00	0.00	0.00	6.03	8.72	1.98
0.00	0.00	0.00	0.00							
(8, 3)	7.74	11.14	1.27	0.00	0.00	0.00	0.00	7.16	13.09	2.21
0.00	0.00	0.00	0.00							
(20, 8)	0.36	0.87	0.02	0.00	0.00	0.00	0.00	4.60	5.81	3.22
0.00	0.00	0.00	0.00							
(9, 8)	0.67	1.01	0.06	0.00	0.00	0.00	0.00	5.84	8.31	1.76
0.00	0.00	0.00	0.00							
(3, 2)	9.47	15.10	1.18	0.00	0.00	0.00	0.00	7.54	12.21	2.31
0.00	0.00	0.00	0.00							
(2, 3)	10.62	18.31	0.61	0.00	0.00	0.00	0.00	6.99	11.58	1.83
0.00	0.00	0.00	0.00							
(10, 3)	4.63	9.91	0.46	0.00	0.00	0.00	0.00	11.02	15.33	2.60
0.00	0.00	0.00	0.00							
(17, 10)	2.58	5.18	0.25	0.00	0.00	0.00	0.00	6.23	9.11	1.81

```
0.00    0.00    0.00    0.00
 (  22,    4)       2.75    6.39    0.67    0.00    0.00    0.00    0.00   11.52   15.46    3.55
0.00    0.00    0.00    0.00
 (  12,    2)       0.90    2.09    0.06    0.00    0.00    0.00    0.00    4.90    6.45    1.41
0.00    0.00    0.00    0.00
 (  18,   10)       0.91    1.54    0.20    0.00    0.00    0.00    0.00    7.67   11.50    2.29
0.00    0.00    0.00    0.00
 (  13,    1)       0.04    0.17    0.01    0.00    0.00    0.00    0.00    6.58    6.11    7.62
0.00    0.00    0.00    0.00
 (  21,    2)       0.12    0.20    0.00    0.00    0.00    0.00    0.00    5.41    5.82    0.00
0.00    0.00    0.00    0.00
 (  14,    1)       0.22    0.58    0.02    0.00    0.00    0.00    0.00    6.55    8.15    4.33
0.00    0.00    0.00    0.00
 (  19,   10)       1.26    2.99    0.33    0.00    0.00    0.00    0.00    8.40   10.72    2.05
0.00    0.00    0.00    0.00
 (   5,   22)       3.65    7.06    1.19    0.00    0.00    0.00    0.00   11.48   18.98    2.77
0.00    0.00    0.00    0.00
 (  11,    3)       5.37   11.58    0.37    0.00    0.00    0.00    0.00    4.83    6.42    1.54
0.00    0.00    0.00    0.00
 (   4,   22)       5.77    8.41    0.42    0.00    0.00    0.00    0.00    6.13   11.69    1.60
0.00    0.00    0.00    0.00
 (  15,    4)       0.95    1.62    0.45    0.00    0.00    0.00    0.00   13.66   20.47    3.43
0.00    0.00    0.00    0.00
 SUBNETWORK-      125.95  228.53   15.71    0.00    0.00    0.00    0.00    7.92   12.55    2.28
0.00    0.00    0.00    0.00
                     VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 =
BUS
1
                                                NETSIM CUMULATIVE VALUES OF EMISSION


                    LINK                        VEHICLE EMISSIONS (GRAMS/ MILE)
                                                                          HC
                 VEHICLE TYPE-          5          1          2          6          7          8
4
                 (   1,   14)          0.58       0.62      27.18       0.00       0.00       0.00
0.00
                 (   1,   13)          0.71       0.86      27.33       0.00       0.00       0.00
0.00
                 (   1,    6)          0.25       0.27      12.89       0.00       0.00       0.00
0.00
                 (   2,   21)          0.44       0.53      30.33       0.00       0.00       0.00
0.00
                 (   2,   12)          0.38       0.46      22.97       0.00       0.00       0.00
0.00
                 (   3,   11)          0.37       0.43      22.33       0.00       0.00       0.00
0.00
                 (   4,   15)          0.13       0.16      10.50       0.00       0.00       0.00
0.00
                 (   5,   16)          0.38       0.47      19.43       0.00       0.00       0.00
0.00
                 (   5,    7)          0.39       0.44      17.03       0.00       0.00       0.00
0.00
                 (   8,   20)          0.61       0.68      21.59       0.00       0.00       0.00
0.00
                 (   8,    9)          0.34       0.43      18.91       0.00       0.00       0.00
0.00
                 (  10,   17)          0.29       0.34      20.14       0.00       0.00       0.00
0.00
                 (  10,   18)          0.42       0.41      22.20       0.00       0.00       0.00
0.00
                 (  10,   19)          0.12       0.16      14.50       0.00       0.00       0.00
0.00
                 (   4,    8)          0.44       0.58      17.41       0.00       0.00       0.00
0.00
                 (   2,    1)          0.36       0.38      13.73       0.00       0.00       0.00
0.00
                 (   3,    8)          0.34       0.41      13.73       0.00       0.00       0.00
0.00
                 (  22,    5)          0.18       0.19      14.76       0.00       0.00       0.00
```

(6, 1)	0.39	0.44	13.02	0.00	0.00	0.00	0.00
(16, 5)	0.32	0.37	14.39	0.00	0.00	0.00	0.00
(7, 5)	0.33	0.38	14.56	0.00	0.00	0.00	0.00
(8, 4)	0.43	0.59	19.38	0.00	0.00	0.00	0.00
(3, 10)	0.11	0.14	10.42	0.00	0.00	0.00	0.00
(1, 2)	0.38	0.48	15.28	0.00	0.00	0.00	0.00
(8, 3)	0.40	0.40	14.72	0.00	0.00	0.00	0.00
(20, 8)	0.35	0.49	8.55	0.00	0.00	0.00	0.00
(9, 8)	0.29	0.33	16.91	0.00	0.00	0.00	0.00
(3, 2)	0.33	0.39	13.91	0.00	0.00	0.00	0.00
(2, 3)	0.38	0.40	17.84	0.00	0.00	0.00	0.00
(10, 3)	0.11	0.13	11.59	0.00	0.00	0.00	0.00
(17, 10)	0.33	0.42	17.10	0.00	0.00	0.00	0.00
(22, 4)	0.16	0.17	8.79	0.00	0.00	0.00	0.00
(12, 2)	0.37	0.46	21.19	0.00	0.00	0.00	0.00
(18, 10)	0.25	0.28	12.85	0.00	0.00	0.00	0.00
(13, 1)	0.27	0.43	3.95	0.00	0.00	0.00	0.00
(21, 2)	0.20	0.38	0.00	0.00	0.00	0.00	0.00
(14, 1)	0.24	0.30	7.34	0.00	0.00	0.00	0.00
(19, 10)	0.12	0.18	13.87	0.00	0.00	0.00	0.00
(5, 22)	0.21	0.24	11.81	0.00	0.00	0.00	0.00
(11, 3)	0.37	0.50	19.84	0.00	0.00	0.00	0.00
(4, 22)	0.51	0.53	20.61	0.00	0.00	0.00	0.00
(15, 4)	0.08	0.09	8.64	0.00	0.00	0.00	0.00
SUBNETWORK-	0.30	0.34	14.00	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE) CO					
VEHICLE TYPE-	5	1	2	6	7	8
(1, 14)	37.85	48.58	465.51	0.00	0.00	0.00
(1, 13)	40.62	66.39	463.35	0.00	0.00	0.00
(1, 6)	20.09	22.59	221.43	0.00	0.00	0.00
(2, 21)	22.08	34.43	503.67	0.00	0.00	0.00
(2, 12)	23.48	35.28	396.63	0.00	0.00	0.00

0.00							
(3, 11)	24.75	32.86	380.89	0.00	0.00	0.00	0.00
(4, 15)	9.15	12.75	168.74	0.00	0.00	0.00	0.00
(5, 16)	23.83	36.06	333.67	0.00	0.00	0.00	0.00
(5, 7)	30.42	36.57	293.92	0.00	0.00	0.00	0.00
(8, 20)	39.50	52.32	368.58	0.00	0.00	0.00	0.00
(8, 9)	22.00	33.57	321.90	0.00	0.00	0.00	0.00
(10, 17)	18.66	26.39	344.59	0.00	0.00	0.00	0.00
(10, 18)	28.51	31.53	379.40	0.00	0.00	0.00	0.00
(10, 19)	6.88	10.41	229.71	0.00	0.00	0.00	0.00
(4, 8)	25.49	42.32	285.31	0.00	0.00	0.00	0.00
(2, 1)	26.16	30.19	231.59	0.00	0.00	0.00	0.00
(3, 8)	24.27	31.82	228.09	0.00	0.00	0.00	0.00
(22, 5)	12.83	14.24	256.15	0.00	0.00	0.00	0.00
(6, 1)	29.80	35.69	223.59	0.00	0.00	0.00	0.00
(16, 5)	21.72	29.54	232.41	0.00	0.00	0.00	0.00
(7, 5)	27.26	31.99	258.49	0.00	0.00	0.00	0.00
(8, 4)	27.18	43.84	310.99	0.00	0.00	0.00	0.00
(3, 10)	6.90	10.33	164.69	0.00	0.00	0.00	0.00
(1, 2)	22.47	33.37	239.60	0.00	0.00	0.00	0.00
(8, 3)	30.59	31.62	250.42	0.00	0.00	0.00	0.00
(20, 8)	24.80	40.65	112.06	0.00	0.00	0.00	0.00
(9, 8)	20.47	26.42	269.17	0.00	0.00	0.00	0.00
(3, 2)	22.11	29.16	233.99	0.00	0.00	0.00	0.00
(2, 3)	28.24	30.60	304.55	0.00	0.00	0.00	0.00
(10, 3)	7.39	10.16	180.67	0.00	0.00	0.00	0.00
(17, 10)	22.84	32.93	277.43	0.00	0.00	0.00	0.00
(22, 4)	9.60	11.63	142.37	0.00	0.00	0.00	0.00
(12, 2)	25.10	36.13	336.32	0.00	0.00	0.00	0.00
(18, 10)	19.47	23.18	196.14	0.00	0.00	0.00	0.00
(13, 1)	23.32	38.15	60.73	0.00	0.00	0.00	0.00
(21, 2)	12.53	32.76	0.00	0.00	0.00	0.00	0.00
(14, 1)	20.65	26.24	121.41	0.00	0.00	0.00	0.00
(19, 10)	7.04	14.03	205.49	0.00	0.00	0.00	0.00
(5, 22)	16.10	19.59	202.21	0.00	0.00	0.00	0.00
(11, 3)	24.46	38.03	312.79	0.00	0.00	0.00	0.00

0.00

(4, 22)	40.23	43.90	356.69	0.00	0.00	0.00	0.00
(15, 4)	7.14	8.34	132.39	0.00	0.00	0.00	0.00
SUBNETWORK-	21.03	26.39	233.58	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS
1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK VEHICLE EMISSIONS (GRAMS/ MILE)

VEHICLE TYPE-	5	1	2	NO 6	7	8	4
(1, 14)	2.81	1.97	72.14	0.00	0.00	0.00	0.00
(1, 13)	4.09	2.75	73.45	0.00	0.00	0.00	0.00
(1, 6)	1.09	1.00	32.91	0.00	0.00	0.00	0.00
(2, 21)	2.49	1.99	81.06	0.00	0.00	0.00	0.00
(2, 12)	1.97	1.49	61.70	0.00	0.00	0.00	0.00
(3, 11)	1.89	1.47	60.36	0.00	0.00	0.00	0.00
(4, 15)	0.70	0.53	25.23	0.00	0.00	0.00	0.00
(5, 16)	1.99	1.55	51.97	0.00	0.00	0.00	0.00
(5, 7)	1.67	1.45	45.02	0.00	0.00	0.00	0.00
(8, 20)	3.01	2.23	58.36	0.00	0.00	0.00	0.00
(8, 9)	1.77	1.37	49.55	0.00	0.00	0.00	0.00
(10, 17)	1.55	1.20	53.44	0.00	0.00	0.00	0.00
(10, 18)	2.05	1.36	59.22	0.00	0.00	0.00	0.00
(10, 19)	0.72	0.68	36.23	0.00	0.00	0.00	0.00
(4, 8)	2.32	2.10	43.27	0.00	0.00	0.00	0.00
(2, 1)	1.62	1.36	34.73	0.00	0.00	0.00	0.00
(3, 8)	1.56	1.36	34.85	0.00	0.00	0.00	0.00
(22, 5)	0.79	0.69	36.30	0.00	0.00	0.00	0.00
(6, 1)	1.59	1.43	31.23	0.00	0.00	0.00	0.00
(16, 5)	1.58	1.23	35.21	0.00	0.00	0.00	0.00
(7, 5)	1.32	1.24	35.07	0.00	0.00	0.00	0.00
(8, 4)	2.14	2.06	46.22	0.00	0.00	0.00	0.00
(3, 10)	0.63	0.57	23.99	0.00	0.00	0.00	0.00
(1, 2)	1.97	1.80	34.18	0.00	0.00	0.00	0.00
(8, 3)	1.71	1.34	37.45	0.00	0.00	0.00	0.00
(20, 8)	1.81	1.50	10.42	0.00	0.00	0.00	0.00
(9, 8)	1.47	1.04	40.30	0.00	0.00	0.00	0.00

```
0.00
                 (   3,    2)          1.57       1.37      35.29       0.00       0.00       0.00
0.00
                 (   2,    3)          1.66       1.41      44.98       0.00       0.00       0.00
0.00
                 (  10,    3)          0.61       0.52      25.00       0.00       0.00       0.00
0.00
                 (  17,   10)          1.65       1.44      41.94       0.00       0.00       0.00
0.00
                 (  22,    4)          0.70       0.63      19.97       0.00       0.00       0.00
0.00
                 (  12,    2)          1.99       1.51      51.10       0.00       0.00       0.00
0.00
                 (  18,   10)          1.13       0.82      27.03       0.00       0.00       0.00
0.00
                 (  13,    1)          1.06       1.08       8.55       0.00       0.00       0.00
0.00
                 (  21,    2)          1.26       1.08       0.00       0.00       0.00       0.00
0.00
                 (  14,    1)          0.84       0.82      18.95       0.00       0.00       0.00
0.00
                 (  19,   10)          0.75       0.68      28.99       0.00       0.00       0.00
0.00
                 (   5,   22)          0.96       0.84      30.16       0.00       0.00       0.00
0.00
                 (  11,    3)          1.92       1.73      43.83       0.00       0.00       0.00
0.00
                 (   4,   22)          2.20       1.75      54.73       0.00       0.00       0.00
0.00
                 (  15,    4)          0.36       0.29      18.73       0.00       0.00       0.00
0.00
                 SUBNETWORK-           1.38       1.18      34.45       0.00       0.00       0.00
0.00
                     VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 =
TRANSIT BUS


 THE HIGHEST NUMBER OF VEHICLES ON THE NETWORK WAS   303 VEHICLES.
 THIS MAXIMUM OCCURRED AT  1019 SECONDS.


THE FRACTION OF VEHICLES THAT WERE UNABLE TO COMPLETE THEIR ASSIGNED TURN MOVEMENT WAS    0.00379




                                        -------------------------------
                                        NETWORK-WIDE AVERAGE STATISTICS
                                        -------------------------------

 TOTAL VEHICLE- MILE =    3953.17     VEHICLE-HOURS OF:  MOVE TIME =   111.23 , DELAY TIME =
135.36 , TOTAL TIME =   246.59

 AVERAGE SPEED ( MPH)=      16.03     MOVE/TOTAL = 0.45       MINUTES/MILE OF:  DELAY TIME =
2.05 , TOTAL TIME =     3.74

 NETWORK-WIDE STATISTICS FOR SCRIPT PROCESSING
    3953.17,   111.23,   135.36,   246.59,      16.03, 0.45,     2.05,     3.74

 TOTAL CPU TIME FOR SIMULATION =       20.47 SECONDS
 TOTAL CPU TIME FOR THIS RUN =       20.47 SECONDS
0LAST CASE PROCESSED
```

Appendix D
Year 2016 Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	9	9	12	14	12	12	12	15	9	9	8
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	1.00		1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00	0.85		0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1608	1295		1876		1787	3574	1759	1608	3215	
Flt Permitted		0.86	1.00		0.77		0.07	1.00	1.00	0.08	1.00	
Satd. Flow (perm)		1460	1295		1497		132	3574	1759	134	3215	
Volume (vph)	48	0	43	15	1	5	12	1791	275	50	1845	8
Peak-hour factor, PHF	0.86	0.86	0.86	0.64	0.64	0.64	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	56	0	50	23	2	8	12	1828	281	55	2027	9
RTOR Reduction (vph)	0	0	46	0	7	0	0	0	70	0	0	0
Lane Group Flow (vph)	0	56	4	0	26	0	12	1828	211	55	2036	0
Parking (#/hr)			0									
Turn Type	Perm		Perm	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6		6	2		
Actuated Green, G (s)		8.6	8.6		8.6		76.3	75.1	75.1	83.4	79.2	
Effective Green, g (s)		8.6	8.6		8.6		75.3	75.1	75.1	83.4	79.2	
Actuated g/C Ratio		0.09	0.09		0.09		0.75	0.75	0.75	0.83	0.79	
Clearance Time (s)		4.0	4.0		4.0		3.0	4.0	4.0	3.0	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)		126	111		129		103	2684	1321	175	2546	
v/s Ratio Prot							0.00	0.51		c0.01	c0.63	
v/s Ratio Perm		c0.04	0.00		0.02		0.09		0.12	0.25		
v/c Ratio		0.44	0.04		0.20		0.12	0.68	0.16	0.31	0.80	
Uniform Delay, d1		43.4	41.9		42.5		5.8	6.3	3.5	7.0	5.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	2.39	0.40	
Incremental Delay, d2		2.5	0.1		0.8		0.5	0.7	0.1	0.1	0.3	
Delay (s)		45.9	42.1		43.3		6.3	7.1	3.6	16.8	2.6	
Level of Service		D	D		D		A	A	A	B	A	
Approach Delay (s)		44.1			43.3			6.6			3.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	15	12	11	11	15	10	11	9
Grade (%)		1%			2%			0%			0%	
Total Lost time (s)		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	0.95	
Frt		0.95			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1954			1906		1728	3445		1668	3439	
Flt Permitted		0.82			0.77		0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1641			1525		105	3445		104	3439	
Volume (vph)	24	1	16	142	3	54	66	1748	35	32	1824	57
Peak-hour factor, PHF	0.64	0.64	0.64	0.83	0.83	0.83	0.64	0.64	0.64	0.75	0.75	0.75
Adj. Flow (vph)	38	2	25	171	4	65	103	2731	55	43	2432	76
RTOR Reduction (vph)	0	21	0	0	13	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	44	0	0	227	0	103	2786	0	43	2506	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		17.1			17.1		74.1	69.5		69.7	67.3	
Effective Green, g (s)		17.1			17.1		73.1	69.5		68.7	67.3	
Actuated g/C Ratio		0.17			0.17		0.73	0.70		0.69	0.67	
Clearance Time (s)		4.0			4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		281			261		135	2394		93	2314	
v/s Ratio Prot							c0.03	c0.81		0.01	0.73	
v/s Ratio Perm		0.03			c0.15		0.53			0.31		
v/c Ratio		0.16			0.87		0.76	1.16		0.46	1.08	
Uniform Delay, d1		35.3			40.4		49.4	15.2		49.9	16.4	
Progression Factor		1.00			1.00		1.77	0.69		1.36	0.37	
Incremental Delay, d2		0.3			24.9		20.7	78.3		1.6	41.4	
Delay (s)		35.6			65.3		108.2	88.9		69.5	47.5	
Level of Service		D			E		F	F		E	D	
Approach Delay (s)		35.6			65.3			89.6			47.8	
Approach LOS		D			E			F			D	

Intersection Summary

HCM Average Control Delay	69.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
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	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	9	9	11	10	11	8	12
Grade (%)		0%			2%			0%			0%	
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	0.95		1.00	0.95	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3236	3176		1710	3303	1425	3120	3373		3319	3033	
Flt Permitted	0.95	1.00		0.33	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3236	3176		600	3303	1425	3120	3373		3319	3033	
Volume (vph)	284	267	126	195	757	282	117	1507	282	163	1347	107
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	316	297	140	222	860	320	129	1656	310	179	1480	118
RTOR Reduction (vph)	0	56	0	0	0	115	0	0	0	0	0	0
Lane Group Flow (vph)	316	381	0	222	860	205	129	1966	0	179	1598	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8						
Actuated Green, G (s)	8.0	20.0		22.0	22.0	22.0	7.0	47.0		7.0	47.0	
Effective Green, g (s)	8.0	20.0		22.0	22.0	22.0	6.0	48.0		6.0	48.0	
Actuated g/C Ratio	0.08	0.20		0.22	0.22	0.22	0.06	0.48		0.06	0.48	
Clearance Time (s)	4.0	4.0		3.0	4.0	4.0	3.0	5.0		3.0	5.0	
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)	259	635		243	727	314	187	1619		199	1456	
v/s Ratio Prot	c0.10	0.12		0.09	c0.26		0.04	c0.58		0.05	c0.53	
v/s Ratio Perm				0.11		0.14						
v/c Ratio	1.22	0.60		0.91	1.18	0.65	0.69	1.21		0.90	1.10	
Uniform Delay, d1	46.0	36.4		36.9	39.0	35.5	46.1	26.0		46.7	26.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.15	0.95		0.81	0.67	
Incremental Delay, d2	128.7	1.6		35.2	96.0	4.8	1.0	97.0		14.4	47.5	
Delay (s)	174.7	38.0		72.1	135.0	40.4	53.8	121.7		52.2	65.0	
Level of Service	F	D		E	F	D	D	F		D	E	
Approach Delay (s)		95.3			103.5			117.6			63.7	
Approach LOS		F			F			F			E	

Intersection Summary

HCM Average Control Delay	95.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	8	9	8	10	9	9
Total Lost time (s)		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	0.95	
Frt		0.92			0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1642			1926		1549	3211		1668	3208	
Flt Permitted		0.71			0.72		0.06	1.00		0.05	1.00	
Satd. Flow (perm)		1183			1418		94	3211		96	3208	
Volume (vph)	44	3	67	52	3	76	48	1757	23	75	1496	28
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.65	0.65	0.65
Adj. Flow (vph)	51	3	77	57	3	84	59	2143	28	115	2302	43
RTOR Reduction (vph)	0	56	0	0	54	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	75	0	0	90	0	59	2170	0	115	2344	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		11.1			11.1		73.9	69.2		80.9	73.2	
Effective Green, g (s)		11.1			11.1		72.9	69.2		80.9	73.2	
Actuated g/C Ratio		0.11			0.11		0.73	0.69		0.81	0.73	
Clearance Time (s)		4.0			4.0		3.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		131			157		122	2222		199	2348	
v/s Ratio Prot							0.02	0.68		c0.04	c0.73	
v/s Ratio Perm		c0.06			0.06		0.33			0.42		
v/c Ratio		0.57			0.57		0.48	0.98		0.58	1.00	
Uniform Delay, d1		42.2			42.2		19.1	14.6		25.3	13.3	
Progression Factor		1.00			1.00		1.52	0.49		1.31	0.59	
Incremental Delay, d2		5.9			5.0		0.3	2.5		3.8	17.5	
Delay (s)		48.1			47.1		29.5	9.6		36.9	25.4	
Level of Service		D			D		C	A		D	C	
Approach Delay (s)		48.1			47.1			10.1			26.0	
Approach LOS		D			D			B			C	

Intersection Summary

HCM Average Control Delay	20.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	SET	SER	NWL	NWT
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	1.00	1.00	0.95	1.00	1.00	0.95
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)	1770	1583	3539	1583	1787	3574
Flt Permitted	0.95	1.00	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1770	1583	3539	1583	133	3574
Volume (vph)	108	83	1707	169	161	1492
Peak-hour factor, PHF	0.90	0.90	0.99	0.99	0.92	0.92
Adj. Flow (vph)	120	92	1724	171	175	1622
RTOR Reduction (vph)	0	81	0	58	0	0
Lane Group Flow (vph)	120	11	1724	113	175	1622
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Turn Type		Perm		Perm	pm+pt	
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	11.9	11.9	66.2	66.2	78.1	78.1
Effective Green, g (s)	11.9	11.9	66.2	66.2	80.1	80.1
Actuated g/C Ratio	0.12	0.12	0.66	0.66	0.80	0.80
Clearance Time (s)	4.0	4.0	4.0	4.0	3.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	211	188	2343	1048	270	2863
v/s Ratio Prot	c0.07		c0.49		c0.06	0.45
v/s Ratio Perm		0.01		0.07	0.46	
v/c Ratio	0.57	0.06	0.74	0.11	0.65	0.57
Uniform Delay, d1	41.6	39.1	11.1	6.2	21.2	3.6
Progression Factor	1.00	1.00	0.26	0.06	1.82	0.94
Incremental Delay, d2	3.5	0.1	0.7	0.1	4.7	0.7
Delay (s)	45.1	39.2	3.5	0.4	43.4	4.1
Level of Service	D	D	A	A	D	A
Approach Delay (s)	42.6		3.3			8.0
Approach LOS	D		A			A

Intersection Summary

HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	9	11	16	12
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		1.00	0.91	1.00	
Frt	0.99		1.00	1.00	0.89	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	4885		1608	4964	1875	
Flt Permitted	1.00		0.08	1.00	0.99	
Satd. Flow (perm)	4885		127	4964	1875	
Volume (vph)	1715	75	259	1567	86	455
Peak-hour factor, PHF	0.96	0.96	0.97	0.97	0.94	0.94
Adj. Flow (vph)	1786	78	267	1615	91	484
RTOR Reduction (vph)	4	0	0	0	208	0
Lane Group Flow (vph)	1860	0	267	1615	367	0
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Turn Type			pm+pt			
Protected Phases	2		1	6	8	
Permitted Phases			6			
Actuated Green, G (s)	47.2		66.0	66.0	22.0	
Effective Green, g (s)	49.2		68.0	68.0	24.0	
Actuated g/C Ratio	0.49		0.68	0.68	0.24	
Clearance Time (s)	6.0		4.0	6.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2403		306	3376	450	
v/s Ratio Prot	0.38		c0.13	0.33	c0.20	
v/s Ratio Perm			c0.46			
v/c Ratio	0.77		0.87	0.48	0.82	
Uniform Delay, d1	20.8		28.9	7.6	35.9	
Progression Factor	0.85		1.00	1.00	1.00	
Incremental Delay, d2	1.8		22.8	0.5	10.9	
Delay (s)	19.4		51.7	8.1	46.8	
Level of Service	B		D	A	D	
Approach Delay (s)	19.4			14.3	46.8	
Approach LOS	B			B	D	

Intersection Summary

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
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		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3172		1626	3402	1599	1787	3574	1599	1787	3494	
Flt Permitted	0.64	1.00		0.35	0.84	1.00	0.08	1.00	1.00	0.51	1.00	
Satd. Flow (perm)	1208	3172		601	2866	1599	157	3574	1599	966	3494	
Volume (vph)	206	84	252	44	110	79	437	390	103	67	967	169
Peak-hour factor, PHF	0.94	0.94	0.94	0.76	0.76	0.76	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	219	89	268	58	145	104	455	406	107	74	1074	188
RTOR Reduction (vph)	0	234	0	0	0	92	0	0	38	0	10	0
Lane Group Flow (vph)	219	123	0	37	166	12	455	406	69	74	1252	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	17.0	13.0		13.8	13.8	11.4	74.9	66.1	66.1	48.7	43.9	
Effective Green, g (s)	17.0	13.0		13.8	13.8	11.4	74.9	66.1	66.1	48.7	43.9	
Actuated g/C Ratio	0.17	0.13		0.13	0.13	0.11	0.73	0.65	0.65	0.48	0.43	
Clearance Time (s)	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	
Lane Grp Cap (vph)	223	403		105	399	178	545	2309	1033	498	1499	
v/s Ratio Prot	c0.04	0.04		0.01	0.01		c0.22	0.11		0.01	0.36	
v/s Ratio Perm	c0.12			0.04	0.05	0.01	c0.39		0.04	0.06		
v/c Ratio	0.98	0.31		0.35	0.42	0.07	0.83	0.18	0.07	0.15	0.84	
Uniform Delay, d1	41.8	40.5		39.3	40.6	40.7	27.9	7.2	6.7	14.6	26.0	
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	54.9	0.4		2.0	0.7	0.2	10.6	0.2	0.1	0.1	5.7	
Delay (s)	96.7	41.0		41.3	41.3	40.8	38.6	7.4	6.8	14.8	31.6	
Level of Service	F	D		D	D	D	D	A	A	B	C	
Approach Delay (s)		62.2			41.1			22.0			30.7	
Approach LOS		E			D			C			C	

Intersection Summary

HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	102.3	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

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INPUT FILE NAME: C:\TSIS Projects\King Street Alternatives\Alt 3 PM
RUN DATE       : 06/06/06


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                                                 VERSION 5.1 (BUILD #301)
                                                 RELEASE DATE FEBRUARY 2003

                                                 TRAF SIMULATION MODEL

                                                      DEVELOPED FOR

                                              U. S. DEPARTMENT OF TRANSPORTATION
                                                FEDERAL HIGHWAY ADMINISTRATION
                                     FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY

1                                       CARD FILE LIST
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

     1 :Synchro File: F:\FHI\Laptop Projects\King St\Alternatives Analysis\Alt 3 Dual  0
     2 :                                     6   52006                           0   1
     3 :       1   0   0  60     7981 0100  0              31200        7781    7581   2
     4 :3600                                                                          3
     5 :                 60                                                           4
     6 :   0       0   0   0   0   0   0   0   0   0   1    Alt 3                      5
     7 :   1  14Dawes St.                                                            10
     8 :   1  13Comm. Drive                                                          10
     9 :   1   6King St.                                                             10
    10 :   2  12S. Chesterfi                                                          10
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    11 :   3  11S. Walter Re                                                  10
    12 :   4  15N. Hampton D                                                  10
    13 :   5  16Park Center                                                   10
    14 :   5   7King St.                                                      10
    15 :   8  2028th Street                                                   10
    16 :   8   928th Street                                                   10
    17 :  10  17N. Beauregar                                                  10
    18 :  10  18W. Braddock                                                   10
    19 :  10  19East Campus                                                   10
    20 :   4   8King St.                                                      10
    21 :   3   8King St.                                                      10
    22 :   3  10N. Beauregar                                                  10
    23 :   1   2King St.                                                      10
    24 :   2   3King St.                                                      10
    25 :   5  22King St.                                                      10
    26 :   4  22King St.                                                      10
    27 :   1  14 376         1     01           8014              20  18  30  0       11
    28 :   1  13 281         1     01           8013              20  18  30  0       11
    29 :   1   6 335         2     01           8006              20  18  40  0       11
    30 :   2  21 180         1    -11           8021              20  18  20  0       11
    31 :   2  12 458         1    -21           8012              20  18  30  0       11
    32 :   3  11 448         2    -21           8011              20  18  30  0       11
    33 :   4  151375         1     01           8015              20  18  30  0       11
    34 :   5  16 444         1     01           8016              20  18  30  0       11
    35 :   5   7 501         3     01           8007              20  18  40  0       11
    36 :   8  20 325         1     01           8020              20  18  30  0       11
    37 :   8   9 531         1     01           8009              20  18  30  0       11
    38 :  10  17 408         2     01           8017              20  18  30  0       11
    39 :  10  18 511         2     01           8018              20  18  30  0       11
    40 :  10  19 461         2     01           8019              20  18  20  0       11
    41 :   4   8 264  81     2 1   017T       20   3   9       3  20  18  40  0       11
    42 :   2   1 372 120     2 1   017T       14   6  13       6  20  18  40  0       11
    43 :   3   8 591 176     2 1   017T        9   4  20       4  20  18  40  0       11
    44 :  22   5 612         3     017TT           7  16          20  18  40  0       11
    45 :   6   1 335 162     3 1   014TT      13   2  14       2  20  18  40  021     11
    46 :  16   5 444         1     019        22       7          20  18  30  0       11
    47 :   7   5 501 165     3 1   01TTT      16  22          22  20  18  40 10       11
    48 :   8   4 264         3     014TT          22  15          20  18  40  021     11
    49 :   3  101591 102     2 1   017T       18  17  19      17  20  18  30  0       11
    50 :   1   2 372  84     2 1   017T       12   3  21       3  20  18  40 10       11
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

1 CARD FILE LIST (CONT.)

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0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

    51 :   8   3 591 290     2 2   017T       10   2  11       2  20  18  40 10       11
    52 :  20   8 325         1     019         3   9   4       9  20  18  30  0       11
    53 :   9   8 531         1     019         4  20   3      20  20  18  30  0       11
    54 :   3   2 694 183     2 1   017T       21   1  12       1  20  18  40  0       11
    55 :   2   3 694 260     2 2   017T       11   8  10       8  20  18  40 10       11
    56 :  10   31591 165     2 2   017T        2  11   8      11  20  18  30  0       11
    57 :  17  10 408  72     3 1   014TT      19   3  18       3  20  18  30  021     11
    58 :  22   4 450         3     01TT1      15   8           8  20  18  40 10       11
    59 :  12   2 458         1     219         3  21   1      21  20  18  30  0       11
    60 :  18  10 511 165     3 1   014T8      17  19   3      19  20  18  30  021     11
    61 :  13   1 281         1     019         2  14   6      14  20  18  30  0       11
    62 :  21   2 180         1     119         1  12   3      12  20  18  20  0       11
    63 :  14   1 376         2     0148        6  13   2      13  20  18  30  021     11
    64 :  19  10 461 108     2 1   017T        3  18  17      18  20  18  20  0       11
    65 :   5  22 612         3     01             4              20  18  40  0       11
    66 :  11   3 448 180 180 2 1 1 21TT        8  10   2      10  20  18  30  0       11
    67 :   4  22 450         3     01             5              20  18  40  0       11
    68 :  15   41375         2     0141        8      22          20  18  30  0       11
    69 :8006   6             3     01             1              20  18      0       11
    70 :8007   7             3     01             5              20  18      0       11
    71 :8009   9             1     01             8              20  18      0       11
    72 :8011  11             2     01             3              20  18      0       11
    73 :8012  12             1     01             2              20  18      0       11
    74 :8013  13             1     01             1              20  18      0       11
    75 :8014  14             2     01             1              20  18      0       11
```

```
    76 :8015  15             2     01              4              20  18      0       11
    77 :8016  16             1     01              5              20  18      0       11
    78 :8017  17             3     01             10              20  18      0       11
    79 :8018  18             3     01             10              20  18      0       11
    80 :8019  19             2     01             10              20  18      0       11
    81 :8020  20             1     01              8              20  18      0       11
    82 :8021  21             1     01              2              20  18      0       11
    83 :   1  14     100                                                                21
    84 :   1  13     100                                                                21
    85 :   1   6     100                                                                21
    86 :   2  21     100                                                                21
    87 :   2  12     100                                                                21
    88 :   3  11     100                                                                21
    89 :   4  15     100                                                                21
    90 :   5  16     100                                                                21
    91 :   5   7     100                                                                21
    92 :   8  20     100                                                                21
    93 :   8   9     100                                                                21
    94 :  10  17     100                                                                21
    95 :  10  18     100                                                                21
    96 :  10  19     100                                                                21
    97 :   4   8  751496  28   0                                                        21
    98 :   2   1  501845   8   0                                                        21
    99 :   3   8  481757  23   0                                                        21
   100 :  22   5   01715  75   0                                                        21
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

1 CARD FILE LIST (CONT.)

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0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   101 :   6   1  121791 275   0                                                        21
   102 :  16   5  86   0 455   0                                                        21
   103 :   7   5 2591567   0   0                                                        21
   104 :   8   4   01707 169   0                                                        21
   105 :   3  10  67 967 169   0                                                        21
   106 :   1   2  661748  35   0                                                        21
   107 :   8   3 1631347 107   0                                                        21
   108 :  20   8  44   3  67   0                                                        21
   109 :   9   8  52   3  76   0                                                        21
   110 :   3   2  321824  57   0                                                        21
   111 :   2   3 1171507 282   0                                                        21
   112 :  10   3 284 267 126   0                                                        21
   113 :  17  10 437 390 103   0                                                        21
   114 :  22   4 1611492   0   0                                                        21
   115 :  12   2 142   3  54   0                                                        21
   116 :  18  10  44 110  79   0                                                        21
   117 :  13   1  15   1   5   0                                                        21
   118 :  21   2  24   1  16   0                                                        21
   119 :  14   1  48   0  43   0                                                        21
   120 :  19  10 206  84 252   0                                                        21
   121 :   5  22     100                                                                21
   122 :  11   3 195 757 282   0                                                        21
   123 :   4  22     100                                                                21
   124 :  15   4 108   0  83   0                                                        21
   125 :8006   6     100                                                                21
   126 :8007   7     100                                                                21
   127 :8009   9     100                                                                21
   128 :8011  11     100                                                                21
   129 :8012  12     100                                                                21
   130 :8013  13     100                                                                21
   131 :8014  14     100                                                                21
   132 :8015  15     100                                                                21
   133 :8016  16     100                                                                21
   134 :8017  17     100                                                                21
   135 :8018  18     100                                                                21
   136 :8019  19     100                                                                21
   137 :8020  20     100                                                                21
   138 :8021  21     100                                                                21
   139 :   6       18006                                                                35
   140 :   7       58007                                                                35
```

```
   141 :   9       88009                                                          35
   142 :  11       38011                                                          35
   143 :  12       28012                                                          35
   144 :  13       18013                                                          35
   145 :  14       18014                                                          35
   146 :  15       48015                                                          35
   147 :  16       58016                                                          35
   148 :  17      108017                                                          35
   149 :  18      108018                                                          35
   150 :  19      108019                                                          35
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   151 :  20       88020                                                          35
   152 :  21       28021                                                          35
   153 :  22       5   4                                                          35
   154 :   6 11                                                                   36
   155 :   7 11                                                                   36
   156 :   9 11                                                                   36
   157 :  11 11                                                                   36
   158 :  12 11                                                                   36
   159 :  13 11                                                                   36
   160 :  14 11                                                                   36
   161 :  15 11                                                                   36
   162 :  16 11                                                                   36
   163 :  17 11                                                                   36
   164 :  18 11                                                                   36
   165 :  19 11                                                                   36
   166 :  20 11                                                                   36
   167 :  21 11                                                                   36
   168 :  22 11                                                                   36
   169 :   1  14   1   2   1  13   1   6   1           0                          43
   170 :   2  21   2   3   2  12   2   1   2           0                          43
   171 :   3  10   3   8   3  11   3   2   3           0                          43
   172 :   4  15   4  22   4   8   4                   0                          43
   173 :   5  16   5   7   5  22   5                   0                          43
   174 :   8  20   8   4   8   9   8   3   8           0                          43
   175 :  10  19  10  17  10  18  10   3  10           0                          43
   176 :   1 90 45  0  1 22 23       30       22 30       22 10      100 10      100  44
   177 :   2 90 39  0  1 22 23       30       22 30       22 10      100 10      100  44
   178 :   3 90 27  0  1 10 11 46 47 12    19 47 58    25 47100    10 10  1    10 10  44
   179 :   4 90 42 88 89 24 25                26 40                  100 10           44
   180 :   5 90 18  0  1 34 35       58                   34 10                  100  44
   181 :   8 90 37  0  1 22 23       30       22 32       22 10      100 10      100  44
   182 :  10 90 38  0  1 47 48       57     8 47 57     7 47 10   100100 10   100100  44
   183 :   1   1 22222     22222     22222     12222                                45
   184 :   1   2 22222     11122     22222     22222                                45
   185 :   1   4 11122     22222     22222     22222                                45
   186 :   1   5 22222     12222     22222     22222                                45
   187 :   1   6 22222     22222     22222     11122                                45
   188 :   1   8 22222     22222     11122     22222                                45
   189 :   2   1 22222     22222     22222     12222                                45
   190 :   2   2 22222     11122     22222     22222                                45
   191 :   2   4 11122     22222     22222     22222                                45
   192 :   2   5 22222     12222     22222     22222                                45
   193 :   2   6 22222     22222     22222     11122                                45
   194 :   2   8 22222     22222     11122     22222                                45
   195 :   3   1 22222     22222     22222     12222                                45
   196 :   3   2 22222     21122     22222     22222                                45
   197 :   3   3 22222     22222     12222     22222                                45
   198 :   3   4 21122     22222     22222     22222                                45
   199 :   3   5 22222     12222     22222     22222                                45
   200 :   3   6 22222     22222     22222     21122                                45
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```



```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

```
   201 :   3   7 12222     22222     22222     22222                                  45
   202 :   3   8 22222     22222     11122     22222                                  45
   203 :   4   2 22222     11222     22222                                            45
   204 :   4   4 12222     22222     22222                                            45
   205 :   4   5 22222     12222     22222                                            45
   206 :   4   6 22222     22222     21122                                            45
   207 :   5   1 22222     12222     22222                                            45
   208 :   5   2 22222     22222     21122                                            45
   209 :   5   6 22222     11222     22222                                            45
   210 :   5   8 12122     22222     22222                                            45
   211 :   8   1 22222     22222     22222     12222                                  45
   212 :   8   2 22222     11122     22222     22222                                  45
   213 :   8   4 11122     22222     22222     22222                                  45
   214 :   8   5 22222     12222     22222     22222                                  45
   215 :   8   6 22222     22222     22222     11122                                  45
   216 :   8   8 22222     22222     11122     22222                                  45
   217 :  10   1 22222     22222     22222     12222                                  45
   218 :  10   2 22222     11122     22222     22222                                  45
   219 :  10   3 22222     22222     12222     22222                                  45
   220 :  10   4 11122     22222     22222     22222                                  45
   221 :  10   5 22222     12222     22222     22222                                  45
   222 :  10   6 22222     22222     22222     11122                                  45
   223 :  10   7 12222     22222     22222     22222                                  45
   224 :  10   8 22222     22222     11122     22222                                  45
   225 :   1 1 1  470   0  0  0500  0                                                 46
   226 :   1 2 1  212   0  0  0500  0                                                 46
   227 :   1 4 1  120   0  0  0500  0  10   0  0  0500  0                             46
   228 :   1 5 1  270   0  0  0500  0                                                 46
   229 :   1 6 1  423   0  0  0500  0  10   0  0  0500  0                             46
   230 :   1 8 1  390   0  0  0500  0                                                 46
   231 :   2 1 1  470   0  0  0500  0                                                 46
   232 :   2 2 1  212   0  0  0500  0                                                 46
   233 :   2 4 1  190   0  0  0500  0                                                 46
   234 :   2 5 1  270   0  0  0500  0                                                 46
   235 :   2 6 1  412   0  0  0500  0                                                 46
   236 :   2 8 1  390   0  0  0500  0                                                 46
   237 :   3 1 1  470   0  0  0500  0                                                 46
   238 :   3 2 1  212   0  0  0500  0                                                 46
   239 :   3 3 1  370   0  0  0500  0                                                 46
   240 :   3 4 1  112   0  0  0500  0                                                 46
   241 :   3 5 1  270   0  0  0500  0                                                 46
   242 :   3 6 1  412   0  0  0500  0                                                 46
   243 :   3 7 1  170   0  0  0500  0                                                 46
   244 :   3 8 1  312   0  0  0500  0  60   0  0  0500  0                             46
   245 :   4 2 1  212   0  0  0500  0                                                 46
   246 :   4 4 1  120   0  0  0500  0  10   0  0  0500  0                             46
   247 :   4 5 1  230   0  0  0500  0                                                 46
   248 :   4 6 1  323   0  0  0500  0  10   0  0  0500  0                             46
   249 :   5 1 1  270   0  0  0500  0                                                 46
   250 :   5 2 1  390   0  0  0500  0                                                 46
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                   CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   251 :   5 6 1  212   0  0  0500  0  30   0  0  0500  0                             46
   252 :   5 8 1  190   0  0  0100  0                                                 46
   253 :   8 1 1  470   0  0  0500  0                                                 46
   254 :   8 2 1  212   0  0  0500  0                                                 46
   255 :   8 4 1  190   0  0  0500  0                                                 46
   256 :   8 5 1  270   0  0  0500  0                                                 46
   257 :   8 6 1  412   0  0  0500  0                                                 46
   258 :   8 8 1  390   0  0  0500  0                                                 46
   259 :  10 1 1  470   0  0  0500  0                                                 46
   260 :  10 2 1  223   0  0  0500  0  10   0  0  0500  0                             46
   261 :  10 3 1  370   0  0  0500  0                                                 46
   262 :  10 4 1  112   0  0  0500  0                                                 46
   263 :  10 5 1  270   0  0  0500  0                                                 46
   264 :  10 6 1  412   0  0  0500  0                                                 46
   265 :  10 7 1  170   0  0  0500  0                                                 46
```

```
   266 :  10 8 1  323   0  0  0500  0  10   0  0  0500  0                              46
   267 :   1 1  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   268 :   1 2  57 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   269 :   1 4  80  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   270 :   1 5  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   271 :   1 6  57 1030   0 22    102      0 300 300 30 10001000110000  20 0 0         47
   272 :   1 8  80  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   273 :   2 1  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   274 :   2 2  57 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   275 :   2 4  80  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   276 :   2 5  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   277 :   2 6  57 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   278 :   2 8  80  430   0 22     42      0 300 300 30 10001000100000  20 0 0         47
   279 :   3 1  80  430   0 22     42      0 300 300 30  0001000110000  20 1 0         47
   280 :   3 2  39 1030   0 22    102      0 300 300 40 10001001000000  20 0 0         47
   281 :   3 3  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   282 :   3 4  80  730   0 22     72      0 300 300 30 10001000110000  20 0 0         47
   283 :   3 5  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   284 :   3 6  39 1030   0 22    102      0 300 300 40 10001001010000  20 0 0         47
   285 :   3 7  80  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   286 :   3 8  80  730   0 22     72      0 300 300 30 10001000110000  20 0 0         47
   287 :   4 2  58 1030   0 22    102      0 300 300 40 20001001000000  20 0 0         47
   288 :   4 4  80 1030   0 22    102      0 300 300 30 10001000100000  20 0 0         47
   289 :   4 5  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   290 :   4 6  47 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   291 :   5 1  80  530   0 22     52      0 300 300 30 10001000100000  20 0 0         47
   292 :   5 2  28 1030   0 22    102      0 300 300 40 20001001010000  20 0 0         47
   293 :   5 6  50 1030   0 22    102      0 300 300 40 20001001000000  20 0 0         47
   294 :   5 8  80 1030   0 22    102      0 300 300 30 30001000100000  20 0 0         47
   295 :   8 1  80  430   0 22     42      0 300 300 30  0001000100000  20 0 0         47
   296 :   8 2  57 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   297 :   8 4  80  730   0 22     72      0 300 300 30 10001000100000  20 0 0         47
   298 :   8 5  80  430   0 22     42      0 300 300 30 10001000100000  20 0 0         47
   299 :   8 6  54 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   300 :   8 8  80  130   0 22     12      0 300 300 30 10001000100000  20 0 0         47
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8
```

1 CARD FILE LIST (CONT.)

```
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   301 :  10 1  80  630   0 22     62      0 300 300 30 10001000100000  20 0 0         47
   302 :  10 2  29 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   303 :  10 3  80  430   0 22     42      0 300 300 30 10001000100000  20 0 0         47
   304 :  10 4  80  730   0 22     72      0 300 300 30 10001000110000  20 0 0         47
   305 :  10 5  80  430   0 22     42      0 300 300 30 10001000100000  20 0 0         47
   306 :  10 6  29 1030   0 22    102      0 300 300 30 10001001010000  20 0 0         47
   307 :  10 7  80  330   0 22     32      0 300 300 30 10001000100000  20 0 0         47
   308 :  10 8  80  730   0 22     72      0 300 300 30 10001000110000  20 0 0         47
   309 :8014  14  91   3   0  100                                                      50
   310 :8013  13  21   0   0  100                                                      50
   311 :8006   62078   3   0  100                                                      50
   312 :8021  21  41   3   0  100                                                      50
   313 :8012  12 199   3   0  100                                                      50
   314 :8011  111234   2   0  100                                                      50
   315 :8015  15 191   4   0  100                                                      50
   316 :8016  16 541   2   0  100                                                      50
   317 :8007   71826   3   0  100                                                      50
   318 :8020  20 114   3   0  100                                                      50
   319 :8009   9 131   3   0  100                                                      50
   320 :8017  17 930   3   0  100                                                      50
   321 :8018  18 233   3   0  100                                                      50
   322 :8019  19 542   3   0  100                                                      50
   323 :2002   3  10   1                                                               51
   324 :2000   1   2  -1                                                               51
   325 :2001   2   3   1                                                               51
   326 :   0                                                                          170
   327 :8014   11220   13391                                                          195
   328 :8013   12190   13788                                                          195
   329 :8006   11284   13754                                                          195
   330 :8021   11754   13132                                                          195
```

```
   331 :8012   12632   13684                                                    195
   332 :8011   13261   13174                                                    195
   333 :8015   12674   10825                                                    195
   334 :8016   13571   11157                                                    195
   335 :8007   14608   11265                                                    195
   336 :8020   12900   11973                                                    195
   337 :8009   13672   12799                                                    195
   338 :8017   10910   11723                                                    195
   339 :8018   11779   11630                                                    195
   340 :8019   10683   12284                                                    195
   341 :   1   11776   13543                                                    195
   342 :   2   12079   13328                                                    195
   343 :   3   12656   12943                                                    195
   344 :   4   13173   12278                                                    195
   345 :   5   14009   11629                                                    195
   346 :   6   11468   13675                                                    195
   347 :   7   14437   11369                                                    195
   348 :   8   13011   12486                                                    195
   349 :   9   13491   12713                                                    195
   350 :  10   11320   12173                                                    195
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

1                                  CARD FILE LIST (CONT.)
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8

   351 :  11   13074   13103                                                    195
   352 :  12   12464   13576                                                    195
   353 :  13   12018   13686                                                    195
   354 :  14   11413   13444                                                    195
   355 :  15   12739   11014                                                    195
   356 :  16   13707   11304                                                    195
   357 :  17   11045   11871                                                    195
   358 :  18   11650   11783                                                    195
   359 :  19   10880   12250                                                    195
   360 :  20   12942   12168                                                    195
   361 :  21   11925   13235                                                    195
   362 :  22   13507   11976                                                    195
   363 :   1   0   0                                                            210
0SEQ.# :----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8


                                                        TRAF SIMULATION MODEL

                                                           DEVELOPED FOR

                                                  U. S. DEPARTMENT OF TRANSPORTATION
                                                    FEDERAL HIGHWAY ADMINISTRATION
                                       FHWA OFFICE OF OPERATIONS RESEARCH, DEVELOPMENT AND TECHNOLOGY

0                          Synchro File: F:\FHI\Laptop Projects\King St\Alternatives Analysis\Alt 3
0


                                                    DATE =  6/ 5/2006
0                                                   USER =
0                                                 AGENCY =

                                                        RUN CONTROL DATA


                        VALUE                        RUN PARAMETERS AND OPTIONS

0                           0     RUN IDENTIFICATION NUMBER
                            1     RUN TYPE CODE = ( 1, 2, 3) TO RUN (SIMULATION, ASSIGNMENT, BOTH)
                                                  (-1,-2,-3) TO CHECK (SIMULATION, ASSIGNMENT, BOTH)
ONLY

                                  NETSIM ENVIRONMENTAL OPTIONS
                                  ----------------------------
                            0     FUEL/EMISSION RATE TABLES ARE NOT PRINTED
```

```
                         1     SIMULATION:  PERFORMED                                ENVIRONMENTAL
MEASURES:  CALCULATED
                               RATE TABLES: EMBEDDED                                 TRAJECTORY FILE:
WRITTEN
                         0     CODE   = (0,1,2) FOR UNIFORM DISTRIBUTION, NORMAL DISTRIBUTION,
ERLANG DISTRIBUTION
                         0     INITIALIZATION CODE (0,1) = (DO NOT, DO) FORCE FULL INITIALIZATION
PERIOD
                         0     INPUT  UNITS CODE = (0,1) IF INPUT IS IN (ENGLISH, METRIC) UNITS
                         0     OUTPUT UNITS CODE = (0,1,2,3) IF OUTPUT IS IN (SAME AS INPUT,
ENGLISH, METRIC, BOTH) UNITS
                      1200     CLOCK TIME AT START OF SIMULATION (HHMM)
                         0     SIGNAL TRANSITION CODE = (0,1,2,3) IF(NO, IMMEDIATE, 2-CYCLE, 3-
CYCLE) TRANSITION WAS REQUESTED
                      7581     RANDOM NUMBER SEED
                      7781     RANDOM NUMBER SEED TO GENERATE TRAFFIC STREAM FOR NETSIM OR LEVEL I
SIMULATION

                      7981     RANDOM NUMBER SEED TO GENERATE EMISSION HEADWAYS FOR NETSIM
SIMULATION

                      3600     DURATION (SEC) OF TIME PERIOD NO.  1
                        60     LENGTH OF A TIME INTERVAL, SECONDS
                        60     MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
                         0     NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
                         0     TIME INTERMEDIATE OUTPUT WILL BEGIN AT INTERVALS OF    0 SECS. FOR
0 SECS. FOR MICROSCOPIC MODELS
                         1     NETSIM MOVEMENT-SPECIFIC OUTPUT CODE = (0,1) (IF NOT, IF) REQUESTED
FOR NETSIM SUBNETWORK
                         0     NETSIM GRAPHICS OUTPUT CODE = (0,1) IF GRAPHICS OUTPUT (IS NOT, IS)
REQUESTED
1*************************************************************************************************
********************************

                                                   TIME PERIOD   1 - NETSIM DATA


*************************************************************************************************
********************************
1

                                                                  NETSIM LINKS
0                      -LANES-         -CHANNEL-

                        F               C
                        U               U                                     LOST  Q DIS   FREE
LANE
              LENGTH    L PKT GRD LINK  R         DESTINATION NODE   OPP.  TIME  HDWY.   SPEED
RTOR PED  ALIGN    STREET
     LINK     FT / M    L L R PCT TYPE  B234567  LEFT THRU RGHT DIAG NODE  SEC   SEC    MPH/KMPH
CODE CODE -MENT     NAME

 (   1,  14)  376/ 115  1 0 0  0   1    0000000     0 8014    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Dawes St.
 (   1,  13)  281/  86  1 0 0  0   1    0000000     0 8013    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Comm. Drive
 (   1,   6)  335/ 102  2 0 0  0   1    0000000     0 8006    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,  21)  180/  55  1 0 0 -1   1    0000000     0 8021    0    0    0  2.0    1.8    20/ 32
0   0    1-1*
 (   2,  12)  458/ 140  1 0 0 -2   1    0000000     0 8012    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Chesterfi
 (   3,  11)  448/ 137  2 0 0 -2   1    0000000     0 8011    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  S. Walter Re
 (   4,  15) 1375/ 419  1 0 0  0   1    0000000     0 8015    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Hampton D
 (   5,  16)  444/ 135  1 0 0  0   1    0000000     0 8016    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  Park Center
 (   5,   7)  501/ 153  3 0 0  0   1    0000000     0 8007    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
```

```
 (   8,  20)  325/  99  1 0 0  0   1    0000000     0 8020    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
 (   8,   9)  531/ 162  1 0 0  0   1    0000000     0 8009    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  28th Street
 (  10,  17)  408/ 124  2 0 0  0   1    0000000     0 8017    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (  10,  18)  511/ 156  2 0 0  0   1    0000000     0 8018    0    0    0  2.0    1.8    30/ 48
0   0    1-1*  W. Braddock
 (  10,  19)  461/ 141  2 0 0  0   1    0000000     0 8019    0    0    0  2.0    1.8    20/ 32
0   0    1-1*  East Campus
 (   4,   8)  264/  80  2 1 0  0   1    7T00000    20    3    9    0    3  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (   2,   1)  372/ 113  2 1 0  0   1    7T00000    14    6   13    0    6  2.0    1.8    40/ 64
0   0    1-1*
 (   3,   8)  591/ 180  2 1 0  0   1    7T00000     9    4   20    0    4  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  22,   5)  612/ 187  3 0 0  0   1    7TT0000     0    7   16    0    0  2.0    1.8    40/ 64
0   0    1-1*
 (   6,   1)  335/ 102  3 1 0  0   1    4TT0000    13    2   14    0    2  2.0    1.8    40/ 64
0   0    2-1
 (  16,   5)  444/ 135  1 0 0  0   1    9000000    22    0    7    0    0  2.0    1.8    30/ 48
0   0    1-1*
 (   7,   5)  501/ 153  3 1 0  0   1    TTT0000    16   22    0    0   22  2.0    1.8    40/ 64
1   0    1-1*
 (   8,   4)  264/  80  3 0 0  0   1    4TT0000     0   22   15    0    0  2.0    1.8    40/ 64
0   0    2-1
 (   3,  10) 1591/ 485  2 1 0  0   1    7T00000    18   17   19    0   17  2.0    1.8    30/ 48
0   0    1-1*  N. Beauregar
 (   1,   2)  372/ 113  2 1 0  0   1    7T00000    12    3   21    0    3  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (   8,   3)  591/ 180  2 2 0  0   1    7T00000    10    2   11    0    2  2.0    1.8    40/ 64
1   0    1-1*
 (  20,   8)  325/  99  1 0 0  0   1    9000000     3    9    4    0    9  2.0    1.8    30/ 48
0   0    1-1*
 (   9,   8)  531/ 162  1 0 0  0   1    9000000     4   20    3    0   20  2.0    1.8    30/ 48
0   0    1-1*
 (   3,   2)  694/ 212  2 1 0  0   1    7T00000    21    1   12    0    1  2.0    1.8    40/ 64
0   0    1-1*
 (   2,   3)  694/ 212  2 2 0  0   1    7T00000    11    8   10    0    8  2.0    1.8    40/ 64
1   0    1-1*  King St.
 (  10,   3) 1591/ 485  2 2 0  0   1    7T00000     2   11    8    0   11  2.0    1.8    30/ 48
0   0    1-1*
 (  17,  10)  408/ 124  3 1 0  0   1    4TT0000    19    3   18    0    3  2.0    1.8    30/ 48
0   0    2-1
 (  22,   4)  450/ 137  3 0 0  0   1    TT10000    15    8    0    0    8  2.0    1.8    40/ 64
1   0    1-1*
 (  12,   2)  458/ 140  1 0 0  2   1    9000000     3   21    1    0   21  2.0    1.8    30/ 48
0   0    1-1*
 (  18,  10)  511/ 156  3 1 0  0   1    4T80000    17   19    3    0   19  2.0    1.8    30/ 48
0   0    2-1
 (  13,   1)  281/  86  1 0 0  0   1    9000000     2   14    6    0   14  2.0    1.8    30/ 48
0   0    1-1*
 (  21,   2)  180/  55  1 0 0  1   1    9000000     1   12    3    0   12  2.0    1.8    20/ 32
0   0    1-1*
 (  14,   1)  376/ 115  2 0 0  0   1    4800000     6   13    2    0   13  2.0    1.8    30/ 48
0   0    2-1
 (  19,  10)  461/ 141  2 1 0  0   1    7T00000     3   18   17    0   18  2.0    1.8    20/ 32
0   0    1-1*
 (   5,  22)  612/ 187  3 0 0  0   1    0000000     0    4    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  11,   3)  448/ 137  2 1 1  2   1    TT00000     8   10    2    0   10  2.0    1.8    30/ 48
0   0    1-1*
 (   4,  22)  450/ 137  3 0 0  0   1    0000000     0    5    0    0    0  2.0    1.8    40/ 64
0   0    1-1*  King St.
 (  15,   4) 1375/ 419  2 0 0  0   1    4100000     8    0   22    0    0  2.0    1.8    30/ 48
0   0    1-1*
 (8006,   6)    0/   0  3 0 0  0   1    0000000     0    1    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8007,   7)    0/   0  3 0 0  0   1    0000000     0    5    0    0    0  2.0    1.8     0/  0
0   0    1-1*
```

```
 (8009,   9)    0/   0  1 0 0  0   1    0000000     0    8    0    0    0  2.0    1.8     0/  0
0   0    1-1*
1

                                                                  NETSIM LINKS (CONT.)
0                      -LANES-         -CHANNEL-

                        F               C
                        U               U                                  LOST  Q DIS   FREE
LANE
              LENGTH    L PKT GRD LINK  R         DESTINATION NODE   OPP.  TIME  HDWY.   SPEED
RTOR PED  ALIGN    STREET
     LINK     FT / M    L L R PCT TYPE  B234567  LEFT THRU RGHT DIAG NODE  SEC   SEC    MPH/KMPH
CODE CODE -MENT     NAME

 (8011,  11)    0/   0  2 0 0  0   1    0000000     0    3    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8012,  12)    0/   0  1 0 0  0   1    0000000     0    2    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8013,  13)    0/   0  1 0 0  0   1    0000000     0    1    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8014,  14)    0/   0  2 0 0  0   1    0000000     0    1    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8015,  15)    0/   0  2 0 0  0   1    0000000     0    4    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8016,  16)    0/   0  1 0 0  0   1    0000000     0    5    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8017,  17)    0/   0  3 0 0  0   1    0000000     0   10    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8018,  18)    0/   0  3 0 0  0   1    0000000     0   10    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8019,  19)    0/   0  2 0 0  0   1    0000000     0   10    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8020,  20)    0/   0  1 0 0  0   1    0000000     0    8    0    0    0  2.0    1.8     0/  0
0   0    1-1*
 (8021,  21)    0/   0  1 0 0  0   1    0000000     0    2    0    0    0  2.0    1.8     0/  0
0   0    1-1*


                                          * INDICATES DEFAULT VALUES WERE SPECIFIED


              LINK TYPE                 LANE CHANNELIZATION                    RTOR
PEDESTRIAN
                                               CODES                           CODES
CODES

          IDENTIFIES THE               0  UNRESTRICTED                 0  RTOR PERMITTED           0
NO PEDESTRIANS
        DISTRIBUTION USED FOR          1  LEFT TURNS ONLY              1  RTOR PROHIBITED          1
LIGHT
        QUEUE DISCHARGE AND            2  BUSES ONLY                                                2
MODERATE
        START-UP LOST TIME             3  CLOSED                                                    3
HEAVY
        CHARACTERISTICS.               4  RIGHT TURNS ONLY
                                       5  CAR - POOLS
                                       6  CAR - POOLS + BUSES
                                       7  RIGHT TURNS + RIGHT DIAGONAL AND/OR THROUGH
                                       8  LEFT TURNS + LEFT DIAGONAL AND/OR THROUGH
                                       9  ALL PERMITTED MOVEMENTS WITH RESPECT TO
                                          THE GEOMETRY AND ADJACENT LANE CHANNELIZATIONS
                                       D  DIAGONAL TRAFFIC ONLY
                                       T  THROUGH TRAFFIC ONLY

                  TOTAL LINKS:   56
                  TOTAL NON-ENTRY NODES:   22 (ALLOWED: 8999)
1
```

NETSIM TURNING MOVEMENT DATA

POCKET LENGTH (IN FEET/METERS) LINK		TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE			
LEFT	RIGHT	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL
(1,	14)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(1,	13)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(1,	6)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(2,	21)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(2,	12)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(3,	11)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(4,	15)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(5,	16)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(5,	7)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(8,	20)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(8,	9)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(10,	17)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(10,	18)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(10,	19)	0	100	0	0	NO	YES	NO	NO
0/ 0	0/ 0								
(4,	8)	5	93	2	0	YES	YES	YES	NO
81/ 25	0/ 0								
(2,	1)	3	97	0	0	YES	YES	YES	NO
120/ 37	0/ 0								
(3,	8)	3	96	1	0	YES	YES	YES	NO
176/ 54	0/ 0								
(22,	5)	0	96	4	0	NO	YES	YES	NO
0/ 0	0/ 0								
(6,	1)	1	86	13	0	YES	YES	YES	NO
162/ 49	0/ 0								
(16,	5)	16	0	84	0	YES	NO	YES	NO
0/ 0	0/ 0								
(7,	5)	14	86	0	0	YES	YES	NO	NO
165/ 50	0/ 0								
(8,	4)	0	91	9	0	NO	YES	YES	NO
0/ 0	0/ 0								
(3,	10)	6	80	14	0	YES	YES	YES	NO
102/ 31	0/ 0								
(1,	2)	4	94	2	0	YES	YES	YES	NO
84/ 26	0/ 0								
(8,	3)	10	83	7	0	YES	YES	YES	NO
290/ 88	0/ 0								
(20,	8)	39	3	58	0	YES	YES	YES	NO
0/ 0	0/ 0								
(9,	8)	40	2	58	0	YES	YES	YES	NO
0/ 0	0/ 0								
(3,	2)	2	95	3	0	YES	YES	YES	NO
183/ 56	0/ 0								
(2,	3)	6	79	15	0	YES	YES	YES	NO
260/ 79	0/ 0								
(10,	3)	42	39	19	0	YES	YES	YES	NO
165/ 50	0/ 0								
(17,	10)	47	42	11	0	YES	YES	YES	NO
72/ 22	0/ 0								
(22,	4)	10	90	0	0	YES	YES	NO	NO

```
0/    0       0/    0
      (  12,   2)              71     2     27      0            YES   YES    YES    NO
0/    0       0/    0
      (  18,  10)              19    47     34      0            YES   YES    YES    NO
165/   50       0/    0
      (  13,   1)              71     5     24      0            YES   YES    YES    NO
0/    0       0/    0
      (  21,   2)              59     2     39      0            YES   YES    YES    NO
0/    0       0/    0
      (  14,   1)              53     0     47      0            YES   YES    YES    NO
0/    0       0/    0
      (  19,  10)              38    15     47      0            YES   YES    YES    NO
108/   33       0/    0
      (   5,  22)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (  11,   3)              16    61     23      0            YES   YES    YES    NO
180/   55     180/   55
      (   4,  22)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (  15,   4)              57     0     43      0            YES   NO     YES    NO
0/    0       0/    0
      (8006,   6)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8007,   7)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8009,   9)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8011,  11)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8012,  12)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8013,  13)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8014,  14)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8015,  15)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8016,  16)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8017,  17)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8018,  18)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8019,  19)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8020,  20)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
      (8021,  21)               0   100      0      0            NO    YES    NO     NO
0/    0       0/    0
1                                 SPECIFIED FIXED-TIME SIGNAL CONTROL, AND SIGN CONTROL, CODES
0                                              NODE    6 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   1,   6)    (8006,   6)
                    1        0    100         1              1
0                                              NODE    7 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   5,   7)    (8007,   7)
                    1        0    100         1              1
0                                              NODE    9 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   8,   9)    (8009,   9)
                    1        0    100         1              1
0                                              NODE   11 IS UNDER SIGN CONTROL
0                INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                 NUMBER   (SEC)  (PCT)   (   3,  11)    (8011,  11)
                    1        0    100         1              1
```

```
0                                          NODE   12 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   2,  12)    (8012,  12)
                   1        0    100         1              1
0                                          NODE   13 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   1,  13)    (8013,  13)
                   1        0    100         1              1
0                                          NODE   14 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   1,  14)    (8014,  14)
                   1        0    100         1              1
0                                          NODE   15 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   4,  15)    (8015,  15)
                   1        0    100         1              1
0                                          NODE   16 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   5,  16)    (8016,  16)
                   1        0    100         1              1
1
0                                          NODE   17 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (  10,  17)    (8017,  17)
                   1        0    100         1              1
0                                          NODE   18 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (  10,  18)    (8018,  18)
                   1        0    100         1              1
0                                          NODE   19 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (  10,  19)    (8019,  19)
                   1        0    100         1              1
0                                          NODE   20 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   8,  20)    (8020,  20)
                   1        0    100         1              1
0                                          NODE   21 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   2,  21)    (8021,  21)
                   1        0    100         1              1
0                                          NODE   22 IS UNDER SIGN CONTROL
0               INTERVAL    DURATION     +- - - - - - - - - - - - - - - APPROACHES - - - - - - - -
- - - - - - - +
                NUMBER   (SEC)  (PCT)   (   5,  22)    (   4,  22)
                   1        0    100         1              1
1                                             INTERPRETATION OF SIGNAL CODES


                                            0          YIELD OR AMBER

                                            1          GREEN

                                            2          RED

                                            3          RED WITH GREEN RIGHT ARROW

                                            4          RED WITH GREEN LEFT ARROW

                                            5          STOP
```

```
                                        6          RED WITH GREEN DIAGONAL ARROW

                                        7          NO TURNS-GREEN THRU ARROW

                                        8          RED WITH LEFT AND RIGHT GREEN ARROW

                                        9          NO LEFT TURN-GREEN THRU AND RIGHT
1                                   TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

     CONTROL CODES  GO   = PROTECTED
                    NOGO = NOT PERMITTED
                    AMBR = AMBER
                    PERM = PERMITTED NOT PROTECTED
                    PROT = PROTECTED
                    STOP = STOP SIGN
                    YLD  = YIELD SIGN



       NODE    6      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   1,   6)          (8006,   6)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE    7      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   5,   7)          (8007,   7)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE    9      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   8,   9)          (8009,   9)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   11      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   3,  11)          (8011,  11)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   12      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   2,  12)          (8012,  12)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
```

```
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO
1



      NODE   13      SIGN CONTROL

 INTERVAL DURATION    ------------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  13)          (8013,  13)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO



      NODE   14      SIGN CONTROL

 INTERVAL DURATION    ------------------------------------------   APPROACHES
-------------------------------------------
                         (   1,  14)          (8014,  14)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO



      NODE   15      SIGN CONTROL

 INTERVAL DURATION    ------------------------------------------   APPROACHES
-------------------------------------------
                         (   4,  15)          (8015,  15)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO



      NODE   16      SIGN CONTROL

 INTERVAL DURATION    ------------------------------------------   APPROACHES
-------------------------------------------
                         (   5,  16)          (8016,  16)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO



      NODE   17      SIGN CONTROL

 INTERVAL DURATION    ------------------------------------------   APPROACHES
-------------------------------------------
                         (  10,  17)          (8017,  17)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO



      NODE   18      SIGN CONTROL

 INTERVAL DURATION    ------------------------------------------   APPROACHES
-------------------------------------------
                         (  10,  18)          (8018,  18)
                     LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
      1        0           GO                   GO
1
```

```
       NODE   19      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (  10,  19)          (8019,  19)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   20      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   8,  20)          (8020,  20)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   21      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   2,  21)          (8021,  21)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO



       NODE   22      SIGN CONTROL

 INTERVAL DURATION    ----------------------------------------   APPROACHES
-------------------------------------------
                         (   5,  22)          (   4,  22)
                      LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE
DIAG  LEFT THRU RITE DIAG
       1        0           GO                   GO
1                                          TRAFFIC CONTROL TABLES - ACTUATED SIGNALS



                                              ************************************
                                              * NODE    1  CONTROL SPECIFICATIONS *
                                              ************************************



                                                   ALLOWABLE MOVEMENT DATA


         PHASE    ----------------------------------------   APPROACHES
-------------------------------------------
                      (  14,   1)          (   2,   1)          (  13,   1)          (   6,   1)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

           1      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO
           2      NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           4       GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           5      NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           6      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO
           8      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO
```

```
                                                  ************************************************
                                                  * NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
                                                  ************************************************


                                                                   DETECTOR DATA
                                   DISTANCE OF
                      COVERED    TRAILING EDGE                                                      TYPE III
         APPROACH     LANES    FROM NODE    1   DETECTOR LENGTH   DELAY TIME   CARRY-OVER  LIMIT TIME
--------- DETECTOR ---------
 PHASE     LINK      A   B    FEET / METERS     FEET / METERS      (SEC)      TIME (SEC)     (SEC)
TYPE        FUNCTION

   1    (   6,   1)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   2    (   2,   1)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   4    (  14,   1)  2 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   4    (  14,   1)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   5    (   2,   1)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   6,   1)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   6,   1)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  13,   1)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1


                                                  ************************************************
                                                  * NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
                                                  ************************************************


                                                              VEHICULAR PHASES DATA


                                                                                  ------------------- INITIAL
INTERVAL ------------------
       -- INTERVAL TIMINGS (SEC) --                                                   ADDED TIME
# OF         # OF
                                        MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
MAX INITIAL  MIN INITIAL


   1        4      3        0.0                 80      3.0       2.0    0        2.2          4
   2       10      3        1.0                 57      3.0       2.0    0        2.2         10
   4        7      3        1.0                 80      3.0       2.0    0        2.2          7
   5        4      3        0.0                 80      3.0       2.0    0        2.2          4
   6       10      3        1.0                 57      3.0       2.0    0        2.2         10
   8        7      3        1.0                 80      3.0       2.0    0        2.2          7


                                                                  INITIAL INTERVAL TYPE
                                                                         CODES

                                                                  0  EXTENSIBLE
```

1 ADDED INITIAL
2 COMPUTED INITIAL

```
**************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
**************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

PHASE	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY (SEC)	REDUCE TIME	VOLUME-DENSITY OPERATION
1	3.00	3.00	2	0.10			0.0	NO
2	3.00	3.00	2	0.10			0.0	NO
4	3.00	3.00	2	0.10			0.0	NO
5	3.00	3.00	2	0.10			0.0	NO
6	3.00	3.00	2	0.10			0.0	NO
8	3.00	3.00	2	0.10			0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

```
**************************************************
* NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
**************************************************
```

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL SERVICE	LAG PHASE HOLD	SIMULTANEOUS DUAL GAPOUT
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

```
        6      NO      NO      YES        NO      NO   NO   YES    YES    NO  NO  NO  NO     NO
NO           NO
        8      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
1


                                        ************************************************
                                        * NODE    1  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************


                      ----------------------------- COORDINATION DATA
------------------------------


                                CYCLE LENGTH =  90 SECONDS                  OFFSET =  45 SECONDS

                                                      BEGIN TIME     END TIME     PHASES THAT CAN
                                PERMISSIVE PERIOD        (SEC)         (SEC)       BE YIELDED TO


                                        1                   0            1       4 - 8 -
                                        2                  22           23       1 - 5 -
                                                     FORCE-OFF TIME   FORCE-OFF TIME
                                              PHASE        (SEC)       EXTENSION (SEC)


                                               1            30
                                               4            22
                                               5            30
                                               8            22
1                                            TRAFFIC CONTROL TABLES - ACTUATED SIGNALS



                                               ************************************
                                               * NODE    2  CONTROL SPECIFICATIONS *
                                               ************************************


                                                     ALLOWABLE MOVEMENT DATA


        PHASE    -------------------------------------------   APPROACHES
-------------------------------------------
                     (  21,   2)          (   3,   2)          (  12,   2)          (   1,   2)
                 LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

          1      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO
          2      NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
          4       GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
          5      NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
          6      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO
          8      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO


                                        ************************************************
                                        * NODE    2  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************


                                                     DETECTOR DATA
                                DISTANCE OF
                     COVERED    TRAILING EDGE                                                TYPE III
```

PHASE TYPE	APPROACH LINK	LANES A B	FROM NODE 2 DETECTOR FUNCTION	FEET / METERS	LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	LIMIT TIME (SEC)
1 PRESENCE	(1, 2)	7 - 0	EXTENSION - CALL	0.0	0.0	50.0 15.2	0.0	0.0
2 PRESENCE	(3, 2)	1 - 2	EXTENSION - CALL	0.0	0.0	50.0 15.2	0.0	0.0
4 PRESENCE	(21, 2)	9 - 0	EXTENSION - CALL	0.0	0.0	50.0 15.2	0.0	0.0
5 PRESENCE	(3, 2)	7 - 0	EXTENSION - CALL	0.0	0.0	50.0 15.2	0.0	0.0
6 PRESENCE	(1, 2)	1 - 2	EXTENSION - CALL	0.0	0.0	50.0 15.2	0.0	0.0
8 PRESENCE	(12, 2)	9 - 0	EXTENSION - CALL	0.0	0.0	50.0 15.2	0.0	0.0

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	INITIAL INTERVAL MAX INITIAL (SEC)	INITIAL INTERVAL MIN INITIAL (SEC)	# OF ACTUATIONS TO REACH	# OF ACTUATIONS SERVED DURING
1	4	3	0.0		80	3.0	2.0	0	2.2	4			
2	10	3	1.0		57	3.0	2.0	0	2.2	10			
4	7	3	1.0		80	3.0	2.0	0	2.2	7			
5	4	3	0.0		80	3.0	2.0	0	2.2	4			
6	10	3	1.0		57	3.0	2.0	0	2.2	10			
8	4	3	1.0		80	3.0	2.0	0	2.2	4			

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

REDUCE TIME (SEC)	VOLUME-DENSITY PHASE OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	EVERY
	1	3.00	3.00	2	0.10		
0.0	NO						
	2	3.00	3.00	2	0.10		
0.0	NO						
	4	3.00	3.00	2	0.10		
0.0	NO						
	5	3.00	3.00	2	0.10		
0.0	NO						
	6	3.00	3.00	2	0.10		
0.0	NO						
	8	3.00	3.00	2	0.10		
0.0	NO						

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

CONDITIONAL SIMULTANEOUS GAPOUT	PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	LAG PHASE HOLD	DUAL SERVICE
	1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
NO															
	2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO
NO															
	4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
NO															
	5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
NO															
	6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO
NO															
	8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
NO															

1

****
* NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA

CYCLE LENGTH = 90 SECONDS OFFSET = 39 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	4 - 8 -
2	22	23	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	30	
4	22	
5	30	
8	22	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

****
* NODE 3 CONTROL SPECIFICATIONS *
****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (10, 3) LEFT	THRU	RITE	DIAG	(8, 3) LEFT	THRU	RITE	DIAG	(11, 3) LEFT	THRU	RITE	DIAG	(2, 3) LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
7	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK (APPROACH, DETECTOR) FUNCTION	COVERED LANES A - B	DISTANCE OF TRAILING EDGE FROM NODE 3 FEET / METERS		DETECTOR LENGTH FEET / METERS		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1	(2, 3)	7 - 0	0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL								
2	(8, 3)	1 - 2	0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL								
3	(11, 3)	7 - 0	0.0	0.0	50.0	15.2	0.0	0.0	
PRESENCE	EXTENSION - CALL								
4	(10, 3)	1 - 2	0.0	0.0	50.0	15.2	0.0	0.0	

```
PRESENCE  EXTENSION - CALL
   5    (   8,   3)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   2,   3)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   7    (  10,   3)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  11,   3)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  11,   3)  6 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

INTERVAL	-- INTERVAL TIMINGS (SEC) --								ADDED TIME	---------- INITIAL
# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)
1	4	3		0.0		80	3.0	2.0	0	2.2	4
2	10	4		1.0		39	3.0	2.0	0	2.2	10
3	4	3		0.0		80	3.0	2.0	0	2.2	4
4	7	3		1.0		80	3.0	2.0	0	2.2	7
5	4	3		0.0		80	3.0	2.0	0	2.2	4
6	10	4		1.0		39	3.0	2.0	0	2.2	10
7	7	3		1.0		80	3.0	2.0	0	2.2	7
8	7	3		1.0		80	3.0	2.0	0	2.2	7

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

TIME TO REDUCE

REDUCE VOLUME-DENSITY

PHASE	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TO MIN GAP (SEC)	EVERY TIME (SEC)	OPERATION
1	3.00	3.00	2	0.10	0.0		NO
2	3.00	3.00	2	0.10	0.0		NO
3	3.00	3.00	2	0.10	0.0		NO
4	3.00	3.00	2	0.10	0.0		NO
5	3.00	3.00	2	0.10	0.0		NO
6	3.00	3.00	2	0.10	0.0		NO
7	3.00	3.00	2	0.10	0.0		NO
8	3.00	3.00	2	0.10	0.0		NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	LAG PHASE HOLD	CONDITIONAL SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	YES	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO

****
* NODE 3 CONTROL SPECIFICATIONS (CONTINUED) *

****

---------- COORDINATION DATA

CYCLE LENGTH = 90 SECONDS OFFSET = 27 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	1 -
2	10	11	3 - 4 - 7 - 8 -
3	46	47	5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	12	
3	19	
4	47	
5	58	
7	25	
8	47	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

****
* NODE 4 CONTROL SPECIFICATIONS *
****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (15, 4) LEFT	THRU	RITE	DIAG	(22, 4) LEFT	THRU	RITE	DIAG	(8, 4) LEFT	THRU	RITE	DIAG
2	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO

****
* NODE 4 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE	APPROACH (DETECTOR)	LINK	COVERED LANES A	COVERED LANES B	DISTANCE OF TRAILING EDGE FROM NODE 4 FEET / METERS	DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	TYPE	FUNCTION
2	(22, 4)	1 - 2	0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(15, 4)	2 - 0	0.0	0.0	50.0	15.2	0.0	0.0		PRESENCE	EXTENSION - CALL

```
   4    (  15,   4)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   5    (  22,   4)  3 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   8,   4)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   8,   4)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

```
                                        ************************************************
                                        * NODE    4  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

```
                                                                          ------------------- INITIAL
INTERVAL -------------------
       -- INTERVAL TIMINGS (SEC) --                                              ADDED TIME
# OF         # OF
                                        MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
MAX INITIAL  MIN INITIAL


   2       10      4        2.0                 58      3.0       2.0    0        2.2         10
   4       10      3        1.0                 80      3.0       2.0    0        2.2         10
   5        4      3        0.0                 80      3.0       2.0    0        2.2          4
   6       10      3        1.0                 47      3.0       2.0    0        2.2         10
```

```
                                                                            INITIAL INTERVAL TYPE
                                                                                   CODES

                                                                            0  EXTENSIBLE
                                                                            1  ADDED INITIAL
                                                                            2  COMPUTED INITIAL
1
```

```
                                        ************************************************
                                        * NODE    4  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

```
                                                                                TIME TO REDUCE
REDUCE      VOLUME-DENSITY
          PHASE    MAX GAP    MIN GAP    GAP REDUCTION    REDUCE BY TIME      TO MIN GAP      EVERY
TIME      OPERATION
                    (SEC)      (SEC)         CODE              (SEC)             (SEC)
(SEC)

            2        3.00       3.00           2                0.10
0.0             NO
```

```
            4        3.00       3.00           2                0.10
0.0             NO
            5        3.00       3.00           2                0.10
0.0             NO
            6        3.00       3.00           2                0.10
0.0             NO
```

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

```
**************************************************
* NODE    4  CONTROL SPECIFICATIONS (CONTINUED) *
**************************************************
```

PHASE FUNCTION FLAGS

```
                                        LAST                                                    LAG
CONDITIONAL
               RED    YELLOW   DOUBLE   VEHICLE    RECALL    RED         ---- OVERLAP ----   PHASE
SIMULTANEOUS    DUAL
       PHASE   LOCK    LOCK    ENTRY    PASSAGE   MIN  MAX   REST   LAG    A   B   C   D     HOLD
GAPOUT      SERVICE

         2      NO      NO      YES        NO      NO  YES    NO     NO    NO  NO  NO  NO     NO
NO           NO
         4      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
         5      NO      NO      YES        NO      NO   NO   YES     NO    NO  NO  NO  NO     NO
NO           NO
         6      NO      NO      YES        NO      NO  YES    NO    YES    NO  NO  NO  NO     NO
NO           NO
1
```

```
**************************************************
* NODE    4  CONTROL SPECIFICATIONS (CONTINUED) *
**************************************************
```

---------- COORDINATION DATA

CYCLE LENGTH = 90 SECONDS OFFSET = 42 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	88	89	4 -
2	24	25	5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
4	26	
5	40	

```
                                        ************************************
                                        * NODE    5  CONTROL SPECIFICATIONS *
                                        ************************************


                                              ALLOWABLE MOVEMENT DATA

        PHASE    -------------------------------------------   APPROACHES
-------------------------------------------
                     (  16,   5)          (   7,   5)          (  22,   5)
                 LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

          1      NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
          2      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO  GO   GO  NOGO
          6      NOGO NOGO NOGO NOGO   GO   GO  NOGO NOGO  NOGO NOGO NOGO NOGO
          8       GO  NOGO  GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO


                                      ************************************************
                                      * NODE    5  CONTROL SPECIFICATIONS (CONTINUED) *
                                      ************************************************


                                                     DETECTOR DATA
                                 DISTANCE OF
                     COVERED    TRAILING EDGE                                                TYPE III
        APPROACH     LANES    FROM NODE    5   DETECTOR LENGTH   DELAY TIME   CARRY-OVER  LIMIT TIME
--------- DETECTOR ---------
 PHASE     LINK      A   B    FEET / METERS     FEET / METERS      (SEC)      TIME (SEC)     (SEC)
TYPE        FUNCTION

   1    (   7,   5)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   2    (  22,   5)  9 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   7,   5)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   7,   5)  3 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  16,   5)  9 - 0      0.0     0.0      10.0     3.0        0.0           0.0
PRESENCE  EXTENSION - CALL
1


                                      ************************************************
                                      * NODE    5  CONTROL SPECIFICATIONS (CONTINUED) *
                                      ************************************************


                                              VEHICULAR PHASES DATA

                                                                    ------------------- INITIAL
INTERVAL -------------------
       -- INTERVAL TIMINGS (SEC) --                                          ADDED TIME
# OF         # OF
                                       MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
```

MAX INITIAL	MIN INITIAL								
1	5	3	1.0	80	3.0	2.0	0	2.2	5
2	10	4	2.0	28	3.0	2.0	0	2.2	10
6	10	4	2.0	50	3.0	2.0	0	2.2	10
8	10	3	3.0	80	3.0	2.0	0	2.2	10

INITIAL INTERVAL TYPE
CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED	YELLOW	DOUBLE	LAST VEHICLE	RECALL	RED	---- OVERLAP ----	LAG	CONDITIONAL	SIMULTANEOUS	DUAL

PHASE	LOCK SERVICE	LOCK	ENTRY	PASSAGE	MIN	MAX	REST	LAG	A	B	C	D	HOLD	GAPOUT
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO

1

****
* NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *
****

---------- COORDINATION DATA ----------

CYCLE LENGTH = 90 SECONDS OFFSET = 18 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	8 -
2	34	35	1 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	58	
8	34	

1 TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

****
* NODE 8 CONTROL SPECIFICATIONS *
****

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES (20, 8)				(4, 8)				(9, 8)				(3, 8)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
5	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

DETECTOR DATA

PHASE TYPE	APPROACH DETECTOR LINK (FUNCTION)	COVERED LANES A	COVERED LANES B	DISTANCE OF TRAILING EDGE FROM NODE 8 FEET	DISTANCE OF TRAILING EDGE FROM NODE 8 METERS	DETECTOR LENGTH FEET	DETECTOR LENGTH METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)
1 PRESENCE	(3, 8) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
2 PRESENCE	(4, 8) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
4 PRESENCE	(20, 8) EXTENSION - CALL	9	0	0.0	0.0	50.0	15.2	0.0	0.0	
5 PRESENCE	(4, 8) EXTENSION - CALL	7	0	0.0	0.0	50.0	15.2	0.0	0.0	
6 PRESENCE	(3, 8) EXTENSION - CALL	1	2	0.0	0.0	50.0	15.2	0.0	0.0	
8 PRESENCE	(9, 8) EXTENSION - CALL	9	0	0.0	0.0	50.0	15.2	0.0	0.0	

1

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA

PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	INITIAL INTERVAL (SEC)
1	4	3	0.0		80	3.0	2.0	0	2.2	4
2	10	3	1.0		57	3.0	2.0	0	2.2	10
4	7	3	1.0		80	3.0	2.0	0	2.2	7
5	4	3	1.0		80	3.0	2.0	0	2.2	4
6	10	3	1.0		54	3.0	2.0	0	2.2	10
8	1	3	1.0		80	3.0	2.0	0	2.2	1

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
1 ADDED INITIAL
2 COMPUTED INITIAL

1

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

VEHICULAR PHASES DATA (CONTINUED)

PHASE	VOLUME-DENSITY OPERATION	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY TIME (SEC)
1	NO	3.00	3.00	2	0.10		0.0
2	NO	3.00	3.00	2	0.10		0.0
4	NO	3.00	3.00	2	0.10		0.0
5	NO	3.00	3.00	2	0.10		0.0
6	NO	3.00	3.00	2	0.10		0.0
8	NO	3.00	3.00	2	0.10		0.0

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

****
* NODE 8 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	CONDITIONAL LAG PHASE HOLD	SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
8	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

1

****

```
                                        * NODE    8  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ***********************************************


                        ----------------------------- COORDINATION DATA
------------------------------

                                CYCLE LENGTH =  90 SECONDS                  OFFSET =  37 SECONDS

                                                      BEGIN TIME     END TIME     PHASES THAT CAN
                                PERMISSIVE PERIOD        (SEC)         (SEC)       BE YIELDED TO


                                        1                  0            1       4 - 8 -
                                        2                 22           23       1 - 5 -
                                                     FORCE-OFF TIME   FORCE-OFF TIME
                                              PHASE      (SEC)        EXTENSION (SEC)


                                               1            30
                                               4            22
                                               5            32
                                               8            22
1                                            TRAFFIC CONTROL TABLES - ACTUATED SIGNALS



                                              ************************************
                                              * NODE   10  CONTROL SPECIFICATIONS *
                                              ************************************


                                                   ALLOWABLE MOVEMENT DATA


         PHASE    -------------------------------------------   APPROACHES
-------------------------------------------
                      (  19,  10)          (  17,  10)          (  18,  10)          (   3,  10)
                   LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG

           1      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO
           2      NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           3      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           4       GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           5      NOGO NOGO NOGO NOGO   GO  NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           6      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO
           7       GO  NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO
           8      NOGO NOGO NOGO NOGO  NOGO NOGO NOGO NOGO   GO   GO   GO  NOGO  NOGO NOGO NOGO NOGO


                                        ***********************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ***********************************************


                                                          DETECTOR DATA
                                 DISTANCE OF
                     COVERED    TRAILING EDGE                                                  TYPE III
         APPROACH    LANES    FROM NODE   10   DETECTOR LENGTH   DELAY TIME   CARRY-OVER  LIMIT TIME
--------- DETECTOR ---------
 PHASE     LINK      A   B    FEET / METERS     FEET / METERS      (SEC)      TIME (SEC)     (SEC)
TYPE        FUNCTION

   1    (   3,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
```

```
   2    (  17,  10)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   2    (  17,  10)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   3    (  18,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   4    (  19,  10)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   5    (  17,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   6    (   3,  10)  1 - 2      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   7    (  19,  10)  7 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  2 - 3      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
   8    (  18,  10)  1 - 0      0.0     0.0      50.0    15.2        0.0           0.0
PRESENCE  EXTENSION - CALL
1
```

```
                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA

```
                                                                          ------------------- INITIAL
INTERVAL -------------------
       -- INTERVAL TIMINGS (SEC) --                                              ADDED TIME
# OF         # OF
                                      MAX       MAX     UNIT      RED          PER VEHICLE    MAX
ACTUATIONS   ACTUATIONS
          MIN   YELLOW     RED     EXTENSION  GREEN  EXTENSION  REVERT  TYPE   ACTUATION   INITIAL
TO REACH    SERVED DURING
 PHASE   GREEN  CHANGE  CLEARANCE    (SEC)    (SEC)    (SEC)     (SEC)  CODE     (SEC)      (SEC)
MAX INITIAL  MIN INITIAL


   1        6      3        1.0                 80      3.0       2.0    0        2.2          6
   2       10      3        1.0                 29      3.0       2.0    0        2.2         10
   3        4      3        1.0                 80      3.0       2.0    0        2.2          4
   4        7      3        1.0                 80      3.0       2.0    0        2.2          7
   5        4      3        1.0                 80      3.0       2.0    0        2.2          4
   6       10      3        1.0                 29      3.0       2.0    0        2.2         10
   7        3      3        1.0                 80      3.0       2.0    0        2.2          3
   8        7      3        1.0                 80      3.0       2.0    0        2.2          7
```

```
                                                                  INITIAL INTERVAL TYPE
                                                                         CODES

                                                                  0  EXTENSIBLE
                                                                  1  ADDED INITIAL
                                                                  2  COMPUTED INITIAL
1
```


```
                                        ************************************************
                                        * NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
                                        ************************************************
```

VEHICULAR PHASES DATA (CONTINUED)

PHASE	MAX GAP (SEC)	MIN GAP (SEC)	GAP REDUCTION CODE	REDUCE BY TIME (SEC)	TIME TO REDUCE TO MIN GAP (SEC)	REDUCE EVERY (SEC)	VOLUME-DENSITY OPERATION
1	3.00	3.00	2	0.10		0.0	NO
2	3.00	3.00	2	0.10		0.0	NO
3	3.00	3.00	2	0.10		0.0	NO
4	3.00	3.00	2	0.10		0.0	NO
5	3.00	3.00	2	0.10		0.0	NO
6	3.00	3.00	2	0.10		0.0	NO
7	3.00	3.00	2	0.10		0.0	NO
8	3.00	3.00	2	0.10		0.0	NO

GAP REDUCTION
CODES
0 REDUCE BY / REDUCE EVERY
1 REDUCE BY EVERY SECOND
2 TIME TO REDUCE TO MINIMUM GAP

1

****
* NODE 10 CONTROL SPECIFICATIONS (CONTINUED) *
****

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	RECALL MIN	RECALL MAX	RED REST	LAG	OVERLAP A	OVERLAP B	OVERLAP C	OVERLAP D	LAG PHASE HOLD	CONDITIONAL SIMULTANEOUS GAPOUT	DUAL SERVICE
1	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
7	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

8 NO NO YES NO NO NO YES YES NO NO NO NO NO
NO NO

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*************************************************
* NODE   10  CONTROL SPECIFICATIONS (CONTINUED) *
*************************************************
```

---------- COORDINATION DATA

CYCLE LENGTH = 90 SECONDS OFFSET = 38 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	1	3 - 4 - 7 - 8 -
2	47	48	1 - 5 -

PHASE	FORCE-OFF TIME (SEC)	FORCE-OFF TIME EXTENSION (SEC)
1	57	
3	8	
4	47	
5	57	
7	7	
8	47	

ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)	CAR POOLS (PERCENT)	HOV VIOLATORS (PERCENT)
(8014, 14)	91	3	0	1.00
(8013, 13)	21	0	0	1.00
(8006, 6)	2078	3	0	1.00
(8021, 21)	41	3	0	1.00
(8012, 12)	199	3	0	1.00
(8011, 11)	1234	2	0	1.00
(8015, 15)	191	4	0	1.00
(8016, 16)	541	2	0	1.00
(8007, 7)	1826	3	0	1.00
(8020, 20)	114	3	0	1.00
(8009, 9)	131	3	0	1.00
(8017, 17)	930	3	0	1.00
(8018, 18)	233	3	0	1.00
(8019, 19)	542	3	0	1.00

NETSIM VEHICLE TYPE SPECIFICATIONS

VEHICLE TYPE	LENGTH FEET/METERS	Q DSCHG HDWY FACTOR (PCT)	AVG. OCCUP.	FLEET COMPONENT PERCENTAGES AUTO	TRUCK	CARPOOL	BUS	PERF. INDEX
1**	16.0/ 4.9	100	1.3	75	0	0	0	2
2**	35.0/ 10.7	120	1.2	0	100	0	0	3
3**	16.0/ 4.9	100	2.5	0	0	100	0	2
4**	40.0/ 12.2	120	25.0	0	0	0	100	7

5**	14.0/ 4.3	100	1.3	25	0	0	0	1
6**	53.0/ 16.2	120	1.2	0	0	0	0	4
7**	53.0/ 16.2	120	1.2	0	0	0	0	5
8**	64.0/ 19.5	120	1.2	0	0	0	0	6
9**	14.0/ 4.3	100	2.5	0	0	0	0	1

** INDICATES THAT ALL PARAMETERS FOR VEHICLE TYPE ASSUME DEFAULT VALUES
1

DEFAULT LINK GEOMETRIC DATA

WIDTH OF LANES	12	FEET
LONGITUDINAL DISTANCE FROM THE STOP LINE TO THE NEAR CURB	4	FEET
FORWARD SIGHT DISTANCE AT STOP LINE	1000	FEET

1

LANE CHANGE DATA

PARAMETERS	VALUE ENGLISH	/	METRIC	UNITS
DURATION OF LANE CHANGE MANEUVER	3*			SECONDS
MEAN DRIVER REACTION TIME	10*			TENTHS OF A SECOND
TIME REQUIRED FOR SUCCESSIVE LANE CHANGES	20*			TENTHS OF A SECOND
DECELERATION AT BEGINNING OF LANE CHANGE MANEUVER	5*	/	2	FEET [METERS] / SECOND**2
DIFFERENCE IN VEHICLE'S DECELERATION OVER THE DISTANCE BETWEEN ITS POSITION WHEN IT BEGINS TO RESPOND TO AN OBSTRUCTION AND THE POSITION OF THE OBSTRUCTION -				
FOR MANDATORY LANE CHANGE:	10*	/	3	FEET [METERS] / SECOND**2
FOR DISCRETIONARY LANE CHANGE:	5*	/	2	FEET [METERS] / SECOND**2
PANIC DECELERATION RATE OF LEAD VEHICLE FOR COMPUTATION OF CAR-FOLLOWING LAW	12*	/	4	FEET [METERS] / SECOND**2
PANIC DECELERATION RATE OF FOLLOWER VEHICLE FOR COMPUTATION OF CAR-FOLLOWING LAW	12*	/	4	FEET [METERS] / SECOND**2
DRIVER TYPE FACTOR USED TO COMPUTE DRIVER AGGRESSIVENESS	25*			
URGENCY THRESHOLD	2*	/	1	10 * SECONDS**2 / FEET [METERS]
SAFETY FACTOR FOR COMPUTATION OF PERCEIVED RISK OF LANE CHANGE	8*			FACTOR * 10
PERCENT OF DRIVERS WHO COOPERATE WITH A LANE CHANGER	50*			%

HEADWAY BELOW WHICH ALL DRIVERS WILL ATTEMPT TO CHANGE LANES 20* TENTHS OF A SECOND

HEADWAY ABOVE WHICH NO DRIVERS WILL ATTEMPT TO CHANGE LANES 50* TENTHS OF A SECOND

FORWARD DISTANCE SCANNED BY DRIVER FOR A TURN MOVEMENT / BUS STATION IN ORDER TO ASSESS NEED FOR A LANE CHANGE 300* / 91 FEET / [METERS]

* INDICATES DEFAULT VALUES WERE SPECIFIED

MAXIMUM ACCELERATION TABLE

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	8.00	9.00	6.00	5.00	5.00	5.00	4.00	3.00	2.00	2.00	1.00	1.00
2	6.00	12.00	10.00	8.00	7.00	6.00	4.00	4.00	4.00	2.00	2.00	2.00
3	4.69	5.35	4.94	3.47	3.09	2.61	2.14	1.70	1.27	0.86	0.46	0.06
4	2.81	2.42	2.15	2.04	1.74	1.42	1.12	0.83	0.56	0.30	0.04	-0.23
5	2.76	2.37	1.81	1.56	1.25	0.97	0.73	0.52	0.32	0.14	-0.05	-0.23
6	2.45	2.14	1.42	1.12	0.85	0.63	0.44	0.29	0.14	0.00	-0.14	-0.27
7	7.47	5.33	3.17	2.66	2.29	1.65	1.40	0.95	0.75	0.50	-0.33	-0.35

GRADE CORRECTION FACTORS FOR ACCELERATION (USED BY FRESIM ONLY)

PERFORMANCE INDEX	0 FT/SEC	10 FT/SEC	20 FT/SEC	30 FT/SEC	40 FT/SEC	50 FT/SEC	60 FT/SEC	70 FT/SEC	80 FT/SEC	90 FT/SEC	100 FT/SEC	110 FT/SEC
1	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
2	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
3	0.21	0.21	0.21	0.22	0.23	0.25	0.26	0.27	0.28	0.28	0.30	0.31
4	0.16	0.15	0.19	0.22	0.24	0.25	0.27	0.28	0.29	0.31	0.31	0.31
5	0.18	0.17	0.20	0.23	0.25	0.27	0.28	0.30	0.31	0.31	0.31	0.31
6	0.18	0.18	0.22	0.25	0.27	0.29	0.30	0.30	0.31	0.31	0.31	0.31
7	0.27	0.27	0.27	0.27	0.27	0.29	0.29	0.30	0.30	0.30	0.30	0.30

GRADE CORRECTION FACTORS FOR FUEL CONSUMPTION (USED BY FRESIM ONLY)

```
-----------------------------------------------------------------

      PERFORMANCE       0      10      20      30      40      50      60      70      80      90
100     110
      INDEX        FT/SEC  FT/SEC  FT/SEC  FT/SEC  FT/SEC  FT/SEC  FT/SEC  FT/SEC  FT/SEC  FT/SEC
FT/SEC  FT/SEC
      -----        ------  ------  ------  ------  ------  ------  ------  ------  ------  ------
------  ------
         1           0.31    0.31    0.31    0.31    0.31    0.31    0.31    0.31    0.31    0.31
0.31    0.31
         2           0.31    0.31    0.31    0.31    0.31    0.31    0.31    0.31    0.31    0.31
0.31    0.31
         3           0.26    0.26    0.26    0.28    0.29    0.30    0.30    0.30    0.30    0.30
0.30    0.30
         4           0.11    0.11    0.23    0.27    0.28    0.29    0.30    0.30    0.30    0.30
0.30    0.30
         5           0.16    0.16    0.26    0.28    0.29    0.30    0.30    0.30    0.30    0.30
0.30    0.30
         6           0.20    0.20    0.28    0.29    0.30    0.30    0.30    0.30    0.31    0.31
0.31    0.31
         7           0.27    0.27    0.27    0.27    0.27    0.29    0.29    0.30    0.30    0.30
0.30    0.30
1

                  SOURCE/SINK FLOW RATES

                           BEGIN TIME       FLOW RATE
     CENTROID     LINK      (MINUTES)        (VEH/HOUR)

      (2002)  (   3,  10)          0               1
      (2002)  (   3,  10)         60               1
      (2000)  (   1,   2)          0              -1
      (2000)  (   1,   2)         60              -1
      (2001)  (   2,   3)          0               1
      (2001)  (   2,   3)         60               1

1                                              INITIALIZATION STATISTICS

          TIME INTERVAL        SUBNETWORK        PRIOR CONTENT      CURRENT CONTENT         PERCENT
             NUMBER               TYPE             (VEHICLES)          (VEHICLES)
DIFFERENCE

                1                NETSIM                 0                 103                10000
                2                NETSIM               103                 171                   66
                3                NETSIM               171                 214                   25
                4                NETSIM               214                 221                    3
                5                NETSIM               221                 223                    0
EQUILIBRIUM ATTAINED
                                                ALL EXISTING SUBNETWORKS REACHED EQUILIBRIUM
0              SPILLBACK ON NETSIM  LINK (   16,    5) STARTS 1621 SECONDS INTO SIMULATION
0              SPILLBACK ON NETSIM  LINK (   16,    5) ENDS   1640 SECONDS INTO SIMULATION AFTER A
DURATION OF   19 SECONDS
1                                               CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                      ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
------------------------------------ -------------------

 (   1,  14)   21.02   329    42.0     8.8    50.8  0.83    2.42    0.42     9.2     1.6     0.0
0.1     0.1    0  329    24.8
```

```
 (   1,  13)    1.12    21     2.2     0.6     2.9  0.78    2.58    0.58     8.2     1.9     0.0
0.0     0.0    0   21    23.3
 (   1,   6)  119.33  1881   178.0    30.0   208.0  0.86    1.74    0.25     6.6     1.0     0.0
0.0     0.0    0 1881    34.4
 (   2,  21)    2.54    82     7.7     0.5     8.3  0.93    3.25    0.22     6.0     0.4     0.0
0.1     0.1    0   82    18.5
 (   2,  12)   10.47   125    20.9     3.4    24.4  0.86    2.33    0.33    11.7     1.6     0.0
0.0     0.0    0  125    25.8
 (   3,  11)   43.53   524    87.1    16.1   103.2  0.84    2.37    0.37    11.8     1.8     0.0
0.1     0.0    0  524    25.3
 (   4,  15)   89.05   348   178.1    21.0   199.1  0.89    2.24    0.24    34.1     3.6     0.0
0.1     0.1    0  348    26.8
 (   5,  16)   26.66   327    53.3     8.7    62.0  0.86    2.33    0.33    11.4     1.6     0.0
0.0     0.0    0  327    25.8
 (   5,   7)  203.53  2145   303.6    86.4   390.0  0.78    1.92    0.42    10.9     2.4     0.0
0.0     0.0    0 2145    31.3
 (   8,  20)    6.43   106    12.9     3.2    16.0  0.80    2.50    0.50     9.1     1.8     0.0
0.0     0.0    0  106    24.0
 (   8,   9)    8.24    84    16.5     2.6    19.1  0.86    2.32    0.32    13.6     1.9     0.0
0.1     0.0    0   84    25.9
 (  10,  17)   90.19  1193   180.4    32.5   212.9  0.85    2.36    0.36    10.7     1.6     0.0
0.1     0.1    0 1193    25.4
 (  10,  18)   24.79   265    49.6     9.0    58.6  0.85    2.36    0.36    13.2     2.0     0.0
0.1     0.1    0  265    25.4
 (  10,  19)   60.28   708   182.9     8.3   191.2  0.96    3.17    0.14    16.2     0.7     0.0
0.1     0.0    0  708    18.9
 (   4,   8)   80.20  1604   119.6   144.9   264.5  0.45    3.30    1.81     9.9     5.4     3.4
3.0     2.9   17 1604    18.2
 (   2,   1)  133.30  1892   198.8   121.0   319.9  0.62    2.40    0.91    10.1     3.8     1.8
1.6     1.5    7 1892    25.0
 (   3,   8)  202.23  1820   301.6   429.0   730.7  0.41    3.61    2.12    23.9    14.0    10.1
7.6     7.0   42 1820    16.6
 (  22,   5)  207.13  1787   308.9   898.9  1207.8  0.26    5.83    4.34    40.4    30.0    27.6
22.0    20.7   78 1787    10.3
 (   6,   1)  131.72  2076   196.5   168.7   365.2  0.54    2.77    1.28    10.5     4.9     3.6
2.4     2.2   21 2076    21.6
 (  16,   5)   45.16   537    90.3   428.5   518.8  0.17   11.49    9.49    57.6    47.5    43.5
38.2    36.4   91  537     5.2
 (   7,   5)  173.17  1825   258.3   345.8   604.1  0.43    3.49    2.00    19.8    11.3     9.9
8.4     8.0   40 1825    17.2
 (   8,   4)   94.00  1880   140.2   411.2   551.4  0.25    5.87    4.37    17.5    13.1     7.9
7.1     6.3   30 1880    10.2
 (   3,  10)  351.02  1174   702.0   337.2  1039.2  0.68    2.96    0.96    52.9    17.1    10.2
8.7     8.4   33 1174    20.3
 (   1,   2)  129.96  1846   193.8   150.4   344.2  0.56    2.65    1.16    11.2     4.9     3.0
2.5     2.4   16 1846    22.7
 (   8,   3)  177.86  1589   265.3   760.0  1025.3  0.26    5.76    4.27    38.5    28.5    24.8
21.0    20.1   60 1589    10.4
 (  20,   8)    7.08   115    14.2    53.5    67.6  0.21    9.55    7.55    34.9    27.6    25.6
24.2    23.6   99  115     6.3
 (   9,   8)   13.17   131    26.3    42.6    68.9  0.38    5.23    3.23    31.6    19.5    17.2
16.2    15.8   80  131    11.5
 (   3,   2)  249.48  1924   372.1   269.8   641.9  0.58    2.57    1.08    19.9     8.4     4.7
3.5     3.2   22 1924    23.3
 (   2,   3)  251.84  1916   375.6  1108.1  1483.7  0.25    5.89    4.40    46.2    34.5    28.7
20.8    19.3   69 1916    10.2
 (  10,   3)  213.84   712   427.7   427.7   855.3  0.50    4.00    2.00    71.4    35.5    30.8
28.9    28.0   86  712    15.0
 (  17,  10)   72.10   933   144.2   219.4   363.6  0.40    5.04    3.04    23.3    14.0    12.2
11.0    10.5   56  933    11.9
 (  22,   4)  143.10  1679   213.4   273.3   486.7  0.44    3.40    1.91    17.4     9.8     7.5
5.1     4.4   29 1679    17.6
 (  12,   2)   17.17   198    34.3   116.7   151.0  0.23    8.79    6.79    45.7    35.3    32.6
30.6    29.7   88  198     6.8
 (  18,  10)   22.65   234    45.3    88.0   133.3  0.34    5.88    3.88    34.3    22.7    20.8
20.0    19.8   82  234    10.2
 (  13,   1)    1.06    20     2.1    10.5    12.6  0.17   11.85    9.85    36.1    30.0    29.1
28.8    28.5  100   20     5.1
 (  21,   2)    1.40    41     4.2    18.9    23.1  0.18   16.55   13.52    33.9    27.6    27.0
26.9    26.7  100   41     3.6
```

```
 (  14,   1)    6.34    89    12.7    47.7    60.4  0.21    9.53    7.53    40.4    32.0    30.8
30.1    29.7  100   89     6.3
 (  19,  10)   47.24   541   143.3   223.6   366.9  0.39    7.77    4.73    40.6    24.8    22.9
22.2    21.5   84  541     7.7
 (   5,  22)  194.38  1677   289.9    60.3   350.2  0.83    1.80    0.31    12.5     2.2     0.1
0.0     0.0    0 1677    33.3
 (  11,   3)  104.62  1233   209.2   690.2   899.4  0.23    8.60    6.60    43.5    33.4    31.0
28.2    27.0   87 1233     7.0
 (   4,  22)  151.70  1782   226.3    55.5   281.8  0.80    1.86    0.37     9.5     1.9     0.0
0.0     0.0    0 1782    32.3
 (  15,   4)   49.48   190    99.0   147.0   245.9  0.40    4.97    2.97    76.5    45.5    42.8
41.3    40.6   92  190    12.1
 (8006,   6)          2076
2076
 (8007,   7)          1825
1825
 (8009,   9)           130
130

          * AVERAGE QUEUE AND STOP TIME ARE COMPUTED AS TOTAL QUEUE TIME OR TOTAL STOP TIME DIVIDED
BY
            TOTAL NUMBER OF VEHICLES DISCHARGED FROM LINK PLUS NUMBER OF VEHICLES CURRENTLY ON THE
LINK.


1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                VEHICLE MINUTES    RATIO   MINUTES/MILE    -------- SECONDS /
VEHICLE  --------- - AVERAGE VALUES -
                 VEHICLE      MOVE   DELAY   TOTAL MOVE/   TOTAL   DELAY   TOTAL   DELAY  CONTROL
QUEUE   STOP* STOPS  VOL SPEED
    LINK       MILES TRIPS    TIME    TIME    TIME TOTAL    TIME    TIME    TIME    TIME   DELAY
DELAY    TIME   (%)  VPH   MPH
    ----       -----------    -------------------- -----   -------------
------------------------------------ -------------------

 (8011,  11)          1233
1233
 (8012,  12)           197
197
 (8013,  13)            21
21
 (8014,  14)            91
91
 (8015,  15)           191
191
 (8016,  16)           539
539
 (8017,  17)           930
930
 (8018,  18)           231
231
 (8019,  19)           540
540
 (8020,  20)           114
114
 (8021,  21)            40
40
0SUBNETWORK= 3979.55  8138  112.18  137.99  250.16  0.45    3.77    2.08    1.80    0.99    0.78
0.65    0.62  151.8        15.9
                            -- VEHICLE - HOURS --                           --- MINUTES / VEHICLE-
TRIP ---     PER

TRIP

1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0
```

ELAPSED TIME IS 1: 0: 0 (3600 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 3600 SECONDS

LINK	VEH-MINS * QUEUE TIME	STOP TIME	AVERAGE NUMBER OF LANE (VEHICLE)	-- CONGESTION -- STORAGE (%)	PHASE FAILURE	Q U E U E L E N G T H (VEHICLE) AVERAGE QUEUE BY LANE ** 1	2	3	4	5	6	7	MAXIMUM QUEUE BY LANE 1	2	3	4	5	6	7	CHANGES
(1, 14)	0.7	0.6	1.3	7.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 13)	0.0	0.0	0.1	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(1, 6)	0.5	0.2	3.9	11.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101
(2, 21)	0.2	0.1	0.2	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(2, 12)	0.1	0.1	0.6	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(3, 11)	0.5	0.2	2.1	4.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
(4, 15)	0.5	0.3	3.8	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 16)	0.2	0.0	1.4	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 7)	1.6	0.7	6.9	9.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255
(8, 20)	0.1	0.0	0.4	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8, 9)	0.1	0.1	0.5	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(10, 17)	1.7	1.1	4.0	9.7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	95
(10, 18)	0.6	0.5	1.4	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
(10, 19)	0.7	0.3	3.7	8.0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	139
(4, 8)	81.7	77.6	4.9	16.0	0	0	0	0	0	0	0	1	10	11	0	0	0	0	4	149
(2, 1)	51.1	48.5	5.7	13.2	0	0	0	0	0	0	0	1	7	8	0	0	0	0	4	176
(3, 8)	232.2	214.3	12.6	18.6	0	2	2	0	0	0	0	0	14	15	0	0	0	0	3	418
(22, 5)	657.7	619.7	20.6	22.4	2	5	4	4	0	0	0	0	20	17	17	0	0	0	0	819
(6, 1)	83.8	75.5	6.2	10.6	0	0	1	1	0	0	0	0	3	9	7	0	0	0	2	286
(16, 5)	346.5	329.6	9.1	41.1	18	7	0	0	0	0	0	0	23	0	0	0	0	0	0	0
(7, 5)	256.6	243.1	10.3	12.3	0	1	1	1	0	0	0	2	7	7	7	0	0	0	9	415
(8, 4)	222.6	197.2	9.6	24.2	0	1	2	1	0	0	0	0	9	12	11	0	0	0	0	1575
(3, 10)	172.7	165.8	17.8	10.8	0	2	1	0	0	0	0	0	9	8	0	0	0	0	2	428
(1, 2)	76.9	72.8	6.1	14.8	0	1	1	0	0	0	0	0	6	6	0	0	0	0	3	109
(8, 3)	560.0	536.3	17.6	20.0	0	4	4	0	0	0	1	1	19	18	0	0	0	4	4	424
(20, 8)	47.3	46.1	1.7	10.4	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0
(9, 8)	35.8	34.9	1.8	6.6	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0
(3, 2)	113.9	104.0	11.1	14.2	0	1	1	0	0	0	0	0	13	13	0	0	0	0	3	354

```
 (   2,   3)   669.6   621.2     25.1     26.3        0       7     7     0     0     0     0     1
23  22   0   0   0   3   4     581
 (  10,   3)   351.7   341.1     14.8      8.4        2       2     2     0     0     0     2     1
7   6   0   0   0   6   5     428
 (  17,  10)   172.6   164.4      6.4     10.0        0       0     0     1     0     0     0     2
2   5   8   0   0   0   4     805
 (  22,   4)   143.4   123.9      8.6     12.8        0       1     1     1     0     0     0     0
8  10   8   0   0   0   0     805
 (  12,   2)   102.7    99.6      3.1     13.7        0       2     0     0     0     0     0     0
5   0   0   0   0   0   0       0
 (  18,  10)    78.8    77.9      2.8      3.3        0       0     1     0     0     0     0     0
2   3   2   0   0   0   3      13
 (  13,   1)    10.1    10.0      0.4      3.0        0       0     0     0     0     0     0     0
1   0   0   0   0   0   0       0
 (  21,   2)    18.4    18.2      0.7      8.1        0       0     0     0     0     0     0     0
2   0   0   0   0   0   0       0
 (  14,   1)    46.1    45.6      1.6      4.2        0       0     1     0     0     0     0     0
3   3   0   0   0   0   0       6
 (  19,  10)   204.0   197.2      6.5     12.7       20       1     0     0     0     0     0     2
10   3   0   0   0   0   6     138
 (   5,  22)     0.6     0.2      6.3      6.8        0       0     0     0     0     0     0     0
0   0   1   0   0   0   0     249
 (  11,   3)   587.2   563.5     15.3     24.3       19       4     4     0     0     0     1     1
13  11   0   0   0   9   9     422
 (   4,  22)     0.8     0.6      5.1      7.6        0       0     0     0     0     0     0     0
0   0   0   0   0   0   0     426
 (  15,   4)   134.2   131.9      4.6      3.4        3       0     2     0     0     0     0     0
3  10   0   0   0   0   0       6

1                                          CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                 VEH-MINS *    AVERAGE   -- CONGESTION --    ------------     Q U E U E    L E N G T
H  (VEHICLE)     ------------    NUMBER
                QUEUE    STOP  OCCUPANCY   STORAGE   PHASE            AVERAGE QUEUE BY LANE **
MAXIMUM QUEUE BY LANE     OF LANE
    LINK        TIME    TIME  (VEHICLE)    (%)    FAILURE     1     2     3     4     5     6     7
1   2   3   4   5   6   7   CHANGES
    ----       -------------  ---------  ----------------     -     -     -     -     -     -     -
-   -   -   -   -   -   -

0SUBNETWORK=  5466.3  5165.2    266.8     11.5       64
9677

                              *  THESE VALUES INCLUDE THE TIME FOR VEHICLES CURRENTLY ON THE LINK.
                              ** AVERAGE QUEUE CALCULATED BASED ON TIME SINCE BEGINNING OF
SIMULATION



1
                                           CUMULATIVE NETSIM STATISTICS AT TIME 13: 0: 0

                       ELAPSED TIME IS  1: 0: 0 ( 3600 SECONDS),    TIME PERIOD  1 ELAPSED TIME IS
3600 SECONDS


                                        DISCHARGE BY LANE

                     LANE 1          LANE 2          LANE 3          LANE 4          LANE 5
LANE 6          LANE 7
    LINK            VEH   VPH       VEH   VPH       VEH   VPH       VEH   VPH       VEH   VPH
VEH   VPH       VEH   VPH
    ----            ---   ---       ---   ---       ---   ---       ---   ---       ---   ---
---   ---       ---   ---

(   1,  14)         329   329         0     0         0     0         0     0         0     0
```

0 0 0 0
(1, 13) 21 21 0 0 0 0 0 0 0 0
0 0 0 0
(1, 6) 924 924 957 957 0 0 0 0 0 0
0 0 0 0
(2, 21) 82 82 0 0 0 0 0 0 0 0
0 0 0 0
(2, 12) 125 125 0 0 0 0 0 0 0 0
0 0 0 0
(3, 11) 308 308 216 216 0 0 0 0 0 0
0 0 0 0
(4, 15) 348 348 0 0 0 0 0 0 0 0
0 0 0 0
(5, 16) 327 327 0 0 0 0 0 0 0 0
0 0 0 0
(5, 7) 831 831 659 659 655 655 0 0 0 0
0 0 0 0
(8, 20) 106 106 0 0 0 0 0 0 0 0
0 0 0 0
(8, 9) 84 84 0 0 0 0 0 0 0 0
0 0 0 0
(10, 17) 631 631 562 562 0 0 0 0 0 0
0 0 0 0
(10, 18) 141 141 124 124 0 0 0 0 0 0
0 0 0 0
(10, 19) 316 316 392 392 0 0 0 0 0 0
0 0 0 0
(4, 8) 715 715 800 800 0 0 0 0 0 0
0 0 89 89
(2, 1) 927 927 906 906 0 0 0 0 0 0
0 0 59 59
(3, 8) 887 887 885 885 0 0 0 0 0 0
0 0 48 48
(22, 5) 566 566 576 576 645 645 0 0 0 0
0 0 0 0
(6, 1) 271 271 905 905 879 879 0 0 0 0
0 0 21 21
(16, 5) 537 537 0 0 0 0 0 0 0 0
0 0 0 0
(7, 5) 540 540 541 541 492 492 0 0 0 0
0 0 252 252
(8, 4) 177 177 921 921 782 782 0 0 0 0
0 0 0 0
(3, 10) 549 549 544 544 0 0 0 0 0 0
0 0 81 81
(1, 2) 931 931 848 848 0 0 0 0 0 0
0 0 67 67
(8, 3) 720 720 728 728 0 0 0 0 0 0
72 72 69 69
(20, 8) 115 115 0 0 0 0 0 0 0 0
0 0 0 0
(9, 8) 131 131 0 0 0 0 0 0 0 0
0 0 0 0
(3, 2) 966 966 919 919 0 0 0 0 0 0
0 0 39 39
(2, 3) 867 867 929 929 0 0 0 0 0 0
56 56 64 64
(10, 3) 258 258 173 173 0 0 0 0 0 0
151 151 130 130
(17, 10) 96 96 215 215 197 197 0 0 0 0
0 0 425 425
(22, 4) 674 674 833 833 172 172 0 0 0 0
0 0 0 0
(12, 2) 198 198 0 0 0 0 0 0 0 0
0 0 0 0
(18, 10) 79 79 63 63 51 51 0 0 0 0
0 0 41 41
(13, 1) 20 20 0 0 0 0 0 0 0 0
0 0 0 0
(21, 2) 41 41 0 0 0 0 0 0 0 0

```
0     0          0     0
(  14,   1)          47    47         42    42          0     0          0     0          0     0
0     0          0     0
(  19,  10)         263   263         50    50          0     0          0     0          0     0
0     0        228   228
(   5,  22)         499   499        531   531        647   647          0     0          0     0
0     0          0     0
(  11,   3)         375   375        357   357          0     0          0     0          0     0
305   305        196   196
(   4,  22)         854   854        672   672        256   256          0     0          0     0
0     0          0     0
(  15,   4)          86    86        104   104          0     0          0     0          0     0
0     0          0     0
```

1 NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(1, 14)	27.3	426.6	11.3	65.8
(1, 13)	1.4	27.1	0.8	3.7
(1, 6)	154.8	2439.4	38.9	269.7
(2, 21)	3.3	106.3	0.7	10.7
(2, 12)	13.6	161.9	4.4	31.5
(3, 11)	56.5	680.6	20.9	134.0
(4, 15)	115.5	451.3	27.2	258.1
(5, 16)	34.6	424.4	11.3	80.5
(5, 7)	264.0	2782.1	112.1	505.9
(8, 20)	8.3	137.2	4.1	20.8
(8, 9)	10.7	108.9	3.4	24.8
(10, 17)	117.0	1548.2	42.1	276.2
(10, 18)	32.1	343.1	11.6	75.8
(10, 19)	78.2	918.7	10.8	248.1
(4, 8)	104.0	2079.4	187.9	342.9
(2, 1)	172.9	2453.8	157.0	414.8
(3, 8)	262.3	2360.5	556.4	947.6
(22, 5)	268.6	2317.5	1165.7	1566.4
(6, 1)	170.9	2692.8	218.9	473.7
(16, 5)	58.6	696.7	555.9	673.1
(7, 5)	224.6	2366.9	448.5	783.5
(8, 4)	121.9	2438.2	533.3	715.1
(3, 10)	455.6	1523.6	437.6	

1348.7				
	(1, 2)	168.6	2394.7	195.1
446.5				
	(8, 3)	230.6	2060.3	985.4
1329.4				
	(20, 8)	9.2	149.0	69.3
87.6				
	(9, 8)	17.1	170.1	55.3
89.5				
	(3, 2)	323.5	2495.1	349.9
832.4				
	(2, 3)	326.6	2485.1	1437.2
1924.4				
	(10, 3)	277.5	923.9	554.9
1109.9				
	(17, 10)	93.5	1210.4	284.6
471.7				
	(22, 4)	185.6	2177.2	354.4
631.1				
	(12, 2)	22.2	256.3	151.0
195.5				
	(18, 10)	29.4	303.7	114.2
173.0				
	(13, 1)	1.4	26.0	13.6
16.4				
	(21, 2)	1.8	53.3	24.6
30.1				
	(14, 1)	8.2	115.3	61.8
78.2				
	(19, 10)	61.2	701.4	289.9
475.7				
	(5, 22)	252.1	2174.6	78.2
454.2				
	(11, 3)	135.8	1601.0	896.2
1167.9				
	(4, 22)	196.7	2311.1	72.0
365.4				
	(15, 4)	64.0	245.9	190.2
318.3				

1 *** NOTE *** TIME PERIOD 1 SPECIFIC NETSIM STATISTICS ARE THE SAME AS CUMULATIVE OUTPUT AT THE END OF TIME PERIOD 1.

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I

0	LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
	(1, 14)	0.00	21.02	0.00	0	329	0	0.0	24.8	0.0	0.0	0.0	0.0
	(1, 13)	0.00	1.12	0.00	0	21	0	0.0	23.3	0.0	0.0	0.0	0.0
	(1, 6)	0.00	119.33	0.00	0	1881	0	0.0	34.4	0.0	0.0	0.0	0.0
	(2, 21)	0.00	2.54	0.00	0	82	0	0.0	18.5	0.0	0.0	0.0	0.0
	(2, 12)	0.00	10.47	0.00	0	125	0	0.0	25.8	0.0	0.0	0.0	0.0
	(3, 11)	0.00	43.53	0.00	0	524	0	0.0	25.3	0.0	0.0	0.0	0.0
	(4, 15)	0.00	89.05	0.00	0	348	0	0.0	26.8	0.0	0.0	0.0	0.0

(5, 16)	0.00	26.66	0.00	0	327	0	0.0	25.8	0.0	0.0	0.0	0.0
(5, 7)	0.00	203.53	0.00	0	2145	0	0.0	31.3	0.0	0.0	0.0	0.0
(8, 20)	0.00	6.43	0.00	0	106	0	0.0	24.0	0.0	0.0	0.0	0.0
(8, 9)	0.00	8.24	0.00	0	84	0	0.0	25.9	0.0	0.0	0.0	0.0
(10, 17)	0.00	90.19	0.00	0	1193	0	0.0	25.4	0.0	0.0	0.0	0.0
(10, 18)	0.00	24.79	0.00	0	265	0	0.0	25.4	0.0	0.0	0.0	0.0
(10, 19)	0.00	60.28	0.00	0	708	0	0.0	18.9	0.0	0.0	0.0	0.0
(4, 8)	4.45	74.15	1.60	89	1483	32	5.8	20.8	19.7	91.0	12.9	12.5
(2, 1)	4.16	129.14	0.00	59	1833	0	5.8	28.0	0.0	98.3	4.7	0.0
(3, 8)	5.33	195.23	1.67	48	1757	15	13.0	16.7	17.5	87.5	41.0	46.7
(22, 5)	0.00	198.44	8.69	0	1712	75	0.0	10.4	9.0	0.0	78.6	70.7
(6, 1)	1.33	113.19	17.19	21	1784	271	12.4	21.9	21.3	81.0	21.0	22.5
(16, 5)	8.91	0.00	36.24	106	0	431	4.1	0.0	5.6	91.5	0.0	91.4
(7, 5)	23.91	149.26	0.00	252	1573	0	9.7	19.7	0.0	79.4	34.4	0.0
(8, 4)	0.00	85.15	8.85	0	1703	177	0.0	10.3	9.9	0.0	30.1	39.0
(3, 10)	24.22	275.08	51.73	81	920	173	20.5	20.2	20.3	63.0	30.4	34.1
(1, 2)	4.72	122.57	2.68	67	1741	38	11.3	23.7	19.4	86.6	13.4	18.4
(8, 3)	15.78	150.32	11.75	141	1343	105	6.4	11.1	10.6	93.6	57.8	50.5
(20, 8)	2.65	0.25	4.19	43	4	68	5.1	4.7	7.6	100.0	100.0	98.5
(9, 8)	5.83	0.20	7.14	58	2	71	9.1	8.0	14.9	70.7	50.0	88.7
(3, 2)	5.06	237.16	7.26	39	1829	56	12.7	23.8	20.8	87.2	20.9	26.8
(2, 3)	15.77	195.71	40.35	120	1489	307	8.4	10.6	9.2	85.0	68.0	68.7
(10, 3)	84.40	89.50	39.94	281	298	133	13.5	15.8	17.2	93.2	80.5	83.5
(17, 10)	32.84	31.84	7.42	425	412	96	9.0	15.6	19.5	80.9	35.9	40.6
(22, 4)	14.66	128.44	0.00	172	1507	0	8.6	20.0	0.0	83.1	23.9	0.0
(12, 2)	12.92	0.43	3.82	149	5	44	6.5	4.6	8.8	87.2	100.0	90.9
(18, 10)	4.45	10.55	7.65	46	109	79	7.8	8.3	20.5	76.1	82.6	84.8
(13, 1)	0.69	0.11	0.27	13	2	5	3.8	8.2	18.1	100.0	100.0	100.0
(21, 2)	0.72	0.00	0.68	21	0	20	2.6	0.0	6.2	100.0	0.0	100.0
(14, 1)	2.99	0.00	3.35	42	0	47	4.8	0.0	8.7	100.0	0.0	100.0
(19, 10)	19.91	7.77	19.56	228	89	224	6.2	7.0	11.0	92.1	74.2	81.2
(5, 22)	0.00	194.38	0.00	0	1677	0	0.0	33.3	0.0	0.0	0.0	0.0
(11, 3)	16.63	62.11	25.88	196	732	305	7.6	5.9	11.3	88.3	89.8	81.3
(4, 22)	0.00	151.70	0.00	0	1782	0	0.0	32.3	0.0	0.0	0.0	0.0
(15, 4)	27.08	0.00	22.40	104	0	86	9.0	0.0	20.5	85.6	0.0	100.0

(8006, 6)					0	2076	0					
(8007, 7)					0	1825	0					
(8009, 9)					0	130	0					

0 EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE I (CONT.)

0 LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8011, 11)				0	1233	0						
(8012, 12)				0	197	0						
(8013, 13)				0	21	0						
(8014, 14)				0	91	0						
(8015, 15)				0	191	0						
(8016, 16)				0	539	0						
(8017, 17)				0	930	0						
(8018, 18)				0	231	0						
(8019, 19)				0	540	0						
(8020, 20)				0	114	0						
(8021, 21)				0	40	0						

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE II

LINK	MOVING TIME (VEH-MINS)			DELAY TIME (VEH-MINS)			TOTAL TIME (VEH-MINS)			RATIO MOVE/TOTAL (VEH-MINS)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(1, 14)	0.00	46.86	0.00	0.00	3.93	0.00	0.00	50.78	0.00	0.00	0.92	0.00
(1, 13)	0.00	2.24	0.00	0.00	0.65	0.00	0.00	2.88	0.00	0.00	0.78	0.00
(1, 6)	0.00	178.00	0.00	0.00	29.96	0.00	0.00	207.97	0.00	0.00	0.86	0.00
(2, 21)	0.00	8.48	0.00	0.00	0.00	0.00	0.00	8.48	0.00	0.00	1.00	0.00
(2, 12)	0.00	21.69	0.00	0.00	2.66	0.00	0.00	24.35	0.00	0.00	0.89	0.00
(3, 11)	0.00	88.92	0.00	0.00	14.23	0.00	0.00	103.15	0.00	0.00	0.86	0.00
(4, 15)	0.00	181.25	0.00	0.00	17.80	0.00	0.00	199.05	0.00	0.00	0.91	0.00
(5, 16)	0.00	55.00	0.00	0.00	7.00	0.00	0.00	62.00	0.00	0.00	0.89	0.00
(5, 7)	0.00	303.57	0.00	0.00	86.44	0.00	0.00	390.02	0.00	0.00	0.78	0.00
(8, 20)	0.00	13.05	0.00	0.00	2.98	0.00	0.00	16.03	0.00	0.00	0.81	0.00
(8, 9)	0.00	16.90	0.00	0.00	2.20	0.00	0.00	19.10	0.00	0.00	0.88	0.00
(10, 17)	0.00	184.37	0.00	0.00	28.48	0.00	0.00	212.85	0.00	0.00	0.87	0.00
(10, 18)	0.00	51.29	0.00	0.00	7.27	0.00	0.00	58.57	0.00	0.00	0.88	0.00
(10, 19)	0.00	187.58	0.00	0.00	3.65	0.00	0.00	191.23	0.00	0.00	0.98	0.00
(4, 8)	6.64	110.60	2.39	39.56	102.87	2.48	46.20	213.47	4.87			

```
0.14    0.52     0.49
     (   2,   1)      6.20  192.62     0.00      36.48   84.55     0.00      42.68  277.17     0.00
0.15    0.69     0.00
     (   3,   8)      8.01  293.33     2.50      16.62  406.99     3.20      24.63  700.32     5.70
0.33    0.42     0.44
     (  22,   5)      0.00  295.97    12.97       0.00  853.78    45.08       0.00 1149.75    58.05
0.00    0.26     0.22
     (   6,   1)      1.99  168.82    25.65       4.45  141.61    22.69       6.43  310.43    48.33
0.31    0.54     0.53
     (  16,   5)     17.83    0.00    72.49     111.36    0.00   317.11     129.18    0.00   389.60
0.14    0.00     0.19
     (   7,   5)     35.66  222.62     0.00     112.89  232.96     0.00     148.55  455.58     0.00
0.24    0.49     0.00
     (   8,   4)      0.00  127.00    13.20       0.00  370.91    40.30       0.00  497.92    53.50
0.00    0.26     0.25
     (   3,  10)     48.81  554.44   104.26      22.22  260.61    48.91      71.03  815.05   153.17
0.69    0.68     0.68
     (   1,   2)      7.04  182.95     3.99      18.09  127.85     4.27      25.13  310.80     8.27
0.28    0.59     0.48
     (   8,   3)     23.54  224.21    17.53     124.06  587.02    48.90     147.60  811.23    66.43
0.16    0.28     0.26
     (  20,   8)      5.29    0.49     8.37      26.12    2.67    24.68      31.42    3.17    33.05
0.17    0.16     0.25
     (   9,   8)     11.67    0.40    14.28      26.97    1.11    14.52      38.63    1.52    28.80
0.30    0.27     0.50
     (   3,   2)      7.65  358.57    10.98      16.22  238.55     9.94      23.87  597.12    20.92
0.32    0.60     0.52
     (   2,   3)     23.53  291.91    60.19      89.16  814.66   204.25     112.68 1106.57   264.43
0.21    0.26     0.23
     (  10,   3)    169.35  179.59    80.15     206.75  159.99    59.51     376.10  339.58   139.67
0.45    0.53     0.57
     (  17,  10)     65.68   63.67    14.84     152.88   58.51     7.98     218.57  122.18    22.82
0.30    0.52     0.65
     (  22,   4)     21.86  191.57     0.00      80.15  193.12     0.00     102.02  384.68     0.00
0.21    0.50     0.00
     (  12,   2)     25.85    0.87     7.63      93.53    4.78    18.37     119.38    5.65    26.00
0.22    0.15     0.29
     (  18,  10)      8.90   21.10    15.29      25.51   55.35     7.11      34.42   76.45    22.40
0.26    0.28     0.68
     (  13,   1)      1.38    0.21     0.53       9.57    0.57     0.35      10.95    0.78     0.88
0.13    0.27     0.60
     (  21,   2)      2.17    0.00     2.07      14.34    0.00     4.55      16.52    0.00     6.62
0.13    0.00     0.31
     (  14,   1)      5.98    0.00     6.69      31.40    0.00    16.32      37.38    0.00    23.02
0.16    0.00     0.29
     (  19,  10)     60.41   23.58    59.35     132.99   43.05    47.55     193.40   66.63   106.90
0.31    0.35     0.56
     (   5,  22)      0.00  289.92     0.00       0.00   60.31     0.00       0.00  350.23     0.00
0.00    0.83     0.00
     (  11,   3)     33.26  124.22    51.76      97.32  507.42    85.46     130.58  631.63   137.22
0.25    0.20     0.38
     (   4,  22)      0.00  226.53     0.00       0.00   55.24     0.00       0.00  281.77     0.00
0.00    0.80     0.00
     (  15,   4)     54.17    0.00    44.79     126.27    0.00    20.73     180.43    0.00    65.52
0.30    0.00     0.68
     (8006,   6)
     (8007,   7)
     (8009,   9)


1                                                NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE II


        LINK                MOVING TIME                  DELAY TIME                   TOTAL TIME
RATIO MOVE/TOTAL
                            (VEH-MINS)                   (VEH-MINS)                   (VEH-MINS)
(VEH-MINS)
                       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT       LEFT    THRU    RIGHT
LEFT    THRU    RIGHT
```

(8011, 11)
(8012, 12)
(8013, 13)
(8014, 14)
(8015, 15)
(8016, 16)
(8017, 17)
(8018, 18)
(8019, 19)
(8020, 20)
(8021, 21)

LINK	TOTAL TIME (SECS/VEH)			DELAY TIME (SECS/VEH)			QUEUE TIME** (VEH-MINS)			STOP TIME** (VEH-MINS)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(1, 14)	0.0	9.3	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.6	0.0
(1, 13)	0.0	8.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(1, 6)	0.0	6.6	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.2	0.0
(2, 21)	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0
(2, 12)	0.0	11.7	0.0	0.0	1.3	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(3, 11)	0.0	11.8	0.0	0.0	1.6	0.0	0.0	0.5	0.0	0.0	0.2	0.0
(4, 15)	0.0	34.3	0.0	0.0	3.1	0.0	0.0	0.5	0.0	0.0	0.3	0.0
(5, 16)	0.0	11.4	0.0	0.0	1.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0
(5, 7)	0.0	10.9	0.0	0.0	2.4	0.0	0.0	1.6	0.0	0.0	0.7	0.0
(8, 20)	0.0	9.1	0.0	0.0	1.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(8, 9)	0.0	13.6	0.0	0.0	1.6	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(10, 17)	0.0	10.7	0.0	0.0	1.4	0.0	0.0	1.7	0.0	0.0	1.1	0.0
(10, 18)	0.0	13.3	0.0	0.0	1.6	0.0	0.0	0.6	0.0	0.0	0.5	0.0
(10, 19)	0.0	16.2	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0	0.3	0.0
(4, 8)	31.1	8.6	9.1	26.7	4.2	4.7	34.2	47.0	0.6	33.5	43.6	0.4
(2, 1)	43.4	9.1	0.0	37.1	2.8	0.0	33.4	17.7	0.0	32.8	15.7	0.0
(3, 8)	30.8	23.9	22.8	20.8	13.9	12.8	12.3	218.6	1.4	11.9	201.2	1.2
(22, 5)	0.0	40.3	46.4	0.0	29.9	36.1	0.0	625.2	32.5	0.0	589.4	30.2
(6, 1)	18.4	10.4	10.7	12.7	4.8	5.0	3.8	76.2	3.8	3.8	68.4	3.2
(16, 5)	73.1	0.0	54.2	63.0	0.0	44.1	94.7	0.0	251.8	91.8	0.0	237.8
(7, 5)	35.4	17.4	0.0	26.9	8.9	0.0	95.0	161.6	0.0	92.1	151.1	0.0
(8, 4)	0.0	17.5	18.1	0.0	13.1	13.7	0.0	205.6	16.9	0.0	182.2	15.0
(3, 10)	52.6	53.2	53.1	16.5	17.0	17.0	11.2	141.4	20.1	10.9	135.9	18.9
(1, 2)	22.5	10.7	13.1	16.2	4.4	6.7	14.7	60.2	2.0	14.5	56.5	1.9

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     (   8,   3)      62.8    36.2     38.0        52.8    26.2     27.9       109.1   415.4
35.5       107.4   395.3     33.6
     (  20,   8)      43.8    47.5     29.2        36.5    40.1     21.8        24.6     2.5
20.1        24.2     2.5     19.4
     (   9,   8)      40.0    45.5     24.3        27.9    33.4     12.3        23.4     1.0
11.4        23.0     1.0     10.9
     (   3,   2)      36.7    19.6     22.4        25.0     7.8     10.6        13.6    95.6
4.8         13.4    86.4      4.2
     (   2,   3)      56.3    44.6     51.7        44.6    32.8     39.9        66.4   476.4
126.9        64.4   440.0    116.9
     (  10,   3)      80.3    68.4     63.0        44.1    32.2     26.8       173.4   133.4
44.8       169.7   128.8     42.6
     (  17,  10)      30.9    17.8     14.3        21.6     8.5      5.0       123.8    46.8
1.9       117.9    44.7      1.8
     (  22,   4)      35.6    15.3      0.0        28.0     7.7      0.0        66.0    77.4
0.0        62.4    61.5      0.0
     (  12,   2)      48.1    67.8     35.5        37.7    57.4     25.0        83.3     4.5
14.9        81.1     4.4     14.1
     (  18,  10)      44.9    42.1     17.0        33.3    30.5      5.4        22.1    52.4
4.3        22.0    51.8      4.1
     (  13,   1)      50.5    23.5     10.6        44.2    17.1      4.2         9.3     0.5
0.2         9.3     0.5      0.2
     (  21,   2)      47.2     0.0     19.9        41.0     0.0     13.6        14.1     0.0
4.3        14.0     0.0      4.2
     (  14,   1)      53.4     0.0     29.4        44.9     0.0     20.8        30.9     0.0
15.2        30.7     0.0     14.9
     (  19,  10)      50.9    44.9     28.6        35.0    29.0     12.7       122.6    41.6
39.8       118.8    41.1     37.2
     (   5,  22)       0.0    12.5      0.0         0.0     2.2      0.0         0.0     0.6
0.0         0.0     0.2      0.0
     (  11,   3)      40.0    51.8     27.0        29.8    41.6     16.8        84.7   439.6
62.9        82.1   423.7     57.8
     (   4,  22)       0.0     9.5      0.0         0.0     1.9      0.0         0.0     0.8
0.0         0.0     0.6      0.0
     (  15,   4)     104.1     0.0     45.7        72.8     0.0     14.5       117.0     0.0
17.2       115.2     0.0     16.7
     (8006,   6)
     (8007,   7)
     (8009,   9)
```

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE III

```
        LINK               TOTAL TIME                 DELAY TIME                  QUEUE TIME**
STOP TIME**
                           (SECS/VEH)                 (SECS/VEH)                   (VEH-MINS)
(VEH-MINS)
                      LEFT    THRU    RIGHT        LEFT    THRU    RIGHT        LEFT    THRU
RIGHT        LEFT    THRU    RIGHT
     (8011,  11)
     (8012,  12)
     (8013,  13)
     (8014,  14)
     (8015,  15)
     (8016,  16)
     (8017,  17)
     (8018,  18)
     (8019,  19)
     (8020,  20)
     (8021,  21)
```

** TIME FOR VEHICLES CURRENTLY ON THE LINK ARE INCLUDED IN THESE VALUES.

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(1, 14)	0.0	0.0	0.0
(1, 13)	0.0	0.0	0.0
(1, 6)	0.0	0.0	0.0
(2, 21)	0.0	0.0	0.0
(2, 12)	0.0	0.0	0.0
(3, 11)	0.0	0.0	0.0
(4, 15)	0.0	0.0	0.0
(5, 16)	0.0	0.0	0.0
(5, 7)	0.0	0.0	0.0
(8, 20)	0.0	0.0	0.0
(8, 9)	0.0	0.0	0.0
(10, 17)	0.0	0.0	0.0
(10, 18)	0.0	0.0	0.0
(10, 19)	0.0	0.0	0.0
(4, 8)	35.2	54.1	1.0
(2, 1)	34.4	23.3	0.0
(3, 8)	13.4	292.9	2.2
(22, 5)	0.0	782.2	42.9
(6, 1)	4.0	105.1	15.1
(16, 5)	104.5	0.0	289.7
(7, 5)	104.1	198.5	0.0
(8, 4)	0.0	226.5	20.6
(3, 10)	12.5	162.9	27.1
(1, 2)	15.5	74.1	2.8
(8, 3)	115.4	504.4	43.6
(20, 8)	25.6	2.6	21.8
(9, 8)	24.5	1.0	12.7
(3, 2)	14.2	131.5	6.9
(2, 3)	75.9	670.7	175.8
(10, 3)	182.1	142.8	50.9
(17, 10)	134.3	52.0	4.1
(22, 4)	75.5	135.4	0.0
(12, 2)	88.3	4.7	16.4
(18, 10)	22.5	53.9	5.3
(13, 1)	9.4	0.5	0.2
(21, 2)	14.1	0.1	4.3
(14, 1)	31.5	0.0	15.8
(19, 10)	126.3	42.0	42.4
(5, 22)	0.0	1.5	0.0
(11, 3)	91.0	480.8	73.9
(4, 22)	0.0	0.4	0.0
(15, 4)	121.0	0.0	18.1
(8006, 6)			
(8007, 7)			
(8009, 9)			

1 NETSIM MOVEMENT SPECIFIC STATISTICS - TABLE IV (CONT.)

LINK	CONTROL DELAY (VEH-MINS) LEFT	THRU	RIGHT
(8011, 11)			
(8012, 12)			
(8013, 13)			
(8014, 14)			
(8015, 15)			
(8016, 16)			
(8017, 17)			
(8018, 18)			
(8019, 19)			
(8020, 20)			
(8021, 21)			

1 NETSIM CUMULATIVE VALUES OF FUEL CONSUMPTION

LINK	FUEL CONSUMPTION GALLONS									M.P.G.			
VEHICLE TYPE-	5	1	2	6	7	8	4	5	1	2	6	7	8	4
(1, 14)	0.90	1.49	0.51	0.00	0.00	0.00	0.00	5.08	9.96	1.24	0.00	0.00	0.00	0.00
(1, 13)	0.01	0.11	0.09	0.00	0.00	0.00	0.00	3.91	7.66	1.19	0.00	0.00	0.00	0.00
(1, 6)	2.78	4.93	1.56	0.00	0.00	0.00	0.00	10.65	17.52	2.42	0.00	0.00	0.00	0.00
(2, 21)	0.06	0.19	0.08	0.00	0.00	0.00	0.00	4.96	9.47	1.28	0.00	0.00	0.00	0.00
(2, 12)	0.33	0.61	0.28	0.00	0.00	0.00	0.00	6.60	11.85	1.52	0.00	0.00	0.00	0.00
(3, 11)	1.57	2.48	0.31	0.00	0.00	0.00	0.00	6.70	12.69	1.58	0.00	0.00	0.00	0.00
(4, 15)	1.34	3.09	0.94	0.00	0.00	0.00	0.00	12.61	21.96	2.93	0.00	0.00	0.00	0.00
(5, 16)	0.87	1.55	0.37	0.00	0.00	0.00	0.00	6.64	11.85	1.43	0.00	0.00	0.00	0.00
(5, 7)	9.22	13.60	3.55	0.00	0.00	0.00	0.00	5.61	10.61	1.69	0.00	0.00	0.00	0.00
(8, 20)	0.22	0.49	0.27	0.00	0.00	0.00	0.00	4.81	9.27	1.24	0.00	0.00	0.00	0.00
(8, 9)	0.22	0.43	0.17	0.00	0.00	0.00	0.00	7.78	13.70	1.72	0.00	0.00	0.00	0.00
(10, 17)	2.58	4.39	1.12	0.00	0.00	0.00	0.00	8.44	14.87	1.81	0.00	0.00	0.00	0.00
(10, 18)	0.88	1.31	0.83	0.00	0.00	0.00	0.00	6.66	12.98	1.52	0.00	0.00	0.00	0.00
(10, 19)	1.30	2.35	0.66	0.00	0.00	0.00	0.00	11.23	17.25	2.11	0.00	0.00	0.00	0.00
(4, 8)	2.97	5.42	1.46	0.00	0.00	0.00	0.00	6.30	10.87	2.00	0.00	0.00	0.00	0.00
(2, 1)	3.59	6.24	1.54	0.00	0.00	0.00	0.00	9.17	15.46	2.64	0.00	0.00	0.00	0.00
(3, 8)	7.97	13.57	3.42	0.00	0.00	0.00	0.00	6.29	10.64	1.77	0.00	0.00	0.00	0.00
(22, 5)	5.58	11.53	2.74	0.00	0.00	0.00	0.00	9.54	12.65	2.33	0.00	0.00	0.00	0.00
(6, 1)	3.86	6.83	1.48	0.00	0.00	0.00	0.00	7.68	13.00	2.42	0.00	0.00	0.00	0.00
(16, 5)	1.95	5.02	0.77	0.00	0.00	0.00	0.00	4.77	6.61	1.56	0.00	0.00	0.00	0.00
(7, 5)	4.87	9.71	2.27	0.00	0.00	0.00	0.00	7.96	12.49	2.24	0.00	0.00	0.00	0.00
(8, 4)	4.64	8.87	1.57	0.00	0.00	0.00	0.00	5.05	7.54	1.86	0.00	0.00	0.00	0.00
(3, 10)	7.03	13.07	2.64	0.00	0.00	0.00	0.00	12.44	19.52	2.90	0.00	0.00	0.00	0.00
(1, 2)	3.50	6.09	1.53	0.00	0.00	0.00	0.00	9.11	15.49	2.33	0.00	0.00	0.00	0.00
(8, 3)	5.73	11.98	2.72	0.00	0.00	0.00	0.00	7.46	10.75	2.21	0.00	0.00	0.00	0.00
(20, 8)	0.28	0.64	0.10	0.00	0.00	0.00	0.00	5.69	7.43	2.83	0.00	0.00	0.00	0.00
(9, 8)	0.48	0.64	0.08	0.00	0.00	0.00	0.00	8.28	13.26	2.56	0.00	0.00	0.00	0.00
(3, 2)	8.42	13.90	3.84	0.00	0.00	0.00	0.00	7.22	12.82	2.04	0.00	0.00	0.00	0.00
(2, 3)	8.55	17.35	3.29	0.00	0.00	0.00	0.00	7.33	10.39	2.27	0.00	0.00	0.00	0.00
(10, 3)	4.31	8.96	1.76	0.00	0.00	0.00	0.00	12.11	17.47	2.89	0.00	0.00	0.00	0.00
(17, 10)	2.50	4.86	0.83	0.00	0.00	0.00	0.00	6.83	10.40	2.19	0.00	0.00	0.00	0.00
(22, 4)	2.66	6.19	1.28	0.00	0.00	0.00	0.00	12.00	17.04	3.65	0.00	0.00	0.00	0.00

(12, 2)	0.72	1.54	0.53	0.00	0.00	0.00	0.00	5.55	7.69	1.74	0.00	0.00	0.00	0.00
(18, 10)	0.67	1.26	0.18	0.00	0.00	0.00	0.00	8.52	12.30	2.57	0.00	0.00	0.00	0.00
(13, 1)	0.04	0.10	0.00	0.00	0.00	0.00	0.00	6.61	7.37	0.00	0.00	0.00	0.00	0.00
(21, 2)	0.08	0.17	0.00	0.00	0.00	0.00	0.00	5.02	5.19	0.00	0.00	0.00	0.00	0.00
(14, 1)	0.19	0.51	0.09	0.00	0.00	0.00	0.00	6.67	8.88	3.04	0.00	0.00	0.00	0.00
(19, 10)	1.32	3.22	0.77	0.00	0.00	0.00	0.00	8.53	10.27	2.13	0.00	0.00	0.00	0.00
(5, 22)	4.47	8.32	2.72	0.00	0.00	0.00	0.00	9.81	17.47	2.33	0.00	0.00	0.00	0.00
(11, 3)	4.67	9.57	0.82	0.00	0.00	0.00	0.00	5.50	7.68	1.91	0.00	0.00	0.00	0.00
(4, 22)	6.45	9.19	2.70	0.00	0.00	0.00	0.00	6.11	11.76	1.72	0.00	0.00	0.00	0.00
(15, 4)	1.13	1.90	0.94	0.00	0.00	0.00	0.00	11.84	17.29	3.00	0.00	0.00	0.00	0.00
SUBNETWORK-	120.92	223.67	52.79	0.00	0.00	0.00	0.00	7.94	12.75	2.19	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE)						
						HC	
VEHICLE TYPE-	5	1	2	6	7	8	4
(1, 14)	0.57	0.63	26.94	0.00	0.00	0.00	0.00
(1, 13)	0.71	0.85	27.33	0.00	0.00	0.00	0.00
(1, 6)	0.24	0.28	13.61	0.00	0.00	0.00	0.00
(2, 21)	0.50	0.48	25.12	0.00	0.00	0.00	0.00
(2, 12)	0.39	0.49	21.66	0.00	0.00	0.00	0.00
(3, 11)	0.38	0.41	20.85	0.00	0.00	0.00	0.00
(4, 15)	0.14	0.16	10.53	0.00	0.00	0.00	0.00
(5, 16)	0.37	0.47	22.61	0.00	0.00	0.00	0.00
(5, 7)	0.57	0.62	19.39	0.00	0.00	0.00	0.00
(8, 20)	0.58	0.66	26.58	0.00	0.00	0.00	0.00
(8, 9)	0.31	0.39	19.08	0.00	0.00	0.00	0.00
(10, 17)	0.26	0.31	17.76	0.00	0.00	0.00	0.00
(10, 18)	0.40	0.41	21.35	0.00	0.00	0.00	0.00
(10, 19)	0.12	0.15	14.30	0.00	0.00	0.00	0.00
(4, 8)	0.43	0.48	15.95	0.00	0.00	0.00	0.00
(2, 1)	0.27	0.30	12.07	0.00	0.00	0.00	0.00
(3, 8)	0.43	0.49	18.35	0.00	0.00	0.00	0.00
(22, 5)	0.17	0.19	13.80	0.00	0.00	0.00	0.00
(6, 1)	0.38	0.43	13.91	0.00	0.00	0.00	0.00

(16, 5)	0.33	0.39	18.91	0.00	0.00	0.00	0.00
(7, 5)	0.35	0.40	15.06	0.00	0.00	0.00	0.00
(8, 4)	0.46	0.60	16.85	0.00	0.00	0.00	0.00
(3, 10)	0.11	0.14	10.52	0.00	0.00	0.00	0.00
(1, 2)	0.28	0.29	14.16	0.00	0.00	0.00	0.00
(8, 3)	0.27	0.31	14.25	0.00	0.00	0.00	0.00
(20, 8)	0.31	0.48	10.20	0.00	0.00	0.00	0.00
(9, 8)	0.23	0.27	11.74	0.00	0.00	0.00	0.00
(3, 2)	0.39	0.42	16.03	0.00	0.00	0.00	0.00
(2, 3)	0.26	0.31	13.35	0.00	0.00	0.00	0.00
(10, 3)	0.10	0.12	10.54	0.00	0.00	0.00	0.00
(17, 10)	0.32	0.40	14.01	0.00	0.00	0.00	0.00
(22, 4)	0.16	0.18	8.70	0.00	0.00	0.00	0.00
(12, 2)	0.33	0.45	17.15	0.00	0.00	0.00	0.00
(18, 10)	0.23	0.26	11.58	0.00	0.00	0.00	0.00
(13, 1)	0.27	0.34	0.00	0.00	0.00	0.00	0.00
(21, 2)	0.19	0.38	0.00	0.00	0.00	0.00	0.00
(14, 1)	0.24	0.31	10.07	0.00	0.00	0.00	0.00
(19, 10)	0.12	0.19	13.41	0.00	0.00	0.00	0.00
(5, 22)	0.27	0.28	14.07	0.00	0.00	0.00	0.00
(11, 3)	0.34	0.43	16.27	0.00	0.00	0.00	0.00
(4, 22)	0.53	0.54	19.33	0.00	0.00	0.00	0.00
(15, 4)	0.09	0.10	9.66	0.00	0.00	0.00	0.00
SUBNETWORK-	0.29	0.33	14.58	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE)						CO
VEHICLE TYPE-	5	1	2	6	7	8	4
(1, 14)	36.23	48.61	467.11	0.00	0.00	0.00	0.00
(1, 13)	40.62	64.83	463.35	0.00	0.00	0.00	0.00
(1, 6)	19.61	22.96	234.28	0.00	0.00	0.00	0.00
(2, 21)	25.19	30.02	420.27	0.00	0.00	0.00	0.00
(2, 12)	25.68	38.41	371.73	0.00	0.00	0.00	0.00
(3, 11)	25.14	31.70	357.50	0.00	0.00	0.00	0.00

(4, 15)	9.17	12.72	169.12	0.00	0.00	0.00	0.00
(5, 16)	23.17	36.49	387.98	0.00	0.00	0.00	0.00
(5, 7)	44.82	51.60	335.46	0.00	0.00	0.00	0.00
(8, 20)	38.07	50.41	457.94	0.00	0.00	0.00	0.00
(8, 9)	20.15	30.63	326.49	0.00	0.00	0.00	0.00
(10, 17)	16.91	24.04	300.02	0.00	0.00	0.00	0.00
(10, 18)	26.70	31.60	363.69	0.00	0.00	0.00	0.00
(10, 19)	6.79	10.29	226.99	0.00	0.00	0.00	0.00
(4, 8)	30.50	37.49	266.70	0.00	0.00	0.00	0.00
(2, 1)	19.57	23.26	201.45	0.00	0.00	0.00	0.00
(3, 8)	30.51	38.14	312.45	0.00	0.00	0.00	0.00
(22, 5)	8.96	10.93	229.25	0.00	0.00	0.00	0.00
(6, 1)	29.95	35.54	245.33	0.00	0.00	0.00	0.00
(16, 5)	21.28	29.11	289.30	0.00	0.00	0.00	0.00
(7, 5)	28.38	33.14	263.90	0.00	0.00	0.00	0.00
(8, 4)	27.70	42.45	275.99	0.00	0.00	0.00	0.00
(3, 10)	7.12	10.47	167.91	0.00	0.00	0.00	0.00
(1, 2)	19.18	22.01	244.48	0.00	0.00	0.00	0.00
(8, 3)	18.45	22.40	233.76	0.00	0.00	0.00	0.00
(20, 8)	23.16	39.28	151.04	0.00	0.00	0.00	0.00
(9, 8)	17.06	22.27	186.29	0.00	0.00	0.00	0.00
(3, 2)	28.51	32.92	274.80	0.00	0.00	0.00	0.00
(2, 3)	15.60	20.90	209.58	0.00	0.00	0.00	0.00
(10, 3)	6.92	9.09	166.87	0.00	0.00	0.00	0.00
(17, 10)	22.41	32.04	226.31	0.00	0.00	0.00	0.00
(22, 4)	9.08	11.50	143.06	0.00	0.00	0.00	0.00
(12, 2)	23.97	35.88	271.63	0.00	0.00	0.00	0.00
(18, 10)	18.22	21.98	182.47	0.00	0.00	0.00	0.00
(13, 1)	25.37	29.98	0.00	0.00	0.00	0.00	0.00
(21, 2)	12.44	33.56	0.00	0.00	0.00	0.00	0.00
(14, 1)	21.00	26.30	156.50	0.00	0.00	0.00	0.00
(19, 10)	7.07	14.67	198.25	0.00	0.00	0.00	0.00
(5, 22)	20.06	22.38	241.58	0.00	0.00	0.00	0.00
(11, 3)	23.33	32.94	261.53	0.00	0.00	0.00	0.00
(4, 22)	42.55	45.66	336.65	0.00	0.00	0.00	0.00

(15, 4)	7.26	9.22	143.22	0.00	0.00	0.00	0.00
SUBNETWORK-	20.70	25.52	243.44	0.00	0.00	0.00	0.00

VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 = TRANSIT BUS

1

NETSIM CUMULATIVE VALUES OF EMISSION

LINK	VEHICLE EMISSIONS (GRAMS/ MILE)						NO
VEHICLE TYPE-	5	1	2	6	7	8	4
(1, 14)	2.81	1.96	71.67	0.00	0.00	0.00	0.00
(1, 13)	4.09	2.74	73.45	0.00	0.00	0.00	0.00
(1, 6)	1.06	1.02	34.79	0.00	0.00	0.00	0.00
(2, 21)	2.80	1.89	69.10	0.00	0.00	0.00	0.00
(2, 12)	1.97	1.56	57.48	0.00	0.00	0.00	0.00
(3, 11)	1.96	1.42	55.85	0.00	0.00	0.00	0.00
(4, 15)	0.70	0.52	25.15	0.00	0.00	0.00	0.00
(5, 16)	1.98	1.56	61.08	0.00	0.00	0.00	0.00
(5, 7)	2.46	2.02	51.96	0.00	0.00	0.00	0.00
(8, 20)	2.98	2.17	71.06	0.00	0.00	0.00	0.00
(8, 9)	1.57	1.24	50.18	0.00	0.00	0.00	0.00
(10, 17)	1.39	1.12	46.53	0.00	0.00	0.00	0.00
(10, 18)	1.97	1.36	56.82	0.00	0.00	0.00	0.00
(10, 19)	0.72	0.64	35.62	0.00	0.00	0.00	0.00
(4, 8)	2.03	1.65	40.82	0.00	0.00	0.00	0.00
(2, 1)	1.25	1.08	30.62	0.00	0.00	0.00	0.00
(3, 8)	1.97	1.65	48.19	0.00	0.00	0.00	0.00
(22, 5)	0.80	0.74	31.52	0.00	0.00	0.00	0.00
(6, 1)	1.58	1.39	34.30	0.00	0.00	0.00	0.00
(16, 5)	1.70	1.40	41.61	0.00	0.00	0.00	0.00
(7, 5)	1.38	1.29	36.32	0.00	0.00	0.00	0.00
(8, 4)	2.45	2.18	40.75	0.00	0.00	0.00	0.00
(3, 10)	0.66	0.55	24.87	0.00	0.00	0.00	0.00
(1, 2)	1.30	1.02	35.82	0.00	0.00	0.00	0.00
(8, 3)	1.30	1.14	33.67	0.00	0.00	0.00	0.00
(20, 8)	1.43	1.41	20.02	0.00	0.00	0.00	0.00
(9, 8)	1.11	0.76	27.95	0.00	0.00	0.00	0.00
(3, 2)	1.76	1.41	41.43	0.00	0.00	0.00	0.00

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                 (   2,    3)          1.33       1.19      30.61       0.00       0.00       0.00
0.00
                 (  10,    3)          0.55       0.47      24.02       0.00       0.00       0.00
0.00
                 (  17,   10)          1.60       1.35      33.28       0.00       0.00       0.00
0.00
                 (  22,    4)          0.75       0.69      19.86       0.00       0.00       0.00
0.00
                 (  12,    2)          1.67       1.46      39.57       0.00       0.00       0.00
0.00
                 (  18,   10)          1.00       0.76      26.52       0.00       0.00       0.00
0.00
                 (  13,    1)          0.77       0.78       0.00       0.00       0.00       0.00
0.00
                 (  21,    2)          1.20       1.00       0.00       0.00       0.00       0.00
0.00
                 (  14,    1)          0.85       0.83      18.88       0.00       0.00       0.00
0.00
                 (  19,   10)          0.76       0.72      27.88       0.00       0.00       0.00
0.00
                 (   5,   22)          1.21       0.98      36.71       0.00       0.00       0.00
0.00
                 (  11,    3)          1.74       1.48      37.09       0.00       0.00       0.00
0.00
                 (   4,   22)          2.21       1.78      51.49       0.00       0.00       0.00
0.00
                 (  15,    4)          0.39       0.34      19.30       0.00       0.00       0.00
0.00
                 SUBNETWORK-           1.37       1.15      36.05       0.00       0.00       0.00
0.00
                     VEHICLE TYPES 1, 5 = AUTO, VEHICLE TYPES 2, 6, 7, 8 = TRUCK, VEHICLE TYPE 4 =
TRANSIT BUS


 THE HIGHEST NUMBER OF VEHICLES ON THE NETWORK WAS   294 VEHICLES.
 THIS MAXIMUM OCCURRED AT  2039 SECONDS.


THE FRACTION OF VEHICLES THAT WERE UNABLE TO COMPLETE THEIR ASSIGNED TURN MOVEMENT WAS    0.00283



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                                        NETWORK-WIDE AVERAGE STATISTICS
                                        -------------------------------

 TOTAL VEHICLE- MILE =    3979.55     VEHICLE-HOURS OF:  MOVE TIME =   112.18 , DELAY TIME =
137.99 , TOTAL TIME =   250.16

 AVERAGE SPEED ( MPH)=      15.91     MOVE/TOTAL = 0.45       MINUTES/MILE OF:  DELAY TIME =
2.08 , TOTAL TIME =     3.77

 NETWORK-WIDE STATISTICS FOR SCRIPT PROCESSING
    3979.55,   112.18,   137.99,   250.16,      15.91, 0.45,     2.08,     3.77

 TOTAL CPU TIME FOR SIMULATION =       16.47 SECONDS
 TOTAL CPU TIME FOR THIS RUN =       16.47 SECONDS
0LAST CASE PROCESSED
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