LA-SUB--95-92

Final Report

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**Emergency Evacuation /
Transportation Plan Update**

**Traffic Model Development and
Evaluation of Early Closure Procedures**

Submitted to

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Revised October 28, 1993

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1.0 INTRODUCTION

Prolonged delays in traffic experienced by Laboratory personnel during a recent early dismissal in inclement weather, coupled with reconstruction efforts along NM 502 east of the White Rock Wye for the next 1 to 2 years, has prompted Los Alamos National Laboratory (LANL) to re-evaluate and improve the present transportation plan and its integration with contingency plans maintained in other organizations. Facilities planners and emergency operations staff need to evaluate the transportation system's capability to efficiently and safely evacuate LANL under different low-level emergency conditions. A variety of potential procedures governing the release of employees from the different technical areas (TAs) requires evaluation, perhaps with regard to multiple emergency-condition scenarios, with one or more optimal procedures ultimately presented for adoption by Lab Management.

The work undertaken in this project will hopefully lay a foundation for an on-going, progressive transportation system analysis capability. It utilizes microscale simulation techniques to affirm, reassess and validate the Laboratory's Early Dismissal/Closure/Delayed Opening Plan. The Laboratory is required by Federal guidelines, and compelled by prudent practice and conscientious regard for the welfare of employees and nearby residents, to maintain plans and operating procedures for evacuation if the need arises. The capability of the transportation system to successfully enable an evacuation is an essential element of critical importance. The testing and refining of emergency operation plans and procedures using traffic simulation techniques is a viable and cost-effective approach to developing contingency plans. Such models can test a wide range of potential scenarios, representing various degrees of severity and complications at different locations within the Laboratory, or on the routes serving it. Simulation is the only technique available to test the impact of such situations without disrupting the transportation system with drills and tests. Indeed, the cost of testing the myriad scenarios on the roadway system would be prohibitively expensive, endanger the participants, and would be difficult to monitor at the fidelity required to evaluate alternative networks and controls.

The tools developed during this process can be used outside of contingency planning. It is anticipated that the traffic models developed will allow site planners to evaluate changes to the traffic network which could better serve the normal traffic levels. Changes in roadway configuration, control strategies (signalization and signing), response strategies to traffic accidents, and patterns of demand can be modelled using the analysis tools developed during this project. Such scenarios typically are important considerations in master planning and facilities programming.

2.0 SYSTEM CONCEPT PLAN

2.1 Review of Transportation Strategy

For this subtask, we reviewed the present Los Alamos National Laboratory (LANL, or simply the Laboratory) transportation plan and its underlying goals and the policies which are embodied in that plan as statements of the objectives and implementation priorities in support of the various goals. This review was conducted to verify consistency with the *1990 Site Development Plan—Technical Site Information (SDP-TSI)* and the 1991 and 1992 *Site Development Plan—Annual Summary (SDP-AS)* documents, and ensure conformity with applicable DOE requirements. Changes in the transportation planning process are proposed, based upon this review.

The Laboratory's operations are strongly influenced by programmatic trends and decisions made in light of changing national priorities and research and development needs in the areas of energy, defense, science, and technology. Evolution of the primary Laboratory missions from their traditional and historic foci has been ongoing throughout the past decade, and should be expected to continue for the foreseeable future in response to rapid changes in global defense and security issues, economic conditions, and competition in the development of applied technologies. As these evolutionary circumstances dictate, various Laboratory programs will expand or contract; new programs will be initiated, and existing ones may be closed down. Renovation and adaptive reuse of existing Laboratory buildings and technical areas (TAs) will result in shifts among the present distribution of employment, with some TAs experiencing greater or lesser concentrations than what may currently exist, or in comparison with what the *SDP-TSI* was predicated upon in 1990. Thus, there is an essential need for the Laboratory to be capable of addressing these uncertainties on an ongoing basis, and to utilize this capability in preparation of periodic revisions to site and facilities plans. These periodic revisions are recorded as plan modifications in the *SDP-AS* for distribution and dissemination.

2.1.1 Transportation Element of the Site Development Plan

Statements of goals and policies, which define the objectives to guide development and enhancement of the Laboratory transportation system, have been stated in brief summary fashion¹, as well as in more extensive and detailed listings.² Based upon potential future growth scenarios, various roadway improvements have been identified in the *SDP-TSI*, and

¹*Site Development Plan—Annual Summary*, Los Alamos National Laboratory, ENG-2, March 1991, p. 5; *Site Development Plan - Annual Summary 1992*, Los Alamos National Laboratory, ENG-2, April 1992, p. 5; *Site Development Plan Summary*, Los Alamos National Laboratory, ENG-2, September 1990

²*Site Development Plan - Technical Site Information*, Los Alamos National Laboratory, ENG-2 (with assistance from ICF Kaiser Engineers, Inc. and Royston Hanamoto Alley and Abey), September 1990, pp. 42-43; *Transportation Element of the Site Development Plan*, Los Alamos National Laboratory, ENG-2 (with assistance from Barton-Aschman Associates, Inc.), November 1988, pp. 8-14; *Transportation Element of the Site Development Plan: Parking, Bicycle and Pedestrian Components*, Los Alamos National Laboratory, ENG-2 (with assistance from Barton-Aschman Associates, Inc.), August 1989

are ranked in three priority groups (high, medium and low).³ The following discussion provides a brief overview of those transport system components which have been modified since completion of the *SDP-TSI*, or which may require reconsideration in light of ongoing decisions and transportation planning efforts.

There are clearly vital portions of the transport network serving the Laboratory which are not within the Laboratory's jurisdiction or part of its responsibility. The Laboratory shares responsibility for transport system management and oversight with the NMSHTD and Los Alamos County. In order to approach the identification of transport system improvement needs from a comprehensive perspective, the *SDP-TSI* includes recommendations for improvements on portions of the roadway network which falls outside Laboratory jurisdiction. In addition, the transportation goal, objectives and policies embodied in the *SDP-TSI* and its supporting technical documentation stress the need for cooperation between and among the three entities in developing improvements and managing operations in a coordinated fashion.

Some of the high-priority projects identified in the *SDP-TSI* have now been completed, or are currently underway. Those which have been completed include the Los Alamos Canyon Bridge deck reconstruction and the NM 4/NM 502 (White Rock "Wye") directional interchange. The bridge reconstruction was sponsored by the Laboratory, and incorporated wider travel lanes and an improved non-motorized pathway. Placement of conduit along the bridge structure was also accomplished, which will facilitate the hardwired interconnect of the Laboratory traffic signal system with that of Los Alamos County north of the canyon. At present, actual coordination between the two signal systems is predicated on time-based controller synchronization. The White Rock Wye interchange was sponsored by the New Mexico State Highway and Transportation Department (NMSHTD), and included a partial widening of NM 4 between the wye and the intersection with East Jemez Road to provide two lanes for inbound Laboratory commuters. A separate Laboratory project installed a traffic signal at the East Jemez/NM 4 intersection, although no physical reconstruction of the intersection has complemented the improved traffic control capability at this location.

There are two primary transport system improvements which are ongoing or imminent. Another NMSHTD-sponsored project is presently underway to widen NM 502 east of the White Rock Wye, which was also identified as a high-priority improvement in the comprehensive plan. Although it was implied in the underlying technical document but not specified in the formal *SDP-TSI*, a Laboratory-sponsored intersection improvement project at Diamond Drive and Eniwetok Road is proposed for FY 1993 to provide north- and southbound turn lanes, which will substantially improve the operating efficiency of the existing traffic signal, vehicular capacity and safety of pedestrians and motorists at this highly congested location. However, funding is uncertain at present as the estimated cost exceeds allowable GPP (General Plant Project) limits.

With regard to other transport system improvements identified in the *SDP-TSI* which have been affected by decisions or actions during the intervening time, one of the most important medium-priority improvements identified in the *SDP-TSI* is the "Santa Fe Connector". The potential alignments and feasibility of this proposed new, high-capacity roadway corridor were being examined by the NMSHTD at the time the *SDP-TSI* was completed. If implemented along any of the corridors under consideration, the "Santa Fe

³Site Development Plan—Technical Site Information, page 44; *Transportation Element of the Site Development Plan* Table 2, pp. 18-21

Connector" would establish a divided roadway link between NM 4 along the eastern or southern boundaries of the Laboratory with a new bypass road presently under construction around the northwestern perimeter of Santa Fe. It would represent a major expansion of, and improvement in the level of accessibility provided between the Laboratory and many Rio Grande valley communities where many commuting employees reside. The New Mexico Highway Commission reached a preliminary decision in mid-1992, however, to pursue a "no-build" alternative in lieu of implementing a new roadway within any of the corridors under consideration.

Los Alamos County is undertaking a detailed corridor study of Trinity Drive through the townsite eastward from the Diamond Drive intersection. As this corridor represents one of the major access routes for employees (both townsite residents and commuters), whatever physical and/or operational improvements that may be implemented as a result of this study should be incorporated into the transportation planning activities of the Laboratory. According to County personnel, there are existing plans to upgrade signal controllers along Trinity Drive to provide hardwired interconnects between Diamond Drive and 15th Street, including a change of equipment at the latter intersection. When completed, this will result in a completely interconnected signal system along Diamond Drive north of the Los Alamos Canyon bridge, and along the most highly-developed and congested portion of Trinity Drive. All other signal controllers in the county are gradually being upgraded with improved telephone communications capability (mostly by landlines, but in some remote locations with cellular technology). Completion of this communication improvement program will enable periodic re-calibration of the signal controllers' internal time clocks (thus maintaining a more accurate time basis for synchronized control), as well as enable the County to monitor changes in traffic flow conditions and respond immediately to unusual circumstances by directly initiating a new control pattern to replace a preset sequence.

The principal implications of the trends and circumstances present in the latter part of 1992 upon the Laboratory SDP Transportation Element are:

1. Need for improving and applying transportation systems management (TSM) and traffic management (TM) capabilities at the Laboratory will become even more critical, and consequently should receive even greater emphasis in Laboratory planning, than was envisioned during and expressed within the technical studies which underlie the *SDP-TSI* conclusions; and
2. Increased desirability for advancement of improvements to East Jemez Road to serve as the primary access corridor for Laboratory commuting employees and movement of goods (including hazardous materials).

These are primarily due to the following reasons:

- continuing implementation efforts will complete (by 1993) the maximum physical upgrading of NM 502 which is feasible for the foreseeable future between the junction with US 84/285 in Pojoaque and the White Rock "Wye",
- the prospective demise of efforts by NMSHTD to develop an alternative transportation corridor between the Laboratory and I-25 corridor would elimi-

nate any supplement to the sole existing access route which serves the majority of commuting employees as well as the residents of Los Alamos and White Rock,

- ongoing need for re-evaluation and refinement of management practices dealing with on- and off-site storage, transportation and disposal of hazardous materials,
- winter weather-related closures would be facilitated through the enhanced ability to utilize the East Jemez corridor, given its southern exposure (versus the Front Hill Road's northern exposure) and generally superior geometrics,
- a shift in the Laboratory's transportation planning emphasis from growth-related transportation facility and service enhancements (which address system capacity deficiencies) toward selective transportation enhancements and management approaches supportive of an increased focus on environmental, safety and health (ES&H) concerns,
- impact(s) from shifts in traffic demands with intermittent, periodic, or potentially complete closure of Pajarito Road between NM 4 and TA-3, and
- impacts of additional programmatic changes, employment shifts, security concerns or environmental considerations to the Laboratory transportation network and its operation may individually be significant, and cumulatively might be substantial.

2.1.2 Laboratory Transport Planning Procedures

As a result of our previous experiences in working with the Laboratory, particularly the Planning Group (ENG-2), Barton-Aschman (BA) has participated in a number of planning activities which range from simple traffic engineering to development of a microcomputer-based transport system macrosimulation model to support a major update of the SDP. The current project will expand this range of experience further, to development and use of a microsimulation model to evaluate potential low-level evacuation procedures; ultimately, a variety of higher-level emergency procedures may be examined with this microsimulation model.

However, while these project objectives are important and their completion will enhance the ability for the Laboratory to manage unusual or emergency situations involving closure or evacuation, the tools which will be developed may also help ENG-2 to address the more mundane, but equally important issues involving daily traffic operations at key locations. Given the workforce size and concentration in certain areas, and the unique characteristics of the roadway network which serves the Laboratory, townsite and other residential areas and institutions that share the network, there are significant needs to have an ongoing capability for traffic operations analysis.

The roadway network serving the critical areas of the Laboratory, as well as that portion which serves the townsite, comprises a relatively sparse group of links. With some

exceptions, e.g. the proposed eastern bypass around TA-3, development of new linkages to enrich the network is unlikely or infeasible. As a consequence, the capability to create alternatives for traffic routing within these critical areas (and thereby disperse some of the more intense traffic demands) is limited, as is the Laboratory's ability to expand the existing links beyond their present dimensions.

The ability to control traffic operations along the existing network, and especially at major intersections, is within the Laboratory's jurisdiction and resources, however. This management capability has thus become an increasingly vital element in the ability to manage traffic and respond to unusual circumstances. Many of these intersections, particularly along Diamond Drive and East/West Jemez Road, are controlled by traffic signals and are located in close proximity to one another. Given these physical characteristics and their strategic management role, there is an absolute requirement for these signalized intersections to function with optimal, integrated signal timing and phasing schemes in order to provide effective traffic management controls. It is therefore vital that the microsimulation model have the capability and utility to assist in developing and maintaining optimal signal operating characteristics for this system of controls.

The microsimulation model (incorporating both the operating environment and software) should also enable ENG-2 to provide enhanced justification in proposing needed improvements, both from the standpoint of refining the alternative operating designs and selecting the one which offers the "best" combination of transportation system productivity in comparison with the prospective improvement cost. By utilizing the productivity data generated by the microsimulation model and other data (e.g., estimated improvement costs, estimated safety enhancements, etc.) as input for other microcomputer-based software that is designed to assess potential costs and benefits among different projects, Laboratory staff will be in a stronger position when recommending a specific group of candidate actions for transportation improvements to Lab management.

A Laboratory annual capital budgeting cycle would be an opportune program within which any proposed transport system improvements could be recommended for approval by management. Many operations-related transport system improvements could be accomplished through GPP funding, which has an individual project limit of \$1.2 million. Some may incur significant utility relocation costs if physical widening is required, and if they exceed the GPP project limit may have to be accomplished through "line-item" funding (i.e., specified as an individual line-item within the Congressional authorization and appropriations law). At present, the Laboratory follows a more informal, *ad hoc* approach to capital budgeting of transportation projects and ancillary improvements. There have been difficulties in obtaining approval for needed transportation projects which are not directly associated with line-item projects. Consequently, the annual process of developing a capital budget for the Laboratory should include an enhanced approach to recommending improvements for the transport system.

The microsimulation modeling and other transportation planning capabilities developed with ENG-2 can be utilized as essential tools to identify locations where improvements are both desirable and feasible, to refine the physical and operating characteristics which are optimal within available financial resources, and to assist in preparing a solid base of data to provide justification in submitting improvement proposals to management.

However, it does ENG-2 little good to have the tools to undertake and perform these tasks without the personnel resources to utilize the tools effectively. Current key personnel in

ENG-2 will need to be adequately trained in the use of the software and microsimulation model, and it may be appropriate for the Laboratory to create a specific position for a Laboratory Transportation Engineer. The Laboratory's Traffic Operations Committee has considered making such a recommendation to Lab management.

A Laboratory Transportation Engineer would perform many vital functions, both in terms of working with other planners in ENG-2 to apply the microsimulation model and other off-the-shelf traffic engineering and transportation planning software, as well as undertake the basic data collection and analysis efforts to ensure that management actions (e.g., signal installation, posting of speed limits, safety-related prohibitions, etc.) are well-founded and legally defensible. He or she would also represent a readily available in-house Laboratory resource to address the variety of planning issues which arise as future programmatic changes are evaluated or space planning requirements are determined on an ongoing basis.

A Laboratory Transportation Engineer could also serve in the critical position of liaison with his or her counterparts in Los Alamos County and NMSHTD, and coordination among these three entities would automatically be improved through the incorporation of traffic engineering and transportation planning functions in one position. Joint efforts to analyze traffic operations and develop coordinated solutions among the agencies could lead to implementation of more cost-effective improvements for all three entities, in addition to facilitating a shared database of transportation-related data.

Coordination among the three entities has always been important, but is essential for traffic operations since all three share responsibility for operation of the transportation system which serves the Laboratory. While the traffic signal subsystems which operate on both sides of Los Alamos Canyon are coordinated through preset operating plans and digital time clocks within their controllers, there is no integrated capability for both subsystems to be in simultaneous control during any period of unusual conditions which might require evacuation procedures outside the routine "evacuation" which takes place during every normal working day.

Whenever unusual circumstances arise that require a change in the normal routine egress traffic patterns of Laboratory employees, good communication between the Laboratory and County personnel who are responsible for managing the transportation network operations is essential, as is communication between the Laboratory and NMSHTD personnel. Based upon our discussions with Laboratory and County personnel, it appears that much of this communication in the past has been based on an informal, ad-hoc circumstance. There do not seem to be specific procedures to ensure that this type of communication regarding traffic and transport operations will occur as a fundamental matter of course in managing any unusual incident or circumstance. While there may be improved ad-hoc communication with institution of a position for a Laboratory Transportation Engineer, the formal management procedures to ensure communications should be established as well.

The Laboratory's transition from infrastructure expansion to a focus on selective transportation improvements and management capabilities, especially those related to environment, safety and health (ES&H) concerns, re-emphasizes previous BA recommendations on the need for a consistent monitoring program to periodically update available transportation-related data (traffic counts, vehicle occupancies, bus ridership, employment and residence locations, etc.). Such a program should incorporate a cooperative approach between the Laboratory, Los Alamos County and NMSHTD. The purpose of a monitoring program is to provide planners with information on current transportation system conditions and, in

comparison with previously collected information, on changing trends in transportation system usage.

Finally, the heightened focus on ES&H concerns has provided increasing support for developing transportation planning tools to assist in the Laboratory's capability to manage unusual or emergency events. Management's ability to respond to changing conditions under unusual or emergency circumstances requires information which is readily available on a real-time basis, as well as the ability to effect emergency management decisions to transportation system users through various means (signal system control, broadcast radio channels, changeable message signs, etc.). Thus, the development of a traffic monitoring program should be integrated with the longer-term desirability of obtaining data on a real-time basis through automated traffic counting equipment and even remotely-operated digital video cameras at key locations of the transportation network. These efforts should be coordinated with and expanded to include measures by which management can communicate information or effect control actions to network users.

Some of the key locations for automated data collection might include the White Rock Wye and various points along NM 4, East Jemez Road, Pajarito Road, the Front Hill Road (NM 502/Trinity Drive), West Jemez Road and Diamond Drive. Specific recommendations for "key stations" to establish in initial and subsequent phases of the monitoring program's development can be provided through efforts which remain to be identified in Task 4. This prospective future task may also be used to identify key locations for provision of permanent message signs which could be used to facilitate communications between emergency management personnel and roadway system users.

2.2 Hardware and Software Requirements

Effective use of the traffic analysis tools developed during this study will be facilitated by use of state-of-the-art hardware and software owned by the Laboratory. The ideal hardware platform will permit quick execution of the computer programs, interaction with data sources for the models (such as space utilization and geographic information systems) and other Laboratory management systems. Although not contemplated during this contract, the traffic analysis system may become a tool available in the Emergency Management Office (EMO), allowing planners to evaluate and monitor traffic conditions during early closure or emergency evacuations. Such capabilities will require planning to ensure that access to the software and supporting data can be obtained even during failures of normal computer networks in the Laboratory. This may require redundant systems, use of radio networking, or housing the system within the EMO (with normal access by network by ENG-2 staff).

The anticipated primary users of the tools will be planners within the ENG-2 group, who are located in TA-3. The Group has established a geographic information system (GIS), which is located in a separate building in TA-3. Network connections have been recently installed between the ENG-2 group and the GIS team.

The principal user of the tools will be ENG-2, which is responsible for transportation planning at the Laboratory. They have IBM PS/2 microcomputers and Sun SPARCstation 2 workstations at their disposal. These computers can be connected to the Laboratory-wide network. Most other staff members who would use the analysis tools have access to IBM PS/2 or Apple MacIntosh microcomputers. In addition, the group has recently acquired

several Hewlett-Packard (HP) 9000 workstations, although they are dedicated to other uses within the group and will probably not be available for traffic analysis work.

The majority of software packages commercially available are for the MS-DOS operating system, for use on personal computers based upon the Intel 80x86 microprocessor. Some packages have been adapted to the Unix environment, allowing them to run on HP or Sun workstations. Virtually none of the packages are compatible with the Apple MacIntosh operating system.

The ideal software solution will be capable of running on present hardware, and portable to permit it to operate on workstations.

2.3 Traffic Analysis System Architecture

A variety of data are required for traffic engineering and transportation planning models. The specification of data requirements and sources can be carried out based on the knowledge of the software package selected for use and its intended applications.

Traffic models are broadly broken down into 2 categories: microscopic simulation models and macroscopic travel forecasting models. The simulation models are stochastic in nature, often operating at a high level of detail. The more commonly used packages model the movement of individual vehicles on a network, using very short durations (typically one second increments). These models have traditionally not found widespread use because of their substantial hardware requirements. In addition, many professionals feel that the data requirements are excessive.

Simulation models are very useful for accurately modeling congestion. They realistically portray queuing behavior, and can vary travel demand over time. They produce a large number of statistics, many of which can be used to refine traffic signal and control strategies.

Macroscopic models have been in widespread use in transportation planning for the last 30 years. As their name implies, they deal with abstract representations of the roadway network, and typically aggregate large areas into single "zones" to describe trip-making. They have modest hardware requirements, although the mathematical models themselves may be quite formidable. Such models are widely used for regional or city-wide planning, and are particularly suited to evaluating changes in overall travel behavior in response to major transportation system changes. Various studies have concluded that macroscopic models are not suitable for evacuation studies because they cannot account for queuing, which are the largest contributors to delay in evacuations. The prevention of queuing, if it can be accomplished, is very important. Once queues have formed, their disruptive effects are felt long after the original queuing has dissipated.

The Federal Highway Administration (FHWA) has developed a package known as TRAF-NETSIM (network simulation), which is in widespread use. This model is microscopic in nature, and can accommodate the large network at LANL. We have used this model for our analysis. The key factors dictating the use of NETSIM are its explicit treatment of queuing, its presence in the public domain, and its relative ease of use.

Data are required which describe the transportation network, such as roadway details and traffic signal information. These data are usually collected on an ad-hoc basis each time a traffic model is developed or updated, using a combination of field measurements and map sources. Table 1 outlines typical roadway information requirements for use in traffic simulation models.

Table 1: Link attributes

Attribute	Description
termini	The node identifier at each end of the link. Note that links are one-way. For each roadway segment, there will be two links coded (one in each direction).
lanes	The number of lanes of travel available, and the condition of the shoulder. Any change in number of lanes or shoulder type defines a new link.
widths	The width of the lane, in feet, from centerline to curb striping.
grade	The grade of the link.
length	Centerline distance between the termini. Note that this is the distance measured along the center stripe of the roadway.
speed limit	The posted speed limit is used as a seed in the simulation-assignment cycle. In theory, something called "freeflow speed" should be used, which is broadly defined as the speed at which traffic would flow if no one else was on the road.

The location, total number and typical utilization of parking spaces is another important network attribute. These lots are where trips to and from the Laboratory actually enter the road system. Information on number of employees in adjacent buildings and work areas is correlated with parking data. These data will be useful in studies of partial evacuations of the Laboratory, where employees may be quickly moved to other technical areas not affected. Typical parking attributes are shown in Table 2.

Information on the type of vehicles which use the transportation network are also required for traffic simulation. These data are especially relevant in mountainous areas such as the Laboratory, where heavy trucks can significantly reduce the speed of the traffic stream on uphill grades and have much longer breaking distances. The typical vehicle information required for engineering analyses is presented in Table 3. Note that many of the attributes are not required by the TRAF models, and were not collected.

Table 2: Parking attributes

Attribute	Description
capacity	The total number of automobiles which can be parked in the lot simultaneously, and still allow vehicles to enter and leave at will. This is the sum of the striped spaces (including handicapped and government vehicles) and informal spaces. This information was gathered by field observation for TA 3.
occupancy	The total number of automobiles observed to be parked in a given lot during field inspection. Can vary quite a bit over the course of an average workday.
regulations	Factors which regulate parking demand include restricted access through gates, parking meters, prohibitions during certain or all hours, and time limits for certain spaces. The only area in the Lab where parking duration is limited is in front of the Otowi Building in TA 3.
cost	The cost of parking, usually expressed in dollars per hour or day. This is not applicable to the Lab, but may be present in the town site.

Table 3: Vehicle attributes

Attribute	Description
classification	The type of vehicle, based on the 13 category FHWA scheme. In modeling, these categories will be aggregated to passenger and commercial vehicles.
performance	Data on the type of vehicles in use by travelers to and from the Lab. Of particular interest in this case is the climbing speeds of commercial trucks versus passenger autos. Broad measures of performance will be used for these two aggregations, such as climbing speeds and stopping distances.
emissions	Inventories of emissions and fuel consumption can be developed by applying average rates by auto year to the percentage of vehicles in that year group. Age distributions of the vehicle fleet can be obtained from Motor Vehicle Division registration databases. <i>Not used in this study.</i>
fuel consumption	
operating cost	The cost of operating a vehicle, often broken down between out-of-pocket costs (for fuel) and insensible cost (for maintenance, taxes, and insurance). This information is particularly useful in mode choice analysis. <i>Not used in this study.</i>

Detailed information on traffic signal operation is required for traffic modeling. Information such as type of traffic signal, method of operation (pretimed, semi-actuated, or fully actuated), cycle lengths, phases (permitted movements) and their duration, and the like were collected for each traffic signal in Los Alamos County.

Information on travel demand is the second major source of information required. Data on employee work location and typical working hours are required, as well as information on location of residence. The typical information collected on travel demand is shown in Table 4.

Table 4: User attributes

Attribute	Description
purpose	The purpose for which the traveler takes the trip. In the case of the p.m. peak or evacuation conditions, this would be the home-based work (HBW) trip. Other types of trips might be modelled as well, to include home-based non-work (HBNW) and non-home-based (NHB) trips. In this model, we will explicitly model all trips to external areas, obviating the need for the traditional internal-external (IE) trips. It is assumed that external-external (EE) trips make up such a small percentage of the total traffic stream that not modeling it explicitly will not hinder the model.
timing	The decision by the traveler as to when to make the trip. Also known as departure time choice, as the timing of departure is thought to be flexible, with a fixed desired arrival time. For LANL, we will need to construct a departure time model for the p.m. peak, based on a small survey.
share	The decision by the traveler whether to travel alone or with others. Closely related to mode for obvious reasons. For automobile trips (the predominate mode at LANL), an auto occupancy distribution will be developed from field observation.
mode	Mode of travel denotes the means of getting from origin to destination. While predominately auto, it can include bus, bicycling, and walking. Note that a motorcycle is considered an automobile in this case.
origin and destination	Information about where Lab employees are going from and to. This information is synthesized from listings of TA, building, and home zip code for HBW trips, and rates developed from the 1988 study for HBNW and NHB trip types.

The existing plans for early closure and emergency evacuation of the laboratory are the final pieces of information required for this and subsequent studies.

One objective of this project was to assess the potential for obtaining network information from the GIS in sufficient detail for traffic analyses. An alternative scheme might be to use the GIS as the database for this information. At the present time, the level of detail of roadway attributes in the GIS is inadequate to represent the network. Required information such as the length and permitted movements in turn bays cannot be represented, nor are the number of lanes delineated. Ongoing GIS development may allow these attributes to be represented in the near future. More problematic is the representation of traffic signals and other information (such as turning movement counts), which are an important component of the traffic data. The intersections are represented as single point nodes, which cannot contain detail to the level required. In discussions with the GIS team, it was apparent that adding the capability to represent intersections in detail would require significant resources.

Many of the input data required for these models are relatively static. Many of the network variables, such as roadways and parking lots, change quite infrequently. Moreover, such changes are not likely to be made automatically to the GIS coverage. Information on dynamic elements, such as traffic signal timing, is obtained by either directly examining the controller or obtaining worksheets containing these settings from Laboratory, Los Alamos County, and New Mexico State Highway and Transportation Department sources. These settings can change frequently, and again, no mechanism exists for updating the GIS with these data.

A last obstacle to integration is the development of custom software to convert data in the GIS format to that required by the traffic simulation program. None of these issues are formidable enough to preclude use of the GIS as the data engine for the traffic models, but additional work will need to be completed before such can be attempted.

3.0 SIMULATION MODEL DEVELOPMENT

3.1 Data and Applications Issues

As with many transportation projects, the possible uses of the traffic analysis tools probably exceeds the capability of a single model. The objective of this project was to create a model suitable for assessing likely congestion points in an early dismissal of the Laboratory. This required a model capable of accurately representing queue formation and decay, and sensitive to changes in traffic control (to include signalization), incident occurrence and duration, and staged releases of employees from the technical areas. The model must also be able to synthesize new routings based on road closures or accidents.

Traffic simulation models which are microscopic in orientation are generally capable of fulfilling these requirements. A detailed discussion of microscopic models, and their suitability for use in this application, is found in Section 2.2.

The greater level of detail and accuracy obtained by using traffic simulation models is offset by the much larger amount of data which must be supplied to the models. Regional models, such as the one used by Los Alamos County in TMODEL, typically do not represent all roadways and parking lots, and aggregate individual TAs into large zones. No traffic signal data are included in these models. They achieve results acceptable for large scale planning applications, but cannot represent complex traffic phenomena, such as queuing and traffic signal control.

The data required to initially construct a simulation model for an area the size of LANL is substantial. These data were collected by the consultant during the study; approximately 6 man-weeks of effort were expended. Collection of this much data for each subsequent analysis by ENG-2 planners, who have many other time commitments, is probably not practical. However, the incremental labor required to update an existing model is probably well within reasonable limits. It is envisioned that such work could be completed in 3 to 5 man-days, depending on the application.

The consulting team constructed simulation models of varying geographic coverage, starting with only the roadways on the Laboratory proper. These models proved to be unsatisfactory, as they could not represent bottlenecks in the Los Alamos townsite, particularly at key intersections such as Diamond and Trinity Drives. Because many commuting trips include stops or destinations in the townsite, it was decided to expand the coverage to include most of Los Alamos County. The level of detail and sources of information are outlined in the following sections.

3.2 Network Coding

The area covered by the model is shown in Figure 1. In order to test scenarios involving the phased release of different TAs, each operational TA is represented individually. Because of the size of TA-3, it was broken down into 23 smaller zones, as shown in Figure 2. The Town of White Rock is represented by 3 zones, and the Los Alamos townsite by 7 zones. Note that the coverage of the townsite is limited to Trinity Drive and its cross-streets. The study area is bounded by 2 external entry points: SH-4 to the west and NM 502 to the east.

Figure 1: Study Area Boundaries

Figure 2: Subdivision of TA-3 into Sub-zones

Each node in the network represents a point in the network where two roadways meet (which may include a driveway onto a street), where the roadway changes horizontal or vertical alignment, or when roadway characteristics change (such as the number of lanes or lane widths). In addition, the maximum link length allowed by the TRAF software is 4,000 feet. Unique roadway segments longer than 4,000 feet were split into 2 or more shorter links. The length of the link was determined from the centerline distances coded in the GIS. All other attributes (number of lanes, lane width, etc.) were determined through field survey.

The data for each node was also collected from field observation. At each intersection, the type of control (uncontrolled, stop or yield sign, or signal), length and permitted movements of turn bays, and pedestrian activity was collected. In addition, turning movement counts were carried out and detailed signal control data obtained for each signalized intersection. Secondary sources of turning movement counts were used to the maximum extent possible. Summaries of counts completed by the consulting team are contained in Appendix B. Copies of counts obtained from other sources are contained in Appendix C. The coordinates of each node were coded in state plane coordinates, obtained from the GIS coverage. By using the same coordinates, it will possible in the future to import selected modeling results into the GIS for display purposes.

3.3 Travel Demand Characteristics

Traditional models of travel demand are carried out in three sequential steps: trip generation, trip distribution, and mode choice. Trip generation is the estimation of the number of trips originating from or destined to specific locations during a specified time interval. In the case of this project, trip generation was carried out for the p.m. peak period of a typical working day. Trip distribution is the synthesis of specific location-to-location interchanges for each trip generated. Mode choice, as its name implies, attempts to model individual choices of mode of transportation. As a simple example, trip generation may estimate that 400 trips will be made from a certain TA during a Laboratory closure. Trip distribution decides where those 400 trips will travel to, and mode choice specifies how the 400 trips will be made.

An orderly closure of the Laboratory is accomplished on each workday: the evening commute from work to home. An early closure of the Laboratory for weather purposes can be expected to have the same overall characteristics, such as origins of trips within the Laboratory, commuting destinations, mode of travel, and usual points of delay. However, the temporal aspects can be expected to differ, as well as the range of roadway conditions which Laboratory employees and County residents might encounter. A database of employee origins and destinations was developed to describe likely demand under closure conditions.

The ENG-2 staff obtained lists of residential and work locations for most Laboratory employees. The number of employees by organization and workplace is shown in Table 5. University of California (UC) employees constitute the majority of the workers at the Laboratory. Information on work location was specified by individual building numbers. The residence location was specified by town or place name. Similar information was obtained for contractor personnel, with zip code specified in lieu of town or place name in some instances. In many cases, no work location information was available. In these instances, employees were apportioned to TAs using the same distribution as UC employees. Table 6 outlines the commuting destinations of employees.

Table 5: Employees by Technical Area and Employer

technical area	UC employees†	Contract	Guest Scientist	JCI	PTLA	Total	Percent of total
0	486	53	34	79	24	676	5.0%
2	18	2	1	3	1	25	0.2%
3	4,858	532	344	791	242	6,767	49.7%
8	62	7	4	10	3	86	0.6%
9	42	5	3	7	2	59	0.4%
11	6	1	0	1	0	8	0.1%
14	1	0	0	0	0	1	0.0%
15	100	11	7	16	5	139	1.0%
16	385	42	27	63	19	536	3.9%
18	81	9	6	13	4	113	0.8%
21	168	18	12	27	8	233	1.7%
22	50	5	4	8	2	69	0.5%
33	27	3	2	4	1	37	0.3%
35	518	57	37	84	26	722	5.3%
36	57	6	4	9	3	79	0.6%
39	48	5	3	8	2	66	0.5%
40	32	4	2	5	2	45	0.3%
41	110	12	8	18	5	153	1.1%
43	179	20	13	29	9	250	1.8%
46	312	34	22	51	16	435	3.2%
48	164	18	12	27	8	229	1.7%
49	1	0	0	0	0	1	0.0%
50	94	10	7	15	5	131	1.0%
51	45	5	3	7	2	62	0.5%
52	167	18	12	27	8	232	1.7%
53	780	85	55	127	39	1,086	8.0%
54	47	5	3	8	2	65	0.5%
55	531	58	38	86	26	739	5.4%
57	5	1	0	1	0	7	0.1%
59	355	39	25	58	18	495	3.6%
61	12	1	1	2	1	17	0.1%
63	6	1	0	1	0	8	0.1%
64	3	0	0	0	0	3	0.0%
66	21	2	1	3	1	28	0.2%
69	9	1	1	1	0	12	0.1%
Total	9,780	1,070	691	1,589	484	13,614	100%
Percent	72%	8%	5%	12%	4%		

† Includes full and part-time University of California employees

Table 6: Residence Location by Technical Area

technical area	residence location				total	% of total	cum percent	distribution		
	east (NM 502)	west (SH 4)	LA County	unknown				percent east	percent west	percent north
3	1,629	55	2,742	30	4,456	49.8%	49.8%	36.6%	1.2%	61.5%
53	224	9	467	3	703	7.9%	57.7%	31.9%	1.3%	66.4%
55	216	5	265	0	486	5.4%	63.1%	44.4%	1.0%	54.5%
35	127	4	325	4	460	5.1%	68.3%	27.6%	0.9%	70.7%
0	178	3	264	3	448	5.0%	73.3%	39.7%	0.7%	58.9%
16	156	9	188	2	355	4.0%	77.3%	43.9%	2.5%	53.0%
59	118	4	199	3	324	3.6%	80.9%	36.4%	1.2%	61.4%
46	91	0	184	3	278	3.1%	84.0%	32.7%	0.0%	66.2%
43	32	3	121	2	158	1.8%	85.8%	20.3%	1.9%	76.6%
21	37	0	111	2	150	1.7%	87.4%	24.7%	0.0%	74.0%
52	32	0	115	1	148	1.7%	89.1%	21.6%	0.0%	77.7%
48	48	3	93	1	145	1.6%	90.7%	33.1%	2.1%	64.1%
41	32	0	70	1	103	1.2%	91.9%	31.1%	0.0%	68.0%
15	19	1	77	0	97	1.1%	93.0%	19.6%	1.0%	79.4%
50	36	0	51	0	87	1.0%	93.9%	41.4%	0.0%	58.6%
18	18	0	60	1	79	0.9%	94.8%	22.8%	0.0%	75.9%
8	13	1	43	0	57	0.6%	95.4%	22.8%	1.8%	75.4%
36	20	1	32	0	53	0.6%	96.0%	37.7%	1.9%	60.4%
22	20	1	28	0	49	0.5%	96.6%	40.8%	2.0%	57.1%
54	22	1	23	0	46	0.5%	97.1%	47.8%	2.2%	50.0%
51	12	0	32	0	44	0.5%	97.6%	27.3%	0.0%	72.7%
9	12	0	27	1	40	0.4%	98.0%	30.0%	0.0%	67.5%
39	12	0	26	1	39	0.4%	98.5%	30.8%	0.0%	66.7%
40	4	1	25	1	31	0.3%	98.8%	12.9%	3.2%	80.6%
33	7	0	19	0	26	0.3%	99.1%	26.9%	0.0%	73.1%
66	9	0	10	1	20	0.2%	99.3%	45.0%	0.0%	50.0%
2	3	0	14	0	17	0.2%	99.5%	17.6%	0.0%	82.4%
61	7	0	5	0	12	0.1%	99.7%	58.3%	0.0%	41.7%
69	3	1	5	0	9	0.1%	99.8%	33.3%	11.1%	55.6%
11	3	0	3	0	6	0.1%	99.8%	50.0%	0.0%	50.0%
63	1	0	5	0	6	0.1%	99.9%	16.7%	0.0%	83.3%
57	0	2	3	0	5	0.1%	100.0%	0.0%	40.0%	60.0%
64	0	0	2	0	2	0.0%	100.0%	0.0%	0.0%	100.0%
14	1	0	0	0	1	0.0%	100.0%	100.0%	0.0%	0.0%
49	0	0	0	1	1	0.0%	100.0%	0.0%	0.0%	0.0%

Consider entire Lab (note residence not available for all employees)

total	3,142	104	5,634	61	8,941					
.percent	0.35	0.01	0.63	0.01				east	west	north
average								0.32	0.02	0.63
std dev								0.18	0.07	0.20

Consider only first 10 technical areas

subtotal	2,808	92	4,866	52	7,818					
% of total	0.89	0.88	0.86	0.85	0.87					
average								0.34	0.01	0.64
std dev								0.08	0.01	0.08

Vehicle occupancy and classification counts were completed on key links entering and exiting the Laboratory during travel demand model development. Buses constitute less than 1 percent of the vehicles in the traffic stream, as well as less than 1 percent of the total person movement traversing the link. As a result, public transportation was not explicitly modeled as a separate mode of travel. However, the actual vehicle occupancy distributions were used to develop the model; an appropriate number of trips were made with 10 or more vehicle occupants were included.

The TRAF package does not include modules to carry out trip generation, distribution, or mode choice analyses. These elements of demand are normally specified exogenously to the simulation process, and are difficult to change. Often, the output from regional models (such as the County TMODEL suite) is manipulated to estimate changes in demand due to changes in networks, route closures, or changes in departure time. It was initially envisioned that a macroscopic demand model would be developed using the TMODEL or EMME/2 package. This demand model would "feed" the simulation model with the required origin-destination flows. It was determined that such a process would be quite cumbersome, poorly integrated, and require much more user training to operate.

A computer program was written to circumvent these problems. It carries out the three steps of demand modeling simultaneously, and produces output in a format directly compatible with the TRAF package. The program is written in ANSI standard FORTRAN, and will operate under both MS-DOS and Unix. The program is interactive in nature, prompting the user for the total number of trips to be assigned. A listing of the program source code is presented in Appendix A.

3.4 Model Development and Testing

After the completion of network coding and development of the demand modeling program, the simulation model was tested for proper operation. Since the model was based on the p.m. peak period of a typical workday, the results of the model could be compared to observed field data. The model was found to replicate observed conditions very well, based on a number of criteria:

1. The model replicated the observed link volumes on those roadway segments where counts were available. This finding is not as significant as it might be for macroscopic models, which typically do not specify turning movements and entry link volumes at the level of fidelity found in simulation models.
2. The average vehicle occupancy for trips leaving the Laboratory closely matched the occupancy counts completed at 4 locations: Pajarito Road between TA-53 and SH-4, NM 502 east of the White Rock Wye, SH-4 west of its intersection with West Jemez Road, and on the Diamond Drive bridge north of East Jemez Road.
3. The turning movements collected at each intersection closely matched the turning movements produced by the simulation model.

The network was extensively checked for coding errors and illogical traffic behavior. Once this work had been completed, work turned to development of the assessment of early dismissal and closure procedures.

4.0 EVALUATION OF EARLY DISMISSAL AND CLOSURE PROCEDURES

The traffic model developed during the preceding task was used to evaluate the current Laboratory Early Dismissal/Closure/Delayed Opening Plan (the Closure Plan). Separate scenarios were developed to test modifications and variations to the Closure Plan. Each scenario is described in detail.

4.1 Uncontrolled Release

In order to evaluate the effectiveness of the various alternatives, a baseline condition was required against which proposed solutions could be compared. The simulation of the existing p.m. peak period, undertaken in the previous task, provides one measure. Comparison with it will show how much additional delay might be expected above that experienced in the typical closing of the Laboratory during weekday afternoons. However, under normal conditions the p.m. peak period begins around 3:30 p.m., with a steady flow of outbound traffic which begins to subside dramatically around 5:15 to 5:30 p.m. Under closure conditions, it is likely that most employees will wish to depart as soon as they are notified, creating a large surge of departing employees in a short period of time. The impact on the roadway system will be different under such conditions.

The goal of the Closure Plan is to permit the quick and orderly evacuation of the Laboratory. A candidate plan is worthwhile if it can facilitate a safer and more efficient closure than no plan at all. As such, we constructed a scenario which events are uncontrolled. This scenario is exactly the same as the p.m. peak period simulation discussed earlier, with one difference: instead of departures from the Laboratory being more or less evenly distributed over the two hour p.m. peak, this scenario compresses the majority of the departures into the first hour after notification.

In order to maintain consistency across all scenarios, all simulations were run for a period of two hours after the decision to close the Laboratory. Two runs were completed: one for normal driving conditions (assuming dry pavement) and one in which actively falling snow creates adverse driving conditions. In the latter case, we restricted the maximum speed of vehicles to one-third the maximum speed expected under dry pavement conditions. That is, on a roadway where the average speed is 35 miles per hour (mph) under normal conditions, the average speed would be 15 mph under adverse weather conditions. No changes were made to traffic signal timings, as the Laboratory does not have the capability to implement such changes during adverse weather conditions.

Several measures of effectiveness (MOEs) are calculated by the TRAF package. The measures used in our evaluations include:

vehicle trips: the total number of vehicle trips which were able to enter the roadway system during the simulation;

vehicle miles of travel (VMT): the sum of the distance traveled by each vehicle during the simulation;

vehicle hours of travel (VHT): the sum of the travel times (in hours) of each vehicle in the simulation;

average speed: the vehicle miles of travel divided by vehicle hours of travel, expressed in miles per hour;

vehicle hours of delay: the sum of the difference between the actual travel time for each trip minus the travel time that would have been experienced had the motorist been able to travel at the free-flow speed (or speed limit);

averaged stopped time: the average number of minutes each vehicle spends at a standstill on the roadway, to include time waiting at traffic signals, expressed in minutes per trip;

phase failure: the number of instances in which the vehicles stopped on an approach to a traffic signal when it turns green fail to make it through the intersection before the signal changes to red.

Traffic simulation models are stochastic⁴ in nature, yielding slightly different results each time the model is run. This is due to the random generation of individual vehicle trips: when they enter the network, their occupancy, their driver profile (timid, average, aggressive), and other characteristics. In order to reduce the effect of variation present in a single run of the simulation model, we completed 10 runs of each scenario, and averaged the results. The MOEs for the uncontrolled release scenario are presented in Table 7. The output of the NETSIM program for one run is contained in Appendix D.

4.2 Current Closure Plan

The current Closure Plan calls for a 3 phase release of Laboratory employees, based on their residence location. Employees living the furthest will be released first. This group includes employees living in the Albuquerque, Jemez mountain, Santa Fe and Taos areas. The second group includes residents of Pojoaque and Espanola. The last group includes residents of the White Rock and Los Alamos area, who are slated to depart 90 minutes after notification.

Under this scheme, the surge of departures by all employees upon notification should be prevented. Only about 15 percent of the Laboratory staff belong to the first group, and another 21 percent belong to the second group. The remaining 64 percent of the Laboratory employees reside in Los Alamos County.

The EMO estimates that all divisions and groups will be notified within 12 minutes of the plan activation. However, it is anticipated that all personnel might not be notified until 2 hours after the plan is activated.

This scenario was the hardest to evaluate, as it required dividing each TA into 3 groups based on residence location. It was assumed for the simulation that all groups will receive notification within 12 minutes, and that most personnel would be notified within the first 45 minutes. It was further assumed that most employees would abide by their scheduled departure time.⁵ As with the uncontrolled release, 10 iterations were carried out for both normal and adverse weather conditions. The MOEs for these runs are also shown in Table 7.

⁴A stochastic process is a statistical method utilizing a randomly determined sequence of observations each of which is considered a sample of one element from a probability distribution.

⁵Indeed, if employees failed to remain in their departure group, one would assume that it would be to leave earlier than instructed rather than later. If significant numbers of employees failed to honor the plan, the resulting behavior would mimic the uncontrolled release scenario.

Table 7: Measures of Effectiveness for all Scenarios

Scenario	Roadway Conditions	vehicle trips	veh miles of travel (VMT)	veh hours of travel (VHT)	veh hours of delay (VHD)	average speed (mph)	average stop time (min)	phase failures
Uncontrolled	Dry	10,971	57,458	2,452	1,061	23.4	4.7	35
Closure Plan	Dry	10,805	56,935	2,541	1,190	22.4	4.5	36
Uncontrolled	Adverse	9,339	50,340	4,996	1,637	7.0	40.1	134
Closure Plan	Adverse	9,977	53,784	4,061	1,518	10	20.6	118
Controlled Release	Adverse	10,219	53,392	3,218	1,265	14.1	12.5	88
90 minute accident	Adverse	5,616	30,016	22,535	(see Note)			
20 minute accident	Adverse	9,042	47,965	10,190	6,561	3.9	55.2	228

Note: The 90 minute incident scenario could not finish to completion; VHT estimate is not for entire 2 hour period. Most other measures of effectiveness were not obtained.

For dry weather conditions, which might prevail if the Closure Plan were implemented prior to the onset of snowstorms, the Plan offers no significant improvement in overall efficiency. This appears to be due to a number of reasons. Under the uncontrolled release, most of the congestion will occur in the TA-3 area, as employees compete to leave. The ensuing congestion in TA-3 (where 55 percent of all employees work) will prevent rapid build-up of downstream queues, particularly at the East Jemez/SH 4 intersection. The improved alignment and the addition of the second downhill lane below the White Rock Wye will also operate well under moderate traffic loads. Most of the delay in both scenarios occurs on Diamond Drive, leading into the Los Alamos townsite. Because 65 percent of the Lab employees live in the County, releasing them all at once causes a rapid buildup of queues into both the Los Alamos townsite and White Rock. These queues will account for a substantial amount of the total delay experienced during favorable weather conditions.

Surprisingly, the current Plan showed significantly better measures under the adverse weather scenarios. This would be the case if the Plan is not or cannot be activated in time to allow most travelers to leave under favorable road conditions. In this case, queuing would develop very rapidly on most roadways due to the slow speed of all vehicles. The queuing will be very pronounced on East Jemez Road west of its intersection with SH 4, on Trinity Drive east of the townsite, and on Pajarito Road leading to White Rock. These vehicles will constitute the majority of the delay under adverse road conditions, as opposed to those attempting to enter Los Alamos. In addition, the queuing of vehicles on Diamond Drive will prevent some vehicles from entering the network. Note that approximately 10 percent fewer trips were made during the inclement weather scenarios.

4.3 Diagnostic Scenarios

A number of possible alternatives can be tested using the simulation model. Several ideas were tested during this phase, to include staged releases by TA rather than residence location, expanding the time interval over which the releases are carried out, and the deployment of security forces to meter traffic releases based on observed road conditions. The first two scenarios did not result in improvements in average travel times during evacuations over a scenario with no evacuation plan in effect.

The third scenario was examined in greater detail. It is acknowledged that this is not a plausible alternative; it was carried out to demonstrate the level of effort which the Laboratory might have to expend to significantly improve commuting through adverse weather. This scenario is a refinement of the current Closure Plan under adverse weather conditions. Preventing the buildup of a queue at key intersections is the single most effective means of reducing delay. Once queues have formed and phase failures begin to occur, it takes a long time for them to dissipate, even in the face of falling demand. Under this scenario, individual TAs were released at specific times, and always in such a way to insure an arrival rate at key bottlenecks which did not exceed their discharge rate⁶. Furthermore, the releases started at TAs the furthest from TA-3, in effect shrinking the geographic area in which employees remained with each release. TA-3 was the last TA to be released. As

⁶The key bottlenecks were the intersection of East Jemez Road and SH 4, the White Rock Wye, the Diamond Drive bridge into the townsite, and Pajarito Road between TA 18 and SH 4.

shown in Table 7, this scenario performed much better than either the uncontrolled or the current Plan under adverse weather conditions.

This scenario is predicated upon the availability of security force personnel to meter personnel out of each technical area. This would be a very unpopular control, and upon investigation was found to be outside of their contract. Furthermore, it assumes that EMO staff members could monitor traffic conditions in real time, providing guidance to the security forces on releases.

All of the scenarios completed to this point assumed that snow or other adverse weather conditions were the only impedance to flow. Two scenarios were developed to demonstrate the impact of a traffic accident in the White Rock Wye upon an evacuation. The first scenario assumes that an accident would take place within 20 minutes of the Closure Plan activation, and that emergency crews from the townsite were dispatched to assist. Based on network conditions, it would take over 45 minutes for the emergency vehicles to arrive at the scene. If notification was timely, it will still take over 90 minutes to clear the accident.⁷ This simulation was conducted assuming the 90 minute accident duration and adverse weather conditions. The TRAF software failed to finish the simulation due to magnitude of delay; approximately 4 hours of delay per vehicle was reported before the program stopped abnormally.

The second scenario was the same in all respects, except that the duration of the accident was reduced to 20 minutes. Such a reduction in incident duration would be possible if emergency equipment (a tow truck and rescue crew) was pre-positioned at the White Rock Wye. This equipment would be deployed as soon as the Plan was activated, and would remain until the majority of traffic has passed. The emergency units could provide continuous updates on traffic conditions to the EMO, and would be able to detect and respond to accidents very quickly.⁸

The simulation results are shown in Table 7. Reducing the incident duration from 90 to 20 minutes reduced the estimated delay by almost three-quarters.⁹

⁷This is what happened during a snowstorm on December 19, 1991, stranding large numbers of Laboratory employees on the roadways. The press reported travel times of up to 5 hours to reach Espanola from the Laboratory.

⁸The other likely bottlenecks (East Jemez/Diamond and Pajarito/SH 4) have fire stations a short distance away, precluding the need to pre-position equipment.

⁹Since the 90 minute incident duration simulation failed, the 20 minute scenario is compared to the 5 hour delay widely reported in the December 1991 incident. Since the 90 minute incident scenario reported 4 hours of delay before abnormally ending, it seems quite likely that the final results would be been at least 5 hours.

5.0 CONCLUSIONS AND RECOMMENDATIONS

The analyses completed during this study suggest that the current Closure Plan is a useful tool which should be expanded upon. Its utility is especially evident if some or all of the closure must be carried out after inclement weather has already begun. An optimistic scenario was constructed to evaluate the maximum benefit which might be gained by further refinement of the Plan. The results indicate that the Laboratory would be required to implement strong controls over departures from the individual TAs, based upon real-time information on roadway performance. Such a scenario would be vastly unpopular with employees and likely very costly.

Very substantial benefits can be achieved at low cost by pre-positioning emergency response crews on heavily traveled roadways leading out of the Laboratory, particularly East Jemez Road, SH 4, NM 502, and the White Rock Wye. While deployed in the field, these units can provide timely responses to emergencies, removing disabled vehicles from the roadway before hopeless congestion ensues. Such units can also provide regular reports to the EMO on traffic conditions in their area. While fire-rescue units and tow trucks operated by LANL would be ideal candidates, local civil defense, private wrecking companies, or volunteer rescue units might also provide excellent services.

A substantial amount of literature on incident management and intelligent highway-vehicle systems (IVHS) suggest that motorists can make very effective use of timely roadway condition information. The EMO presently has the ability to issue advisories to local radio stations and to Divisions within the Laboratory. The use of pre-positioned emergency crews provides a low cost source of real-time information which can be rapidly disseminated on a more frequent basis to Laboratory personnel. Armed with the knowledge of an accident in the White Rock Wye and its attendant delays, many motorists would elect to not begin their journey until conditions had improved. Preventing the build-up of queues by alerting drivers to avoid them can be expected to produce substantial benefits.

Laboratory capabilities to evaluate and analyze transport problems and plan for changing conditions have, in the past, been developed and allowed to atrophy during intervals when resources were not available to utilize consulting assistance or when there were no significant issues or problems to trigger the need for outside assistance. Given experiences with traffic problems from weather-related closures, the prospective demise of any alternate route between the Laboratory and Santa Fe, and the recent Tiger Team inspections, issues of transportation system management have once again stimulated the development of enhanced tools for transportation planning applications.

The tools developed during this project have enabled the analysis of potential operating procedures which may be most appropriate to follow during low-level evacuations from weather-related closures. They can be expanded to examine simulated conditions of and responsive procedures toward higher-level emergency scenarios. However, the utility of these tools will be most productive if they are directed not only toward the rare or unusual event, but also toward addressing the routine and frequent operational problems which arise daily in managing the Laboratory and County transport system. Their productivity will also be most effective if supported by the institution of ongoing monitoring efforts, and if Laboratory staff are expanded to include traffic engineering expertise. Regardless of the specific personnel expertise, all of the critical Laboratory staff should become well-trained in the application of these tools to facilitate usage in a routine manner.

Appendix A

Source Code Listing for Travel Demand Modeling Program

Line# Source Line Microsoft FORTRAN Optimizing Compiler Version 5.00.03

```

1 $DEBUG
2 !-----
3     integer function Idirection (ZONE, split)
4 !-----
5 ! Determine which direction the trip is traveling (inbound or outbound
# 6 ! to the Lab). The function takes as an argument the external zone that
7 ! the trip will be passing through, and returns the direction as 1 for
# 8 ! inbound and 0 for outbound. The file 'inout.dat' contains the directional
9 ! splits for each external zone, determined from traffic counts.
10 !
11     real split(201:250)
12     real ranval
13     integer ZONE
14 !
15     call random(ranval)
16     if(ranval.le.split(ZONE)) then
17         Idirection=1
18     else
19         Idirection=0
20     endif
21 !
22     return
23     end

```

IDIRECTION Local Symbols

Name	Class	Type	Size	Offset
SPLIT	param			0006
ZONE.	param			000a
IDIRECTION.	param			ffff
RANVAL.	local	REAL*4	4	0000

```

24 !-----
25     integer function IExtZone(zone)
26 !-----
# 27 ! This function generates an external zone number for the selected trip.
28 ! There are 50 external zones: White Rock to the south (zones 201-203),
# 29 ! the townsite to the north (zones 205-230), NM 502 to the east (zone 235),
# 30 ! SH-4 to the west (zone 240), the trailer park (zone 245), and Bandelier
# 31 ! (zone 250). The file "extzone.dat" is filled with the cumulative shares
# 32 ! of each direction (i.e., the south gate has 21.3 percent, and the north
33 ! gate has 43.5 percent...)
34 !
35     real zone(201:250)
36     real ranval
37     integer n
38 !
39     call random(ranval)
40     do 2 n=201,250
41         if(ranval.le.zone(n)) then
42             IExtZone=n
43             return
44         endif
45     2 continue
46     end

```

Microsoft FORTRAN Optimizing Compiler Version 5.00.03

IEXTZONE Local Symbols

Name	Class	Type	Size	Offset
ZONE.	param			0006
IEXTZONE.	param			ffff
RANVAL.	local	REAL*4	4	0004
N	local	INTEGER*4	4	0008

```

47 !
48 !-----
49     integer function IntZone(zones, ta3)
50 !-----
# 51 ! This function generates an internal zone number for the selected trip.
# 52 ! The zone numbers here correspond to the technical area, except for TA-3
# 53 ! In the case of TA-3, there are several zones within the TA, causing us to
# 54 ! break it down into smaller zones. These zones are numbered 100 to 132.
# 55 ! The function generates no trips for IntZone 3, but rather returns the sub
# 56 ! zone within that TA. The file "intzone.dat" holds the cumulative percentages
# 57 ! that each TA comprises of the total lab employment. The file "TA3zone.dat"
# 58 ! holds the percentage that each subzone makes up of the TA total employment.
59 !
60     real ta3(101:124)
61     real ranval
62     real zones(0:71)
63     integer n,p
64 !
65     call random(ranval)
66 !
# 67 ! First iterate through ZONE looking for which TA the trip will be matched
68 ! to...
69 !
70     do 2 n=0,70
71         if(ranval.le.zones(n)) then
72 !
# 73 ! In the special case that TA-0 is chosen, that is for folks working off
# 74 ! the Lab in the townsite. Set zone equal to zone 21 and head for beach.
75 !
76         if(n.eq.0) then
77             IntZone=21
78             return
79         endif
80 !
81 ! If TA-3 is selected, then iterate through it's subzone list to find
82 ! which subzone will receive the trip
83 !
84         if(n.eq.3) then
85             call random(ranval)
86             do 3 p=101,122
87                 if(ranval.le.ta3(p)) then
88                     IntZone=p
89                     return
90                 endif
91             3 continue
92 !
93 ! If TA-3 is not selected, then just return the zone number and exit
94 !
95         else

```

Line# Source Line Microsoft FORTRAN Optimizing Compiler Version 5.00.03

```

96          IntZone=n
97          return
98        endif
99      endif      ! first if statement
100 2    continue
101      end

```

INTZONE Local Symbols

Name	Class	Type	Size	Offset
TA3	param			0006
ZONES	param			000a
INTZONE	param			fffc
RANVAL.	local	REAL*4	4	000c
N	local	INTEGER*4	4	0010
P	local	INTEGER*4	4	0014

```

102 !-----
103      integer function Ivehocc (ZONE,DIR, occupa)
104 !-----
105 ! Determine vehicle occupancy by zone and direction. The function
106 ! returns an integer with number of occupants. The occupancy data
# 107 ! is obtained from counts. Note that the frequencies in "vehocc.dat" are
108 ! cumulative by direction.
109 !
110      real occupa(0:1,1:10,1:6)
111      integer n,DIR,ZONE,z
112      real ranval
113 !
114 ! Determine which occupancy distribution to use based on ZONE
115 !
116      if(ZONE.le.204) then
117          z=1                      !White Rock
118      else if (ZONE.le.230) then
119          z=2                      !Los Alamos
120      else if (ZONE.le.235) then
121          z=3                      !NM 502
122      else if (ZONE.le.240) then
123          z=4                      !SH 4
124      else if (ZONE.le.245) then
125          z=5                      !Trailer Park
126      else
127          z=6                      !Bandelier
128      end if
129 !
130      call random(ranval)
131      do 2 n=1,10
132          if(ranval.le.occupa(DIR,n,z)) then
133              Ivehocc=n
134              return
135          endif
136 2    continue
137      end

```


Microsoft FORTRAN Optimizing Compiler Version 5.00.03

IVEHOCC Local Symbols

Name	Class	Type	Size	Offset
OCCUPA.	param			0006
DIR	param			000a
ZONE.	param			000e
IVEHOCC	param			fffc
RANVAL.	local	REAL*4	4	0018
N	local	INTEGER*4	4	001c
Z	local	INTEGER*4	4	0020

```

138 !-----
139     program smb
140 !-----
141 !   This program is a synthetic trip generation and distribution process
142 !   for the LANL traffic simulation model.  It is a stochastic process,
143 !   albeit quite crude, for generating a p.m. peak period trip matrix.
144 !   This matrix is output in either EMME/2 and CORFLO formats.
145 !   By R Donnelly 26 Oct 92 ; Revised by M Hunt 13 May 93
146 !
147 C   implicit none                                ! prevents grief later
148     EXTERNAL Idirection,IExtZone,IntZone,Ivehocc
149     integer trips(1:250,1:250)/62500*0/
150     integer iterations/0/,TotalTrips/0/
151     integer i,j,k,l,m,n,f,TA3, z
152     integer VehTrips/0/,PersonTrips/0/,occupants
153     integer origin(1:10),destination(1:10),d,o
154     integer year,month,day,hour,minute,second,msecond
155     integer OFFSET/8000/
156     real x, ezone(201:250), ize(0:71), ta3zone(101:124)
157     real occupa(0:1,1:10,1:6), split(201:250)
158     character*10 header
159 !
160 !   Read the user specified parameters
161 !
162     write (*,1)
163 1    format (/ ' Enter: number of iterations=' \)
164     read (*,*) iterations
165     write (*,2)
166 2    format (/ ' Enter: total vehicle trips=' \)
167     read (*,*) TotalTrips
168     write (*,15)                                ! add a space before iteration results
169 15   format (' ')
170 !
# 171     open (1, file = 'INOUT.DAT')                !inbound/outbound % by gate
172     read (1, '(A)') header
173     read (1, '(F8.3)') (split(j),j = 201, 250)
174     open (2, file = 'extzone.dat')                !% of trips by ext gate
175     read (2, '(5F8.3)') (ezone(j),j = 201, 250)
176     open (3, file = 'intzone.dat')                !% of trips by TA
# 177     open (4, file = 'TA3zone.dat')                !% of trips by area within TA3
178     read (3, '(6F8.3)') (ize(i),i=0, 71)
179     read (4, '(6F8.3)') (ta3zone(j),j=101, 124)
# 180     open (8, file='vehocc.dat')                !vehicle occupancy by gate
181     read (8, '(A)') header
182     read (8, '(2F8.3)') (((occupa(i,j,k), i=0, 1), j=1, 10), k=1, 6)
183 !

```

Line# Source Line Microsoft FORTRAN Optimizing Compiler Version 5.00.03

```

184      open (12,file='trips.dat',status='unknown')
185      !
186      ! And now for the meat of the program...
187      !
188      call seed(TotalTrips)
189      do 5 j=1,iterations
190          do while (VehTrips.lt.TotalTrips)
# 191              origin=0                !reset each element in origin array
# 192              destination=0            !reset each element in dest array
# 193              destination(1)=IExtZone(ezone)    ! determine external station
# 194              i=Idirection(destination(1), split) ! generate direction of trip
# 195              occupants=Ivehocc(destination(1),i,occupa)! generate vehicle occupancy
# 196              if(i.eq.1) then          ! trip is inbound; switch O and D
197                  origin(1)=destination(1)
198                  m=0
199                  TA3=0                !reset TA3 flag
200                  do 20 k=0,(occupants-1) !for each occupant
201                      f=0                !reset flag
202                      m=m+1              !increment subscript counter
# 203                      d=IntZone(izone,ta3zone) !determine destination
204                      if (d.ge.100) then !if dest is in TA 3
205                          TA3=1          !set flag
206                      end if
207                      do 40 l=2,m        !check for duplicate TA
208                          if (d.eq.destination(l-1)) then
209                              f=1        !set flag if duplicate
210                          end if
211                          if ((TA3.eq.1).and.(d.ge.100)) then
212                              f=1        !set flag if duplicate in TA3
213                          end if
214                      40 continue
215                      if (f.eq.1) then    !destination is a duplicate
216                          m=m-1          !don't increment subscript
217                      else                !destination is unique
218                          destination(m)=d !assign destination
219                      end if
220                      if (k.lt.(occupants-1)) then
# 221                          origin(m+1)=destination(m) !dest = origin for next leg
222                      end if
223                      20 continue
224                      else                !trip is outbound
225                          m=0            !reset subscript counter
226                          TA3=0          !reset TA3 flag
227                          do 30 k=0,(occupants-1) !for each occupant
228                              f=0        !reset duplicate TA flag
229                              m=m+1      !increment subscript counter
230                              o=IntZone(izone,ta3zone) !determine origin
231                              if (o.ge.100) then !if origin is in TA3
232                                  TA3=1    !set flag
233                              end if
234                              do 50 l=2,m !check for duplicate TA
235                                  if (o.eq.origin(l-1)) then
236                                      f=1    !flag set if duplicate
237                                  end if
# 238                                  if ((TA3.eq.1).and.(o.ge.100)) then !check for dup in TA3
239                                      f=1    !flag set if duplicate
240                                  end if
241                              50 continue

```

```

Line# Source Line      Microsoft FORTRAN Optimizing Compiler Version 5.00.03

# 242          if (f.eq.1) then          !origin is a duplicate
# 243              m=m-1                  !don't increment subscr
244              else                    !origin is unique
245                  origin(m)=o          !assign origin
246              end if
247          if (k.lt.(occupants-1)) then
# 248              destination(m+1)=origin(m) !origin = dest for next leg
249          end if
250 30          continue
251      endif
252  !
253      do 60 n=1,10          !for each leg of linked trip
254          if ((origin(n).ne.0).and.(destination(n).ne.0)) then
255              trips(origin(n),destination(n))=
256          +          trips(origin(n),destination(n))+1
257          end if
258 60          continue
259          VehTrips=VehTrips+1
260          PersonTrips=PersonTrips+occupants
261      end do
262      write (*,3) j,VehTrips,PersonTrips,
263      +      float(PersonTrips)/float(VehTrips)
264 3      format(' iteration=',i4,' VehTrips=',i6,' PersonTrips=',i6,
265      +      ' AvgOcc=',f6.2)
266      VehTrips=0          ! reset the accumulators
267      PersonTrips=0      0
268 5      continue
269  !
270  ! Get the date and time, and then write the output file header
271  !
272      call gettim(hour,minute,second,msecond)
273      call getdat(year,month,day)
274      open (14,file='card176.dat',status='unknown')
275      write (14,8) year-1900,month,day,hour,minute
276 8      format ('Trip matrix created by program SMB on ',3i2,' at ',
277      +      2i2)
278  !
279  ! At this point, write the output matrix in CORFLO format. At the end
280  ! write a comment card with the total number of trips in the matrix.
281  !
282      write (*,16)
283 16      format (/ ' Writing card 176 records...')
284      VehTrips=0
285      do 7 i=1,250
286          do 6 j=1,250
287      ! Assume 1-hour volumes input
288          x=float(trips(i,j))/float(iterations) ! tot trips/iterations
289          if(x.ge.0.5) then
290              VehTrips=VehTrips+nint(x)
291              write (14,10) i+OFFSET,j+OFFSET,nint(x)
292 10          format (1i4,8x,2i4,57x,'176')
293          endif
294 6          continue
295 7          continue
296      write (14,12) VehTrips
297 12      format ('      (',i9,' total trips)')
298      close (14)
299      close (1)

```

Line# Source Line Microsoft FORTRAN Optimizing Compiler Version 5.00.03

```

300      close (2)
301      close (3)
302      close (4)
303      close (8)
304      end      ! head for the beach
***** \lanl\report\smb7.for(304) : warning F4999: Z : variable declared but not
used

```

main Local Symbols

Name	Class	Type	Size	Offset
ARRQQQ.	param			fffa
TRIPS	local	INTEGER*4	250000	0000
EZONE	local	REAL*4	200	0026
ITERATIONS.	local	INTEGER*4	4	005e
TOTALTRIPS.	local	INTEGER*4	4	0062
VEHTRIPS.	local	INTEGER*4	4	0066
PERSONTRIPS	local	INTEGER*4	4	006a
OFFSET.	local	INTEGER*4	4	006e
DESTINATION	local	INTEGER*4	40	00ee
TA3ZONE	local	REAL*4	96	0116
D	local	INTEGER*4	4	0176
IZONE	local	REAL*4	288	017a
MONTH	local	INTEGER*4	4	029a
F	local	INTEGER*4	4	029e
ORIGIN.	local	INTEGER*4	40	02a2
TA3	local	INTEGER*4	4	02ca
MSECOND	local	INTEGER*4	4	02ce
I	local	INTEGER*4	4	02d2
J	local	INTEGER*4	4	02d6
K	local	INTEGER*4	4	02da
SPLIT	local	REAL*4	200	02de
L	local	INTEGER*4	4	03a6
M	local	INTEGER*4	4	03aa
N	local	INTEGER*4	4	03ae
O	local	INTEGER*4	4	03b2
MINUTE.	local	INTEGER*4	4	03b6
X	local	REAL*4	4	03ba
DAY	local	INTEGER*4	4	03be
HEADER.	local	CHAR*10	10	03c2
OCCUPANTS	local	INTEGER*4	4	03cc
YEAR.	local	INTEGER*4	4	03d0
OCCUBA.	local	REAL*4	480	03d4
SECOND.	local	INTEGER*4	4	05b4
HOURL.	local	INTEGER*4	4	05b8

Global Symbols

Name	Class	Type	Size	Offset
GETDAT.	extern	***	***	***
GETTIM.	extern	***	***	***
IDIRECTION.	FFUNCT	INTEGER*4	***	0000
IEXTZONE.	FFUNCT	INTEGER*4	***	00e5

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22:16:34

Microsoft FORTRAN Optimizing Compiler Version 5.00.03

Global Symbols

Name	Class	Type	Size	Offset
INTZONE	FFUNCT	INTEGER*4	***	01f6
IVEHOCC	FFUNCT	INTEGER*4	***	0429
RANDOM.	extern	***	***	***
SEED.	extern	***	***	***
main.	FSUBRT	***	***	067f

Code size = 1b26 (6950)
Data size = 0189 (393)
Bss size = 05bc (1468)

No errors detected

Appendix B

Traffic Count Summaries (Data Collected by the Consultant)

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY, CLEAR AND COLD
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND E. JEMEZ

RAW DATA

15-Min	North			East			South			West		
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:15	145	112	41	0	126	67	3	44	14	21	6	26
07:30	288	276	97	0	251	156	7	123	44	46	19	52
07:45	461	456	139	0	380	231	17	206	74	69	30	94
08:00	641	641	196	0	527	321	24	291	121	103	47	138
08:15	796	859	249	0	630	371	35	364	163	139	62	188
08:30	899	969	302	0	676	394	53	403	176	164	78	214
08:45	975	1070	335	0	707	419	69	444	198	197	97	258
09:00	1051	1130	358	0	742	435	82	495	211	224	119	298
---:-- Break												
09:45	51	64	26	0	18	17	4	39	14	21	16	41
10:00	105	113	50	0	38	31	15	98	26	44	26	103
10:15	137	156	75	0	63	43	30	141	46	70	41	134
10:30	181	221	99	0	75	52	39	194	59	94	56	181
---:-- Break												
11:15	9	68	24	0	18	77	33	35	24	19	19	14
11:30	22	189	55	0	32	181	71	78	37	38	44	25
11:45	36	414	83	0	56	343	129	152	61	82	65	33
12:00	47	578	112	0	86	554	212	219	85	148	84	41
12:15	57	753	129	0	107	699	307	339	122	219	96	51
12:30	64	830	145	0	117	761	402	449	160	262	118	55
12:45	72	923	186	0	137	835	601	624	221	293	138	74
13:00	89	980	211	0	147	914	792	813	276	314	155	93
---:-- Break												
15:45	51	65	29	0	18	4	60	98	21	32	74	92
16:00	109	135	50	0	34	14	129	208	46	57	190	226
16:15	152	200	86	0	42	19	207	406	75	90	279	426
16:30	197	268	114	0	55	27	245	540	94	107	346	551
16:45	249	337	139	0	69	30	270	667	110	133	398	725
17:00	297	416	160	0	79	38	307	846	129	164	445	948
17:15	352	541	190	0	91	51	330	1075	148	189	537	1242
17:30	390	621	211	0	107	62	344	1237	167	212	567	1436

* indicates data error - check raw data.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY, CLEAR AND COLD
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND E. JEMEZ

INTERVAL DATA

15-Min	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
07:15	145	112	41	0	126	67	3	44	14	21	6	26	605
07:30	143	164	56	0	125	89	4	79	30	25	13	26	754
07:45	173	180	42	0	129	75	10	83	30	23	11	42	798
08:00	180	185	57	0	147	90	7	85	47	34	17	44	893
08:15	155	218	53	0	103	50	11	73	42	36	15	50	806
08:30	103	110	53	0	46	23	18	39	13	25	16	26	472
08:45	76	101	33	0	31	25	16	41	22	33	19	44	441
09:00	76	60	23	0	35	16	13	51	13	27	22	40	376
--- Break													
09:45	51	64	26	0	18	17	4	39	14	21	16	41	311
10:00	54	49	24	0	20	14	11	59	12	23	10	62	338
10:15	32	43	25	0	25	12	15	43	20	26	15	31	287
10:30	44	65	24	0	12	9	9	53	13	24	15	47	315
--- Break													
11:15	9	68	24	0	18	77	33	35	24	19	19	14	340
11:30	13	121	31	0	14	104	38	43	13	19	25	11	432
11:45	14	225	28	0	24	162	58	74	24	44	21	8	682
12:00	11	164	29	0	30	211	83	67	24	66	19	8	712
12:15	10	175	17	0	21	145	95	120	37	71	12	10	713
12:30	7	77	16	0	10	62	95	110	38	43	22	4	484
12:45	8	93	41	0	20	74	199	175	61	31	20	19	741
13:00	17	57	25	0	10	79	191	189	55	21	17	19	680
--- Break													
15:45	51	65	29	0	18	4	60	98	21	32	74	92	544
16:00	58	70	21	0	16	10	69	110	25	25	116	134	654
16:15	43	65	36	0	8	5	78	198	29	33	89	200	784
16:30	45	68	28	0	13	8	38	134	19	17	67	125	562
16:45	52	69	25	0	14	3	25	127	16	26	52	174	583
17:00	48	79	21	0	10	8	37	179	19	31	47	223	702
17:15	55	125	30	0	12	13	23	229	19	25	92	294	917
17:30	38	80	21	0	16	11	14	162	19	23	30	194	608

Total 1711 2952 879 0 1071 1463 1257 2739 713 844 897 2008 16534

* indicates data error - check raw data.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY, CLEAR AND COLD
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND E. JEMEZ

HOURLY SUMMARY

Hour	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
07:15	145	112	41	0	126	67	3	44	14	21	6	26	605*
07:30	288	276	97	0	251	156	7	123	44	46	19	52	1359*
07:45	461	456	139	0	380	231	17	206	74	69	30	94	2157*
08:00	641	641	196	0	527	321	24	291	121	103	47	138	3050
08:15	651	747	208	0	504	304	32	320	149	118	56	162	3251
08:30	611	693	205	0	425	238	46	280	132	118	59	162	2969
08:45	514	614	196	0	327	188	52	238	124	128	67	164	2612
09:00	410	489	162	0	215	114	58	204	90	121	72	160	2095
--- Break													
09:45	127	124	49	0	53	33	17	90	27	48	38	81	687*
10:00	105	113	50	0	38	31	15	98	26	44	26	103	649*
10:15	137	156	75	0	63	43	30	141	46	70	41	134	936*
10:30	181	221	99	0	75	52	39	194	59	94	56	181	1251
--- Break													
11:15	53	133	48	0	30	86	42	88	37	43	34	61	655*
11:30	22	189	55	0	32	181	71	78	37	38	44	25	772*
11:45	36	414	83	0	56	343	129	152	61	82	65	33	1454*
12:00	47	578	112	0	86	554	212	219	85	148	84	41	2166
12:15	48	685	105	0	89	622	274	304	98	200	77	37	2539
12:30	42	641	90	0	85	580	331	371	123	224	74	30	2591
12:45	36	509	103	0	81	492	472	472	160	211	73	41	2650
13:00	42	402	99	0	61	360	580	594	191	166	71	52	2618
--- Break													
15:45	51	65	29	0	18	4	60	98	21	32	74	92	544*
16:00	109	135	50	0	34	14	129	208	46	57	190	226	1198*
16:15	152	200	86	0	42	19	207	406	75	90	279	426	1982*
16:30	197	268	114	0	55	27	245	540	94	107	346	551	2544
16:45	198	272	110	0	51	26	210	569	89	101	324	633	2583
17:00	188	281	110	0	45	24	178	638	83	107	255	722	2631
17:15	200	341	104	0	49	32	123	669	73	99	258	816	2764
17:30	193	353	97	0	52	35	99	697	73	105	221	885	2810

* indicates partial hour total.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY, CLEAR AND COLD
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND E. JEMEZ

MORNING PEAK

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
 TUESDAY, CLEAR AND COLD
 RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
 COUNT DATE
 12-02-1992

DIAMOND AND E. JEMEZ

EVENING PEAK

Hour Ending: 17:30

Intersection

Total: 2810

PH Factor: 0.77

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
 OFF PEAK HOUR 9:30-10:30 AM, WEDNESDAY, CLEAR AND COOL
 RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
 COUNT DATE
 12-02-1992

DIAMOND AND ENIWETOK

RAW DATA

15-Min	North			East			South			West		
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
09:45a	4	66	19	8	0	8	3	40	0	0	2	2
10:00a	7	113	37	17	4	19	13	98	13	2	2	4
10:15a	8	165	49	30	6	29	27	155	17	10	4	4
10:30a	10	218	65	43	6	43	34	208	18	22	4	8

* indicates data error - check raw data.

DIAMOND AND ENIWETOK

INTERVAL DATA

15-Min	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
09:45a	4	66	19	8	0	8	3	40	0	0	2	2	152
10:00a	3	47	18	9	4	11	10	58	13	2	0	2	177
10:15a	1	52	12	13	2	10	14	57	4	8	2	0	175
10:30a	2	53	16	13	0	14	7	53	1	12	0	4	175
Total	10	218	65	43	6	43	34	208	18	22	4	8	679

* indicates data error - check raw data.

DIAMOND AND ENIWETOK

HOURLY SUMMARY

Hour	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
09:45a	4	66	19	8	0	8	3	40	0	0	2	2	152*
10:00a	7	113	37	17	4	19	13	98	13	2	2	4	329*
10:15a	8	165	49	30	6	29	27	155	17	10	4	4	504*
10:30a	10	218	65	43	6	43	34	208	18	22	4	8	679

* indicates partial hour total.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
 OFF PEAK HOUR 9:30-10:30 AM, WEDNESDAY, CLEAR AND COOL
 RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
 COUNT DATE
 12-02-1992

DIAMOND AND ENIWETOK

MORNING^{OFF} PEAK

```

=====
Hour Ending: 10:30a      | 10      | N/S Street:
                          | 218     | DIAMOND
                          | 65      |
                          |         |
-----+-----+-----+-----+-----+
      <---+ | +--->      | A +-----+
              |         | +-----+ 43
              |         | <-----+ 6
              |         | +-----+ 43
              |         | V
              |         |
      8 -----+
      4 -----+----->
      22 -----+      | A
-----+-----+-----+-----+
              |         | +-----+
              |         | |         |
              |         | |         |
              |         | |         |
Intersection      |         | 18      |
Total: 679         |         | 208     |
                  |         | 34      |
PH Factor: 0.96    |         |
=====

```

E/W Street:
 ENIWETOK

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
 NOON PEAK HOUR, 11-1 PM, WEDNESDAY, CLEAR AND COOL
 RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
 COUNT DATE
 12-02-1992

DIAMOND AND ENIWETOK

RAW DATA

15-Min	North			East			South			West		
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
11:30a	6	71	13	21	1	8	12	120	3	6	0	10
11:45a	11	125	27	45	2	25	27	297	6	13	0	22
12:00p	14	187	37	62	2	29	32	450	9	18	2	29
12:15p	17	295	50	85	2	32	39	643	11	24	2	40
12:30p	22	393	62	99	2	37	41	729	15	25	2	45
12:45p	26	519	85	114	2	51	50	788	18	27	3	48
01:00p	31	698	110	123	2	61	60	854	25	31	3	54

* indicates data error - check raw data.

DIAMOND AND ENIWETOK

INTERVAL DATA

15-Min	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
11:30a	6	71	13	21	1	8	12	120	3	6	0	10	271
11:45a	5	54	14	24	1	17	15	177	3	7	0	12	329
12:00p	3	62	10	17	0	4	5	153	3	5	2	7	271
12:15p	3	108	13	23	0	3	7	193	2	6	0	11	369
12:30p	5	98	12	14	0	5	2	86	4	1	0	5	232
12:45p	4	126	23	15	0	14	9	59	3	2	1	3	259
01:00p	5	179	25	9	0	10	10	66	7	4	0	6	321
Total	31	698	110	123	2	61	60	854	25	31	3	54	2052

* indicates data error - check raw data.

DIAMOND AND ENIWETOK

HOURLY SUMMARY

Hour	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
11:30a	6	71	13	21	1	8	12	120	3	6	0	10	271*
11:45a	11	125	27	45	2	25	27	297	6	13	0	22	600*
12:00p	14	187	37	62	2	29	32	450	9	18	2	29	871*
12:15p	17	295	50	85	2	32	39	643	11	24	2	40	1240
12:30p	16	322	49	78	1	29	29	609	12	19	2	35	1201
12:45p	15	394	58	69	0	26	23	491	12	14	3	26	1131
01:00p	17	511	73	61	0	32	28	404	16	13	1	25	1181

* indicates partial hour total.

SUM-IT
COUNT DATE
12-02-1992

NOON PEAK

```

Hour Ending: 12:15p      | 17      | N/S Street: DIAMOND
                          | 295     |
                          | 50      |
                          |         |
-----+ |         | A +-----
<---+ |         | +----- 85
    V   |         | <----- 2
        A   |         | +----- 32
40 -----+ |         | V
2  -----+ |         |
24 -----+ |         | A
-----+ |         | <---+ | +-----
          V       |         |
                          |         | E/W Street: ENIWETOK
                          |         |
Intersection           | 11      |
Total: 1240            | 643     |
                        | 39      |
PH Factor: 0.84        |         |

```


SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
PM PEAK HOUR, 3:30-5:30 PM, TUESDAY, CLEAR AND COLD
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-01-1992

DIAMOND AND ENIWETOK

RAW DATA

15-Min	North			East			South			West		
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
15:45	1	65	25	19	0	11	9	134	1	3	3	8
16:00	1	140	35	44	3	19	14	285	2	6	4	19
16:15	5	233	37	76	4	29	21	443	5	13	6	26
16:30	7	318	40	123	5	34	26	557	10	17	7	34
16:45	7	404	46	144	7	39	34	718	11	27	7	39
17:00	8	495	51	161	7	43	37	902	12	35	7	49
17:15	11	620	58	174	10	48	38	1127	12	41	7	66
17:30	13	744	60	198	10	56	40	1270	13	45	7	76

* indicates data error - check raw data.

DIAMOND AND ENIWETOK

INTERVAL DATA

15-Min	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
15:45	1	65	25	19	0	11	9	134	1	3	3	8	279
16:00	0	75	10	25	3	8	5	151	1	3	1	11	293
16:15	4	93	2	32	1	10	7	158	3	7	2	7	326
16:30	2	85	3	47	1	5	5	114	5	4	1	8	280
16:45	0	86	6	21	2	5	8	161	1	10	0	5	305
17:00	1	91	5	17	0	4	3	184	1	8	0	10	324
17:15	3	125	7	13	3	5	1	225	0	6	0	17	405
17:30	2	124	2	24	0	8	2	143	1	4	0	10	320

Total 13 744 60 198 10 56 40 1270 13 45 7 76 2532

* indicates data error - check raw data.

DIAMOND AND ENIWETOK

HOURLY SUMMARY

Hour	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
15:45	1	65	25	19	0	11	9	134	1	3	3	8	279*
16:00	1	140	35	44	3	19	14	285	2	6	4	19	572*
16:15	5	233	37	76	4	29	21	443	5	13	6	26	898*
16:30	7	318	40	123	5	34	26	557	10	17	7	34	1178
16:45	6	339	21	125	7	28	25	584	10	24	4	31	1204
17:00	7	355	16	117	4	24	23	617	10	29	3	30	1235
17:15	6	387	21	98	6	19	17	684	7	28	1	40	1314
17:30	6	426	20	75	5	22	14	713	3	28	0	42	1354

* indicates partial hour total.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
 PM PEAK HOUR, 3:30-5:30 PM, TUESDAY, CLEAR AND COLD
 RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
 COUNT DATE
 12-01-1992

DIAMOND AND ENIWETOK

EVENING PEAK

Hour Ending: 17:30

Intersection

Total: 1354

PH Factor: 0.84

E/W Street:
 ENIWETOK

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY AND WEDNESDAY, 12-1-92 AND 12-2-92
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND SIGMA

RAW DATA

15-Min	North			East			South			West		
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:15	13	115	10	1	0	3	5	58	4	1	1	1
07:30	26	251	20	2	0	3	10	156	8	3	1	3
07:45	40	471	35	6	1	6	12	294	14	5	1	3
08:00	60	670	50	9	1	7	21	434	21	11	1	4
08:15	82	883	68	13	1	8	24	563	26	12	1	5
08:30	90	1056	77	13	1	10	30	652	30	15	1	7
08:45	93	1168	80	13	1	15	35	723	33	15	1	7
09:00	95	1259	84	14	1	20	37	805	33	17	1	8
--- Break												
11:30	2	63	5	3	0	5	2	121	3	1	0	6
11:45	3	137	8	11	0	10	2	282	7	3	0	11
12:00	6	198	14	25	0	14	6	456	10	11	0	25
12:15	11	277	20	34	0	14	8	604	10	17	0	39
12:30	15	384	24	38	0	15	11	706	10	18	0	44
12:45	19	505	28	46	0	15	16	779	11	20	0	49
13:00	41	677	36	50	1	19	19	877	15	23	0	51
13:15	53	831	44	56	1	21	20	949	20	26	0	55
--- Break												
15:45	2	76	0	21	0	4	1	96	2	2	0	5
16:00	5	176	3	36	0	5	4	270	4	6	0	11
16:15	8	277	4	44	0	9	7	409	6	9	0	21
16:30	9	363	6	50	0	14	9	502	8	13	0	30
16:45	11	499	8	59	0	17	11	692	11	16	0	43
17:00	12	579	9	66	1	20	12	834	11	19	0	51
17:15	13	707	10	77	1	25	13	1013	14	25	1	68
17:30	15	845	11	86	1	30	14	1140	14	30	1	79

* indicates data error - check raw data.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY AND WEDNESDAY, 12-1-92 AND 12-2-92
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND SIGMA

INTERVAL DATA

15-Min Ending	RT	North		RT	East		RT	South		RT	West		Int. Total
		TH	LT		TH	LT		TH	LT		TH	LT	
07:15	13	115	10	1	0	3	5	58	4	1	1	1	212
07:30	13	136	10	1	0	0	5	98	4	2	0	2	271
07:45	14	220	15	4	1	3	2	138	6	2	0	0	405
08:00	20	199	15	3	0	1	9	140	7	6	0	1	401
08:15	22	213	18	4	0	1	3	129	5	1	0	1	397
08:30	8	173	9	0	0	2	6	89	4	3	0	2	296
08:45	3	112	3	0	0	5	5	71	3	0	0	0	202
09:00	2	91	4	1	0	5	2	82	0	2	0	1	190
--- Break													
11:30	2	63	5	3	0	5	2	121	3	1	0	6	211
11:45	1	74	3	8	0	5	0	161	4	2	0	5	263
12:00	3	61	6	14	0	4	4	174	3	8	0	14	291
12:15	5	79	6	9	0	0	2	148	0	6	0	14	269
12:30	4	107	4	4	0	1	3	102	0	1	0	5	231
12:45	4	121	4	8	0	0	5	73	1	2	0	5	223
13:00	22	172	8	4	1	4	3	98	4	3	0	2	321
13:15	12	154	8	6	0	2	1	72	5	3	0	4	267
--- Break													
15:45	2	76	0	21	0	4	1	96	2	2	0	5	209
16:00	3	100	3	15	0	1	3	174	2	4	0	6	311
16:15	3	101	1	8	0	4	3	139	2	3	0	10	274
16:30	1	86	2	6	0	5	2	93	2	4	0	9	210
16:45	2	136	2	9	0	3	2	190	3	3	0	13	363
17:00	1	80	1	7	1	3	1	142	0	3	0	8	247
17:15	1	128	1	11	0	5	1	179	3	6	1	17	353
17:30	2	138	1	9	0	5	1	127	0	5	0	11	299
Total	163	2935	139	156	3	71	71	2894	67	73	2	142	6716

* indicates data error - check raw data.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY AND WEDNESDAY, 12-1-92 AND 12-2-92
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND SIGMA

HOURLY SUMMARY

Hour	North			East			South			West			Int.
Ending	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
07:15	13	115	10	1	0	3	5	58	4	1	1	1	212*
07:30	26	251	20	2	0	3	10	156	8	3	1	3	483*
07:45	40	471	35	6	1	6	12	294	14	5	1	3	888*
08:00	60	670	50	9	1	7	21	434	21	11	1	4	1289
08:15	69	768	58	12	1	5	19	505	22	11	0	4	1474
08:30	64	805	57	11	1	7	20	496	22	12	0	4	1499
08:45	53	697	45	7	0	9	23	429	19	10	0	4	1296
09:00	35	589	34	5	0	13	16	371	12	6	0	4	1085
--- Break													
11:30	2	63	5	3	0	5	2	121	3	1	0	6	211*
11:45	3	137	8	11	0	10	2	282	7	3	0	11	474*
12:00	6	198	14	25	0	14	6	456	10	11	0	25	765*
12:15	11	277	20	34	0	14	8	604	10	17	0	39	1034
12:30	13	321	19	35	0	10	9	585	7	17	0	38	1054
12:45	16	368	20	35	0	5	14	497	4	17	0	38	1014
13:00	35	479	22	25	1	5	13	421	5	12	0	26	1044
13:15	42	554	24	22	1	7	12	345	10	9	0	16	1042
--- Break													
15:45	2	76	0	21	0	4	1	96	2	2	0	5	209*
16:00	5	176	3	36	0	5	4	270	4	6	0	11	520*
16:15	8	277	4	44	0	9	7	409	6	9	0	21	794*
16:30	9	363	6	50	0	14	9	502	8	13	0	30	1004
16:45	9	423	8	38	0	13	10	596	9	14	0	38	1158
17:00	7	403	6	30	1	15	8	564	7	13	0	40	1094
17:15	5	430	6	33	1	16	6	604	8	16	1	47	1173
17:30	6	482	5	36	1	16	5	638	6	17	1	49	1262

* indicates partial hour total.

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
TUESDAY AND WEDNESDAY, 12-1-92 AND 12-2-92
RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
COUNT DATE
12-02-1992

DIAMOND AND SIGMA

MORNING PEAK

SIGNAL TIMING PLAN ALONG DIAMOND DRIVE-LOS ALAMOS LAB
 TUESDAY AND WEDNESDAY, 12-1-92 AND 12-2-92
 RICK DONNELLY, BARBARA ARENS, SANDI DOMINGUE

SUM-IT
 COUNT DATE
 12-02-1992

DIAMOND AND SIGMA

EVENING PEAK

Appendix C

Traffic Count Data Obtained from Secondary Sources

TRAFFIC COUNT DIAGRAM

LOCATION: DIAMOND DRIVE & ENIWETOK

DATE: 7/19/92 DAY: TUESDAY

MORNING PEAK HOURS: FROM 7:30 TO 8:15

~~NOON PEAK HOURS: FROM 7:15 - 8:15~~

~~EVENING PEAK HOURS: FROM~~

INDICATE NORTH
BY ARROW

WEATHER: CLEAR

ROAD SURFACE: DRY

REMARKS:

TAKEN BY: ELAINE SENA & DONALD YARDMAN

DATE 1/17/12

COUNTY

TIME 6:30-8:30

LOCATION

DIAMOND DRIVE & ENIWETOK

DIRECTION DIR. #	INTERVAL TIME	1	2	3	4	5	6	7	8	PEAK HOUR TOTAL	
		6:30 6:45	6:45 7:00	7:00 7:15	7:15 7:30	7:30 7:45	7:45 8:00	8:00 8:15	8:15 8:30		
PED 1		0	1	1	1	0	2	0	2	4	
2		0	3	2	8	5	10	10	18	43	33
3		0	0	1	0	0	0	2	0	2	2
4		0	5	1	7	8	5	11	15	39	31
SUBTOTALS (NO PEDS)		0	8	4	15	13	15	23	33	84	66
PED 5		0	0	4	1	7	2	1	2	12	
6		0	2	7	9	10	13	20	18	61	52
7		26	31	38	74	101	142	91	80	414	408
8		1	8	10	6	12	20	4	5	41	42
SUBTOTALS (NO PEDS)		27	41	55	89	123	175	115	103	516	502
PED 9		1	1	2	3	3	1	1	2	7	
10		5	3	7	1	4	4	1	4	13	10
11		0	0	0	2	0	2	2	1	5	6
12		0	1	0	2	5	5	0	3	13	12
SUBTOTALS (NO PEDS)		5	4	7	5	9	11	3	8	31	22
PED 13		0	0	2	1	3	1	1	3	8	
14		5	3	2	13	7	11	5	14	37	36
15		123	166	161	194	197	262	235	115	809	822
16		15	27	18	33	39	42	51	33	165	155
SUBTOTALS (NO PEDS)		143	196	181	240	243	315	291	162	1011	1089
TOTALS (NO PEDS)		175	249	247	349	388	516	432	306	1642	1635
PEAK HOUR	TIME	7:30 ^{am} - 8:30									
	TOTAL	1642									

ELAINE SENA

PREPARED BY:

DONALD YARDMAN

LOCATION DIAMOND DRIVE + ENI WETOK

INTERVAL		9	10	11	12	13	14	15	16	PEAK HOUR TOT
		8:30	8:45	9:00	9:15	:	:	:	:	
DIRECTION		TIME								
DIR.	#	8:45	9:00	9:15	9:30
1	12	0	0	1	1	1	1	1
2	19	15	21	14
3	1	0	2	1
4	11	12	9	9
SUBTOTALS (NO PEDS)	31	27	32	24
5	2	1	0	1	1	1	1	1
6	18	12	13	7
7	69	80	59	50
8	9	5	7	5
SUBTOTALS (NO PEDS)	96	97	79	62
9	0	3	2	3	1	1	1	1
10	3	4	4	7
11	3	4	3	3
12	3	4	3	1
SUBTOTALS (NO PEDS)	9	12	10	11
13	6	10	4	9	1	1	1	1
14	1	13	5	6
15	78	86	63	60
16	19	33	28	14
SUBTOTALS (NO PEDS)	98	132	96	80					
TOTALS (NO PEDS)		234	268	217	177					
PEAK	TIME	:	-	:						
HOUR	TOTAL									
					ELAINE SENA. PREPARED BY: DONALD YARDMAN					

ELAINE SENA.

PREPARED BY: DOUGLAS YARDMAN

07-23-1992

JCI TRAFFIC

COUNTY- LOS ALAMOS
ENIWITAK
SITE ID- 001

ROUTE- NORTH

LOCATION- DIAMOND AND

24 Hour Start Date
Saturday Jul 18, 1992

Daily Printout of 2 Channel Data

Period	Channel		Total	Hr.Tot.
Ends	NORTH	SOUTH		
0:15	7	11	18	
0:30	3	9	12	
0:45	4	13	17	
1:00	3	7	10	57
1:15	1	4	5	
1:30	3	5	8	
1:45	3	5	8	
2:00	4	7	11	32
2:15	1	3	4	
2:30	0	4	4	
2:45	0	2	2	
3:00	1	2	3	13
3:15	2	3	5	
3:30	1	4	5	
3:45	1	2	3	
4:00	0	2	2	15
4:15	3	6	9	
4:30	3	4	7	
4:45	1	3	4	
5:00	0	3	3	23
5:15	3	10	13	
5:30	1	2	3	
5:45	3	6	9	
6:00	2	6	8	33
6:15	4	7	11	
6:30	9	19	28	
6:45	4	32	36	
7:00	8	38	46	121
7:15	15	24	39	
7:30	15	27	42	
7:45	53	66	119	
8:00	15	24	39	239
8:15	16	27	43	
8:30	20	43	63	
8:45	20	37	57	
9:00	14	39	53	216
9:15	24	37	61	
9:30	24	40	64	
9:45	21	32	53	
10:00	32	56	88	266
10:15	25	52	77	

10:30	20	46	66	
10:45	25	52	77	
11:00	27	64	91	311
11:15	20	43	63	
11:30	32	53	85	
11:45	32	55	87	

12:00	24	53	77	312
12:15	25	50	75	
12:30	23	50	73	
12:45	29	56	85	
13:00	24	60	84	317
13:15	30	49	79	
13:30	19	50	69	
13:45	19	47	66	
14:00	18	42	60	274
14:15	31	65	96	
14:30	22	48	70	
14:45	34	92	126	
15:00	23	48	71	363
15:15	24	42	66	
15:30	30	60	90	
15:45	46	85	131	
16:00	42	52	94	381
16:15	26	57	83	
16:30	20	59	79	
16:45	21	50	71	
17:00	21	44	65	298
17:15	16	44	60	
17:30	24	41	65	
17:45	28	49	77	
18:00	34	55	89	291
18:15	23	51	74	
18:30	14	45	59	
18:45	27	40	67	
19:00	32	44	76	276
19:15	20	37	57	
19:30	12	28	40	
19:45	11	26	37	
20:00	11	37	48	182
20:15	15	32	47	
20:30	14	25	39	
20:45	12	28	40	
21:00	16	28	44	170
21:15	12	25	37	
21:30	12	28	40	
21:45	6	18	24	
22:00	11	18	29	130
22:15	14	31	45	
22:30	7	22	29	
22:45	18	52	70	
23:00	10	28	38	182
23:15	18	22	40	
23:30	11	24	35	
23:45	22	36	58	
24:00	24	34	58	191

24 Hr

Total 1550

3143

4693

07-23-1992

JCI TRAFFIC

COUNTY- LOS ALAMOS
ENIWITAK
SITE ID- 001

ROUTE- NORTH

LOCATION- DIAMOND AND

24 Hour Start Date
Sunday Jul 19, 1992

Daily Printout of 2 Channel Data

Period	Channel			
Ends	NORTH	SOUTH	Total	Hr.Tot.
0:15	7	15	22	
0:30	1	7	8	
0:45	4	8	12	
1:00	0	6	6	48
1:15	0	1	1	
1:30	3	4	7	
1:45	5	7	12	
2:00	0	2	2	22
2:15	0	2	2	
2:30	0	2	2	
2:45	2	2	4	
3:00	2	2	4	12
3:15	0	1	1	
3:30	0	0	0	
3:45	1	1	2	
4:00	0	0	0	3
4:15	0	0	0	
4:30	1	2	3	
4:45	0	0	0	
5:00	0	0	0	3
5:15	0	2	2	
5:30	2	7	9	
5:45	3	5	8	
6:00	3	8	11	30
6:15	3	7	10	
6:30	7	16	23	
6:45	1	22	23	
7:00	12	42	54	110
7:15	21	23	44	
7:30	24	28	52	
7:45	40	52	92	
8:00	21	26	47	235
8:15	14	24	38	
8:30	12	19	31	
8:45	38	60	98	
9:00	69	72	141	308
9:15	25	46	71	
9:30	27	35	62	
9:45	21	38	59	
10:00	21	49	70	262
10:15	12	38	50	

10:30	18	53	71	
10:45	16	48	64	
11:00	41	65	106	291
11:15	38	76	114	
11:30	22	47	69	
11:45	22	49	71	

12:00	29	70	99	353
12:15	21	74	95	
12:30	23	60	83	
12:45	37	70	107	
13:00	25	49	74	359
13:15	28	55	83	
13:30	17	44	61	
13:45	13	29	42	
14:00	24	48	72	258
14:15	17	47	64	
14:30	35	73	108	
14:45	23	77	100	
15:00	26	50	76	348
15:15	26	48	74	
15:30	47	70	117	
15:45	46	77	123	
16:00	31	60	91	405
16:15	22	49	71	
16:30	20	49	69	
16:45	19	45	64	
17:00	29	50	79	283
17:15	21	42	63	
17:30	25	47	72	
17:45	30	53	83	
18:00	22	51	73	291
18:15	12	33	45	
18:30	25	44	69	
18:45	24	38	62	
19:00	33	46	79	255
19:15	15	35	50	
19:30	19	39	58	
19:45	10	29	39	
20:00	9	24	33	180
20:15	9	23	32	
20:30	18	28	46	
20:45	14	25	39	
21:00	11	25	36	153
21:15	12	30	42	
21:30	14	22	36	
21:45	8	19	27	
22:00	13	21	34	139
22:15	14	29	43	
22:30	10	15	25	
22:45	7	46	53	
23:00	7	23	30	151
23:15	14	17	31	
23:30	16	23	39	
23:45	39	42	81	
24:00	3	6	9	160

24 Hr
Total

1571

3088

4659

C.K.

07-23-1992

JCI TRAFFIC

COUNTY- LOS ALAMOS
ENIWITAK
SITE ID- 001

ROUTE- NORTH

LOCATION- DIAMOND AND

24 Hour Start Date
Monday Jul 20, 1992

Daily Printout of 2 Channel Data

Period	Channel			
Ends	NORTH	SOUTH	Total	Hr.Tot.
0:15	3	10	13	
0:30	1	2	3	
0:45	4	6	10	
1:00	0	2	2	28
1:15	1	1	2	
1:30	3	5	8	
1:45	0	1	1	
2:00	2	3	5	16
2:15	1	2	3	
2:30	0	1	1	
2:45	0	0	0	
3:00	0	1	1	5
3:15	1	2	3	
3:30	1	3	4	
3:45	1	2	3	
4:00	1	1	2	12
4:15	2	3	5	
4:30	1	2	3	
4:45	1	2	3	
5:00	2	5	7	18
5:15	1	4	5	
5:30	1	7	8	
5:45	9	20	29	
6:00	4	18	22	64
6:15	13	35	48	
6:30	12	53	65	
6:45	33	103	136	
7:00	46	242	288	537
7:15	77	227	304	
7:30	103	325	428	
7:45	146	304	450	
8:00	176	395	571	1753
8:15	118	316	434	
8:30	79	204	283	
8:45	90	168	258	
9:00	108	186	294	1269
9:15	78	149	227	
9:30	79	142	221	
9:45	62	128	190	
10:00	100	176	276	914
10:15	84	149	233	

10:30	96	170	266	
10:45	76	143	219	
11:00	90	156	246	964
11:15	94	148	242	
11:30	154	204	358	
11:45	214	280	494	

12:00	223	278	501	1595
12:15	149	212	361	
12:30	70	172	242	
12:45	107	254	361	
13:00	104	288	392	1356
13:15	81	222	303	
13:30	77	178	255	
13:45	72	160	232	
14:00	89	196	285	1075
14:15	115	188	303	
14:30	73	141	214	
14:45	77	158	235	
15:00	87	157	244	996
15:15	108	187	295	
15:30	140	202	342	
15:45	154	234	388	
16:00	184	246	430	1455
16:15	170	229	399	
16:30	192	254	446	
16:45	176	257	433	
17:00	200	297	497	1775
17:15	233	359	592	
17:30	156	241	397	
17:45	106	179	285	
18:00	73	115	188	1462
18:15	56	89	145	
18:30	44	92	136	
18:45	41	82	123	
19:00	36	71	107	511
19:15	32	71	103	
19:30	15	68	83	
19:45	29	54	83	
20:00	26	57	83	352
20:15	17	48	65	
20:30	19	36	55	
20:45	31	60	91	
21:00	21	40	61	272
21:15	16	38	54	
21:30	16	33	49	
21:45	24	46	70	
22:00	17	25	42	215
22:15	17	36	53	
22:30	10	36	46	
22:45	8	39	47	
23:00	11	41	52	198
23:15	19	28	47	
23:30	24	33	57	
23:45	38	43	81	
24:00	14	17	31	216

24 Hr

Total 5965 11093 17058

07-23-1992

JCI TRAFFIC

COUNTY- LOS ALAMOS
ENIWITAK
SITE ID- 001

ROUTE- NORTH

LOCATION- DIAMOND AND

24 Hour Start Date
Wednesday Jul 15, 1992

Daily Printout of 2 Channel Data

Period Ends	Channel NORTH	SOUTH	Total	Hr.Tot.
0:15	2	10	12	
0:30	9	14	23	
0:45	1	2	3	
1:00	2	3	5	43
1:15	1	3	4	
1:30	1	2	3	
1:45	2	2	4	
2:00	3	4	7	18
2:15	1	3	4	
2:30	1	1	2	
2:45	0	1	1	
3:00	1	2	3	10
3:15	1	1	2	
3:30	1	3	4	
3:45	0	2	2	
4:00	0	1	1	9
4:15	2	2	4	
4:30	0	2	2	
4:45	1	2	3	
5:00	1	3	4	13
5:15	2	5	7	
5:30	4	13	17	
5:45	9	23	32	
6:00	11	26	37	93
6:15	17	35	52	
6:30	14	56	70	
6:45	34	171	205	
7:00	46	226	272	599
7:15	80	238	318	
7:30	91	227	318	
7:45	127	150	277	
8:00	156	157	313	1226
8:15	121	248	369	
8:30	82	225	307	
8:45	124	222	346	
9:00	82	169	251	1273
9:15	75	127	202	
9:30	72	123	195	
9:45	85	143	228	
10:00	67	163	230	855
10:15	65	133	198	

10:30	77	93	170	
10:45	84	56	140	
11:00	91	156	247	755
11:15	104	193	297	
11:30	149	204	353	
11:45	193	289	482	

12:00	220	299	519	1651
12:15	137	207	344	
12:30	85	207	292	
12:45	97	260	357	
13:00	96	283	379	1372
13:15	87	272	359	
13:30	97	246	343	
13:45	83	167	250	
14:00	82	174	256	1208
14:15	79	173	252	
14:30	60	130	190	
14:45	75	164	239	
15:00	83	174	257	938
15:15	100	178	278	
15:30	111	197	308	
15:45	136	205	341	
16:00	181	259	440	1367
16:15	165	251	416	
16:30	172	253	425	
16:45	155	245	400	
17:00	185	278	463	1704
17:15	226	349	575	
17:30	138	243	381	
17:45	104	182	286	
18:00	70	125	195	1437
18:15	50	102	152	
18:30	36	83	119	
18:45	48	93	141	
19:00	32	53	85	497
19:15	37	68	105	
19:30	34	71	105	
19:45	26	52	78	
20:00	34	59	93	381
20:15	18	42	60	
20:30	22	45	67	
20:45	21	42	63	
21:00	22	47	69	259
21:15	29	46	75	
21:30	27	45	72	
21:45	25	52	77	
22:00	17	37	54	278
22:15	14	44	58	
22:30	16	49	65	
22:45	6	38	44	
23:00	10	32	42	209
23:15	7	15	22	
23:30	29	40	69	
23:45	35	40	75	
24:00	12	20	32	198

24 Hr
Total

5723

10670

16393

*Double Counts on
South Bound Lane*

07-23-1992

JCI TRAFFIC

COUNTY- LOS ALAMOS
ENIWITAK
SITE ID- 001

ROUTE- NORTH

LOCATION- DIAMOND AND

24 Hour Start Date
Thursday Jul 16, 1992

Daily Printout of 2 Channel Data

Period	Channel		Total	Hr.Tot.
Ends	NORTH	SOUTH		
0:15	4	10	14	
0:30	1	3	4	
0:45	3	6	9	
1:00	2	4	6	33
1:15	2	3	5	
1:30	0	3	3	
1:45	1	2	3	
2:00	2	2	4	15
2:15	0	1	1	
2:30	2	5	7	
2:45	1	4	5	
3:00	2	3	5	18
3:15	1	3	4	
3:30	0	1	1	
3:45	1	1	2	
4:00	3	4	7	14
4:15	3	3	6	
4:30	0	0	0	
4:45	1	2	3	
5:00	3	5	8	17
5:15	2	4	6	
5:30	0	6	6	
5:45	5	24	29	
6:00	7	21	28	69
6:15	9	26	35	
6:30	17	65	82	
6:45	33	151	184	
7:00	46	223	269	570
7:15	73	235	308	
7:30	101	305	406	
7:45	124	348	472	
8:00	165	417	582	1768
8:15	125	313	438	
8:30	100	240	340	
8:45	85	207	292	
9:00	104	194	298	1368
9:15	78	167	245	
9:30	77	161	238	
9:45	65	134	199	
10:00	87	169	256	938
10:15	48	126	174	

10:30	75	147	222	
10:45	70	156	226	
11:00	95	177	272	894
11:15	98	182	280	
11:30	159	233	392	
11:45	199	271	470	

12:00	240	315	555	1697
12:15	142	216	358	
12:30	82	201	283	
12:45	88	228	316	
13:00	95	267	362	1319
13:15	108	283	391	
13:30	89	228	317	
13:45	84	208	292	
14:00	76	173	249	1249
14:15	71	167	238	
14:30	101	177	278	
14:45	82	170	252	
15:00	106	207	313	1081
15:15	114	225	339	
15:30	154	237	391	
15:45	169	249	418	
16:00	186	276	462	1610
16:15	161	262	423	
16:30	177	263	440	
16:45	172	260	432	
17:00	185	282	467	1762
17:15	205	317	522	
17:30	129	236	365	
17:45	93	179	272	
18:00	87	156	243	1402
18:15	51	98	149	
18:30	50	87	137	
18:45	39	74	113	
19:00	43	75	118	517
19:15	39	78	117	
19:30	35	57	92	
19:45	17	50	67	
20:00	27	48	75	351
20:15	18	46	64	
20:30	25	53	78	
20:45	17	38	55	
21:00	23	43	66	263
21:15	21	36	57	
21:30	22	34	56	
21:45	16	38	54	
22:00	16	24	40	207
22:15	12	32	44	
22:30	13	28	41	
22:45	17	62	79	
23:00	9	33	42	206
23:15	14	18	32	
23:30	22	33	55	
23:45	32	37	69	
24:00	11	19	30	186

24 Hr

Total 5864 11690 17554

07-23-1992

JCI TRAFFIC

COUNTY- LOS ALAMOS
ENIWITAK
SITE ID- 001

ROUTE- NORTH

LOCATION- DIAMOND AND

24 Hour Start Date
Friday Jul 17, 1992

Daily Printout of 2 Channel Data

Period	Channel		Total	Hr.Tot.
Ends	NORTH	SOUTH		
0:15	5	11	16	
0:30	5	7	12	
0:45	2	4	6	
1:00	1	3	4	38
1:15	1	4	5	
1:30	2	4	6	
1:45	0	1	1	
2:00	1	2	3	15
2:15	2	4	6	
2:30	1	2	3	
2:45	1	4	5	
3:00	1	2	3	17
3:15	0	1	1	
3:30	0	0	0	
3:45	1	3	4	
4:00	2	2	4	9
4:15	1	3	4	
4:30	2	3	5	
4:45	2	2	4	
5:00	1	2	3	16
5:15	1	2	3	
5:30	5	11	16	
5:45	9	24	33	
6:00	3	34	37	89
6:15	6	31	37	
6:30	23	61	84	
6:45	34	105	139	
7:00	35	248	283	543
7:15	77	227	304	
7:30	96	286	382	
7:45	124	316	440	
8:00	135	366	501	1627
8:15	98	271	369	
8:30	83	225	308	
8:45	70	144	214	
9:00	87	174	261	1152
9:15	59	122	181	
9:30	75	134	209	
9:45	63	129	192	
10:00	80	169	249	831
10:15	76	147	223	

10:30	68	145	213	
10:45	72	141	213	
11:00	105	165	270	919
11:15	93	171	264	
11:30	176	270	446	
11:45	177	247	424	

12:00	237	312	549	1683
12:15	132	203	335	
12:30	103	217	320	
12:45	54	172	226	
13:00	91	304	395	1276
13:15	100	301	401	
13:30	97	231	328	
13:45	93	209	302	
14:00	88	183	271	1302
14:15	80	157	237	
14:30	93	179	272	
14:45	86	169	255	
15:00	79	146	225	989
15:15	112	179	291	
15:30	100	168	268	
15:45	132	199	331	
16:00	163	249	412	1302
16:15	154	242	396	
16:30	138	221	359	
16:45	149	240	389	
17:00	152	248	400	1544
17:15	164	292	456	
17:30	114	213	327	
17:45	70	147	217	
18:00	61	111	172	1172
18:15	69	124	193	
18:30	33	81	114	
18:45	51	93	144	
19:00	45	89	134	585
19:15	29	54	83	
19:30	18	52	70	
19:45	30	55	85	
20:00	22	41	63	301
20:15	19	27	46	
20:30	15	31	46	
20:45	21	29	50	
21:00	24	46	70	212
21:15	18	32	50	
21:30	22	34	56	
21:45	9	35	44	
22:00	15	42	57	207
22:15	18	33	51	
22:30	20	44	64	
22:45	13	46	59	
23:00	9	28	37	211
23:15	11	20	31	
23:30	22	44	66	
23:45	37	54	91	
24:00	15	24	39	227

24 Hr

Total 5388 10879 16267

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - EAST OF DIAMOND SIGNAL

24 Hour Start Date
Tuesday July 14, 1992

Daily Printout of 2 Channel Data

Period	East	West	Total	Hr.Tot.
0:15	1	1	2	
0:30	1	0	1	
0:45	0	1	1	
1:00	0	0	0	4
1:15	0	0	0	
1:30	0	0	0	
1:45	0	1	1	
2:00	0	0	0	1
2:15	1	1	2	
2:30	1	0	1	
2:45	0	0	0	
3:00	0	1	1	4
3:15	0	2	2	
3:30	0	0	0	
3:45	0	1	1	
4:00	0	0	0	3
4:15	0	0	0	
4:30	0	0	0	
4:45	1	0	1	
5:00	1	1	2	3
5:15	0	1	1	
5:30	0	0	0	
5:45	4	0	4	
6:00	1	0	1	6
6:15	2	1	3	
6:30	2	1	3	
6:45	13	0	13	
7:00	21	8	29	48
7:15	18	7	25	
7:30	37	18	55	
7:45	39	20	59	
8:00	46	13	59	198
8:15	59	25	84	
8:30	38	38	76	
8:45	29	37	66	
9:00	39	31	70	296
9:15	38	35	73	
9:30	17	23	40	
9:45	24	21	45	
10:00	26	24	50	208
10:15	25	33	58	
10:30	38	31	69	
10:45	21	31	52	
11:00	30	25	55	234
11:15	17	34	51	
11:30	33	36	69	
11:45	20	53	73	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Tuesday July 14, 1992 Continued

12:00	21	43	64	257
12:15	14	31	45	
12:30	14	20	34	
12:45	34	27	61	
13:00	29	38	67	207
13:15	28	26	54	
13:30	33	37	70	
13:45	24	34	58	
14:00	34	34	68	250
14:15	24	29	53	
14:30	30	36	66	
14:45	21	35	56	
15:00	20	50	70	245
15:15	28	38	66	
15:30	28	38	66	
15:45	29	41	70	
16:00	21	32	53	255
16:15	16	59	75	
16:30	11	51	62	
16:45	11	36	47	
17:00	7	44	51	235
17:15	3	37	40	
17:30	4	33	37	
17:45	3	25	28	
18:00	1	20	21	126
18:15	1	3	4	
18:30	1	11	12	
18:45	1	12	13	
19:00	2	5	7	36
19:15	2	1	3	
19:30	1	3	4	
19:45	1	5	6	
20:00	2	6	8	21
20:15	0	2	2	
20:30	3	1	4	
20:45	1	0	1	
21:00	1	3	4	11
21:15	1	2	3	
21:30	0	2	2	
21:45	3	2	5	
22:00	1	4	5	15
22:15	1	0	1	
22:30	0	1	1	
22:45	1	4	5	
23:00	2	0	2	9
23:15	0	1	1	
23:30	2	1	3	
23:45	0	2	2	
24:00	2	1	3	9

24 Hr
 Total 1160 1521 2681

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOKCOUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXTROUTE - ENIWETOK
LOCATION - EAST OF DIAMOND SIGNAL24 Hour Start Date
Wednesday July 15, 1992

Daily Printout of 2 Channel Data

Period
Ends East West Total Hr.Tot.

0:15	0	3	3	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	3
1:15	0	0	0	
1:30	0	1	1	
1:45	0	0	0	
2:00	1	1	2	3
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	1	1	1
4:15	0	2	2	
4:30	0	2	2	
4:45	0	1	1	
5:00	0	0	0	5
5:15	0	0	0	
5:30	0	0	0	
5:45	2	0	2	
6:00	1	0	1	3
6:15	3	0	3	
6:30	1	0	1	
6:45	9	1	10	
7:00	21	5	26	40
7:15	29	9	38	
7:30	28	14	42	
7:45	24	19	43	
8:00	39	16	55	178
8:15	47	24	71	
8:30	55	33	88	
8:45	37	30	67	
9:00	37	44	81	307
9:15	24	29	53	
9:30	29	28	57	
9:45	32	22	54	
10:00	30	37	67	231
10:15	18	34	52	
10:30	26	33	59	
10:45	29	26	55	
11:00	17	27	44	210
11:15	19	29	48	
11:30	27	37	64	
11:45	19	29	48	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Wednesday July 15, 1992 Continued

12:00	22	46	68	228
12:15	24	29	53	
12:30	11	17	28	
12:45	41	30	71	
13:00	35	33	68	220
13:15	26	34	60	
13:30	33	36	69	
13:45	37	35	72	
14:00	28	43	71	272
14:15	31	41	72	
14:30	15	26	41	
14:45	22	28	50	
15:00	25	26	51	214
15:15	22	36	58	
15:30	18	31	49	
15:45	13	24	37	
16:00	16	35	51	195
16:15	17	41	58	
16:30	9	49	58	
16:45	9	28	37	
17:00	9	34	43	196
17:15	1	51	52	
17:30	2	23	25	
17:45	4	19	23	
18:00	4	19	23	123
18:15	2	11	13	
18:30	1	12	13	
18:45	1	9	10	
19:00	2	3	5	41
19:15	2	7	9	
19:30	3	2	5	
19:45	3	4	7	
20:00	1	4	5	26
20:15	1	2	3	
20:30	0	2	2	
20:45	2	0	2	
21:00	1	2	3	10
21:15	0	3	3	
21:30	1	2	3	
21:45	0	1	1	
22:00	0	2	2	9
22:15	2	2	4	
22:30	1	3	4	
22:45	0	1	1	
23:00	1	2	3	12
23:15	1	2	3	
23:30	0	0	0	
23:45	0	1	1	
24:00	0	0	0	4

 24, Hr

Total 1103 1428 2531

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING

COUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXTROUTE - ENIWETOK
LOCATION - EAST OF DIAMOND SIGNAL24 Hour Start Date
Thursday July 16, 1992

Daily Printout of 2 Channel Data

Period Ends	East	West	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	1	1	1
1:15	0	1	1	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	0	0	1
2:15	0	0	0	
2:30	0	2	2	
2:45	0	0	0	
3:00	0	0	0	2
3:15	0	1	1	
3:30	0	0	0	
3:45	0	1	1	
4:00	0	1	1	3
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	0	1	1	
6:00	1	1	2	3
6:15	2	0	2	
6:30	5	1	6	
6:45	9	2	11	
7:00	24	9	33	52
7:15	22	11	33	
7:30	35	10	45	
7:45	47	14	61	
8:00	42	18	60	199
8:15	49	27	76	
8:30	43	34	77	
8:45	34	28	62	
9:00	38	28	66	281
9:15	44	45	89	
9:30	30	39	69	
9:45	29	23	52	
10:00	17	27	44	254
10:15	30	30	60	
10:30	30	31	61	
10:45	32	30	62	
11:00	36	41	77	260
11:15	21	42	63	
11:30	20	36	56	
11:45	23	46	69	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Thursday July 16, 1992 Continued

12:00	26	45	71	259
12:15	18	42	60	
12:30	15	19	34	
12:45	27	23	50	
13:00	28	35	63	207
13:15	21	28	49	
13:30	42	36	78	
13:45	36	35	71	
14:00	19	25	44	242
14:15	39	39	78	
14:30	21	37	58	
14:45	23	27	50	
15:00	28	46	74	260
15:15	31	39	70	
15:30	40	37	77	
15:45	38	37	75	
16:00	24	63	87	309
16:15	15	52	67	
16:30	7	41	48	
16:45	14	35	49	
17:00	3	34	37	201
17:15	11	42	53	
17:30	5	39	44	
17:45	4	27	31	
18:00	3	19	22	150
18:15	0	12	12	
18:30	2	10	12	
18:45	1	11	12	
19:00	3	6	9	45
19:15	0	2	2	
19:30	0	2	2	
19:45	1	3	4	
20:00	0	1	1	9
20:15	3	2	5	
20:30	1	1	2	
20:45	0	2	2	
21:00	0	0	0	9
21:15	0	1	1	
21:30	0	1	1	
21:45	2	2	4	
22:00	1	2	3	9
22:15	1	2	3	
22:30	1	0	1	
22:45	0	2	2	
23:00	0	1	1	7
23:15	0	0	0	
23:30	1	1	2	
23:45	0	1	1	
24:00	0	0	0	3

 24 Hr

Total 1218 1548 2766

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOKCOUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXTROUTE - ENIWETOK
LOCATION - EAST OF DIAMOND SIGNAL24 Hour Start Date
Friday July 17, 1992

Daily Printout of 2 Channel Data

Period Ends	East	West	Total	Hr.Tot.
0:15	0	0	0	
0:30	1	3	4	
0:45	0	0	0	
1:00	0	0	0	4
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	1	1	1
2:15	0	3	3	
2:30	0	0	0	
2:45	0	3	3	
3:00	0	0	0	6
3:15	0	0	0	
3:30	0	0	0	
3:45	0	1	1	
4:00	0	0	0	1
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	1	2	3	
6:00	0	0	0	3
6:15	0	0	0	
6:30	1	0	1	
6:45	10	2	12	
7:00	10	4	14	27
7:15	25	9	34	
7:30	34	10	44	
7:45	33	11	44	
8:00	35	13	48	170
8:15	57	21	78	
8:30	33	37	70	
8:45	37	30	67	
9:00	26	41	67	282
9:15	29	35	64	
9:30	25	16	41	
9:45	25	22	47	
10:00	26	27	53	205
10:15	30	24	54	
10:30	28	32	60	
10:45	20	33	53	
11:00	29	27	56	223
11:15	33	38	71	
11:30	28	42	70	
11:45	27	45	72	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Friday July 17, 1992 Continued

12:00	14	46	60	273
12:15	15	27	42	
12:30	25	28	53	
12:45	32	23	55	
13:00	18	31	49	199
13:15	40	33	73	
13:30	33	33	66	
13:45	26	34	60	
14:00	21	27	48	247
14:15	33	28	61	
14:30	20	34	54	
14:45	16	26	42	
15:00	14	42	56	213
15:15	16	29	45	
15:30	18	25	43	
15:45	21	33	54	
16:00	13	45	58	200
16:15	15	36	51	
16:30	7	48	55	
16:45	15	42	57	
17:00	6	30	36	199
17:15	10	32	42	
17:30	2	18	20	
17:45	1	12	13	
18:00	3	6	9	84
18:15	4	20	24	
18:30	1	6	7	
18:45	2	7	9	
19:00	1	6	7	47
19:15	2	3	5	
19:30	1	5	6	
19:45	2	1	3	
20:00	0	1	1	15
20:15	0	2	2	
20:30	2	2	4	
20:45	1	0	1	
21:00	0	0	0	7
21:15	0	1	1	
21:30	0	2	2	
21:45	1	1	2	
22:00	0	3	3	8
22:15	0	2	2	
22:30	1	1	2	
22:45	0	4	4	
23:00	0	3	3	11
23:15	0	0	0	
23:30	1	0	1	
23:45	0	0	0	
24:00	0	0	0	1

24 Hr			
Total	1056	1370	2426

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOKCOUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXTROUTE - ENIWETOK
LOCATION- EAST OF DIAMOND SIGNAL24 Hour Start Date
Saturday July 18, 1992

Daily Printout of 2 Channel Data

Period Ends	East	West	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	1	1	2	
1:00	1	0	1	3
1:15	1	2	3	
1:30	0	1	1	
1:45	0	2	2	
2:00	0	0	0	6
2:15	1	0	1	
2:30	0	1	1	
2:45	0	1	1	
3:00	0	0	0	3
3:15	0	1	1	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	1
4:15	0	1	1	
4:30	0	1	1	
4:45	0	0	0	
5:00	0	0	0	2
5:15	0	1	1	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	0	0	1
6:15	1	2	3	
6:30	2	1	3	
6:45	2	0	2	
7:00	2	2	4	12
7:15	1	1	2	
7:30	1	4	5	
7:45	2	1	3	
8:00	2	1	3	13
8:15	2	0	2	
8:30	4	4	8	
8:45	2	3	5	
9:00	2	2	4	19
9:15	2	2	4	
9:30	3	2	5	
9:45	1	0	1	
10:00	6	6	12	22
10:15	3	3	6	
10:30	3	3	6	
10:45	3	5	8	
11:00	3	2	5	25
11:15	3	2	5	
11:30	1	2	3	
11:45	2	2	4	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Saturday July 18, 1992 Continued

12:00	4	5	9	21
12:15	2	10	12	
12:30	2	3	5	
12:45	1	1	2	
13:00	2	2	4	23
13:15	3	2	5	
13:30	2	0	2	
13:45	2	5	7	
14:00	1	2	3	17
14:15	1	2	3	
14:30	1	1	2	
14:45	0	3	3	
15:00	2	0	2	10
15:15	3	4	7	
15:30	2	6	8	
15:45	2	2	4	
16:00	0	3	3	22
16:15	1	2	3	
16:30	0	2	2	
16:45	1	1	2	
17:00	1	2	3	10
17:15	0	1	1	
17:30	0	1	1	
17:45	2	1	3	
18:00	0	4	4	9
18:15	2	1	3	
18:30	1	1	2	
18:45	0	3	3	
19:00	0	1	1	9
19:15	0	0	0	
19:30	1	3	4	
19:45	1	1	2	
20:00	0	0	0	6
20:15	0	0	0	
20:30	2	0	2	
20:45	0	0	0	
21:00	0	2	2	4
21:15	1	1	2	
21:30	1	1	2	
21:45	0	2	2	
22:00	0	0	0	6
22:15	0	0	0	
22:30	0	1	1	
22:45	0	0	0	
23:00	0	0	0	1
23:15	0	1	1	
23:30	0	1	1	
23:45	0	0	0	
24:00	0	0	0	2

 24, Hr

Total	101	146	247
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07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOKCOUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXTROUTE - ENIWETOK
LOCATION - EAST OF DIAMOND SIGNAL24 Hour Start Date
Sunday July 19, 1992

Daily Printout of 2 Channel Data

Period	East	West	Total	Hr.Tot.
Ends				
0:15	0	0	0	
0:30	0	1	1	
0:45	0	1	1	
1:00	0	0	0	2
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	0	0	0
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	2	2	
4:45	0	0	0	
5:00	0	0	0	2
5:15	0	0	0	
5:30	0	0	0	
5:45	0	1	1	
6:00	0	0	0	1
6:15	0	0	0	
6:30	1	1	2	
6:45	1	0	1	
7:00	1	1	2	5
7:15	0	2	2	
7:30	0	1	1	
7:45	0	0	0	
8:00	0	1	1	4
8:15	0	1	1	
8:30	1	0	1	
8:45	1	3	4	
9:00	2	1	3	9
9:15	0	0	0	
9:30	5	0	5	
9:45	2	1	3	
10:00	1	1	2	10
10:15	2	1	3	
10:30	5	0	5	
10:45	3	1	4	
11:00	2	2	4	16
11:15	7	3	10	
11:30	0	11	11	
11:45	1	1	2	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Sunday July 19, 1992 Continued

12:00	2	0	2	25
12:15	1	2	3	
12:30	2	1	3	
12:45	2	8	10	
13:00	3	3	6	22
13:15	2	1	3	
13:30	2	0	2	
13:45	2	1	3	
14:00	4	3	7	15
14:15	1	3	4	
14:30	0	1	1	
14:45	0	1	1	
15:00	2	1	3	9
15:15	3	4	7	
15:30	1	7	8	
15:45	1	1	2	
16:00	2	0	2	19
16:15	1	4	5	
16:30	1	2	3	
16:45	0	1	1	
17:00	1	1	2	11
17:15	1	0	1	
17:30	1	1	2	
17:45	1	0	1	
18:00	0	2	2	6
18:15	0	1	1	
18:30	1	2	3	
18:45	2	2	4	
19:00	1	0	1	9
19:15	0	2	2	
19:30	3	3	6	
19:45	1	1	2	
20:00	0	1	1	11
20:15	0	4	4	
20:30	1	1	2	
20:45	0	0	0	
21:00	2	3	5	11
21:15	1	2	3	
21:30	1	1	2	
21:45	0	2	2	
22:00	1	1	2	9
22:15	0	1	1	
22:30	1	0	1	
22:45	0	0	0	
23:00	0	0	0	2
23:15	0	1	1	
23:30	0	0	0	
23:45	0	2	2	
24:00	0	1	1	4

24 Hr			
Total	86	116	202

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIWETOD.TXT

ROUTE - ENIWETOK
LOCATION - EAST OF DIAMOND SIGNAL

24 Hour Start Date
Monday July 20, 1992

Daily Printout of 2 Channel Data

Period Ends	East	West	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	0
1:15	0	1	1	
1:30	0	1	1	
1:45	0	0	0	
2:00	0	0	0	2
2:15	0	2	2	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	2
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	1	1	1
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	0	0	0
6:15	2	2	4	
6:30	0	0	0	
6:45	4	0	4	
7:00	17	5	22	30
7:15	29	6	35	
7:30	29	10	39	
7:45	43	17	60	
8:00	55	15	70	204
8:15	51	30	81	
8:30	35	25	60	
8:45	30	29	59	
9:00	51	32	83	283
9:15	26	28	54	
9:30	25	37	62	
9:45	19	22	41	
10:00	23	37	60	217
10:15	36	24	60	
10:30	47	37	84	
10:45	27	37	64	
11:00	29	24	53	261
11:15	20	39	59	
11:30	15	44	59	
11:45	33	49	82	

Diamond & Eniwetok
 Site Id. - ENIWETOD.TXT
 Monday July 20, 1992 Continued

12:00	18	33	51	251
12:15	19	34	53	
12:30	22	15	37	
12:45	25	28	53	
13:00	32	32	64	207
13:15	36	34	70	
13:30	27	30	57	
13:45	28	33	61	
14:00	24	32	56	244
14:15	39	37	76	
14:30	25	35	60	
14:45	28	24	52	
15:00	27	29	56	244
15:15	23	42	65	
15:30	25	33	58	
15:45	20	36	56	
16:00	24	66	90	269
16:15	18	57	75	
16:30	11	45	56	
16:45	14	27	41	
17:00	6	37	43	215
17:15	6	43	49	
17:30	4	24	28	
17:45	3	17	20	
18:00	0	13	13	110
18:15	0	10	10	
18:30	2	9	11	
18:45	2	6	8	
19:00	0	7	7	36
19:15	2	3	5	
19:30	0	9	9	
19:45	1	2	3	
20:00	1	1	2	19
20:15	0	0	0	
20:30	0	0	0	
20:45	5	1	6	
21:00	0	4	4	10
21:15	0	1	1	
21:30	0	2	2	
21:45	2	0	2	
22:00	0	3	3	8
22:15	0	1	1	
22:30	0	0	0	
22:45	1	1	2	
23:00	0	3	3	6
23:15	0	0	0	
23:30	0	1	1	
23:45	0	0	0	
24:00	0	2	2	3

24 Hr			
Total	1166	1456	2622

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Tuesday July 14, 1992

Daily Printout of 2 Channel Data

Period Ends	East Bound	West Bound	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	0
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	0	0	0
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	1	1	
4:00	0	0	0	1
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	2	2	2
6:15	2	3	5	
6:30	1	2	3	
6:45	7	6	13	
7:00	7	18	25	46
7:15	11	14	25	
7:30	9	27	36	
7:45	14	28	42	
8:00	9	46	55	158
8:15	4	11	15	
8:30	14	11	25	
8:45	13	17	30	
9:00	19	23	42	112
9:15	16	22	38	
9:30	15	22	37	
9:45	22	14	36	
10:00	18	16	34	145
10:15	23	15	38	
10:30	14	9	23	
10:45	8	10	18	
11:00	13	19	32	111
11:15	18	8	26	
11:30	23	7	30	
11:45	29	7	36	

Diamond & Eniwetok
Site Id. - ENIPARKD.TXT
Tuesday July 14, 1992 Continued

12:00	27	9	36	128
12:15	14	8	22	
12:30	21	14	35	
12:45	12	14	26	
13:00	13	25	38	121
13:15	27	20	47	
13:30	17	16	33	
13:45	30	11	41	
14:00	13	16	29	150
14:15	14	13	27	
14:30	19	21	40	
14:45	25	7	32	
15:00	22	18	40	139
15:15	25	8	33	
15:30	9	8	17	
15:45	17	21	38	
16:00	33	13	46	134
16:15	49	23	72	
16:30	34	6	40	
16:45	24	8	32	
17:00	38	4	42	186
17:15	38	3	41	
17:30	15	2	17	
17:45	5	1	6	
18:00	6	0	6	70
18:15	4	2	6	
18:30	5	1	6	
18:45	4	0	4	
19:00	1	0	1	17
19:15	5	1	6	
19:30	1	1	2	
19:45	4	2	6	
20:00	0	0	0	14
20:15	0	0	0	
20:30	2	1	3	
20:45	0	0	0	
21:00	0	0	0	3
21:15	0	1	1	
21:30	1	1	2	
21:45	0	2	2	
22:00	5	2	7	12
22:15	0	0	0	
22:30	1	1	2	
22:45	3	0	3	
23:00	3	1	4	9
23:15	0	0	0	
23:30	2	0	2	
23:45	1	1	2	
24:00	1	0	1	5

24 Hr
Total 899 664 1563

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Wednesday July 15, 1992

Daily Printout of 2 Channel Data

Period Ends	East Bound	West Bound	Total	Hr.Tot.
0:15	0	1	1	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	1
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	0	0	0
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	2	2	2
6:15	0	3	3	
6:30	1	1	2	
6:45	4	11	15	
7:00	4	17	21	41
7:15	12	21	33	
7:30	20	30	50	
7:45	11	16	27	
8:00	33	31	64	174
8:15	26	23	49	
8:30	37	16	53	
8:45	9	11	20	
9:00	9	5	14	136
9:15	22	14	36	
9:30	18	12	30	
9:45	21	13	34	
10:00	18	17	35	135
10:15	21	13	34	
10:30	18	15	33	
10:45	13	18	31	
11:00	9	14	23	121
11:15	19	7	26	
11:30	18	10	28	
11:45	21	9	30	

Diamond & Eniwetok
 Site Id. - ENIPARKD.TXT
 Wednesday July 15, 1992 Continued

12:00	35	10	45	129
12:15	18	13	31	
12:30	12	8	20	
12:45	8	18	26	
13:00	9	21	30	107
13:15	18	25	43	
13:30	17	19	36	
13:45	19	17	36	
14:00	11	18	29	144
14:15	33	6	39	
14:30	14	11	25	
14:45	16	14	30	
15:00	17	8	25	119
15:15	18	10	28	
15:30	14	3	17	
15:45	15	7	22	
16:00	25	14	39	106
16:15	35	12	47	
16:30	30	9	39	
16:45	27	10	37	
17:00	34	5	39	162
17:15	48	4	52	
17:30	24	4	28	
17:45	6	0	6	
18:00	13	0	13	99
18:15	0	0	0	
18:30	0	0	0	
18:45	7	0	7	
19:00	4	0	4	11
19:15	2	1	3	
19:30	4	0	4	
19:45	0	0	0	
20:00	0	0	0	7
20:15	0	2	2	
20:30	0	0	0	
20:45	1	0	1	
21:00	2	0	2	5
21:15	0	4	4	
21:30	1	0	1	
21:45	0	0	0	
22:00	3	0	3	8
22:15	0	0	0	
22:30	0	0	0	
22:45	0	0	0	
23:00	2	1	3	3
23:15	0	0	0	
23:30	0	0	0	
23:45	0	0	0	
24:00	0	0	0	0

24 Hr			
Total	906	604	1510

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Thursday July 16, 1992

Daily Printout of 2 Channel Data

Period Ends	East Bound	West Bound	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	0
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	0	0	0
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	1	0	1	1
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	2	2	2
6:15	0	1	1	
6:30	1	3	4	
6:45	3	4	7	
7:00	7	10	17	29
7:15	14	11	25	
7:30	11	25	36	
7:45	12	28	40	
8:00	10	34	44	145
8:15	13	26	39	
8:30	11	10	21	
8:45	21	13	34	
9:00	12	18	30	124
9:15	13	11	24	
9:30	18	18	36	
9:45	18	20	38	
10:00	14	11	25	123
10:15	13	8	21	
10:30	20	5	25	
10:45	9	14	23	
11:00	24	9	33	102
11:15	19	16	35	
11:30	35	9	44	
11:45	20	11	31	

Diamond & Eniwetok
Site Id. - ENIPARKD.TXT
Thursday July 16, 1992 Continued

12:00	40	10	50	160
12:15	25	15	40	
12:30	10	10	20	
12:45	10	16	26	
13:00	29	18	47	133
13:15	17	16	33	
13:30	17	12	29	
13:45	16	7	23	
14:00	20	11	31	116
14:15	17	6	23	
14:30	13	10	23	
14:45	13	12	25	
15:00	13	17	30	101
15:15	20	13	33	
15:30	19	9	28	
15:45	20	11	31	
16:00	18	11	29	121
16:15	23	19	42	
16:30	28	11	39	
16:45	25	2	27	
17:00	28	8	36	144
17:15	49	8	57	
17:30	22	1	23	
17:45	24	2	26	
18:00	9	0	9	115
18:15	3	1	4	
18:30	6	0	6	
18:45	3	0	3	
19:00	0	0	0	13
19:15	0	0	0	
19:30	0	0	0	
19:45	0	1	1	
20:00	3	0	3	4
20:15	2	0	2	
20:30	3	1	4	
20:45	0	0	0	
21:00	0	0	0	6
21:15	0	2	2	
21:30	0	0	0	
21:45	0	0	0	
22:00	2	1	3	5
22:15	0	1	1	
22:30	2	0	2	
22:45	0	0	0	
23:00	0	0	0	3
23:15	0	0	0	
23:30	0	0	0	
23:45	3	0	3	
24:00	1	0	1	4

24 Hr
Total 872 579 1451

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Friday July 17, 1992

Daily Printout of 2 Channel Data

Period	East	West	Total	Hr.Tot.
Ends				
0:15	0	0	0	
0:30	2	1	3	
0:45	0	0	0	
1:00	0	0	0	3
1:15	0	0	0	
1:30	0	0	0	
1:45	0	1	1	
2:00	0	0	0	1
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	2	2	4	
6:00	0	1	1	5
6:15	0	4	4	
6:30	2	2	4	
6:45	1	4	5	
7:00	6	13	19	32
7:15	9	22	31	
7:30	13	22	35	
7:45	9	29	38	
8:00	16	32	48	152
8:15	20	23	43	
8:30	9	13	22	
8:45	11	9	20	
9:00	21	12	33	118
9:15	10	6	16	
9:30	3	7	10	
9:45	15	16	31	
10:00	27	2	29	86
10:15	17	12	29	
10:30	7	17	24	
10:45	20	12	32	
11:00	9	13	22	107
11:15	21	8	29	
11:30	22	13	35	
11:45	38	9	47	

Diamond & Eniwetok
 Site Id. - ENIPARKD.TXT
 Friday July 17, 1992 Continued

12:00	35	8	43	154
12:15	23	10	33	
12:30	26	6	32	
12:45	3	12	15	
13:00	18	16	34	114
13:15	15	16	31	
13:30	13	11	24	
13:45	16	5	21	
14:00	17	13	30	106
14:15	20	11	31	
14:30	19	17	36	
14:45	13	11	24	
15:00	24	13	37	128
15:15	23	4	27	
15:30	18	9	27	
15:45	14	5	19	
16:00	20	11	31	104
16:15	30	9	39	
16:30	30	8	38	
16:45	35	8	43	
17:00	15	7	22	142
17:15	48	4	52	
17:30	19	0	19	
17:45	5	0	5	
18:00	4	0	4	80
18:15	2	1	3	
18:30	2	0	2	
18:45	2	1	3	
19:00	2	0	2	10
19:15	0	0	0	
19:30	0	0	0	
19:45	0	0	0	
20:00	4	2	6	6
20:15	0	0	0	
20:30	0	0	0	
20:45	2	0	2	
21:00	0	0	0	2
21:15	0	0	0	
21:30	5	1	6	
21:45	0	0	0	
22:00	2	0	2	8
22:15	0	0	0	
22:30	2	0	2	
22:45	0	0	0	
23:00	0	0	0	2
23:15	0	0	0	
23:30	3	0	3	
23:45	0	0	0	
24:00	0	0	0	3

24 Hr			
Total	839	524	1363

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Saturday July 18, 1992

Daily Printout of 2 Channel Data

Period	East	West	Total	Hr.Tot.
Ends				
0:15	1	2	3	
0:30	0	0	0	
0:45	4	0	4	
1:00	0	0	0	7
1:15	0	0	0	
1:30	1	1	2	
1:45	0	0	0	
2:00	0	0	0	2
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	3	1	4	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	0	0	4
6:15	0	0	0	
6:30	0	0	0	
6:45	0	0	0	
7:00	0	0	0	0
7:15	0	0	0	
7:30	0	0	0	
7:45	0	0	0	
8:00	0	0	0	0
8:15	0	0	0	
8:30	0	0	0	
8:45	0	1	1	
9:00	1	1	2	3
9:15	0	1	1	
9:30	0	3	3	
9:45	0	0	0	
10:00	2	2	4	8
10:15	0	1	1	
10:30	1	0	1	
10:45	2	0	2	
11:00	0	0	0	4
11:15	0	0	0	
11:30	0	0	0	
11:45	0	0	0	

Diamond & Eniwetok
 Site Id. - ENIPARKD.TXT
 Saturday July 18, 1992 Continued

12:00	4	2	6	6
12:15	0	0	0	
12:30	3	1	4	
12:45	0	0	0	
13:00	0	0	0	4
13:15	2	2	4	
13:30	0	0	0	
13:45	2	2	4	
14:00	2	1	3	11
14:15	0	1	1	
14:30	3	0	3	
14:45	4	1	5	
15:00	2	1	3	12
15:15	2	1	3	
15:30	9	2	11	
15:45	0	0	0	
16:00	0	0	0	14
16:15	2	0	2	
16:30	3	2	5	
16:45	5	3	8	
17:00	0	0	0	15
17:15	2	2	4	
17:30	2	0	2	
17:45	0	0	0	
18:00	0	0	0	6
18:15	0	0	0	
18:30	1	1	2	
18:45	0	0	0	
19:00	5	3	8	10
19:15	0	1	1	
19:30	1	0	1	
19:45	2	1	3	
20:00	0	0	0	5
20:15	0	0	0	
20:30	0	0	0	
20:45	0	0	0	
21:00	0	0	0	0
21:15	0	0	0	
21:30	0	0	0	
21:45	0	0	0	
22:00	1	1	2	2
22:15	0	0	0	
22:30	0	0	0	
22:45	0	0	0	
23:00	0	0	0	0
23:15	0	0	0	
23:30	0	1	1	
23:45	0	0	0	
24:00	0	0	0	1

24 Hr			
Total	72	42	114

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Sunday July 19, 1992

Daily Printout of 2 Channel Data

Period Ends	East	West	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	0
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	0	0	0	0
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	
6:00	0	0	0	0
6:15	0	0	0	
6:30	0	0	0	
6:45	0	0	0	
7:00	0	0	0	0
7:15	0	0	0	
7:30	0	0	0	
7:45	0	0	0	
8:00	0	0	0	0
8:15	0	0	0	
8:30	0	0	0	
8:45	0	0	0	
9:00	0	0	0	0
9:15	0	0	0	
9:30	0	0	0	
9:45	0	0	0	
10:00	0	1	1	1
10:15	0	1	1	
10:30	0	1	1	
10:45	3	0	3	
11:00	0	0	0	5
11:15	0	0	0	
11:30	3	1	4	
11:45	0	0	0	

Diamond & Eniwetok
 Site Id. - ENIPARKD.TXT
 Sunday July 19, 1992 Continued

12:00	2	0	2	6
12:15	0	0	0	
12:30	0	0	0	
12:45	0	0	0	
13:00	0	0	0	0
13:15	0	2	2	
13:30	2	1	3	
13:45	0	2	2	
14:00	0	0	0	7
14:15	2	0	2	
14:30	3	2	5	
14:45	0	1	1	
15:00	2	0	2	10
15:15	0	1	1	
15:30	0	0	0	
15:45	0	0	0	
16:00	4	1	5	6
16:15	4	0	4	
16:30	0	0	0	
16:45	0	0	0	
17:00	1	0	1	5
17:15	2	2	4	
17:30	2	1	3	
17:45	0	0	0	
18:00	0	0	0	7
18:15	0	0	0	
18:30	1	0	1	
18:45	0	0	0	
19:00	0	0	0	1
19:15	3	2	5	
19:30	0	0	0	
19:45	0	0	0	
20:00	3	0	3	8
20:15	0	1	1	
20:30	0	0	0	
20:45	0	0	0	
21:00	1	0	1	2
21:15	0	0	0	
21:30	0	0	0	
21:45	0	0	0	
22:00	0	0	0	0
22:15	0	0	0	
22:30	0	0	0	
22:45	0	0	0	
23:00	0	0	0	0
23:15	0	0	0	
23:30	0	0	0	
23:45	0	0	0	
24:00	0	0	0	0

24 Hr			
Total	38	20	58

07-21-1992

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
SITE ID - ENIPARKD.TXT
COUNTS SET BY - N. TALLEY

ROUTE - ENIWETOK
LOCATION - PARKING WEST OF DIAMOND SIGNAL

24 Hour Start Date
Monday July 20, 1992

Daily Printout of 2 Channel Data

Period Ends	East	West	Total	Hr.Tot.
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	
1:00	0	0	0	0
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	
2:00	2	0	2	2
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	
3:00	0	0	0	0
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	
4:00	0	0	0	0
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	0
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	
6:00	2	1	3	3
6:15	2	2	4	
6:30	1	4	5	
6:45	0	1	1	
7:00	3	10	13	23
7:15	8	20	28	
7:30	8	19	27	
7:45	14	37	51	
8:00	50	13	63	169
8:15	15	22	37	
8:30	13	16	29	
8:45	6	12	18	
9:00	13	10	23	107
9:15	21	9	30	
9:30	14	10	24	
9:45	12	11	23	
10:00	26	14	40	117
10:15	16	10	26	
10:30	17	16	33	
10:45	10	4	14	
11:00	6	8	14	87
11:15	15	12	27	
11:30	13	9	22	
11:45	24	5	29	

Diamond & Eniwetok
Site Id. - ENIPARKD.TXT
Monday July 20, 1992

Continued

12:00	28	15	43	121
12:15	21	13	34	
12:30	6	17	23	
12:45	8	12	20	
13:00	16	11	27	104
13:15	17	12	29	
13:30	3	16	19	
13:45	25	14	39	
14:00	20	7	27	114
14:15	21	12	33	
14:30	5	5	10	
14:45	8	5	13	
15:00	9	6	15	71
15:15	29	9	38	
15:30	13	14	27	
15:45	22	7	29	
16:00	20	5	25	119
16:15	34	14	48	
16:30	37	8	45	
16:45	33	6	39	
17:00	27	6	33	165
17:15	58	6	64	
17:30	14	5	19	
17:45	7	6	13	
18:00	3	2	5	101
18:15	6	0	6	
18:30	16	0	16	
18:45	1	0	1	
19:00	1	0	1	24
19:15	1	0	1	
19:30	2	1	3	
19:45	1	3	4	
20:00	0	0	0	8
20:15	2	1	3	
20:30	0	0	0	
20:45	2	0	2	
21:00	2	1	3	8
21:15	0	0	0	
21:30	2	0	2	
21:45	2	3	5	
22:00	4	2	6	13
22:15	1	0	1	
22:30	2	1	3	
22:45	0	0	0	
23:00	0	0	0	4
23:15	0	0	0	
23:30	0	0	0	
23:45	0	0	0	
24:00	0	0	0	0

24 Hr

Total 840 520 1360

07-31-92

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
ROUTE - NORTHBOUND
SITE ID - DIAMENIS.TXT

LOCATION - DIAMOND DRIVE
LANDMARK - SOUTH OF ENIWETOK
COUNTS SET BY - N. TALLEY

24 Hour Start Date
Tuesday Jul 28, 1992

Daily Printout of 1 Channel Data

Period Channel
Ends Southbnd Total Hr.Tot.

0:15	8	8	
0:30	3	3	
0:45	3	3	
1:00	4	4	18
1:15	0	0	
1:30	1	1	
1:45	2	2	
2:00	3	3	6
2:15	0	0	
2:30	1	1	
2:45	1	1	
3:00	2	2	4
3:15	3	3	
3:30	0	0	
3:45	1	1	
4:00	4	4	8
4:15	0	0	
4:30	0	0	
4:45	2	2	
5:00	0	0	2
5:15	2	2	
5:30	3	3	
5:45	11	11	
6:00	29	29	45
6:15	23	23	
6:30	43	43	
6:45	94	94	
7:00	195	195	355
7:15	140	140	
7:30	197	197	
7:45	253	253	
8:00	305	305	895
8:15	311	311	
8:30	198	198	
8:45	125	125	
9:00	117	117	751
9:15	77	77	
9:30	96	96	
9:45	69	69	
10:00	98	98	340
10:15	103	103	
10:30	85	85	
10:45	63	63	
11:00	103	103	354
11:15	83	83	
11:30	68	68	
11:45	88	88	
12:00	81	81	320
12:15	87	87	
12:30	110	110	
12:45	163	163	

Period Channel
Ends Southbnd Total Hr.Tot.

13:00	198	198	558
13:15	215	215	
13:30	185	185	
13:45	118	118	
14:00	122	122	640
14:15	81	81	
14:30	100	100	
14:45	94	94	
15:00	84	84	359
15:15	87	87	
15:30	104	104	
15:45	85	85	
16:00	92	92	368
16:15	95	95	
16:30	72	72	
16:45	110	110	
17:00	84	84	361
17:15	122	122	
17:30	94	94	
17:45	78	78	
18:00	83	83	377
18:15	61	61	
18:30	48	48	
18:45	38	38	
19:00	52	52	199
19:15	44	44	
19:30	26	26	
19:45	32	32	
20:00	31	31	133
20:15	19	19	
20:30	14	14	
20:45	32	32	
21:00	20	20	85
21:15	27	27	
21:30	20	20	
21:45	23	23	
22:00	20	20	90
22:15	12	12	
22:30	12	12	
22:45	30	30	
23:00	17	17	71
23:15	21	21	
23:30	9	9	
23:45	13	13	
24:00		8	8

24 Hr
Total 6390 6390

07-31-92

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
ROUTE - NORTHBOUND
SITE ID - DIAMENIS.TXT

LOCATION - DIAMOND DRIVE
LANDMARK - SOUTH OF ENIWETOK
COUNTS SET BY - N. TALLEY

24 Hour Start Date

Wednesday Jul 29, 1992

Daily Printout of 1 Channel Data

Period Channel
Ends Southbnd Total Hr.Tot.

0:15	6	6	
0:30	6	6	
0:45	2	2	
1:00	1	1	15
1:15	4	4	
1:30	3	3	
1:45	5	5	
2:00	0	0	12
2:15	2	2	
2:30	3	3	
2:45	0	0	
3:00	1	1	6
3:15	2	2	
3:30	2	2	
3:45	0	0	
4:00	2	2	6
4:15	0	0	
4:30	1	1	
4:45	1	1	
5:00	0	0	2
5:15	1	1	
5:30	4	4	
5:45	12	12	
6:00	24	24	41
6:15	17	17	
6:30	39	39	
6:45	92	92	
7:00	190	190	338
7:15	169	169	
7:30	209	209	
7:45	252	252	
8:00	319	319	949
8:15	306	306	
8:30	176	176	
8:45	135	135	
9:00	125	125	742
9:15	35	35	
9:30	112	112	
9:45	103	103	
10:00	93	93	343
10:15	74	74	
10:30	82	82	
10:45	90	90	
11:00	88	88	334
11:15	86	86	
11:30	95	95	
11:45	88	88	
12:00	96	96	365
12:15	114	114	
12:30	127	127	
12:45	168	168	

Period Channel
Ends Southbnd Total Hr.Tot.

13:00	235	235	644
13:15	238	238	
13:30	170	170	
13:45	103	103	
14:00	112	112	623
14:15	114	114	
14:30	107	107	
14:45	113	113	
15:00	80	80	414
15:15	90	90	
15:30	91	91	
15:45	84	84	
16:00	92	92	357
16:15	99	99	
16:30	65	65	
16:45	94	94	
17:00	95	95	353
17:15	112	112	
17:30	107	107	
17:45	83	83	
18:00	66	66	368
18:15	58	58	
18:30	57	57	
18:45	43	43	
19:00	42	42	200
19:15	27	27	
19:30	31	31	
19:45	39	39	
20:00	38	38	135
20:15	29	29	
20:30	19	19	
20:45	37	37	
21:00	27	27	112
21:15	17	17	
21:30	11	11	
21:45	15	15	
22:00	17	17	60
22:15	14	14	
22:30	18	18	
22:45	40	40	
23:00	14	14	86
23:15	18	18	
23:30	9	9	
23:45	15	15	
24:00	4	4	46

24 Hr
Total 6551 6551

07-31-92

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
ROUTE - NORTHBOUND
SITE ID - DIAMENIS.TXT

LOCATION - DIAMOND DRIVE
LANDMARK - SOUTH OF ENIWETOK
COUNTS SET BY - N. TALLEY

24 Hour Start Date
Thursday Jul 30, 1992

Daily Printout of 1 Channel Data

Period	Channel	Ends	Southbnd	Total	Hr.Tot.
0:15	5	5			
0:30	8	8			
0:45	3	3			
1:00	6	6			22
1:15	4	4			
1:30	5	5			
1:45	2	2			
2:00	4	4			15
2:15	1	1			
2:30	0	0			
2:45	0	0			
3:00	0	0			1
3:15	0	0			
3:30	0	0			
3:45	0	0			
4:00	1	1			1
4:15	2	2			
4:30	1	1			
4:45	0	0			
5:00	1	1			4
5:15	1	1			
5:30	7	7			
5:45	8	8			
6:00	17	17			33
6:15	19	19			
6:30	46	46			
6:45	98	98			
7:00	194	194			357
7:15	152	152			
7:30	216	216			
7:45	266	266			
8:00	302	302			936
8:15	284	284			
8:30	176	176			
8:45	121	121			
9:00	133	133			714
9:15	99	99			
9:30	94	94			
9:45	81	81			
10:00	101	101			375
10:15	79	79			
10:30	90	90			
10:45	90	90			
11:00	85	85			344
11:15	89	89			
11:30	75	75			
11:45	91	91			
12:00	67	67			322
12:15	110	110			
12:30	111	111			
12:45	151	151			
13:00	254	254			626
13:15	238	238			
13:30	179	179			
13:45	115	115			
14:00	115	115			647
14:15	97	97			
14:30	91	91			
14:45	111	111			
15:00	101	101			400
15:15	81	81			
15:30	91	91			
15:45	105	105			
16:00	100	100			377
16:15	105	105			
16:30	71	71			
16:45	96	96			
17:00	87	87			359
17:15	104	104			
17:30	127	127			
17:45	79	79			
18:00	76	76			386
18:15	63	63			
18:30	47	47			
18:45	37	37			
19:00	45	45			192
19:15	35	35			
19:30	37	37			
19:45	32	32			
20:00	35	35			139
20:15	20	20			
20:30	18	18			
20:45	24	24			
21:00	26	26			88
21:15	29	29			
21:30	21	21			
21:45	11	11			
22:00	14	14			75
22:15	12	12			
22:30	8	8			
22:45	32	32			
23:00	20	20			72
23:15	20	20			
23:30	7	7			
23:45	7	7			
24:00	8	8			42

24 Hr					
Total	6527	6527			

07-31-92

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
ROUTE - NORTHBOUND
SITE ID - DIAMENIN.TXT

LOCATION - DIAMOND DRIVE
LANDMARK - AT ENIWETOK
COUNTS SET BY - N. TALLEY

- south of Eniwetok

24 Hour Start Date
Tuesday Jul 28, 1992

Daily Printout of 1 Channel Data

Period	Channel	Total	Hr.Tot.	Period	Channel	Total	Hr.Tot.
Ends	Northbnd			Ends	Northbnd		
0:15	8	8		12:45	91	91	
0:30	2	2		13:00	91	91	459
0:45	2	2		13:15	85	85	
1:00	3	3	15	13:30	100	100	
1:15	1	1		13:45	68	68	
1:30	1	1		14:00	73	73	326
1:45	1	1		14:15	83	83	
2:00	2	2	5	14:30	77	77	
2:15	0	0		14:45	71	71	
2:30	1	1		15:00	65	65	296
2:45	2	2		15:15	87	87	
3:00	4	4	7	15:30	105	105	
3:15	2	2		15:45	137	137	
3:30	3	3		16:00	132	132	461
3:45	1	1		16:15	204	204	
4:00	0	0	6	16:30	123	123	
4:15	0	0		16:45	179	179	
4:30	3	3		17:00	138	138	644
4:45	1	1		17:15	238	238	
5:00	0	0	4	17:30	157	157	
5:15	0	0		17:45	130	130	
5:30	0	0		18:00	100	100	625
5:45	5	5		18:15	64	64	
6:00	9	9	14	18:30	56	56	
6:15	8	8		18:45	50	50	
6:30	17	17		19:00	46	46	216
6:45	29	29		19:15	33	33	
7:00	39	39	93	19:30	30	30	
7:15	65	65		19:45	24	24	
7:30	82	82		20:00	20	20	107
7:45	114	114		20:15	22	22	
8:00	174	174	435	20:30	21	21	
8:15	127	127		20:45	24	24	
8:30	94	94	509	21:00	17	17	84
8:45	83	83		21:15	13	13	
9:00	98	98	402	21:30	19	19	
9:15	73	73		21:45	22	22	
9:30	57	57		22:00	21	21	75
9:45	66	66		22:15	15	15	
10:00	74	74	270	22:30	13	13	
10:15	80	80		22:45	20	20	
10:30	89	89		23:00	14	14	62
10:45	80	80		23:15	14	14	
11:00	90	90	339	23:30	21	21	
11:15	88	88		23:45	30	30	
11:30	131	131		24:00	25	25	90
11:45	171	171					
12:00	196	196	586				
12:15	187	187					
12:30	90	90					
				24 Hr			
				Total	5621	5621	

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

LOCATION - DIAMOND DRIVE
LANDMARK - AT ENIWETOK
COUNTS SET BY - N. TALLEY

Daily Printout of 1 Channel Data

Period Ends	Channel Northbnd	Total	Hr.Tot.
12:45	95	95	
13:00	90	90	452
13:15	93	93	
13:30	103	103	
13:45	79	79	
14:00	105	105	380
14:15	83	83	
14:30	79	79	
14:45	66	66	
15:00	84	84	312
15:15	88	88	
15:30	107	107	
15:45	138	138	
16:00	116	116	449
16:15	171	171	
16:30	140	140	
16:45	181	181	
17:00	160	160	652
17:15	218	218	
17:30	156	156	
17:45	120	120	
18:00	83	83	577
18:15	67	67	
18:30	55	55	
18:45	53	53	
19:00	38	38	213
19:15	35	35	
19:30	24	24	
19:45	22	22	
20:00	13	13	94
20:15	26	26	
20:30	25	25	
20:45	19	19	
21:00	22	22	92
21:15	21	21	
21:30	22	22	
21:45	15	15	
22:00	16	16	74
22:15	10	10	
22:30	21	21	
22:45	8	8	
23:00	12	12	51
23:15	20	20	
23:30	18	18	
23:45	29	29	
24:00	15	15	82
24 Hr Total	5605	5605	

07-31-92

LOS ALAMOS COUNTY - TRAFFIC ENGINEERING
TRAFFIC COUNTS - DIAMOND & ENIWETOK

COUNTY - LOS ALAMOS
ROUTE - NORTHBOUND
SITE ID - DIAMENIN.TXT

LOCATION - DIAMOND DRIVE
LANDMARK - AT ENIWETOK
COUNTS SET BY - N. TALLEY

24 Hour Start Date
Thursday Jul 30, 1992

Daily Printout of 1 Channel Data

Period Channel
Ends Northbnd Total Hr.Tot.

0:15	3	3	
0:30	5	5	
0:45	3	3	
1:00	3	3	14
1:15	4	4	
1:30	3	3	
1:45	3	3	
2:00	2	2	12
2:15	0	0	
2:30	1	1	
2:45	1	1	
3:00	0	0	2
3:15	2	2	
3:30	1	1	
3:45	0	0	
4:00	0	0	3
4:15	1	1	
4:30	2	2	
4:45	0	0	
5:00	0	0	3
5:15	0	0	
5:30	3	3	
5:45	6	6	
6:00	9	9	18
6:15	9	9	
6:30	13	13	
6:45	27	27	
7:00	38	38	87
7:15	55	55	
7:30	87	87	
7:45	95	95	
8:00	171	171	408
8:15	141	141	
8:30	107	107	514
8:45	102	102	521
9:00	103	103	453
9:15	48	48	
9:30	83	83	
9:45	67	67	
10:00	65	65	263
10:15	76	76	
10:30	84	84	
10:45	81	81	
11:00	77	77	318
11:15	90	90	
11:30	143	143	
11:45	191	191	
12:00	230	230	654
12:15	157	157	
12:30	91	91	

Period Channel
Ends Northbnd Total Hr.Tot.

12:45	84	84	
13:00	98	98	430
13:15	88	88	
13:30	101	101	
13:45	98	98	
14:00	78	78	365
14:15	87	87	
14:30	75	75	
14:45	78	78	
15:00	100	100	340
15:15	92	92	
15:30	110	110	
15:45	155	155	
16:00	148	148	505
16:15	187	187	
16:30	154	154	
16:45	190	190	
17:00	157	157	688
17:15	207	207	
17:30	141	141	
17:45	119	119	
18:00	83	83	550
18:15	73	73	
18:30	62	62	
18:45	39	39	
19:00	38	38	212
19:15	26	26	
19:30	33	33	
19:45	28	28	
20:00	32	32	119
20:15	22	22	
20:30	16	16	
20:45	43	43	
21:00	23	23	104
21:15	21	21	
21:30	17	17	
21:45	19	19	
22:00	20	20	77
22:15	18	18	
22:30	11	11	
22:45	11	11	
23:00	7	7	47
23:15	12	12	
23:30	20	20	
23:45	28	28	
24:00	27	27	87

24 Hr
Total 5759 5759

Appendix D

TRAF-NETSIM Output Listing

TTTTTTTTTT	RRRRRRRR	AAAAAA	FFFFFFFFFF
TTTTTTTTTT	RRRRRRRR	AAAAAAAA	FFFFFFFFFF
TTTTTTTTTT	RRRRRRRRRR	AAAAAAAAAA	FFFFFFFFFF
TTT	RRR RRR	AAA AAA	FFF
TTT	RRR RRR	AAA AAA	FFF
TTT	RRRRRRRRRR	AAAAAAAAAA	FFFFFFF
TTT	RRRRRRRRRR	AAAAAAAAAA	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

MICRO-COMPUTER PROTECTED-MODE VERSION
(REQUIRES 80386 AND 80387 OR ABOVE)

VERSION 3.20
RELEASE DATE JAN 1993

TRAF SIMULATION MODEL

DEVELOPED FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
INTELLIGENT VEHICLE HIGHWAY SYSTEM RESEARCH DIVISION

START OF CASE 1

CARD FILE LIST

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

[illegible]

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

CARD FILE LIST (CONT.)

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

51 :	2	1	420	2			140	85	20	35	11
52 :	8101	23		2			22	22	20		11
53 :	23	22	100	2	1		2 24 7	24	20	25	11
54 :	22	24	390	2			8107	8107	20	25	11
55 :	8107	24		2			22	22	20		11
56 :	24	22	390	2	4		7 23 2	23	20	25	11
57 :	22	23	100	2			8101	8101	20	25	11
58 :	21	16	300	1			35 17	7	20	35	11
59 :	35	7	95	2			22 8	22	20	35	11
60 :	7	22	490 115	2 1			23 2 24	2	20	35	11
61 :	22	2	830 450 220 2 1 1	1	1		1 25 3	25	20	35	11
62 :	25	26	500	1			59	59	20	50	11
63 :	8106	26		1			25 59		20		11
64 :	26	25	500	40 1 1			8106 2 1	2	20	35	11
65 :	25	1	460	1			140		20	35	11
66 :	2	22	830 235	2 1			24 7 23	7	20	35	11
67 :	22	7	490 205	2 1			8 16	35	20	35	11
68 :	7	16	710	2	1		17 21	21	20	35	11
69 :	8111	3		1			48114 2	8114	20		11
70 :	8114	3		1			28111 4		20		11
71 :	8124	27		1			4		20		11
72 :	27	4	125	100 1 1			3 28 5	28	20	25	11
73 :	4	28	455	1			8115	8115	20	25	11
74 :	8115	28		1			4	4	20		11
75 :	28	4	455	270 1 1			5 27 3	27	20	25	11
76 :	4	27	125	1			8124		20	25	11
77 :	8119	30		1			5	5	20		11
78 :	30	5	105	90 1 1			6 29 4	29	20	25	11
79 :	5	30	105	1			8119	8119	20	25	11
80 :	5	29	110	1			8120	8120	20	25	11
81 :	8120	29		1			5	5	20		11
82 :	29	5	110	90 1 1			4 30 6	30	20	25	11
83 :	7	8	325	1			8105 9	9	20	25	11
84 :	8	9	325	1			10 31	10	20	25	11
85 :	9	10	325	1			8110 11 39	11	20	25	11
86 :	10	11	325	1			8113 12 32	12	20	25	11
87 :	11	12	875	1			8117 348116	34	20	25	11
88 :	12	34	290	1			13	13	20	25	11
89 :	34	13	310	1			8118 14	14	20	25	11
90 :	13	14	350	1			68121	6	20	25	11
91 :	14	6	740	1			5 15	15	20	25	11
92 :	6	15	890	50 1 1			1418059	40	20	35	11
93 :	141	402224	125 125 1 1 1-2				104 41 105	142	20	50	11
94 :	40	413395	300 1 1 -2				106 144	143	20	50	11
95 :	41	144	450 2 -3				42		20	50	11
96 :	144	421125	150 1 1 -3				8063 146	8052 145	20	50	11
97 :	42	146	225 2 -3				43		20	50	11
98 :	43	443600	100 1 1 -3				8046 45	45	20	50	11
99 :	44	453237	75 1 1 -2				8051 46	46	20	50	11
100 :	45	462194	1 -5				8054 47	47	20	50	11

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

CARD FILE LIST (CONT.)

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

101 : 46 473063	1	-7	10180188036	101	20	50	11
102 : 47 1013880	1	-2	102	102	20	50	11
103 : 101 1024000	1	-2	103	103	20	50	11
104 : 102 1033360	1	-2	48	170	20	50	11
105 : 103 482293	260	1 1-1	115 49 116	49	20	50	11
106 : 48 49 500	1		8202	8202	20	50	11
107 : 8202 49	1		48	48	20		11
108 : 170 1031860	1	1	102	102	20	50	11
109 : 103 1023360	1	2	101	101	20	50	11
110 : 102 1014000	1	2	47	47	20	50	11
111 : 101 473880	1	2	8018 46 8036	46	20	50	11
112 : 47 463063	1	7	458054	45	20	50	11
113 : 147 433456 150	1 1 3		8066 145	146	20	50	11
114 : 43 145 150	2	3	42		20	50	11
115 : 142 403244 135 135 1 1 1 2	1 1 1 2		105 15 104	141	20	50	11
116 : 40 152423 150 1 1 2	1 1 2		8059 6	6	20	50	11
117 : 8059 15	2	41	6	141	20		11
118 : 8064 105	1		40	40	20		11
119 : 105 40 200	1		15 104 41	104	20	25	11
120 : 40 105 200	1		8064	8064	20	25	11
121 : 8048 104	1		40	40	20		11
122 : 104 40 200	30 1 1		41 105 15	105	20	25	11
123 : 40 104 200	1		8048	8048	20	25	11
124 : 8050 106	1		4180358055	41	20		11
125 : 8035 106	1		4180508055	41	20		11
126 : 8055 106	1		4180508035	41	20		11
127 : 106 41 200	2	41	144	142	20	25	11
128 : 41 106 200	1		8050803580558050		20	25	11
129 : 8063 42	1		146	1438052	20		11
130 : 8052 42	1		146	1438063	20		11
131 : 8066 43	2	41	145	44	20		11
132 : 8046 44	2	41	45	147	20		11
133 : 8051 45	2	41	46	44	20		11
134 : 8054 46	1		47	45	20		11
135 : 8018 47	1		46	1018036	20		11
136 : 8036 47	1		46	1018018	20		11
137 : 6 14 740	1		8121 13	13	20	25	11
138 : 8121 14	1		13	6	20		11
139 : 14 13 350	1		348118	34	20	25	11
140 : 8118 13	1		14	34	20		11
141 : 13 34 310	1		12	12	20	25	11
142 : 34 12 290	1		8116 118117	11	20	25	11
143 : 8117 12	1		348116	11	20		11
144 : 8116 12	1		118117	34	20		11
145 : 12 11 875	1		32	108113	10	20	25
146 : 8113 11	1		12	32	10	20	11
147 : 11 10 325	1		39	98110	9	20	25
148 : 8110 10	1		11	39	9	20	11
149 : 10 9 325	1		31	8	8	20	25
150 : 9 8 325	1		78105	7	20	25	11

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

CARD FILE LIST (CONT.)

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

151 :8105	8	1		9	7	20	11
152 :	8 7 325 160	1 1		16	22	20 25	11
153 :	16 17 225	1		8104 188103	18	20 25	11
154 :	17 18 360	1		31 19	19	20 25	11
155 :	18 19 290	1		208108	20	20 25	11
156 :8103	17	1		168104 18		20	11
157 :8108	19	1		18	20	20	11
158 :	19 20 360	1		32 8112		20 25	11
159 :8112	20	1		19 32	32	20	11
160 :	20 19 360	1		8108 18	18	20 25	11
161 :	19 18 290	1		17 31	17	20 25	11
162 :	18 17 360	1		8103 168104	16	20 25	11
163 :	17 16 225 150	1 1		21 35		20 25	11
164 :8104	17	1		188103 16		20	11
165 :	18 31 350	1		8122 9 39	9	20 25	11
166 :	31 9 350	1		8	10	20 25	11
167 :	9 31 350	1		39 188122	18	20 25	11
168 :	31 18 350	1		19 17		20 25	11
169 :8122	31	1		9 39 18		20	11
170 :8109	39	1		31 10 32		20	11
171 :	39 31 465	1		188122 9		20 25	11
172 :	31 39 465	1		8109	8109	20 25	11
173 :	39 10 350	1		98110 11		20 25	11
174 :	10 39 350	1		8109	8109	20 25	11
175 :	39 32 439	1		118123 20		20 25	11
176 :	32 39 439	1		8109	8109	20 25	11
177 :8123	32	1		20 39 11		20	11
178 :	20 32 350	1		39 118123	11	20 25	11
179 :	32 11 350	1		108113 12	8113	20 25	11
180 :	11 32 350	1		8123 20 39	20	20 25	11
181 :	32 20 350	1		8112 19	8112	20 25	11
182 :	65 742280	1 -2		75 76	75	20 50	11
183 :	74 753780	1 3		73	73	20 50	11
184 :	75 734000	1 1		71	77	20 50	11
185 :	78 702150	1 -3		21	21	20 50	11
186 :	70 214000 250	1 1 -6		33 168102	16	20 50	11
187 :	21 704000	1 6		71	78	20 50	11
188 :	70 712500 275	1 1 3		72 77	73	20 50	11
189 :	71 77 300	2 -1		73		20 50	11
190 :	77 733609	1 -1		75	75	20 50	11
191 :	73 754000	1 -1		74	74	20 50	11
192 :	75 743780	1 -3		76 65	65	20 50	11
193 :	79 762921	1		74	74	20 50	11
194 :	76 792921	1		6980118014	69	20 50	11
195 :	76 744000	50 1 1		65 75		20 45	11
196 :	74 764000	1		79	79	20 45	11
197 :	79 722177	1		71	71	20 50	11
198 :	72 792177	1		6980118014	69	20 50	11
199 :	72 714000	50 1 1		77 78		20 45	11
200 :	71 724000	1		79	79	20 45	11

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

CARD FILE LIST (CONT.)

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

201 :8011 79	1			76 69 728014 69	20	11
202 :8014 79	1			76 69 728011 69	20	11
203 : 79 694000	1			8015 6880228040 68	20 50	11
204 : 69 794000	1			768011 7280148011	20 50	11
205 : 68 694000	1			8015 7980228040 79	20	11
206 : 69 684000	1			80168008800980698008	20	11
207 :8016 68	1			8008 6980098069 69	20	11
208 :8008 68	1			8016 6980098069 69	20	11
209 :8009 68	1			8016 6980088069 69	20	11
210 :8069 68	1			8016 6980088009 69	20	11
211 :8040 69	1			8015 798022 68 79	20	11
212 :8022 69	1			8015 798040 68 79	20	11
213 :8015 69	1			8022 798040 68 79	20	11
214 :8041 83	1			828002 82	20	11
215 :8002 83	1			828041 82	20	11
216 :8102 21	1			70 33 16	20	11
217 : 21 331300	1	-1		80	20 35	11
218 : 33 801350	1	-5		81	20 35	11
219 : 80 811370	1	-9		82	20 20	11
220 : 81 821800	1	-4		84 83 84	20 35	11
221 : 82 834000	1	-3		80418002 8041	20 40	11
222 : 83 824000	50 1	1 3		81 84	20 40	11
223 : 82 841280	1	8		858843 85	20 30	11
224 :8843 84	1			82 85	20	11
225 : 85 84 500	1	-3		8843 82	20 35	11
226 : 84 821280	1	-8		83 81	20 35	11
227 : 82 811800	1	4		80	20 30	11
228 : 81 801370	1	9		33	20 20	11
229 : 80 331350	1	5		21	20 35	11
230 : 33 211300	100 1	1 1		168102 70	20 35	11
231 : 26 59 560	1			588061 58	20 50	11
232 : 59 582000	1			57	20 50	11
233 : 58 572519	1			568245 37	20 50	11
234 : 57 564000 250	1 1	-5		55 38 107	20 50	11
235 : 56 38 375	2	-6		107	20 50	11
236 : 38 1073225	1	-6		108	20 50	11
237 : 107 1083560	1	-4		109	20 50	11
238 : 108 1093580	1	-2		110	20 50	11
239 : 109 1103600	1	-2		111	20 50	11
240 : 110 1112600	1	-2		51	20 50	11
241 : 111 513649	1	-2		52 112	20 50	11
242 : 51 1113649	1	2		110	20 50	11
243 : 111 1102600	1	2		109	20 50	11
244 : 110 1093600	1	2		108	20 50	11
245 : 109 1083580	1	2		107	20 50	11
246 : 108 1073560	1	4		56	20 50	11
247 : 37 571200	1	5		8245 58	20 50	11
248 : 57 582519	1			59	20 50	11
249 : 58 592000	1			8061 26	20 35	11
250 : 59 26 560	1			25	20 35	11

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

CARD FILE LIST (CONT.)

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

251 : 8061 59	1		26	58	20	11
252 : 8245 57	1		58	56	20	11
253 : 8053 55	1		56	56	20	11
254 : 55 56 500	2	41	38	36	20 30	11
255 : 56 55 500	1		8053	8053	20 30	11
256 : 130 1531830	1		53	159 154	20 50	11
257 : 153 159 814	1			158	20 35	11
258 : 153 531100	1		155	155	20 50	11
259 : 53 1551300	1		54	157	20 50	11
260 : 155 543500	1		8235	8235	20 25	11
261 : 8235 54	2		156	155	20	11
262 : 54 1563000	2		157		20 50 12	11
263 : 156 157 163	3		155	152	20 50 21	11
264 : 157 155 294	2		53	53	20 50	11
265 : 155 531300	2		154	153	20 50	11
266 : 154 153 320	1		130	130	20 50	11
267 : 153 1301830	1		139	139	20 50	11
268 : 52 513860	200 1	1 3	112 111	112	20 50	11
269 : 51 1123000	1		113	113	20 50	11
270 : 112 1134000	1		114	114	20 50	11
271 : 113 1144000	1		50	50	20 50	11
272 : 114 501500	1		115	115	20 50	11
273 : 50 1153302 200	1 1		8201 48	48	20 50	11
274 : 115 483600	50 1	1 3	49 116 170	116	20 40	11
275 : 48 1163689 200	1 1	-1	8203 61	61	20 40	11
276 : 116 611821	1	-2	117	117	20 45	11
277 : 61 1174000	1	1	60	60	20 45	11
278 : 117 603200	1	-1	118	118	20 45	11
279 : 60 1183900	1	2	119	119	20 45	11
280 : 118 1193800	1		120	120	20 45	11
281 : 119 1202300	1	-6	62	62	20 45	11
282 : 120 621920	1	-5	1218039	121	20 45	11
283 : 62 1214000	1	2	122	122	20 40	11
284 : 121 1223688	1	6	8033 123	123	20 40	11
285 : 122 1233840	1	1	63	63	20 50	11
286 : 123 633300 250	1 1	2	8250 124	124	20 50	11
287 : 63 1243920	1	5	125	125	20 50	11
288 : 124 1253860	1	4	126	126	20 50	11
289 : 125 1263900	1	3	127	127	20 50	11
290 : 126 1273280	1	3	64	64	20 50	11
291 : 127 642100	1	3	1288049	128	20 50	11
292 : 64 1283949	1	3	129	129	20 50	11
293 : 128 1293840	1	3	67	67	20 50	11
294 : 129 674000	1	4	65	65	20 50	11
295 : 67 652160	1		66 74	66	20 50	11
296 : 65 66 500	1	5	8240	8240	20 35	11
297 : 74 652280	60 1	1 2	67 66		20 50	11
298 : 66 65 500	1	-5	74 67	67	20 35	11
299 : 65 672160 75	1 1		129	129	20 50	11
300 : 67 1294000	1	-4	128	128	20 50	11

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

CARD FILE LIST (CONT.)

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

301 : 129 1283840	1	-3	64	64	20	50	11
302 : 128 643949	1	-3	8049 127	127	20	50	11
303 : 64 1272100	1	-3	126	126	20	50	11
304 : 127 1263280	1	-3	125	125	20	50	11
305 : 126 1253900	1	-3	124	124	20	50	11
306 : 125 1243600	1	-4	63	63	20	50	11
307 : 124 633920	1	-5	1238250	123	20	50	11
308 : 63 1233300	1	-2	122	122	20	50	11
309 : 123 1223840	1	-1	1218033	121	20	50	11
310 : 122 1213420	1	-6	62	62	20	40	11
311 : 121 624000	1	-2	8039 120	120	20	40	11
312 : 62 1201920	1	5	119	119	20	45	11
313 : 120 1192300	1	6	118	118	20	45	11
314 : 119 1183800	1		60	60	20	45	11
315 : 118 603900	1	-2	117	117	20	45	11
316 : 60 1173200	1	1	61	61	20	45	11
317 : 117 614000	1	-1	116	116	20	45	11
318 : 61 1161821	50 1	1 2	488203	48	20	45	11
319 : 116 483689	1	1	170 115 49	115	20	40	11
320 : 48 1153600	50 1	1-3	508201	50	20	40	11
321 : 115 503302	1		114	114	20	50	11
322 : 50 1141500	1		113	113	20	50	11
323 : 114 1134000	1		112	112	20	50	11
324 : 113 1124000	1		51	51	20	50	11
325 : 112 513000	2		111 52	52	20	50	11
326 : 51 523860	2	-3	158	158	20	50	11
327 : 52 158 740	1	-2	159	155 159	20	50	11
328 : 158 1552610	1			54	20	45	11
329 : 158 159 600	1		152	152	20	45	11
330 : 159 1521100	1		53	157	20	40	11
331 : 152 53 757	1			154	20	30	11
332 : 157 1521631	2		159	159	20	45	11
333 : 152 1591206	2		158	158	20	40	11
334 : 159 158 600	2		52	52	20	45	11
335 : 158 52 740	2		51	51	20	50	11
336 : 8201 115	1		48	50	20		11
337 : 8203 116	1		61	48	20		11
338 : 8033 122	1		123	121	20		11
339 : 8039 62	1		120	121	20		11
340 : 8250 63	1		124	123	20		11
341 : 8049 64	1		127	128	20		11
342 : 8240 66	1		65	65	20		11
343 : 8209 91	2		89	89	20		11
344 : 91 89 500 235 50 2 1 1			92 87 90	160	20	35	11
345 : 89 87 400 140 65 2 1 1			93 85 88	85	20	35	11
346 : 87 85 425 110 2 1			86 1 84	140	20	35	11
347 : 85 11500	2		2	2	20	35	11
348 : 87 160 200	2		89		20	35	11
349 : 160 89 200 75 75 2 1 1			90 91 92	91	20	35	11
350 : 89 91 500	2		8209	8209	20	35	11

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

CARD FILE LIST (CONT.)

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

351 :8207 90	2				89	89	20	11
352 : 89 92 500	2				8210	8210	20 25	11
353 :8210 92	2				89	89	20	11
354 : 92 89 500	300 2	1	1		87 90 91	90	20 25	11
355 : 89 90 100	1				8207	8207	20 25	11
356 :8205 88	1				87	87	20	11
357 : 87 88 500	1				8205	8205	20 25	11
358 : 84 85 500	1				87 86 1	86	20 35	11
359 :8043 86	1				85	85	20	11
360 : 86 85 75	1				1 84	87 84	20 25	11
361 : 85 86 75	1				8043	8043	20 25	11
362 : 87 931450	2				95 94	95	20 25	11
363 : 93 94 400	1				8211	8211	20 25	11
364 :8211 94	1				93	93	20	11
365 : 94 93 400	1				87	95	20 25	11
366 : 93 871450	145 2	1	1		85 88 160	88	20 25	11
367 : 93 952400	95 2	1			96 98 97	98	20 35	11
368 : 95 932400	2				94 87	87	20 35	11
369 :8212 96	2				95	95	20	11
370 : 96 95 400 150	2 1				98 97 93	97	20 25	11
371 : 95 96 400	1				8212	8212	20 25	11
372 :8213 97	1				95	95	20	11
373 : 97 95 400 70	1 1				93 96 98	96	20 25	11
374 : 95 97 400	2				8213	8213	20	11
375 :8214 99	2				98	98	20	11
376 : 99 98 200	2	4			131 100 95	100	20 25	11
377 : 98 100 60	1				8215	8215	20 25	11
378 :8215 100	1				98	98	20	11
379 : 100 98 75	1				95 99 131	99	20 25	11
380 : 98 99 200	1				8214	8214	20 25	11
381 : 95 982175	105 2	1			99 131 100	131	20 35	11
382 : 98 952175	200 2	1			97 93 96	93	20 35	11
383 : 98 1311875	2				132 164	132	20 35	11
384 : 131 132 500	2				161 133	133	20 35	11
385 : 132 133 300	2				162 134	134	20 35	11
386 : 133 134 700	2		1		163 135	135	20 35	11
387 : 134 1352450	50 1	1			8073 136	136	20 45	11
388 : 135 1362320	1	-1			137	137	20 50	11
389 : 136 1373560	1	-2			138	138	20 50	11
390 : 137 1384000	1	-4			139	139	20 50	11
391 : 138 1393840	1	-4			130	130	20 50	11
392 : 139 1303800	1	-7			153	153	20 50	11
393 : 130 1393800	1	+7			138	138	20 50	11
394 : 139 1383840	1	+4			137	137	20 50	11
395 : 138 1374000	1	+4			136	136	20 50	11
396 : 137 1363560	1	+2			135	135	20 50	11
397 : 136 1352320	1	+1			1348073	134	20 50	11
398 :8073 135	1				136	134	20	11
399 : 135 1342450	1				133 163	133	20 45	11
400 :8218 163	1				134		20	11

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

CARD FILE LIST (CONT.)

SEQ. #	1	2	3	4	5	6	7	8
401	: 163	1344000	1	135	133	20	25	11
402	: 134	1634000	1	8218		20	25	11
403	: 134	133 700	1	132 162	132	20	35	11
404	: 8217	162	1	133		20		11
405	: 162	1334000	1	134	132	20	25	11
406	: 133	1624000	1	8217		20	25	11
407	: 8216	161	1	132		20		11
408	: 161	1324000	1	133	131	20	25	11
409	: 132	1614000	1	8216		20	25	11
410	: 132	131 500	2	164 98	98	20	35	11
411	: 8021	164	1	131		20		11
412	: 164	1314000	1	98	132	20	25	11
413	: 131	1644000	1	8021		20	25	11
414	: 131	981875 60	2 1	100 95 99	95	20	35	11
415	: 8101	23 0 72 0 0						21
416	: 8107	24 0 165 0 0						21
417	: 8106	26 85 0 27 0						21
418	: 8111	3 13 0 46 0						21
419	: 8114	3 95 0 30 0						21
420	: 8124	27 0 100 0 0						21
421	: 8115	28 0 132 0 0						21
422	: 8119	30 0 49 0 0						21
423	: 8120	29 0 42 0 0						21
424	: 8202	49 0 125 0 0						21
425	: 8059	15 118 0 39 0						21
426	: 8064	105 0 2 0 0						21
427	: 8048	104 0 74 0 0						21
428	: 8050	106 0 27 1 1						21
429	: 8035	106 0 224 1 5						21
430	: 8055	106 0 234 1 5						21
431	: 8063	42 0 0 2 0						21
432	: 8052	42 16 0 54 0						21
433	: 8066	43 1 0 1 0						21
434	: 8046	44 53 0 85 0						21
435	: 8051	45 9 0 14 0						21
436	: 8054	46 7 0 11 0						21
437	: 8018	47 21 0 16 0						21
438	: 8036	47 14 0 10 0						21
439	: 8121	14 1 0 43 0						21
440	: 8118	13 24 0 1 0						21
441	: 8117	12 7 0 8 0						21
442	: 8116	12 37 0 83 0						21
443	: 8113	11 8 0 31 0						21
444	: 8110	10 3 0 7 0						21
445	: 8105	8 11 0 45 0						21
446	: 8103	17 4 0 2 0						21
447	: 8108	19 12 0 4 0						21
448	: 8112	20 12 3 0 0						21
449	: 8104	17 12 0 49 0						21
450	: 8122	31 8 0 0 0						21

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

CARD FILE LIST (CONT.)

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

451 :8109	39	133	286	0	0			21
452 :8123	32	0	100	0	0			21
453 :8011	79	0	0	2	0			21
454 :8014	79	0	0	2	0			21
455 :8016	68	0	167	0	0			21
456 :8008	68	0	26	0	0			21
457 :8009	68	0	15	0	0			21
458 :8069	68	0	2	0	0			21
459 :8040	69	0	13	0	0			21
460 :8022	69	0	16	0	0			21
461 :8015	69	0	36	0	0			21
462 :8041	83	0	45	0	0			21
463 :8002	83	0	5	0	0			21
464 :8102	21	1	0	20	0			21
465 :8843	84	50	0	50	0			21
466 :8061	59	1	0	1	0			21
467 :8245	57	50	0	50	0			21
468 :8053	55	0	346	0	0			21
469 :8235	54	0	527	0	0			21
470 :8201	115	30	0	95	0			21
471 :8203	116	0	0	123	0			21
472 :8033	122	2	0	6	0			21
473 :8039	62	12	0	0	0			21
474 :8250	63	15	0	0	0			21
475 :8049	64	0	0	2	0			21
476 :8240	66	0	41	0	0			21
477 :8209	91	0	496	0	0			21
478 :8207	90	0	25	0	0			21
479 :8210	92	0	242	0	0			21
480 :8205	88	0	30	0	0			21
481 :8043	86	0	79	0	0			21
482 :8211	94	0	100	0	0			21
483 :8212	96	0	41	0	0			21
484 :8213	97	0	41	0	0			21
485 :8214	99	0	196	0	0			21
486 :8215	100	0	100	0	0			21
487 :8073	135	50	0	50	0			21
488 :8218	163	0	100	0	0			21
489 : 163 134	50	0	0	0	0			21
490 : 134 163	0	100	0	0	0			21
491 :8217	162	0	255	0	0			21
492 : 162 133	250	0	5	0	0			21
493 : 133 162	0	100	0	0	0			21
494 :8216	161	0	137	0	0			21
495 : 161 132	12	0	125	0	0			21
496 : 132 161	0	100	0	0	0			21
497 :8021	164	0	292	0	0			21
498 : 164 131	158	0	134	0	0			21
499 : 131 164	0	100	0	0	0			21
500 : 23 22	70	0	2	0	0			21

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

CARD FILE LIST (CONT.)

SEQ. #	1	2	3	4	5	6	7	8
501	: 105	40	2	0	0	0		21
502	: 104	40	17	0	57	0		21
503	: 24	22	5	0	160	0		21
504	: 106	41	106	0	379	0		21
505	: 27	4	0	100	0	0		21
506	: 20	19	0	16	0	0		21
507	: 19	18	0	29	0	0		21
508	: 18	17	0	36	6	0		21
509	: 17	16	16	0	73	0		21
510	: 18	31	0	14	12	0		21
511	: 28	4	30	0	102	0		21
512	: 39	31	12	0	121	0		21
513	: 31	9	126	0	17	0		21
514	: 39	10	188	0	98	0		21
515	: 39	32	0	100	0	0		21
516	: 20	32	0	7	0	0		21
517	: 32	11	0	0	7	0		21
518	: 11	32	0	4	0	0		21
519	: 32	20	0	0	4	0		21
520	: 79	76	0	6	0	0		21
521	: 76	74	6	0	0	0		21
522	: 79	72	0	272	0	0		21
523	: 72	71	0	0	272	0		21
524	: 30	5	11	0	38	0		21
525	: 68	69	1	209	0	0		21
526	: 29	5	33	0	9	0		21
527	: 21	33	0	1	0	0		21
528	: 33	80	0	1	0	0		21
529	: 80	81	0	1	0	0		21
530	: 81	82	0	0	1	0		21
531	: 83	82	2	0	48	0		21
532	: 82	84	0	48	0	0		21
533	: 55	56	126	0	220	0		21
534	: 54	156	0	527	0	0		21
535	: 156	157	0	272	0	255		21
536	: 157	155	0	272	0	0		21
537	: 157	152	0	255	0	0		21
538	: 155	53	0	272	0	0		21
539	: 53	154	0	283	0	0		21
540	: 154	153	0	283	0	0		21
541	: 153	130	0	283	0	0		21
542	: 66	65	29	12	0	0		21
543	: 65	67	0	14	0	0		21
544	: 67	129	0	14	0	0		21
545	: 129	128	0	14	0	0		21
546	: 128	64	0	14	0	0		21
547	: 64	127	0	14	0	0		21
548	: 127	126	0	14	0	0		21
549	: 126	125	0	14	0	0		21
550	: 125	124	0	14	0	0		21

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

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

551 :	124	63	0	2	12	0		21
552 :	63	123	0	2	0	0		21
553 :	123	122	0	0	2	0		21
554 :	122	121	0	6	0	0		21
555 :	121	62	0	6	0	0		21
556 :	62	120	0	18	0	0		21
557 :	120	119	0	18	0	0		21
558 :	119	118	0	18	0	0		21
559 :	118	60	0	18	0	0		21
560 :	60	117	0	18	0	0		21
561 :	117	61	0	18	0	0		21
562 :	61	116	0	16	2	0		21
563 :	116	48	32	105	2	0		21
564 :	48	115	0	247	149	0		21
565 :	115	50	0	343	0	0		21
566 :	50	114	0	343	0	0		21
567 :	114	113	0	343	0	0		21
568 :	113	112	0	343	0	0		21
569 :	112	51	10	332	0	0		21
570 :	51	52	0	765	0	0		21
571 :	52	158	0	11	0	754		21
572 :	158	155	0	0	0	754		21
573 :	158	159	0	11	0	0		21
574 :	159	152	0	11	0	0		21
575 :	152	53	0	0	0	11		21
576 :	152	159	0	255	0	0		21
577 :	159	158	0	306	0	0		21
578 :	158	52	0	306	0	0		21
579 :	91	89	150	346	0	0		21
580 :	89	87	109	304	0	0		21
581 :	90	89	0	0	25	0		21
582 :	92	89	42	0	200	0		21
583 :	88	87	0	15	15	0		21
584 :	87	85	10	508	10	0		21
585 :	84	85	30	0	18	0		21
586 :	86	85	34	0	0	45		21
587 :	85	1	0	560	0	0		21
588 :	87	93	01012	0	0			21
589 :	94	93	50	0	50	0		21
590 :	93	95	45	924	43	0		21
591 :	96	95	14	0	27	0		21
592 :	97	95	27	0	14	0		21
593 :	99	98	78	0	118	0		21
594 :	49	48	0	32	93	0		21
595 :	100	98	0	100	0	0		21
596 :	95	98	111	841	0	0		21
597 :	98	131	0	829	90	0		21
598 :	131	132	129	834	0	0		21
599 :	132	133	18	828	0	0		21
600 :	133	134	21076	0	0			21

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

CARD FILE LIST (CONT.)

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

601 : 134 135	01126	0	0						21
602 : 135 136	01126	0	0						21
603 : 136 137	01126	0	0						21
604 : 137 138	01126	0	0						21
605 : 138 139	01126	0	0						21
606 : 139 130	01126	0	0						21
607 : 130 139	0 283	0	0						21
608 : 139 138	0 283	0	0						21
609 : 138 137	0 283	0	0						21
610 : 137 136	0 283	0	0						21
611 : 136 135	0 283	0	0						21
612 : 48 170	0 116	0	0						21
613 : 135 134	0 271	12	0						21
614 : 170 103	0 116	0	0						21
615 : 134 133	0 196	75	0						21
616 : 103 102	0 116	0	0						21
617 : 133 132	0 187	14	0						21
618 : 102 101	0 116	0	0						21
619 : 132 131	33 279	0	0						21
620 : 101 47	3 111	0	2						21
621 : 131 98	0 416	21	0						21
622 : 98 100	0 100	0	0						21
623 : 98 99	0 132	0	0						21
624 : 51 111	0 241	0	0						21
625 : 111 110	0 241	0	0						21
626 : 110 109	0 241	0	0						21
627 : 109 108	0 241	0	0						21
628 : 108 107	0 241	0	0						21
629 : 107 56	0 210	31	0						21
630 : 56 36	0 430	0	0						21
631 : 36 37	0 430	0	0						21
632 : 37 57	0 430	0	0						21
633 : 57 58	0 430	0	0						21
634 : 58 59	0 430	0	0						21
635 : 59 26	0 432	0	0						21
636 : 130 153	01075	0	51						21
637 : 153 159	0 0	0	51						21
638 : 153 53	01075	0	0						21
639 : 53 155	01075	0	0						21
640 : 155 54	01829	0	0						21
641 : 52 51	0 75	231	0						21
642 : 51 112	0 204	0	0						21
643 : 112 113	0 204	0	0						21
644 : 113 114	0 204	0	0						21
645 : 114 50	0 204	0	0						21
646 : 50 115	105 99	0	0						21
647 : 115 48	37 40	52	0						21
648 : 48 116	249 4	0	0						21
649 : 116 61	0 4	0	0						21
650 : 61 117	0 4	0	0						21

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

CARD FILE LIST (CONT.)

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

651 :	117	60	0	4	0	0			21
652 :	60	118	0	4	0	0			21
653 :	118	119	0	4	0	0			21
654 :	119	120	0	4	0	0			21
655 :	120	62	0	1	3	0			21
656 :	62	121	0	1	0	0			21
657 :	121	122	1	0	0	0			21
658 :	122	123	0	2	0	0			21
659 :	123	63	0	2	0	0			21
660 :	63	124	0	17	0	0			21
661 :	124	125	0	17	0	0			21
662 :	125	126	0	17	0	0			21
663 :	126	127	0	17	0	0			21
664 :	127	64	0	17	0	0			21
665 :	64	128	0	19	0	0			21
666 :	128	129	0	19	0	0			21
667 :	129	67	0	19	0	0			21
668 :	67	65	0	15	4	0			21
669 :	1	2	82	261	217	0			21
670 :	47	46	0	145	1	0			21
671 :	46	45	0	154	2	0			21
672 :	45	44	0	156	12	0			21
673 :	44	147	0	242	0	0			21
674 :	147	43	0	242	0	0			21
675 :	2	3	17	439	38	0			21
676 :	43	145	0	243	0	0			21
677 :	32	39	0	100	0	0			21
678 :	145	42	0	234	0	9			21
679 :	42	143	0	289	0	0			21
680 :	65	74	0	32	1	0			21
681 :	74	75	0	32	0	0			21
682 :	75	73	0	32	0	0			21
683 :	73	71	0	32	0	0			21
684 :	71	78	0	304	0	0			21
685 :	78	70	0	304	0	0			21
686 :	70	21	1	303	0	0			21
687 :	74	76	0	1	0	0			21
688 :	71	72	0	98	0	0			21
689 :	69	79	6	0	268	0			21
690 :	3	4	41	441	0	0			21
691 :	26	25	13	297	207	0			21
692 :	98	95	3	515	16	0			21
693 :	95	96	0	61	0	0			21
694 :	95	97	0	46	0	0			21
695 :	25	1	0	0	207	0			21
696 :	25	2	151	146	0	0			21
697 :	2	22	47	308	21	0			21
698 :	85	84	0	16	0	0			21
699 :	84	82	16	0	0	0			21
700 :	82	83	0	16	1	0			21

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

CARD FILE LIST (CONT.)

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

701 :	82	81	0	2	0	0		21
702 :	81	80	0	2	0	0		21
703 :	80	33	0	2	0	0		21
704 :	33	21	0	0	2	0		21
705 :	21	16	0	309	14	0		21
706 :	16	35	0	382	0	0		21
707 :	4	5	15	444	12	0		21
708 :	5	6	443	0	21	0		21
709 :	35	7	0	329	54	0		21
710 :	76	79	0	1	0	0		21
711 :	7	22	7	759	18	0		21
712 :	22	24	0	65	0	0		21
713 :	22	23	0	28	0	0		21
714 :	22	2	654	253	83	0		21
715 :	72	79	0	98	0	0		21
716 :	2	25	0	524	31	0		21
717 :	25	26	0	524	0	0		21
718 :	79	69	11	80	5	3		21
719 :	143	41	0	260	29	0		21
720 :	95	93	0	569	0	0		21
721 :	93	94	0	100	0	0		21
722 :	41	142	0	639	0	0		21
723 :	142	40	0	633	6	0		21
724 :	69	68	69	8	3	0		21
725 :	40	15	15	677	0	0		21
726 :	15	6	0	144	652	0		21
727 :	7	8	17	222	0	0		21
728 :	8	9	0	231	2	0		21
729 :	9	10	2	125	120	0		21
730 :	10	11	9	217	0	0		21
731 :	11	12	3	193	36	0		21
732 :	12	34	0	284	0	0		21
733 :	16	17	17	17	1	0		21
734 :	17	18	26	5	0	0		21
735 :	9	31	0	2	2	0		21
736 :	31	39	0	12	0	0		21
737 :	34	13	0	284	0	0		21
738 :	31	18	0	0	14	0		21
739 :	22	7	185	130	0	0		21
740 :	26	59	0	551	0	0		21
741 :	59	58	0	552	0	0		21
742 :	58	57	0	552	0	0		21
743 :	57	56	117	435	0	0		21
744 :	56	55	0	148	0	0		21
745 :	56	38	0	561	0	0		21
746 :	38	107	0	561	0	0		21
747 :	107	108	0	561	0	0		21
748 :	108	109	0	561	0	0		21
749 :	13	14	0	308	0	0		21
750 :	6	5	4	755	5	0		21

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

CARD FILE LIST (CONT.)

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

751 :	5	29	0	16	0	0			21
752 :	5	30	0	20	0	0			21
753 :	14	6	112	238	0	0			21
754 :	7	16	21	168	0	0			21
755 :	6	15	0	632	49	0			21
756 :	93	87	209	16	344	0			21
757 :	18	19	0	3	2	0			21
758 :	15	141	0	671	0	0			21
759 :	16	21	5	179	0	0			21
760 :	21	70	0	182	0	0			21
761 :	70	71	98	84	0	0			21
762 :	6	14	18	147	0	0			21
763 :	141	40	22	649	0	0			21
764 :	40	104	0	28	0	0			21
765 :	40	105	0	100	0	0			21
766 :	40	41	164	502	0	0			21
767 :	41	144	0	608	0	0			21
768 :	144	42	0	588	0	20			21
769 :	42	146	0	605	0	0			21
770 :	146	43	0	605	0	0			21
771 :	43	44	46	560	0	0			21
772 :	14	13	0	140	8	0			21
773 :	44	45	6	606	0	0			21
774 :	13	34	0	141	0	0			21
775 :	34	12	10	131	0	0			21
776 :	71	77	0	84	0	0			21
777 :	77	73	0	84	0	0			21
778 :	12	11	4	168	3	0			21
779 :	73	75	0	84	0	0			21
780 :	75	74	0	84	0	0			21
781 :	5	4	0	811	14	0			21
782 :	4	28	0	55	0	0			21
783 :	4	27	0	100	0	0			21
784 :	109	110	0	561	0	0			21
785 :	110	111	0	561	0	0			21
786 :	111	51	432	0	129	0			21
787 :	45	46	4	611	0	0			21
788 :	11	10	43	156	0	0			21
789 :	10	39	0	163	0	0			21
790 :	41	106	0	6	93	94			21
791 :	19	20	4	0	3	0			21
792 :	4	3	11	896	7	0			21
793 :	3	2	13	803	221	0			21
794 :	46	47	0	603	9	6			21
795 :	74	65	2	0	88	0			21
796 :	65	66	0	103	0	0			21
797 :	47	101	0	629	0	0			21
798 :	101	102	0	629	0	0			21
799 :	10	9	2	349	0	0			21
800 :	102	103	0	629	0	0			21

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

CARD FILE LIST (CONT.)

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

[illegible]

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

CARD FILE LIST (CONT.)

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

851 :	18	17	31	19				35
852 :	19	8108	18	20				35
853 :	20	8112	19	32				35
854 :	23	8101	22					35
855 :	24	228107						35
856 :	25	2	26					35
857 :	26	25	598106					35
858 :	27	8124	4					35
859 :	28	48115						35
860 :	29	58120						35
861 :	30	58119						35
862 :	31	188122	9	39				35
863 :	32	20	39	118123				35
864 :	39	8109	31	10	32			35
865 :	34	12	13					35
866 :	35	16						35
867 :	74	65	75	76				35
868 :	75	74	73					35
869 :	73	75	77					35
870 :	77	71						35
871 :	71	73	70	72				35
872 :	78	71						35
873 :	70	78	21					35
874 :	21	70	33	168102				35
875 :	76	74	79					35
876 :	72	79	71					35
877 :	79	76	7280118014	69				35
878 :	69	79801580228040	68					35
879 :	68	698016800880098069						35
880 :	83	8280418002						35
881 :	33	80	21					35
882 :	80	81	33					35
883 :	81	82	80					35
884 :	82	81	84	83				35
885 :	84	82	858843					35
886 :	36	56						35
887 :	37	36						35
888 :	38	56						35
889 :	59	26	588061					35
890 :	58	59	57					35
891 :	57	58	378245					35
892 :	56	57	55	107				35
893 :	107	38	108					35
894 :	108	107	109					35
895 :	109	108	110					35
896 :	110	109	111					35
897 :	111	110	51					35
898 :	55	8053	56					35
899 :	130	139	153					35
900 :	153	130	154					35

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

CARD FILE LIST (CONT.)

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

901 : 154	53								35
902 : 53	153 152 155								35
903 : 155	53 157 158								35
904 : 157	156								35
905 : 156	54								35
906 : 54	1558235								35
907 : 152	159 157								35
908 : 159	158 153 152								35
909 : 158	52 159								35
910 : 52	51 158								35
911 : 112	51 113								35
912 : 113	112 114								35
913 : 114	113 50								35
914 : 50	114 115								35
915 : 115	508201 48								35
916 : 48	103 115 49 116	42	3	14	3	25	3		35
917 : 116	488203 61								35
918 : 61	116 117								35
919 : 117	61 60								35
920 : 60	117 118								35
921 : 118	60 119								35
922 : 119	118 120								35
923 : 120	119 62								35
924 : 62	1218039 120								35
925 : 121	122 62								35
926 : 122	123 1218033								35
927 : 123	63 122								35
928 : 63	124 1238250								35
929 : 124	125 63								35
930 : 125	126 124								35
931 : 126	127 125								35
932 : 127	64 126								35
933 : 64	1288049 127								35
934 : 128	129 64								35
935 : 129	67 128								35
936 : 67	65 129								35
937 : 65	66 74 67								35
938 : 66	8240 65								35
939 : 140	1								35
940 : 160	87								35
941 : 91	8209 89								35
942 : 86	858043								35
943 : 90	8207 89								35
944 : 92	898210								35
945 : 88	8205 87								35
946 : 131	98 132 164								35
947 : 132	131 161 133								35
948 : 133	132 162 134								35
949 : 134	133 163 135								35
950 : 135	1348073 136								35

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

CARD FILE LIST (CONT.)

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

951 : 136	135 137	35
952 : 137	136 138	35
953 : 138	137 139	35
954 : 139	138 130	35
955 : 94	938211	35
956 : 96	8212 95	35
957 : 97	958213	35
958 : 99	8214 98	35
959 : 100	988215	35
960 : 161	8216 132	35
961 : 162	8217 133	35
962 : 163	8218 134	35
963 : 164	1318021	35
964 : 1	101	36
965 : 3	5151	36
966 : 6	515	36
967 : 8	151	36
968 : 9	511	36
969 : 10	5151	36
970 : 11	5151	36
971 : 12	5151	36
972 : 13	151	36
973 : 14	115	36
974 : 15	115	36
975 : 141	1	36
976 : 104	11	36
977 : 105	11	36
978 : 106	1111	36
979 : 142	1	36
980 : 143	1	36
981 : 144	1	36
982 : 42	1515	36
983 : 145	1	36
984 : 146	1	36
985 : 43	115	36
986 : 147	1	36
987 : 44	151	36
988 : 45	151	36
989 : 46	151	36
990 : 47	1155	36
991 : 101	11	36
992 : 102	11	36
993 : 103	11	36
994 : 170	1	36
995 : 48	1212 0202 2221 2220 2122 2022	36
996 : 49	11	36
997 : 16	115	36
998 : 17	5151	36
999 : 18	151	36
1000 : 19	511	36

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

CARD FILE LIST (CONT.)

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

1001 : 20 555	36
1002 : 23 11	36
1003 : 24 11	36
1004 : 25 11	36
1005 : 26 115	36
1006 : 27 11	36
1007 : 28 11	36
1008 : 29 11	36
1009 : 30 11	36
1010 : 31 1515	36
1011 : 32 1515	36
1012 : 34 11	36
1013 : 39 1111	36
1014 : 35 1	36
1015 : 74 115	36
1016 : 75 11	36
1017 : 73 11	36
1018 : 77 1	36
1019 : 71 115	36
1020 : 78 1	36
1021 : 70 11	36
1022 : 21 1515	36
1023 : 76 11	36
1024 : 72 11	36
1025 : 79 11111	36
1026 : 69 11111	36
1027 : 68 11111	36
1028 : 83 111	36
1029 : 33 11	36
1030 : 80 11	36
1031 : 81 11	36
1032 : 82 115	36
1033 : 84 115	36
1034 : 36 1	36
1035 : 37 1	36
1036 : 38 1	36
1037 : 59 115	36
1038 : 58 11	36
1039 : 57 115	36
1040 : 56 151	36
1041 : 107 11	36
1042 : 108 11	36
1043 : 109 11	36
1044 : 110 11	36
1045 : 111 11	36
1046 : 55 11	36
1047 : 130 11	36
1048 : 153 11	36
1049 : 154 1	36
1050 : 53 101	36

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

CARD FILE LIST (CONT.)

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

1051 : 155 110	36
1052 : 157 1	36
1053 : 156 1	36
1054 : 54 11	36
1055 : 152 11	36
1056 : 159 101	36
1057 : 158 11	36
1058 : 52 11	36
1059 : 112 11	36
1060 : 113 11	36
1061 : 114 11	36
1062 : 50 11	36
1063 : 115 151	36
1064 : 116 151	36
1065 : 61 11	36
1066 : 117 11	36
1067 : 60 11	36
1068 : 118 11	36
1069 : 119 11	36
1070 : 120 11	36
1071 : 62 151	36
1072 : 121 11	36
1073 : 122 115	36
1074 : 123 11	36
1075 : 63 115	36
1076 : 124 11	36
1077 : 125 11	36
1078 : 126 11	36
1079 : 127 11	36
1080 : 64 151	36
1081 : 128 11	36
1082 : 129 11	36
1083 : 67 11	36
1084 : 65 151	36
1085 : 66 11	36
1086 : 140 1	36
1087 : 160 1	36
1088 : 91 11	36
1089 : 86 11	36
1090 : 90 11	36
1091 : 92 11	36
1092 : 88 11	36
1093 : 131 115	36
1094 : 132 151	36
1095 : 133 151	36
1096 : 134 151	36
1097 : 135 151	36
1098 : 136 11	36
1099 : 137 11	36
1100 : 138 11	36

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

CARD FILE LIST (CONT.)

```

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

```

[illegible]

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

CARD FILE LIST (CONT.)

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

1151 :	22	5	12222	22222	22222	22222		45
1152 :	22	6	22222	22222	21122	22222		45
1153 :	40	1	12222	22222	12222	22222		45
1154 :	40	2	21122	22222	21122	22222		45
1155 :	40	3	22222	11122	22222	11122		45
1156 :	41	1	11222	22222	22222			45
1157 :	41	2	21222	22222	21122			45
1158 :	41	3	22222	12122	22222			45
1159 :	51	2	22222	21122	11222			45
1160 :	51	4	12122	22222				45
1161 :	85	5	22222	12222	22222	22222		45
1162 :	85	6	22222	22222	22222	21121		45
1163 :	85	4	11122	22222	11221	22222		45
1164 :	85	1	22222	22222	22222	12222		45
1165 :	85	2	22222	21122	22222	22222		45
1166 :	87	1	22222	22222	22222	12222		45
1167 :	87	2	22222	21122	22222	22222		45
1168 :	87	3	11122	22222	22222	22222		45
1169 :	87	4	22222	22222	11122	22222		45
1170 :	87	5	22222	12222	22222	22222		45
1171 :	87	6	22222	22222	22222	21122		45
1172 :	89	1	22222	22222	22222	12222		45
1173 :	89	2	22222	21122	22222	22222		45
1174 :	89	3	11122	22222	22222	22222		45
1175 :	89	4	22222	22222	11122	22222		45
1176 :	89	5	22222	12222	22222	22222		45
1177 :	89	6	22222	22222	22222	21122		45
1178 :	93	2	21122	11222	22222			45
1179 :	93	4	22222	22222	12122			45
1180 :	95	1	12222	22222	22222	22222		45
1181 :	95	2	22222	22222	21122	22222		45
1182 :	95	4	22222	11122	22222	11122		45
1183 :	95	5	22222	22222	12222	22222		45
1184 :	95	6	21122	22222	22222	22222		45
1185 :	98	2	21122	22222	22222	22222		45
1186 :	98	4	22222	11122	22222	11122		45
1187 :	98	5	12222	22222	22222	22222		45
1188 :	98	6	22222	22222	11122	22222		45
1189 :	2	1	1	47	10	380		46
1190 :	2	2	1	212	10	380		46
1191 :	2	3	1	127	10	380		46
1192 :	2	4	1	31	10	380		46
1193 :	2	5	1	27	10	380		46
1194 :	2	6	1	412	10	380		46
1195 :	2	7	1	11	10	380		46
1196 :	2	8	1	32	10	380		46
1197 :	4	1	1	29	10	380		46
1198 :	4	2	1	49	10	380		46
1199 :	4	3	1	42	10	380		46
1200 :	4	4	1	19	10	380		46

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

CARD FILE LIST (CONT.)

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

1201 :	4	4	1	39	10	380	46
1202 :	5	1	1	29	10	380	46
1203 :	5	2	1	49	10	380	46
1204 :	5	3	1	42	10	380	46
1205 :	5	4	1	19	10	380	46
1206 :	5	4	1	39	10	380	46
1207 :	7	1	1	27	10	380	46
1208 :	7	2	1	19	10	380	46
1209 :	7	4	1	39	10	380	46
1210 :	7	6	1	212	10	380	46
1211 :	22	1	1	37	10	380	46
1212 :	22	2	1	112	10	380	46
1213 :	22	4	1	29	10	380	46
1214 :	22	4	1	49	10	380	46
1215 :	22	5	1	17	10	380	46
1216 :	22	6	1	312	10	380	46
1217 :	40	1	1	17	10	380	46
1218 :	40	1	1	37	10	380	46
1219 :	40	2	1	116	10	380	46
1220 :	40	2	1	316	10	380	46
1221 :	40	3	1	21	10	380	46
1222 :	40	3	1	49	10	380	46
1223 :	41	1	1	17	10	380	46
1224 :	41	2	1	31	10	380	46
1225 :	41	2	1	11	10	380	46
1226 :	41	3	1	29	10	380	46
1227 :	51	4	1	19	10	380	46
1228 :	85	5	1	27	10	380	46
1229 :	85	6	1	412	10	380	46
1230 :	85	6	1	43	10	380	46
1231 :	85	4	1	19	10	380	46
1232 :	85	4	1	39	10	380	46
1233 :	85	1	1	47	10	380	46
1234 :	85	2	1	212	10	380	46
1235 :	87	1	1	47	10	380	46
1236 :	87	2	1	212	10	380	46
1237 :	87	2	1	26	10	380	46
1238 :	87	3	1	19	10	380	46
1239 :	87	4	1	39	10	380	46
1240 :	87	5	1	27	10	380	46
1241 :	87	6	1	423	10	380	46
1242 :	89	1	1	47	10	380	46
1243 :	89	2	1	212	10	380	46
1244 :	89	2	1	26	10	380	46
1245 :	89	3	1	19	10	380	46
1246 :	89	4	1	39	10	380	46
1247 :	89	5	1	27	10	380	46
1248 :	89	6	1	412	10	380	46
1249 :	89	6	1	46	10	380	46
1250 :	93	4	1	39	10	380	46

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

CARD FILE LIST (CONT.)

SEQ. #	1	2	3	4	5	6	7	8
1251 :	95	1	1	17	10			380
1252 :	95	4	1	29	10			380
1253 :	95	4	1	49	10			380
1254 :	95	5	1	37	10			380
1255 :	98	5	1	17	10			380
1256 :	2	1		420	45	0	4	0 10 200 200 35 10
1257 :	2	2		840	60	0	8	0 10 400 400 35 10 1
1258 :	2	3		920	60	0	9	0 10 200 200 35 10
1259 :	2	4		520	60	0	5	0 10 200 200 35 10 1
1260 :	2	5		420	45	0	4	0 10 200 200 35 10
1261 :	2	6		825	50	0	8	0 10 250 250 35 10 1
1262 :	2	7		820	60	0	8	0 10 200 200 35 10
1263 :	2	8		420	60	0	4	0 10 200 200 35 10 1
1264 :	4	1		1015	15	0	10	0 10 150 150 35 5 1
1265 :	4	2		1232	25	0	12	0 10 320 320 35 15 1 11
1266 :	4	3		715	10	0	7	0 10 150 150 35 5 1
1267 :	4	4		1120	35	0	11	0 10 200 200 35 5 1
1268 :	5	1		1015	15	0	10	0 10 150 150 35 5 1
1269 :	5	2		1232	25	0	12	0 10 320 320 35 15 1 11
1270 :	5	3		715	10	0	7	0 10 150 150 35 5 1
1271 :	5	4		1120	35	0	11	0 10 200 200 35 5 1
1272 :	7	1		540	25	0	5	0 10 400 400 35 5
1273 :	7	2		1015	25	0	10	0 10 150 150 35 5 1 1
1274 :	7	4		1026	35	0	10	0 10 260 260 35 5
1275 :	7	6		1015	25	0	10	0 10 150 150 35 5 1
1276 :	22	1		420	25	0	4	0 10 200 200 30 0
1277 :	22	2		1030	60	0	10	0 10 300 300 30 10 1 1
1278 :	22	4		1040	45	0	10	0 10 400 400 30 5
1279 :	22	5		420	25	0	4	0 10 200 200 30 0
1280 :	22	6		430	60	0	4	0 10 300 300 35 10 1 1
1281 :	40	1		835	45	0	8	0 10 350 350 40 10 1
1282 :	40	2		2530	60	0	25	0 10 300 300 50 20 1 11
1283 :	40	3		840	35	0	8	0 10 400 400 40 10
1284 :	41	1		530	50	0	5	0 10 300 300 35 5 1
1285 :	41	2		1825	65	0	18	0 10 250 250 35 5 1 11
1286 :	41	3		735	45	0	7	0 10 350 350 35 5
1287 :	51	2	65	1050		0	10	0 10 500 500 45 201 1
1288 :	51	4		1050	55	0	10	0 10 500 500 35 101
1289 :	85	1		420	25	0	4	0 10 200 200 30 20 1 1
1290 :	85	2		740	50	0	7	0 10 400 400 30 20 1 1
1291 :	85	4		730	40	0	7	0 10 300 300 30 20
1292 :	85	5		420	25	0	4	0 10 200 200 30 20 1 1
1293 :	85	6		740	50	0	7	0 10 400 400 30 20 1 1
1294 :	87	1		430	25	0	4	0 10 300 300 30 20 1
1295 :	87	2		430	30	0	4	0 10 300 300 35 201 1
1296 :	87	3		740	20	0	7	0 10 400 400 30 30
1297 :	87	4		1040	60	0	10	0 10 400 400 30 301 1
1298 :	87	5		440	25	0	4	0 10 400 400 30 20 1
1299 :	87	6		430	30	0	4	0 10 300 300 35 201 1
1300 :	89	1		420	20	0	4	0 10 200 200 30 15 1

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

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

1301 :	89 2	430 30	0	4	0 10 300 300 35 151	1	47
1302 :	89 3	640 30	0	6	0 10 400 400 30 15		47
1303 :	89 4	740 30	0	7	0 10 400 400 30 151	1	47
1304 :	89 5	420 20	0	4	0 10 200 200 30 15	1	47
1305 :	89 6	430 30	0	4	0 10 300 300 35 151	1	47
1306 :	93 2	50 5050	0	50	0 10 500 500 36 19	1	47
1307 :	93 4	740 15	0	7	0 10 400 400 30 20		47
1308 :	95 1	420 15	0	4	0 10 200 200 36 25		47
1309 :	95 2	30 3020	0	30	0 10 200 200 36 25	1 1	47
1310 :	95 4	220 20	0	2	0 10 200 200 36 301		47
1311 :	95 5	420 15	0	4	0 10 200 200 36 25		47
1312 :	95 6	30 3020	0	30	0 10 200 200 36 25	1 1	47
1313 :	98 2	30 3020	0	30	0 10 200 200 35 17	1	47
1314 :	98 4	14 1420	0	14	0 10 200 200 30 20	1	47
1315 :	98 5	1030 60	0	10	0 10 300 300 30 10		47
1316 :	98 6	30 3020	0	30	0 10 200 200 35 17	1 1	47
1317 :	8101	23 72	0 0				50
1318 :	8107	24 165	0 0				50
1319 :	8106	26 112	0 0				50
1320 :	8111	3 59	0 0				50
1321 :	8114	3 125	0 0				50
1322 :	8124	27 0	0 0				50
1323 :	8115	28 132	0 0				50
1324 :	8119	30 49	0 0				50
1325 :	8120	29 42	0 0				50
1326 :	8202	49 125	0 0				50
1327 :	8059	15 157	0 0				50
1328 :	8064	105 2	0 0				50
1329 :	8048	104 74	0 0				50
1330 :	8050	106 29	0 0				50
1331 :	8035	106 230	0 0				50
1332 :	8055	106 240	0 0				50
1333 :	8063	42 2	0 0				50
1334 :	8052	42 70	0 0				50
1335 :	8066	43 2	0 0				50
1336 :	8046	44 138	0 0				50
1337 :	8051	45 23	0 0				50
1338 :	8054	46 18	0 0				50
1339 :	8018	47 37	0 0				50
1340 :	8036	47 24	0 0				50
1341 :	8121	14 44	0 0				50
1342 :	8118	13 25	0 0				50
1343 :	8117	12 15	0 0				50
1344 :	8116	12 120	0 0				50
1345 :	8113	11 39	0 0				50
1346 :	8110	10 10	0 0				50
1347 :	8105	8 56	0 0				50
1348 :	8103	17 6	0 0				50
1349 :	8108	19 16	0 0				50
1350 :	8112	20 15	0 0				50

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

CARD FILE LIST (CONT.)

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

1351 :8104	17	61	0	0				50
1352 :8122	31	8	0	0				50
1353 :8109	39	419	0	0				50
1354 :8123	32	0	0	0				50
1355 :8011	79	2	0	0				50
1356 :8014	79	2	0	0				50
1357 :8016	68	167	0	0				50
1358 :8008	68	26	0	0				50
1359 :8009	68	15	0	0				50
1360 :8069	68	2	0	0				50
1361 :8040	69	13	0	0				50
1362 :8022	69	16	0	0				50
1363 :8015	69	36	0	0				50
1364 :8041	83	45	0	0				50
1365 :8002	83	5	0	0				50
1366 :8102	21	21	0	0				50
1367 :8843	84	0	0	0				50
1368 :8061	59	2	0	0				50
1369 :8245	57	0	0	0				50
1370 :8053	55	346	0	0				50
1371 :8235	54	527	0	0				50
1372 :8201	115	125	0	0				50
1373 :8203	116	123	0	0				50
1374 :8033	122	8	0	0				50
1375 :8039	62	12	0	0				50
1376 :8250	63	15	0	0				50
1377 :8049	64	2	0	0				50
1378 :8240	66	41	0	0				50
1379 :8209	91	496	0	0				50
1380 :8207	90	25	0	0				50
1381 :8210	92	242	0	0				50
1382 :8205	88	30	0	0				50
1383 :8043	86	79	0	0				50
1384 :8211	94	0	0	0				50
1385 :8212	96	41	0	0				50
1386 :8213	97	41	0	0				50
1387 :8214	99	196	0	0				50
1388 :8215	100	0	0	0				50
1389 :8073	135	0	0	0				50
1390 :8218	163	50	0	0				50
1391 :8217	162	255	0	0				50
1392 :8216	161	137	0	0				50
1393 :8021	164	292	0	0				50
1394 :	0							170
1395 :	1							210

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

TRAF SIMULATION MODEL

DEVELOPED FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
INTELLIGENT VEHICLE HIGHWAY SYSTEM RESEARCH DIVISION

START OF CASE 1

Los Alamos National Lab- NETSIM network
Volume and turning movement data from CORFLO (Netflo2) assignment
Revised link distances measured with GIS, added node 157 at WR Y
Deleted node 150 & 100' LT-acceleration lane on Pajarito Rd from TA 46
Deleted node 149 & 90' RT-acceleration lane on Pajarito Rd from TA 51
Changed link length between nodes 10 and 39 from 50 to 350 feet
Changed Simulation Time and Time Interval
Deleted nodes 148 and 151

DATE = 05/ 24/ 93

USER = Michelle Hunt

AGENCY = Barton-Aschman

RUN CONTROL DATA

VALUE

RUN PARAMETERS AND OPTIONS

- 1 RUN IDENTIFICATION NUMBER
- 0 NEXT CASE CODE = (0,1) IF ANOTHER CASE (DOES NOT, DOES) FOLLOW
- 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
- 0 SIMULATION: PERFORMED ENVIRONMENTAL MEASURES: CALCULATED
RATE TABLES: EMBEDDED TRAJECTORY FILE: NOT WRITTEN
- 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
- 1600 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
- 91567 RANDOM NUMBER SEED
- 9763 RANDOM NUMBER SEED TO GENERATE TRAFFIC STREAM FOR NETSIM OR LEVEL I SIMULATION
- 7200 DURATION (SEC) OF TIME PERIOD NO. 1
- 100 LENGTH OF A TIME INTERVAL, SECONDS
- 12 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

TIME PERIOD 1 - NETSIM DATA

NETSIM LINKS

LINK	LENGTH FT / M	-LANES-				-CHANNEL-				DESTINATION LEFT THRU RIGHT	NODE DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME
		F U	L	PKT L L R	GRD PCT	LINK TYPE	C U	R	B234567										
(16, 35)	615/ 187	1	0	0	0	1*	0000000	0	7	0	0	0	2.5*	2.0	35/ 56	0	0	1-2	
(2, 25)	625/ 191	2	0	0	0	1*	4000000	0	26	8106	0	26	2.5*	2.0	50/ 80	0	0	2-1	
(25, 2)	625/ 191	2	0	0	0	1*	0100000	3	22	1	0	22	2.5*	2.0	35/ 56	0	0	1-2	
(15, 141)	200/ 61	2	0	0	-2	1*	0000000	0	40	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(146, 43)	825/ 251	1	0	1	-3	1*	0000000	0	44	8066	0	147	2.5*	2.0	50/ 80	0	0	1-1*	
(49, 48)	500/ 152	1	0	1	0	1*	0000000	116	170	115	0	103	2.5*	2.0	50/ 80	0	0	1-2	
(48, 170)	425/ 130	2	0	0	1	1*	0000000	0	103	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(46, 45)	2195/ 669	1	0	0	5	1*	0000000	0	44	8051	0	44	2.5*	2.0	50/ 80	0	0	1-1*	
(45, 44)	3215/ 980	1	0	1	2	1*	0000000	0	147	8046	0	43	2.5*	2.0	50/ 80	0	0	1-2	
(44, 147)	150/ 46	2	0	0	3	1*	0000000	0	43	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(145, 42)	900/ 274	1	0	1	3	1*	0000000	0	143	8063	8052	144	2.5*	2.0	50/ 80	0	0	1-2	
(42, 143)	150/ 46	2	0	0	3	1*	0000000	0	41	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(143, 41)	1385/ 422	1	0	1	3	1*	0000000	0	142	106	0	40	2.5*	2.0	50/ 80	0	0	1-2	
(41, 142)	150/ 46	2	0	0	2	1*	0000000	0	40	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(15, 6)	890/ 271	2	0	0	0	1*	4000000	0	14	5	0	0	2.5*	2.0	35/ 56	0	0	2-1	
(73, 71)	3912/1192	1	0	1	1	1*	0000000	0	78	72	0	70	2.5*	2.0	50/ 80	0	0	1-2	
(71, 78)	350/ 107	2	0	0	-3	1*	0000000	0	70	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(16, 21)	300/ 91	2	0	0	0	1*	4000000	8102	70	33	0	70	2.5*	2.0	35/ 56	0	0	2-1	
(107, 56)	3712/1131	2	0	1	6	1*	0000000	0	36	55	0	57	2.5*	2.0	50/ 80	0	0	1-2	
(56, 36)	250/ 76	3	0	0	5	1*	0000000	0	37	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(36, 37)	2592/ 790	2	0	0	5	1*	0000000	0	57	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(53, 154)	780/ 238	2	0	0	0	1*	0000000	0	153	0	0	0	2.5*	2.0	50/ 80	0	0	2-1	
(1, 140)	1280/ 390	2	0	0	0	1*	0000000	0	85	0	0	0	2.5*	2.0	35/ 56	0	0	1-2	
(140, 85)	220/ 67	3	1	0	0	1*	4000000	84	87	87	86	87	2.5*	2.0	35/ 56	1	0	1-1*	
(85, 87)	425/ 130	3	1	0	0	1*	4000000	88	160	93	0	89	2.5*	2.0	35/ 56	0	0	2-1	
(90, 89)	100/ 30	2	0	0	0	1*	4000000	91	92	87	0	92	2.5*	2.0	25/ 40	0	0	2-2	
(88, 87)	500/ 152	1	1	1	0	1*	0000000	160	93	85	0	93	2.5*	2.0	25/ 40	0	0	1-2	
(133, 132)	300/ 91	1	0	0	0	1*	0000000	0	131	161	0	131	2.5*	2.0	35/ 56	0	0	1-2	
(1, 2)	420/ 128	2	1	1	0	1*	0000000	25	3	22	0	3	2.5*	2.0	35/ 56	0	0	1-1*	
(2, 3)	950/ 290	2	0	0	0	1*	0000000	8111	4	8114	0	4	2.5*	2.0	35/ 56	0	0	1-1*	
(3, 4)	740/ 226	2	0	0	0	1*	0000000	28	5	27	0	5	2.5*	2.0	35/ 56	0	0	1-1*	
(4, 5)	895/ 273	2	0	0	0	1*	0000000	30	6	29	0	6	2.5*	2.0	35/ 56	0	0	1-1*	
(5, 6)	510/ 155	2	0	0	0	1*	4100000	15	0	14	0	0	2.5*	2.0	35/ 56	0	0	1-1*	
(6, 5)	510/ 155	2	0	0	0	1*	0000000	29	4	30	0	4	2.5*	2.0	35/ 56	0	0	1-1*	
(5, 4)	895/ 273	2	0	0	0	1*	0000000	27	3	28	0	3	2.5*	2.0	35/ 56	0	0	1-1*	
(4, 3)	740/ 226	2	0	0	0	1*	0000000	8114	2	8111	0	2	2.5*	2.0	35/ 56	0	0	1-1*	
(3, 2)	950/ 290	2	1	1	0	1*	0000000	22	1	25	0	1	2.5*	2.0	35/ 56	0	0	1-1*	
(2, 1)	420/ 128	2	0	0	0	1*	0000000	0	140	0	0	85	2.5*	2.0	35/ 56	0	0	1-1*	
(8101, 23)	0/ 0	2	0	0	0	1*	0000000	0	22	0	0	22	2.5*	2.0	0/ 0	0	0	1-1*	
(23, 22)	100/ 30	2	0	0	0	1*	0100000	2	24	7	0	24	2.5*	2.0	25/ 40	0	0	1-1*	
(22, 24)	390/ 119	2	0	0	0	1*	0000000	0	8107	0	0	8107	2.5*	2.0	25/ 40	0	0	1-1*	
(8107, 24)	0/ 0	2	0	0	0	1*	0000000	0	22	0	0	22	2.5*	2.0	0/ 0	0	0	1-1*	
(24, 22)	390/ 119	2	0	0	0	1*	4000000	7	23	2	0	23	2.5*	2.0	25/ 40	0	0	1-1*	
(22, 23)	100/ 30	2	0	0	0	1*	0000000	0	8101	0	0	8101	2.5*	2.0	25/ 40	0	0	1-1*	
(21, 16)	300/ 91	1	0	0	0	1*	0000000	0	35	17	0	7	2.5*	2.0	35/ 56	0	0	1-1*	

NETSIM LINKS (CONT.)

-LANES-				-CHANNEL-																		STREET
LINK	LENGTH FT / M	F U			LINK TYPE	C U			DESTINATION NODE				OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME		
		L	P	GRD		R	B234567	LEFT	THRU	RGHT	DIAG											
(35, 7)	95/ 29	2	0	0	0	1*	0000000	0	22	8	0	22	2.5*	2.0	35/ 56	0	0	1-1*				
(7, 22)	490/ 149	2	1	0	0	1*	0000000	23	2	24	0	2	2.5*	2.0	35/ 56	0	0	1-1*				
(22, 2)	830/ 253	2	1	1	0	1*	0100000	1	25	3	0	25	2.5*	2.0	35/ 56	0	0	1-1*				
(25, 26)	500/ 152	1	0	0	0	1*	0000000	0	59	0	0	59	2.5*	2.0	50/ 80	0	0	1-1*				
(8106, 26)	0/ 0	1	0	0	0	1*	0000000	25	0	59	0	0	2.5*	2.0	0/ 0	0	0	1-1*				
(26, 25)	500/ 152	1	0	1	0	1*	0000000	8106	2	1	0	2	2.5*	2.0	35/ 56	0	0	1-1*				
(25, 1)	460/ 140	1	0	0	0	1*	0000000	0	0	140	0	0	2.5*	2.0	35/ 56	0	0	1-1*				
(2, 22)	830/ 253	2	1	0	0	1*	0000000	24	7	23	0	7	2.5*	2.0	35/ 56	0	0	1-1*				
(22, 7)	490/ 149	2	1	0	0	1*	0000000	8	16	0	0	35	2.5*	2.0	35/ 56	0	0	1-1*				
(7, 16)	710/ 216	2	0	0	0	1*	0100000	17	21	0	0	21	2.5*	2.0	35/ 56	0	0	1-1*				
(8111, 3)	0/ 0	1	0	0	0	1*	0000000	4	8114	2	0	8114	2.5*	2.0	0/ 0	0	0	1-1*				
(8114, 3)	0/ 0	1	0	0	0	1*	0000000	2	8111	4	0	0	2.5*	2.0	0/ 0	0	0	1-1*				
(8124, 27)	0/ 0	1	0	0	0	1*	0000000	0	4	0	0	0	2.5*	2.0	0/ 0	0	0	1-1*				
(27, 4)	125/ 38	1	0	1	0	1*	0000000	3	28	5	0	28	2.5*	2.0	25/ 40	0	0	1-1*				
(4, 28)	455/ 139	1	0	0	0	1*	0000000	0	8115	0	0	8115	2.5*	2.0	25/ 40	0	0	1-1*				
(8115, 28)	0/ 0	1	0	0	0	1*	0000000	0	4	0	0	4	2.5*	2.0	0/ 0	0	0	1-1*				
(28, 4)	455/ 139	1	0	1	0	1*	0000000	5	27	3	0	27	2.5*	2.0	25/ 40	0	0	1-1*				
(4, 27)	125/ 38	1	0	0	0	1*	0000000	0	8124	0	0	0	2.5*	2.0	25/ 40	0	0	1-1*				
(8119, 30)	0/ 0	1	0	0	0	1*	0000000	0	5	0	0	5	2.5*	2.0	0/ 0	0	0	1-1*				
(30, 5)	105/ 32	1	0	1	0	1*	0000000	6	29	4	0	29	2.5*	2.0	25/ 40	0	0	1-1*				
(5, 30)	105/ 32	1	0	0	0	1*	0000000	0	8119	0	0	8119	2.5*	2.0	25/ 40	0	0	1-1*				
(5, 29)	110/ 34	1	0	0	0	1*	0000000	0	8120	0	0	8120	2.5*	2.0	25/ 40	0	0	1-1*				
(8120, 29)	0/ 0	1	0	0	0	1*	0000000	0	5	0	0	5	2.5*	2.0	0/ 0	0	0	1-1*				
(29, 5)	110/ 34	1	0	1	0	1*	0000000	4	30	6	0	30	2.5*	2.0	25/ 40	0	0	1-1*				
(7, 8)	325/ 99	1	0	0	0	1*	0000000	8105	9	0	0	9	2.5*	2.0	25/ 40	0	0	1-1*				
(8, 9)	325/ 99	1	0	0	0	1*	0000000	0	10	31	0	10	2.5*	2.0	25/ 40	0	0	1-1*				
(9, 10)	325/ 99	1	0	0	0	1*	0000000	8110	11	39	0	11	2.5*	2.0	25/ 40	0	0	1-1*				
(10, 11)	325/ 99	1	0	0	0	1*	0000000	8113	12	32	0	12	2.5*	2.0	25/ 40	0	0	1-1*				
(11, 12)	875/ 267	1	0	0	0	1*	0000000	8117	34	8116	0	34	2.5*	2.0	25/ 40	0	0	1-1*				
(12, 34)	290/ 88	1	0	0	0	1*	0000000	0	13	0	0	13	2.5*	2.0	25/ 40	0	0	1-1*				
(34, 13)	310/ 94	1	0	0	0	1*	0000000	8118	14	0	0	14	2.5*	2.0	25/ 40	0	0	1-1*				
(13, 14)	350/ 107	1	0	0	0	1*	0000000	0	6	8121	0	6	2.5*	2.0	25/ 40	0	0	1-1*				
(14, 6)	740/ 226	1	0	0	0	1*	0000000	5	15	0	0	15	2.5*	2.0	25/ 40	0	0	1-1*				
(6, 15)	890/ 271	1	0	1	0	1*	0000000	0	141	8059	0	40	2.5*	2.0	35/ 56	0	0	1-1*				
(141, 40)	2224/ 678	1	1	1	-2	1*	0000000	104	41	105	0	142	2.5*	2.0	50/ 80	0	0	1-1*				
(40, 41)	3395/1035	1	1	0	-2	1*	0000000	106	144	0	0	143	2.5*	2.0	50/ 80	0	0	1-1*				
(41, 144)	450/ 137	2	0	0	-3	1*	0000000	0	42	0	0	0	2.5*	2.0	50/ 80	0	0	1-1*				
(144, 42)	1125/ 343	1	1	0	-3	1*	0000000	8063	146	0	8052	145	2.5*	2.0	50/ 80	0	0	1-1*				
(42, 146)	225/ 69	2	0	0	-3	1*	0000000	0	43	0	0	0	2.5*	2.0	50/ 80	0	0	1-1*				
(43, 44)	3600/1097	1	1	0	-3	1*	0000000	8046	45	0	0	45	2.5*	2.0	50/ 80	0	0	1-1*				
(44, 45)	3237/ 987	1	1	0	-2	1*	0000000	8051	46	0	0	46	2.5*	2.0	50/ 80	0	0	1-1*				
(45, 46)	2194/ 669	1	0	0	-5	1*	0000000	8054	47	0	0	47	2.5*	2.0	50/ 80	0	0	1-1*				
(46, 47)	3063/ 934	1	0	0	-7	1*	0000000	0	101	8018	8036	101	2.5*	2.0	50/ 80	0	0	1-1*				
(47, 101)	3880/1183	1	0	0	-2	1*	0000000	0	102	0	0	102	2.5*	2.0	50/ 80	0	0	1-1*				
(101, 102)	4000/1219	1	0	0	-2	1*	0000000	0	103	0	0	103	2.5*	2.0	50/ 80	0	0	1-1*				

NETSIM LINKS (CONT.)

LINK	LENGTH FT / M	-LANES-			-CHANNEL-			DESTINATION NODE				OPP.	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME
		F U L L R	P K T PCT	GRD TYPE	LINK TYPE	C U R B234567	LEFT	THRU	RIGHT	DIAG	NODE	SEC	SEC	SEC	MPH/KMPH	CODE	CODE	-MENT	STREET NAME
(102, 103)	3360/1024	1 0 0	-2	1*	0000000	0	48	0	0	170	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(103, 48)	2293/ 699	1 0 1	-1	1*	0000000	115	49	116	0	49	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(48, 49)	500/ 152	1 0 0	0	1*	0000000	0	8202	0	0	8202	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(8202, 49)	0/ 0	1 0 0	0	1*	0000000	0	48	0	0	48	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(170, 103)	1860/ 567	1 0 0	1	1*	0000000	0	102	0	0	102	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(103, 102)	3360/1024	1 0 0	2	1*	0000000	0	101	0	0	101	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(102, 101)	4000/1219	1 0 0	2	1*	0000000	0	47	0	0	47	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(101, 47)	3880/1183	1 0 0	2	1*	0000000	8018	46	0	8036	46	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(47, 46)	3063/ 934	1 0 0	7	1*	0000000	0	45	8054	0	45	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(147, 43)	3456/1053	1 1 0	3	1*	0000000	8066	145	0	0	146	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(43, 145)	150/ 46	2 0 0	3	1*	0000000	0	42	0	0	0	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(142, 40)	3244/ 989	1 1 1	2	1*	0000000	105	15	104	0	141	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(40, 15)	2423/ 739	1 0 1	2	1*	0000000	8059	6	0	0	6	2.5*	2.0	50/ 80	0	0	0	0	1-1*	
(8059, 15)	0/ 0	2 0 0	0	1*	4100000	6	0	141	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8064, 105)	0/ 0	1 0 0	0	1*	0000000	0	40	0	0	40	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(105, 40)	200/ 61	1 0 0	0	1*	0000000	15	104	41	0	104	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(40, 105)	200/ 61	1 0 0	0	1*	0000000	0	8064	0	0	8064	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8048, 104)	0/ 0	1 0 0	0	1*	0000000	0	40	0	0	40	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(104, 40)	200/ 61	1 0 1	0	1*	0000000	41	105	15	0	105	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(40, 104)	200/ 61	1 0 0	0	1*	0000000	0	8048	0	0	8048	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8050, 106)	0/ 0	1 0 0	0	1*	0000000	0	41	8035	8055	41	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8035, 106)	0/ 0	1 0 0	0	1*	0000000	0	41	8050	8055	41	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8055, 106)	0/ 0	1 0 0	0	1*	0000000	0	41	8050	8035	41	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(106, 41)	200/ 61	2 0 0	0	1*	4100000	144	0	142	0	0	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(41, 106)	200/ 61	1 0 0	0	1*	0000000	0	8050	8035	8055	8050	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8063, 42)	0/ 0	1 0 0	0	1*	0000000	146	0	143	8052	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8052, 42)	0/ 0	1 0 0	0	1*	0000000	146	0	143	8063	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8066, 43)	0/ 0	2 0 0	0	1*	4100000	145	0	44	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8046, 44)	0/ 0	2 0 0	0	1*	4100000	45	0	147	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8051, 45)	0/ 0	2 0 0	0	1*	4100000	46	0	44	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8054, 46)	0/ 0	1 0 0	0	1*	0000000	47	0	45	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8018, 47)	0/ 0	1 0 0	0	1*	0000000	46	0	101	8036	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8036, 47)	0/ 0	1 0 0	0	1*	0000000	46	0	101	8018	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(6, 14)	740/ 226	1 0 0	0	1*	0000000	8121	13	0	0	13	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8121, 14)	0/ 0	1 0 0	0	1*	0000000	13	0	6	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(14, 13)	350/ 107	1 0 0	0	1*	0000000	0	34	8118	0	34	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8118, 13)	0/ 0	1 0 0	0	1*	0000000	14	0	34	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(13, 34)	310/ 94	1 0 0	0	1*	0000000	0	12	0	0	12	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(34, 12)	290/ 88	1 0 0	0	1*	0000000	8116	11	8117	0	11	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8117, 12)	0/ 0	1 0 0	0	1*	0000000	34	8116	11	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(8116, 12)	0/ 0	1 0 0	0	1*	0000000	11	8117	34	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(12, 11)	875/ 267	1 0 0	0	1*	0000000	32	10	8113	0	10	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8113, 11)	0/ 0	1 0 0	0	1*	0000000	12	32	10	0	32	2.5*	2.0	0/ 0	0	0	0	0	1-1*	
(11, 10)	325/ 99	1 0 0	0	1*	0000000	39	9	8110	0	9	2.5*	2.0	25/ 40	0	0	0	0	1-1*	
(8110, 10)	0/ 0	1 0 0	0	1*	0000000	11	39	9	0	0	2.5*	2.0	0/ 0	0	0	0	0	1-1*	

NETSIM LINKS (CONT.)

				-LANES-		-CHANNEL-																	
LINK	LENGTH FT / M	F U			LINK TYPE	R B234567	C U			DESTINATION LEFT THRU RGHT	NODE DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME				
		L	P	GRD			L	R	PCT														
(10, 9)	325/ 99	1	0	0	0	1*	00000000	31	8	0	0	8	2.5*	2.0	25/ 40	0	0	1-1*					
(9, 8)	325/ 99	1	0	0	0	1*	00000000	0	7	8105	0	7	2.5*	2.0	25/ 40	0	0	1-1*					
(8105, 8)	0/ 0	1	0	0	0	1*	00000000	9	0	7	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(8, 7)	325/ 99	1	1	0	0	1*	00000000	16	0	22	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(16, 17)	225/ 69	1	0	0	0	1*	00000000	8104	18	8103	0	18	2.5*	2.0	25/ 40	0	0	1-1*					
(17, 18)	360/ 110	1	0	0	0	1*	00000000	31	19	0	0	19	2.5*	2.0	25/ 40	0	0	1-1*					
(18, 19)	290/ 88	1	0	0	0	1*	00000000	0	20	8108	0	20	2.5*	2.0	25/ 40	0	0	1-1*					
(8103, 17)	0/ 0	1	0	0	0	1*	00000000	16	8104	18	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(8108, 19)	0/ 0	1	0	0	0	1*	00000000	18	0	20	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(19, 20)	360/ 110	1	0	0	0	1*	00000000	32	0	8112	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(8112, 20)	0/ 0	1	0	0	0	1*	00000000	19	32	0	0	32	2.5*	2.0	0/ 0	0	0	1-1*					
(20, 19)	360/ 110	1	0	0	0	1*	00000000	8108	18	0	0	18	2.5*	2.0	25/ 40	0	0	1-1*					
(19, 18)	290/ 88	1	0	0	0	1*	00000000	0	17	31	0	17	2.5*	2.0	25/ 40	0	0	1-1*					
(18, 17)	360/ 110	1	0	0	0	1*	00000000	8103	16	8104	0	16	2.5*	2.0	25/ 40	0	0	1-1*					
(17, 16)	225/ 69	1	1	0	0	1*	00000000	21	0	35	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(8104, 17)	0/ 0	1	0	0	0	1*	00000000	18	8103	16	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(18, 31)	350/ 107	1	0	0	0	1*	00000000	8122	9	39	0	9	2.5*	2.0	25/ 40	0	0	1-1*					
(31, 9)	350/ 107	1	0	0	0	1*	00000000	8	0	10	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(9, 31)	350/ 107	1	0	0	0	1*	00000000	39	18	8122	0	18	2.5*	2.0	25/ 40	0	0	1-1*					
(31, 18)	350/ 107	1	0	0	0	1*	00000000	19	0	17	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(8122, 31)	0/ 0	1	0	0	0	1*	00000000	9	39	18	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(8109, 39)	0/ 0	1	0	0	0	1*	00000000	31	10	32	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(39, 31)	465/ 142	1	0	0	0	1*	00000000	18	8122	9	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(31, 39)	465/ 142	1	0	0	0	1*	00000000	0	8109	0	0	8109	2.5*	2.0	25/ 40	0	0	1-1*					
(39, 10)	350/ 107	1	0	0	0	1*	00000000	9	8110	11	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(10, 39)	350/ 107	1	0	0	0	1*	00000000	0	8109	0	0	8109	2.5*	2.0	25/ 40	0	0	1-1*					
(39, 32)	439/ 134	1	0	0	0	1*	00000000	11	8123	20	0	0	2.5*	2.0	25/ 40	0	0	1-1*					
(32, 39)	439/ 134	1	0	0	0	1*	00000000	0	8109	0	0	8109	2.5*	2.0	25/ 40	0	0	1-1*					
(8123, 32)	0/ 0	1	0	0	0	1*	00000000	20	39	11	0	0	2.5*	2.0	0/ 0	0	0	1-1*					
(20, 32)	350/ 107	1	0	0	0	1*	00000000	39	11	8123	0	11	2.5*	2.0	25/ 40	0	0	1-1*					
(32, 11)	350/ 107	1	0	0	0	1*	00000000	10	8113	12	0	8113	2.5*	2.0	25/ 40	0	0	1-1*					
(11, 32)	350/ 107	1	0	0	0	1*	00000000	8123	20	39	0	20	2.5*	2.0	25/ 40	0	0	1-1*					
(32, 20)	350/ 107	1	0	0	0	1*	00000000	0	8112	19	0	8112	2.5*	2.0	25/ 40	0	0	1-1*					
(65, 74)	2280/ 695	1	0	0	-2	1*	00000000	0	75	76	0	75	2.5*	2.0	50/ 80	0	0	1-1*					
(74, 75)	3780/1152	1	0	0	3	1*	00000000	0	73	0	0	73	2.5*	2.0	50/ 80	0	0	1-1*					
(75, 73)	4000/1219	1	0	0	1	1*	00000000	0	71	0	0	77	2.5*	2.0	50/ 80	0	0	1-1*					
(78, 70)	2150/ 655	1	0	0	-3	1*	00000000	0	21	0	0	21	2.5*	2.0	50/ 80	0	0	1-1*					
(70, 21)	4000/1219	1	1	0	-6	1*	00000000	33	16	8102	0	16	2.5*	2.0	50/ 80	0	0	1-1*					
(21, 70)	4000/1219	1	0	0	6	1*	00000000	0	71	0	0	78	2.5*	2.0	50/ 80	0	0	1-1*					
(70, 71)	2500/ 762	1	1	0	3	1*	00000000	72	77	0	0	73	2.5*	2.0	50/ 80	0	0	1-1*					
(71, 77)	300/ 91	2	0	0	-1	1*	00000000	0	73	0	0	0	2.5*	2.0	50/ 80	0	0	1-1*					
(77, 73)	3609/1100	1	0	0	-1	1*	00000000	0	75	0	0	75	2.5*	2.0	50/ 80	0	0	1-1*					
(73, 75)	4000/1219	1	0	0	-1	1*	00000000	0	74	0	0	74	2.5*	2.0	50/ 80	0	0	1-1*					
(75, 74)	3780/1152	1	0	0	-3	1*	00000000	76	65	0	0	65	2.5*	2.0	50/ 80	0	0	1-1*					
(79, 76)	2921/ 890	1	0	0	0	1*	00000000	0	74	0	0	74	2.5*	2.0	50/ 80	0	0	1-1*					

NETSIM LINKS (CONT.)

LINK	LENGTH FT / M	-LANES-				-CHANNEL-				DESTINATION LEFT THRU RIGHT	NODE DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME
		F U	L	PKT L	GRD R	LINK PCT	C U	R	B234567										
(76, 79)	2921/ 890	1	0	0	0	1*	00000000	0	69	8011	8014	69	2.5*	2.0	50/ 80	0	0	1-1*	
(76, 74)	4000/1219	1	0	1	0	1*	00000000	65	0	75	0	0	2.5*	2.0	45/ 72	0	0	1-1*	
(74, 76)	4000/1219	1	0	0	0	1*	00000000	0	79	0	0	79	2.5*	2.0	45/ 72	0	0	1-1*	
(79, 72)	2177/ 664	1	0	0	0	1*	00000000	0	71	0	0	71	2.5*	2.0	50/ 80	0	0	1-1*	
(72, 79)	2177/ 664	1	0	0	0	1*	00000000	0	69	8011	8014	69	2.5*	2.0	50/ 80	0	0	1-1*	
(72, 71)	4000/1219	1	0	1	0	1*	00000000	77	0	78	0	0	2.5*	2.0	45/ 72	0	0	1-1*	
(71, 72)	4000/1219	1	0	0	0	1*	00000000	0	79	0	0	79	2.5*	2.0	45/ 72	0	0	1-1*	
(8011, 79)	0/ 0	1	0	0	0	1*	00000000	76	69	72	8014	69	2.5*	2.0	0/ 0	0	0	1-1*	
(8014, 79)	0/ 0	1	0	0	0	1*	00000000	76	69	72	8011	69	2.5*	2.0	0/ 0	0	0	1-1*	
(79, 69)	4000/1219	1	0	0	0	1*	00000000	8015	68	8022	8040	68	2.5*	2.0	50/ 80	0	0	1-1*	
(69, 79)	4000/1219	1	0	0	0	1*	00000000	76	8011	72	8014	8011	2.5*	2.0	50/ 80	0	0	1-1*	
(68, 69)	4000/1219	1	0	0	0	1*	00000000	8015	79	8022	8040	79	2.5*	2.0	30/ 48*	0	0	1-1*	
(69, 68)	4000/1219	1	0	0	0	1*	00000000	8016	8008	8009	8069	8008	2.5*	2.0	30/ 48*	0	0	1-1*	
(8016, 68)	0/ 0	1	0	0	0	1*	00000000	8008	69	8009	8069	69	2.5*	2.0	0/ 0	0	0	1-1*	
(8008, 68)	0/ 0	1	0	0	0	1*	00000000	8016	69	8009	8069	69	2.5*	2.0	0/ 0	0	0	1-1*	
(8009, 68)	0/ 0	1	0	0	0	1*	00000000	8016	69	8008	8069	69	2.5*	2.0	0/ 0	0	0	1-1*	
(8069, 68)	0/ 0	1	0	0	0	1*	00000000	8016	69	8008	8009	69	2.5*	2.0	0/ 0	0	0	1-1*	
(8040, 69)	0/ 0	1	0	0	0	1*	00000000	8015	79	8022	68	79	2.5*	2.0	0/ 0	0	0	1-1*	
(8022, 69)	0/ 0	1	0	0	0	1*	00000000	8015	79	8040	68	79	2.5*	2.0	0/ 0	0	0	1-1*	
(8015, 69)	0/ 0	1	0	0	0	1*	00000000	8022	79	8040	68	79	2.5*	2.0	0/ 0	0	0	1-1*	
(8041, 83)	0/ 0	1	0	0	0	1*	00000000	0	82	8002	0	82	2.5*	2.0	0/ 0	0	0	1-1*	
(8002, 83)	0/ 0	1	0	0	0	1*	00000000	0	82	8041	0	82	2.5*	2.0	0/ 0	0	0	1-1*	
(8102, 21)	0/ 0	1	0	0	0	1*	00000000	70	33	16	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(21, 33)	1300/ 396	1	0	0	-1	1*	00000000	0	80	0	0	80	2.5*	2.0	35/ 56	0	0	1-1*	
(33, 80)	1350/ 411	1	0	0	-5	1*	00000000	0	81	0	0	81	2.5*	2.0	35/ 56	0	0	1-1*	
(80, 81)	1370/ 418	1	0	0	-9	1*	00000000	0	82	0	0	82	2.5*	2.0	20/ 32	0	0	1-1*	
(81, 82)	1800/ 549	1	0	0	-4	1*	00000000	0	84	83	0	84	2.5*	2.0	35/ 56	0	0	1-1*	
(82, 83)	4000/1219	1	0	0	-3	1*	00000000	0	8041	8002	0	8041	2.5*	2.0	40/ 64	0	0	1-1*	
(83, 82)	4000/1219	1	0	1	3	1*	00000000	81	0	84	0	0	2.5*	2.0	40/ 64	0	0	1-1*	
(82, 84)	1280/ 390	1	0	0	8	1*	00000000	0	85	8843	0	85	2.5*	2.0	30/ 48	0	0	1-1*	
(8843, 84)	0/ 0	1	0	0	0	1*	00000000	82	0	85	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(85, 84)	500/ 152	1	0	0	-3	1*	00000000	8843	82	0	0	82	2.5*	2.0	35/ 56	0	0	1-1*	
(84, 82)	1280/ 390	1	0	0	-8	1*	00000000	83	81	0	0	81	2.5*	2.0	35/ 56	0	0	1-1*	
(82, 81)	1800/ 549	1	0	0	4	1*	00000000	0	80	0	0	80	2.5*	2.0	30/ 48	0	0	1-1*	
(81, 80)	1370/ 418	1	0	0	9	1*	00000000	0	33	0	0	33	2.5*	2.0	20/ 32	0	0	1-1*	
(80, 33)	1350/ 411	1	0	0	5	1*	00000000	0	21	0	0	21	2.5*	2.0	35/ 56	0	0	1-1*	
(33, 21)	1300/ 396	1	0	1	1	1*	00000000	16	8102	70	0	0	2.5*	2.0	35/ 56	0	0	1-1*	
(26, 59)	560/ 171	1	0	0	0	1*	00000000	0	58	8061	0	58	2.5*	2.0	50/ 80	0	0	1-1*	
(59, 58)	2000/ 610	1	0	0	0	1*	00000000	0	57	0	0	57	2.5*	2.0	50/ 80	0	0	1-1*	
(58, 57)	2519/ 768	1	0	0	0	1*	00000000	0	56	8245	0	37	2.5*	2.0	50/ 80	0	0	1-1*	
(57, 56)	4000/1219	1	1	0	-5	1*	00000000	55	38	0	0	107	2.5*	2.0	50/ 80	0	0	1-1*	
(56, 38)	375/ 114	2	0	0	-6	1*	00000000	0	107	0	0	0	2.5*	2.0	50/ 80	0	0	1-1*	
(38, 107)	3225/ 983	1	0	0	-6	1*	00000000	0	108	0	0	108	2.5*	2.0	50/ 80	0	0	1-1*	
(107, 108)	3560/1085	1	0	0	-4	1*	00000000	0	109	0	0	109	2.5*	2.0	50/ 80	0	0	1-1*	
(108, 109)	3580/1091	1	0	0	-2	1*	00000000	0	110	0	0	110	2.5*	2.0	50/ 80	0	0	1-1*	

NETSIM LINKS (CONT.)

LINK	LENGTH FT / M	-LANES-			-CHANNEL-			DESTINATION NODE			OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME
		F U	L	PKT L R	GRD PCT	LINK TYPE	C U R B234567	LEFT	THRU	RIGHT								
(109, 110)	3600/1097	1	0	0	-2	1*	0000000	0	111	0	0	111	2.5*	2.0	50/ 80	0	0	1-1*
(110, 111)	2600/ 792	1	0	0	-2	1*	0000000	0	51	0	0	51	2.5*	2.0	50/ 80	0	0	1-1*
(111, 51)	3649/1112	1	0	0	-2	1*	0000000	52	0	112	0	0	2.5*	2.0	50/ 80	0	0	1-1*
(51, 111)	3649/1112	1	0	0	2	1*	0000000	0	110	0	0	110	2.5*	2.0	50/ 80	0	0	1-1*
(111, 110)	2600/ 792	1	0	0	2	1*	0000000	0	109	0	0	109	2.5*	2.0	50/ 80	0	0	1-1*
(110, 109)	3600/1097	1	0	0	2	1*	0000000	0	108	0	0	108	2.5*	2.0	50/ 80	0	0	1-1*
(109, 108)	3580/1091	1	0	0	2	1*	0000000	0	107	0	0	107	2.5*	2.0	50/ 80	0	0	1-1*
(108, 107)	3560/1085	1	0	0	4	1*	0000000	0	56	0	0	38	2.5*	2.0	50/ 80	0	0	1-1*
(37, 57)	1200/ 366	1	0	0	5	1*	0000000	8245	58	0	0	58	2.5*	2.0	50/ 80	0	0	1-1*
(57, 58)	2519/ 768	1	0	0	0	1*	0000000	0	59	0	0	59	2.5*	2.0	50/ 80	0	0	1-1*
(58, 59)	2000/ 610	1	0	0	0	1*	0000000	8061	26	0	0	26	2.5*	2.0	35/ 56	0	0	1-1*
(59, 26)	560/ 171	1	0	0	0	1*	0000000	0	25	0	0	25	2.5*	2.0	35/ 56	0	0	1-1*
(8061, 59)	0/ 0	1	0	0	0	1*	0000000	26	0	58	0	0	2.5*	2.0	0/ 0	0	0	1-1*
(8245, 57)	0/ 0	1	0	0	0	1*	0000000	58	0	56	0	0	2.5*	2.0	0/ 0	0	0	1-1*
(8053, 55)	0/ 0	1	0	0	0	1*	0000000	0	56	0	0	56	2.5*	2.0	0/ 0	0	0	1-1*
(55, 56)	500/ 152	2	0	0	0	1*	4100000	38	0	36	0	0	2.5*	2.0	30/ 48	0	0	1-1*
(56, 55)	500/ 152	1	0	0	0	1*	0000000	0	8053	0	0	8053	2.5*	2.0	30/ 48	0	0	1-1*
(130, 153)	1830/ 558	1	0	0	0	1*	0000000	0	53	0	159	154	2.5*	2.0	50/ 80	0	0	1-1*
(153, 159)	814/ 248	1	0	0	0	1*	0000000	0	0	0	158	0	2.5*	2.0	35/ 56	0	0	1-1*
(153, 53)	1100/ 335	1	0	0	0	1*	0000000	0	155	0	0	155	2.5*	2.0	50/ 80	0	0	1-1*
(53, 155)	1300/ 396	1	0	0	0	1*	0000000	0	54	0	0	157	2.5*	2.0	50/ 80	0	0	1-1*
(155, 54)	3500/1067	1	0	0	0	1*	0000000	0	8235	0	0	8235	2.5*	2.0	25/ 40	0	0	1-1*
(8235, 54)	0/ 0	2	0	0	0	1*	0000000	0	156	0	0	155	2.5*	2.0	0/ 0	0	0	1-1*
(54, 156)	3000/ 914	2	0	0	0	1*	0000000	0	157	0	0	0	2.5*	2.0	50/ 80	0	0	1-2
(156, 157)	163/ 50	3	0	0	0	1*	0000000	0	155	0	152	0	2.5*	2.0	50/ 80	0	0	2-1
(157, 155)	294/ 90	2	0	0	0	1*	0000000	0	53	0	0	53	2.5*	2.0	50/ 80	0	0	1-1*
(155, 53)	1300/ 396	2	0	0	0	1*	0000000	0	154	0	0	153	2.5*	2.0	50/ 80	0	0	1-1*
(154, 153)	320/ 98	1	0	0	0	1*	0000000	0	130	0	0	130	2.5*	2.0	50/ 80	0	0	1-1*
(153, 130)	1830/ 558	1	0	0	0	1*	0000000	0	139	0	0	139	2.5*	2.0	50/ 80	0	0	1-1*
(52, 51)	3860/1177	1	0	1	3	1*	0000000	0	112	111	0	112	2.5*	2.0	50/ 80	0	0	1-1*
(51, 112)	3000/ 914	1	0	0	0	1*	0000000	0	113	0	0	113	2.5*	2.0	50/ 80	0	0	1-1*
(112, 113)	4000/1219	1	0	0	0	1*	0000000	0	114	0	0	114	2.5*	2.0	50/ 80	0	0	1-1*
(113, 114)	4000/1219	1	0	0	0	1*	0000000	0	50	0	0	50	2.5*	2.0	50/ 80	0	0	1-1*
(114, 50)	1500/ 457	1	0	0	0	1*	0000000	0	115	0	0	115	2.5*	2.0	50/ 80	0	0	1-1*
(50, 115)	3302/1006	1	1	0	0	1*	0000000	8201	48	0	0	48	2.5*	2.0	50/ 80	0	0	1-1*
(115, 48)	3600/1097	1	0	1	3	1*	0000000	49	116	170	0	116	2.5*	2.0	40/ 64	0	0	1-1*
(48, 116)	3689/1124	1	1	0	-1	1*	0000000	8203	61	0	0	61	2.5*	2.0	40/ 64	0	0	1-1*
(116, 61)	1821/ 555	1	0	0	-2	1*	0000000	0	117	0	0	117	2.5*	2.0	45/ 72	0	0	1-1*
(61, 117)	4000/1219	1	0	0	1	1*	0000000	0	60	0	0	60	2.5*	2.0	45/ 72	0	0	1-1*
(117, 60)	3200/ 975	1	0	0	-1	1*	0000000	0	118	0	0	118	2.5*	2.0	45/ 72	0	0	1-1*
(60, 118)	3900/1189	1	0	0	2	1*	0000000	0	119	0	0	119	2.5*	2.0	45/ 72	0	0	1-1*
(118, 119)	3800/1158	1	0	0	0	1*	0000000	0	120	0	0	120	2.5*	2.0	45/ 72	0	0	1-1*
(119, 120)	2300/ 701	1	0	0	-6	1*	0000000	0	62	0	0	62	2.5*	2.0	45/ 72	0	0	1-1*
(120, 62)	1920/ 585	1	0	0	-5	1*	0000000	0	121	8039	0	121	2.5*	2.0	45/ 72	0	0	1-1*
(62, 121)	4000/1219	1	0	0	2	1*	0000000	0	122	0	0	122	2.5*	2.0	40/ 64	0	0	1-1*

NETSIM LINKS (CONT.)

										-LANES-		-CHANNEL-															
		F				C						LOST		Q DIS	FREE				LANE								
		U				U										SPEED		RTOR	PED	ALIGN							
LINK	LENGTH	L	PKT	GRD	LINK	R	DESTINATION		NODE	OPP.	TIME																
	FT / M	L	L R	PCT	TYPE	B234567	LEFT	THRU	RGHT	DIAG	NODE	SEC	SEC	MPH/KMPH	CODE	CODE	-MENT					STREET					
(121, 122)	3688/1124	1	0 0	6	1*	00000000	8033	123	0	0	123	2.5*	2.0	40/ 64	0	0	1-1*										
(122, 123)	3840/1170	1	0 0	1	1*	00000000	0	63	0	0	63	2.5*	2.0	50/ 80	0	0	1-1*										
(123, 63)	3300/1006	1	1 0	2	1*	00000000	8250	124	0	0	124	2.5*	2.0	50/ 80	0	0	1-1*										
(63, 124)	3920/1195	1	0 0	5	1*	00000000	0	125	0	0	125	2.5*	2.0	50/ 80	0	0	1-1*										
(124, 125)	3860/1177	1	0 0	4	1*	00000000	0	126	0	0	126	2.5*	2.0	50/ 80	0	0	1-1*										
(125, 126)	3900/1189	1	0 0	3	1*	00000000	0	127	0	0	127	2.5*	2.0	50/ 80	0	0	1-1*										
(126, 127)	3280/1000	1	0 0	3	1*	00000000	0	64	0	0	64	2.5*	2.0	50/ 80	0	0	1-1*										
(127, 64)	2100/ 640	1	0 0	3	1*	00000000	0	128	8049	0	128	2.5*	2.0	50/ 80	0	0	1-1*										
(64, 128)	3949/1204	1	0 0	3	1*	00000000	0	129	0	0	129	2.5*	2.0	50/ 80	0	0	1-1*										
(128, 129)	3840/1170	1	0 0	3	1*	00000000	0	67	0	0	67	2.5*	2.0	50/ 80	0	0	1-1*										
(129, 67)	4000/1219	1	0 0	4	1*	00000000	0	65	0	0	65	2.5*	2.0	50/ 80	0	0	1-1*										
(67, 65)	2160/ 658	1	0 0	0	1*	00000000	0	66	74	0	66	2.5*	2.0	50/ 80	0	0	1-1*										
(65, 66)	500/ 152	1	0 0	5	1*	00000000	0	8240	0	0	8240	2.5*	2.0	35/ 56	0	0	1-1*										
(74, 65)	2280/ 695	1	0 1	2	1*	00000000	67	0	66	0	0	2.5*	2.0	50/ 80	0	0	1-1*										
(66, 65)	500/ 152	1	0 0	-5	1*	00000000	74	67	0	0	67	2.5*	2.0	35/ 56	0	0	1-1*										
(65, 67)	2160/ 658	1	1 0	0	1*	00000000	0	129	0	0	129	2.5*	2.0	50/ 80	0	0	1-1*										
(67, 129)	4000/1219	1	0 0	-4	1*	00000000	0	128	0	0	128	2.5*	2.0	50/ 80	0	0	1-1*										
(129, 128)	3840/1170	1	0 0	-3	1*	00000000	0	64	0	0	64	2.5*	2.0	50/ 80	0	0	1-1*										
(128, 64)	3949/1204	1	0 0	-3	1*	00000000	8049	127	0	0	127	2.5*	2.0	50/ 80	0	0	1-1*										
(64, 127)	2100/ 640	1	0 0	-3	1*	00000000	0	126	0	0	126	2.5*	2.0	50/ 80	0	0	1-1*										
(127, 126)	3280/1000	1	0 0	-3	1*	00000000	0	125	0	0	125	2.5*	2.0	50/ 80	0	0	1-1*										
(126, 125)	3900/1189	1	0 0	-3	1*	00000000	0	124	0	0	124	2.5*	2.0	50/ 80	0	0	1-1*										
(125, 124)	3600/1097	1	0 0	-4	1*	00000000	0	63	0	0	63	2.5*	2.0	50/ 80	0	0	1-1*										
(124, 63)	3920/1195	1	0 0	-5	1*	00000000	0	123	8250	0	123	2.5*	2.0	50/ 80	0	0	1-1*										
(63, 123)	3300/1006	1	0 0	-2	1*	00000000	0	122	0	0	122	2.5*	2.0	50/ 80	0	0	1-1*										
(123, 122)	3840/1170	1	0 0	-1	1*	00000000	0	121	8033	0	121	2.5*	2.0	50/ 80	0	0	1-1*										
(122, 121)	3420/1042	1	0 0	-6	1*	00000000	0	62	0	0	62	2.5*	2.0	40/ 64	0	0	1-1*										
(121, 62)	4000/1219	1	0 0	-2	1*	00000000	8039	120	0	0	120	2.5*	2.0	40/ 64	0	0	1-1*										
(62, 120)	1920/ 585	1	0 0	5	1*	00000000	0	119	0	0	119	2.5*	2.0	45/ 72	0	0	1-1*										
(120, 119)	2300/ 701	1	0 0	6	1*	00000000	0	118	0	0	118	2.5*	2.0	45/ 72	0	0	1-1*										
(119, 118)	3800/1158	1	0 0	0	1*	00000000	0	60	0	0	60	2.5*	2.0	45/ 72	0	0	1-1*										
(118, 60)	3900/1189	1	0 0	-2	1*	00000000	0	117	0	0	117	2.5*	2.0	45/ 72	0	0	1-1*										
(60, 117)	3200/ 975	1	0 0	1	1*	00000000	0	61	0	0	61	2.5*	2.0	45/ 72	0	0	1-1*										
(117, 61)	4000/1219	1	0 0	-1	1*	00000000	0	116	0	0	116	2.5*	2.0	45/ 72	0	0	1-1*										
(61, 116)	1821/ 555	1	0 1	2	1*	00000000	0	48	8203	0	48	2.5*	2.0	45/ 72	0	0	1-1*										
(116, 48)	3689/1124	1	0 0	1	1*	00000000	170	115	49	0	115	2.5*	2.0	40/ 64	0	0	1-1*										
(48, 115)	3600/1097	1	0 1	-3	1*	00000000	0	50	8201	0	50	2.5*	2.0	40/ 64	0	0	1-1*										
(115, 50)	3302/1006	1	0 0	0	1*	00000000	0	114	0	0	114	2.5*	2.0	50/ 80	0	0	1-1*										
(50, 114)	1500/ 457	1	0 0	0	1*	00000000	0	113	0	0	113	2.5*	2.0	50/ 80	0	0	1-1*										
(114, 113)	4000/1219	1	0 0	0	1*	00000000	0	112	0	0	112	2.5*	2.0	50/ 80	0	0	1-1*										
(113, 112)	4000/1219	1	0 0	0	1*	00000000	0	51	0	0	51	2.5*	2.0	50/ 80	0	0	1-1*										
(112, 51)	3000/ 914	2	0 0	0	1*	00000000	111	52	0	0	52	2.5*	2.0	50/ 80	0	0	1-1*										
(51, 52)	3860/1177	2	0 0	-3	1*	00000000	0	158	0	0	158	2.5*	2.0	50/ 80	0	0	1-1*										
(52, 158)	740/ 226	1	0 0	-2	1*	00000000	0	159	0	155	159	2.5*	2.0	50/ 80	0	0	1-1*										
(158, 155)	2610/ 796	1	0 0	0	1*	00000000	0	0	0	54	0	2.5*	2.0	45/ 72	0	0	1-1*										

NETSIM LINKS (CONT.)

-LANES-				-CHANNEL-															
LINK	LENGTH FT / M	F U				LINK R	C U	DESTINATION				OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME
		L	PKT	GRD	PCT			LEFT	THRU	RGHT	DIAG								
(158, 159)	600/ 183	1	0	0	0	1*	00000000	0	152	0	0	152	2.5*	2.0	45/ 72	0	0	1-1*	
(159, 152)	1100/ 335	1	0	0	0	1*	00000000	0	53	0	0	157	2.5*	2.0	40/ 64	0	0	1-1*	
(152, 53)	757/ 231	1	0	0	0	1*	00000000	0	0	0	154	0	2.5*	2.0	30/ 48	0	0	1-1*	
(157, 152)	1631/ 497	2	0	0	0	1*	00000000	0	159	0	0	159	2.5*	2.0	45/ 72	0	0	1-1*	
(152, 159)	1206/ 368	2	0	0	0	1*	00000000	0	158	0	0	158	2.5*	2.0	40/ 64	0	0	1-1*	
(159, 158)	600/ 183	2	0	0	0	1*	00000000	0	52	0	0	52	2.5*	2.0	45/ 72	0	0	1-1*	
(158, 52)	740/ 226	2	0	0	0	1*	00000000	0	51	0	0	51	2.5*	2.0	50/ 80	0	0	1-1*	
(8201, 115)	0/ 0	1	0	0	0	1*	00000000	48	0	50	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(8203, 116)	0/ 0	1	0	0	0	1*	00000000	61	0	48	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(8033, 122)	0/ 0	1	0	0	0	1*	00000000	123	0	121	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(8039, 62)	0/ 0	1	0	0	0	1*	00000000	120	0	121	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(8250, 63)	0/ 0	1	0	0	0	1*	00000000	124	0	123	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(8049, 64)	0/ 0	1	0	0	0	1*	00000000	127	0	128	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(8240, 66)	0/ 0	1	0	0	0	1*	00000000	0	65	0	0	65	2.5*	2.0	0/ 0	0	0	1-1*	
(8209, 91)	0/ 0	2	0	0	0	1*	00000000	0	89	0	0	89	2.5*	2.0	0/ 0	0	0	1-1*	
(91, 89)	500/ 152	2	1	1	0	1*	00000000	92	87	90	0	160	2.5*	2.0	35/ 56	0	0	1-1*	
(89, 87)	400/ 122	2	1	1	0	1*	00000000	93	85	88	0	85	2.5*	2.0	35/ 56	0	0	1-1*	
(87, 85)	425/ 130	2	1	0	0	1*	00000000	86	1	84	0	140	2.5*	2.0	35/ 56	0	0	1-1*	
(85, 1)	1500/ 457	2	0	0	0	1*	00000000	0	2	0	0	2	2.5*	2.0	35/ 56	0	0	1-1*	
(87, 160)	200/ 61	2	0	0	0	1*	00000000	0	89	0	0	0	2.5*	2.0	35/ 56	0	0	1-1*	
(160, 89)	200/ 61	2	1	1	0	1*	00000000	90	91	92	0	91	2.5*	2.0	35/ 56	0	0	1-1*	
(89, 91)	500/ 152	2	0	0	0	1*	00000000	0	8209	0	0	8209	2.5*	2.0	35/ 56	0	0	1-1*	
(8207, 90)	0/ 0	2	0	0	0	1*	00000000	0	89	0	0	89	2.5*	2.0	0/ 0	0	0	1-1*	
(89, 92)	500/ 152	2	0	0	0	1*	00000000	0	8210	0	0	8210	2.5*	2.0	25/ 40	0	0	1-1*	
(8210, 92)	0/ 0	2	0	0	0	1*	00000000	0	89	0	0	89	2.5*	2.0	0/ 0	0	0	1-1*	
(92, 89)	500/ 152	2	0	1	0	1*	01000000	87	90	91	0	90	2.5*	2.0	25/ 40	0	0	1-1*	
(89, 90)	100/ 30	1	0	0	0	1*	00000000	0	8207	0	0	8207	2.5*	2.0	25/ 40	0	0	1-1*	
(8205, 88)	0/ 0	1	0	0	0	1*	00000000	0	87	0	0	87	2.5*	2.0	0/ 0	0	0	1-1*	
(87, 88)	500/ 152	1	0	0	0	1*	00000000	0	8205	0	0	8205	2.5*	2.0	25/ 40	0	0	1-1*	
(84, 85)	500/ 152	1	0	0	0	1*	00000000	87	86	1	0	86	2.5*	2.0	35/ 56	0	0	1-1*	
(8043, 86)	0/ 0	1	0	0	0	1*	00000000	0	85	0	0	85	2.5*	2.0	0/ 0	0	0	1-1*	
(86, 85)	75/ 23	1	0	0	0	1*	00000000	1	84	0	87	84	2.5*	2.0	25/ 40	0	0	1-1*	
(85, 86)	75/ 23	1	0	0	0	1*	00000000	0	8043	0	0	8043	2.5*	2.0	25/ 40	0	0	1-1*	
(87, 93)	1450/ 442	2	0	0	0	1*	00000000	0	95	94	0	95	2.5*	2.0	25/ 40	0	0	1-1*	
(93, 94)	400/ 122	1	0	0	0	1*	00000000	0	8211	0	0	8211	2.5*	2.0	25/ 40	0	0	1-1*	
(8211, 94)	0/ 0	1	0	0	0	1*	00000000	0	93	0	0	93	2.5*	2.0	0/ 0	0	0	1-1*	
(94, 93)	400/ 122	1	0	0	0	1*	00000000	87	0	95	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(93, 87)	1450/ 442	2	0	1	0	1*	01000000	85	88	160	0	88	2.5*	2.0	25/ 40	0	0	1-1*	
(93, 95)	2400/ 732	2	1	0	0	1*	00000000	96	98	97	0	98	2.5*	2.0	35/ 56	0	0	1-1*	
(95, 93)	2400/ 732	2	0	0	0	1*	00000000	94	87	0	0	87	2.5*	2.0	35/ 56	0	0	1-1*	
(8212, 96)	0/ 0	2	0	0	0	1*	00000000	0	95	0	0	95	2.5*	2.0	0/ 0	0	0	1-1*	
(96, 95)	400/ 122	2	1	0	0	1*	00000000	98	97	93	0	97	2.5*	2.0	25/ 40	0	0	1-1*	
(95, 96)	400/ 122	1	0	0	0	1*	00000000	0	8212	0	0	8212	2.5*	2.0	25/ 40	0	0	1-1*	
(8213, 97)	0/ 0	1	0	0	0	1*	00000000	0	95	0	0	95	2.5*	2.0	0/ 0	0	0	1-1*	
(97, 95)	400/ 122	1	1	0	0	1*	00000000	93	96	98	0	96	2.5*	2.0	25/ 40	0	0	1-1*	

NETSIM LINKS (CONT.)

		-LANES-				-CHANNEL-													
LINK	LENGTH FT / M	F				C				DESTINATION	NODE	OPP.	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPEED MPH/KMPH	RTOR CODE	PED CODE	LANE ALIGN -MENT	STREET NAME
		L	P	GRD	LINK	R	B234567	LEFT	THRU										
(95, 97)	400/ 122	2	0	0	0	1*	0000000	0	8213	0	0	8213	2.5*	2.0	30/ 48*	0	0	1-1*	
(8214, 99)	0/ 0	2	0	0	0	1*	0000000	0	98	0	0	98	2.5*	2.0	0/ 0	0	0	1-1*	
(99, 98)	200/ 61	2	0	0	0	1*	4000000	131	100	95	0	100	2.5*	2.0	25/ 40	0	0	1-1*	
(98, 100)	60/ 18	1	0	0	0	1*	0000000	0	8215	0	0	8215	2.5*	2.0	25/ 40	0	0	1-1*	
(8215, 100)	0/ 0	1	0	0	0	1*	0000000	0	98	0	0	98	2.5*	2.0	0/ 0	0	0	1-1*	
(100, 98)	75/ 23	1	0	0	0	1*	0000000	95	99	131	0	99	2.5*	2.0	25/ 40	0	0	1-1*	
(98, 99)	200/ 61	1	0	0	0	1*	0000000	0	8214	0	0	8214	2.5*	2.0	25/ 40	0	0	1-1*	
(95, 98)	2175/ 663	2	1	0	0	1*	0000000	99	131	100	0	131	2.5*	2.0	35/ 56	0	0	1-1*	
(98, 95)	2175/ 663	2	1	0	0	1*	0000000	97	93	96	0	93	2.5*	2.0	35/ 56	0	0	1-1*	
(98, 131)	1875/ 572	2	0	0	0	1*	0000000	0	132	164	0	132	2.5*	2.0	35/ 56	0	0	1-1*	
(131, 132)	500/ 152	2	0	0	0	1*	0000000	161	133	0	0	133	2.5*	2.0	35/ 56	0	0	1-1*	
(132, 133)	300/ 91	2	0	0	0	1*	0000000	162	134	0	0	134	2.5*	2.0	35/ 56	0	0	1-1*	
(133, 134)	700/ 213	2	0	0	0	1*	0100000	163	135	0	0	135	2.5*	2.0	35/ 56	0	0	1-1*	
(134, 135)	2450/ 747	1	1	0	0	1*	0000000	8073	136	0	0	136	2.5*	2.0	45/ 72	0	0	1-1*	
(135, 136)	2320/ 707	1	0	0	-1	1*	0000000	0	137	0	0	137	2.5*	2.0	50/ 80	0	0	1-1*	
(136, 137)	3560/1085	1	0	0	-2	1*	0000000	0	138	0	0	138	2.5*	2.0	50/ 80	0	0	1-1*	
(137, 138)	4000/1219	1	0	0	-4	1*	0000000	0	139	0	0	139	2.5*	2.0	50/ 80	0	0	1-1*	
(138, 139)	3840/1170	1	0	0	-4	1*	0000000	0	130	0	0	130	2.5*	2.0	50/ 80	0	0	1-1*	
(139, 130)	3800/1158	1	0	0	-7	1*	0000000	0	153	0	0	153	2.5*	2.0	50/ 80	0	0	1-1*	
(130, 139)	3800/1158	1	0	0	7	1*	0000000	0	138	0	0	138	2.5*	2.0	50/ 80	0	0	1-1*	
(139, 138)	3840/1170	1	0	0	4	1*	0000000	0	137	0	0	137	2.5*	2.0	50/ 80	0	0	1-1*	
(138, 137)	4000/1219	1	0	0	4	1*	0000000	0	136	0	0	136	2.5*	2.0	50/ 80	0	0	1-1*	
(137, 136)	3560/1085	1	0	0	2	1*	0000000	0	135	0	0	135	2.5*	2.0	50/ 80	0	0	1-1*	
(136, 135)	2320/ 707	1	0	0	1	1*	0000000	0	134	8073	0	134	2.5*	2.0	50/ 80	0	0	1-1*	
(8073, 135)	0/ 0	1	0	0	0	1*	0000000	136	0	134	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(135, 134)	2450/ 747	1	0	0	0	1*	0000000	0	133	163	0	133	2.5*	2.0	45/ 72	0	0	1-1*	
(8218, 163)	0/ 0	1	0	0	0	1*	0000000	0	134	0	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(163, 134)	4000/1219	1	0	0	0	1*	0000000	135	0	133	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(134, 163)	4000/1219	1	0	0	0	1*	0000000	0	8218	0	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(134, 133)	700/ 213	1	0	0	0	1*	0000000	0	132	162	0	132	2.5*	2.0	35/ 56	0	0	1-1*	
(8217, 162)	0/ 0	1	0	0	0	1*	0000000	0	133	0	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(162, 133)	4000/1219	1	0	0	0	1*	0000000	134	0	132	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(133, 162)	4000/1219	1	0	0	0	1*	0000000	0	8217	0	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(8216, 161)	0/ 0	1	0	0	0	1*	0000000	0	132	0	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(161, 132)	4000/1219	1	0	0	0	1*	0000000	133	0	131	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(132, 161)	4000/1219	1	0	0	0	1*	0000000	0	8216	0	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(132, 131)	500/ 152	2	0	0	0	1*	0000000	164	98	0	0	98	2.5*	2.0	35/ 56	0	0	1-1*	
(8021, 164)	0/ 0	1	0	0	0	1*	0000000	0	131	0	0	0	2.5*	2.0	0/ 0	0	0	1-1*	
(164, 131)	4000/1219	1	0	0	0	1*	0000000	98	0	132	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(131, 164)	4000/1219	1	0	0	0	1*	0000000	0	8021	0	0	0	2.5*	2.0	25/ 40	0	0	1-1*	
(131, 98)	1875/ 572	2	1	0	0	1*	0000000	100	95	99	0	95	2.5*	2.0	35/ 56	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 1 LEFT TURNS ONLY 2 BUSES ONLY 3 CLOSED 4 RIGHT TURNS ONLY 5 CAR - POOLS 6 CAR - POOLS + BUSES	0 RTOR PERMITTED 1 RTOR PROHIBITED	0 NO PEDESTRIANS 1 LIGHT 2 MODERATE 3 HEAVY

TOTAL LINKS: 401 (ALLOWED: 500)

TOTAL NON-ENTRY NODES: 161 (ALLOWED: 250)

***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	147, P2 =	43, P3 =	146
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	144, P2 =	42, P3 =	145
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	40, P2 =	41, P3 =	143
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	70, P2 =	71, P3 =	73
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	57, P2 =	56, P3 =	107
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	87, P2 =	85, P3 =	140
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	22, P2 =	7, P3 =	35
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	21, P2 =	16, P3 =	7
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	142, P2 =	40, P3 =	141
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	143, P2 =	41, P3 =	40
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	145, P2 =	42, P3 =	144
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	45, P2 =	44, P3 =	43
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	49, P2 =	48, P3 =	103
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	102, P2 =	103, P3 =	170
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	146, P2 =	43, P3 =	147
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	141, P2 =	40, P3 =	142
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	6, P2 =	15, P3 =	40
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	41, P2 =	106, P3 =	8035
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	41, P2 =	106, P3 =	8055
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	8109, P2 =	39, P3 =	31
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	8109, P2 =	39, P3 =	32
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	21, P2 =	70, P3 =	78
***** WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	73, P2 =	71, P3 =	70

*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	75, P2 =	73, P3 =	77
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	69, P2 =	79, P3 =	76
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	69, P2 =	79, P3 =	72
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	69, P2 =	79, P3 =	8014
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	69, P2 =	68, P3 =	8016
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	69, P2 =	68, P3 =	8009
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	69, P2 =	68, P3 =	8069
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	79, P2 =	69, P3 =	8040
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	79, P2 =	69, P3 =	8022
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	79, P2 =	69, P3 =	8015
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	82, P2 =	83, P3 =	8002
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	107, P2 =	56, P3 =	57
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	108, P2 =	107, P3 =	38
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	58, P2 =	57, P3 =	37
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	155, P2 =	53, P3 =	153
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	8235, P2 =	54, P3 =	155
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	53, P2 =	155, P3 =	157
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	130, P2 =	153, P3 =	154
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	159, P2 =	152, P3 =	157
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	85, P2 =	87, P3 =	89
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	2, P2 =	1, P3 =	85
*****	WARNING	- MESSAGE NUMBER 500, ROUTINE GLNKFN, PARAMETER(S) - P1 =	91, P2 =	89, P3 =	160

NETSIM TURNING MOVEMENT DATA

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(16, 35)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(2, 25)	0	94	6	0	NO	YES	YES	NO	0/	0	0/	0
(25, 2)	51	49	0	0	YES	YES	YES	NO	0/	0	0/	0
(15, 141)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(146, 43)	0	100	0	0	NO	YES	YES	NO	0/	0	50/	15
(49, 48)	0	26	74	0	YES	YES	YES	NO	0/	0	200/	61
(48, 170)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(46, 45)	0	99	1	0	NO	YES	YES	NO	0/	0	0/	0
(45, 44)	0	93	7	0	NO	YES	YES	NO	0/	0	150/	46
(44, 147)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(145, 42)	0	96	0	4	NO	YES	YES	YES	0/	0	250/	76
(42, 143)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(143, 41)	0	90	10	0	NO	YES	YES	NO	0/	0	225/	69
(41, 142)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(15, 6)	0	18	82	0	NO	YES	YES	NO	0/	0	0/	0
(73, 71)	0	100	0	0	NO	YES	YES	NO	0/	0	300/	91
(71, 78)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(16, 21)	3	97	0	0	YES	YES	YES	NO	0/	0	0/	0
(107, 56)	0	87	13	0	NO	YES	YES	NO	0/	0	350/	107
(56, 36)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(36, 37)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(53, 154)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(1, 140)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(140, 85)	0	47	52	1	YES	YES	YES	YES	90/	27	0/	0
(85, 87)	3	46	51	0	YES	YES	YES	NO	150/	46	0/	0
(90, 89)	0	0	100	0	YES	YES	YES	NO	0/	0	0/	0
(88, 87)	0	50	50	0	YES	YES	YES	NO	130/	40	130/	40
(133, 132)	0	93	7	0	NO	YES	YES	NO	0/	0	0/	0
(1, 2)	15	46	39	0	YES	YES	YES	NO	180/	55	235/	72
(2, 3)	3	89	8	0	YES	YES	YES	NO	0/	0	0/	0
(3, 4)	9	91	0	0	YES	YES	YES	NO	0/	0	0/	0
(4, 5)	3	94	3	0	YES	YES	YES	NO	0/	0	0/	0
(5, 6)	95	0	5	0	YES	NO	YES	NO	0/	0	0/	0
(6, 5)	1	98	1	0	YES	YES	YES	NO	0/	0	0/	0
(5, 4)	0	98	2	0	YES	YES	YES	NO	0/	0	0/	0
(4, 3)	1	98	1	0	YES	YES	YES	NO	0/	0	0/	0
(3, 2)	1	78	21	0	YES	YES	YES	NO	75/	23	90/	27
(2, 1)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8101, 23)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(23, 22)	97	0	3	0	YES	YES	YES	NO	0/	0	0/	0
(22, 24)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8107, 24)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(24, 22)	3	0	97	0	YES	YES	YES	NO	0/	0	0/	0
(22, 23)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(21, 16)	0	96	4	0	NO	YES	YES	NO	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(35, 7)	0	86	14	0	NO	YES	YES	NO	0/	0	0/	0
(7, 22)	1	97	2	0	YES	YES	YES	NO	115/	35	0/	0
(22, 2)	66	26	8	0	YES	YES	YES	NO	450/	137	220/	67
(25, 26)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8106, 26)	76	0	24	0	YES	NO	YES	NO	0/	0	0/	0
(26, 25)	3	57	40	0	YES	YES	YES	NO	0/	0	40/	12
(25, 1)	0	0	100	0	NO	NO	YES	NO	0/	0	0/	0
(2, 22)	13	81	6	0	YES	YES	YES	NO	235/	72	0/	0
(22, 7)	59	41	0	0	YES	YES	NO	NO	205/	62	0/	0
(7, 16)	11	89	0	0	YES	YES	NO	NO	0/	0	0/	0
(8111, 3)	22	0	78	0	YES	YES	YES	NO	0/	0	0/	0
(8114, 3)	76	0	24	0	YES	YES	YES	NO	0/	0	0/	0
(8124, 27)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(27, 4)	0	100	0	0	YES	YES	YES	NO	0/	0	100/	30
(4, 28)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8115, 28)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(28, 4)	23	0	77	0	YES	YES	YES	NO	0/	0	270/	82
(4, 27)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8119, 30)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(30, 5)	22	0	78	0	YES	YES	YES	NO	0/	0	90/	27
(5, 30)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(5, 29)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8120, 29)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(29, 5)	79	0	21	0	YES	YES	YES	NO	0/	0	90/	27
(7, 8)	7	93	0	0	YES	YES	NO	NO	0/	0	0/	0
(8, 9)	0	99	1	0	NO	YES	YES	NO	0/	0	0/	0
(9, 10)	1	50	49	0	YES	YES	YES	NO	0/	0	0/	0
(10, 11)	4	96	0	0	YES	YES	YES	NO	0/	0	0/	0
(11, 12)	1	83	16	0	YES	YES	YES	NO	0/	0	0/	0
(12, 34)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(34, 13)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(13, 14)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(14, 6)	32	68	0	0	YES	YES	NO	NO	0/	0	0/	0
(6, 15)	0	93	7	0	NO	YES	YES	NO	0/	0	50/	15
(141, 40)	3	97	0	0	YES	YES	YES	NO	125/	38	125/	38
(40, 41)	25	75	0	0	YES	YES	NO	NO	300/	91	0/	0
(41, 144)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(144, 42)	0	97	0	3	YES	YES	NO	YES	150/	46	0/	0
(42, 146)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(43, 44)	8	92	0	0	YES	YES	NO	NO	100/	30	0/	0
(44, 45)	1	99	0	0	YES	YES	NO	NO	75/	23	0/	0
(45, 46)	1	99	0	0	YES	YES	NO	NO	0/	0	0/	0
(46, 47)	0	98	1	1	NO	YES	YES	YES	0/	0	0/	0
(47, 101)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(101, 102)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(102, 103)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(103, 48)	32	34	34	0	YES	YES	YES	NO	0/	0	260/	79
(48, 49)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8202, 49)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(170, 103)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(103, 102)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(102, 101)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(101, 47)	3	95	0	2	YES	YES	NO	YES	0/	0	0/	0
(47, 46)	0	99	1	0	NO	YES	YES	NO	0/	0	0/	0
(147, 43)	0	100	0	0	YES	YES	NO	NO	150/	46	0/	0
(43, 145)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(142, 40)	0	99	1	0	YES	YES	YES	NO	135/	41	135/	41
(40, 15)	2	98	0	0	YES	YES	NO	NO	0/	0	150/	46
(8059, 15)	75	0	25	0	YES	NO	YES	NO	0/	0	0/	0
(8064, 105)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(105, 40)	100	0	0	0	YES	YES	YES	NO	0/	0	0/	0
(40, 105)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8048, 104)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(104, 40)	23	0	77	0	YES	YES	YES	NO	0/	0	30/	9
(40, 104)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8050, 106)	0	94	3	3	NO	YES	YES	YES	0/	0	0/	0
(8035, 106)	0	98	0	2	NO	YES	YES	YES	0/	0	0/	0
(8055, 106)	0	98	0	2	NO	YES	YES	YES	0/	0	0/	0
(106, 41)	22	0	78	0	YES	NO	YES	NO	0/	0	0/	0
(41, 106)	0	3	48	49	NO	YES	YES	YES	0/	0	0/	0
(8063, 42)	0	0	100	0	YES	NO	YES	YES	0/	0	0/	0
(8052, 42)	23	0	77	0	YES	NO	YES	YES	0/	0	0/	0
(8066, 43)	50	0	50	0	YES	NO	YES	NO	0/	0	0/	0
(8046, 44)	38	0	62	0	YES	NO	YES	NO	0/	0	0/	0
(8051, 45)	39	0	61	0	YES	NO	YES	NO	0/	0	0/	0
(8054, 46)	39	0	61	0	YES	NO	YES	NO	0/	0	0/	0
(8018, 47)	57	0	43	0	YES	NO	YES	YES	0/	0	0/	0
(8036, 47)	58	0	42	0	YES	NO	YES	YES	0/	0	0/	0
(6, 14)	11	89	0	0	YES	YES	NO	NO	0/	0	0/	0
(8121, 14)	2	0	98	0	YES	NO	YES	NO	0/	0	0/	0
(14, 13)	0	95	5	0	NO	YES	YES	NO	0/	0	0/	0
(8118, 13)	96	0	4	0	YES	NO	YES	NO	0/	0	0/	0
(13, 34)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(34, 12)	7	93	0	0	YES	YES	YES	NO	0/	0	0/	0
(8117, 12)	47	0	53	0	YES	YES	YES	NO	0/	0	0/	0
(8116, 12)	31	0	69	0	YES	YES	YES	NO	0/	0	0/	0
(12, 11)	2	96	2	0	YES	YES	YES	NO	0/	0	0/	0
(8113, 11)	21	0	79	0	YES	YES	YES	NO	0/	0	0/	0
(11, 10)	22	78	0	0	YES	YES	YES	NO	0/	0	0/	0
(8110, 10)	30	0	70	0	YES	YES	YES	NO	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(10, 9)	1	99	0	0	YES	YES	NO	NO	0/	0	0/	0
(9, 8)	0	99	1	0	NO	YES	YES	NO	0/	0	0/	0
(8105, 8)	20	0	80	0	YES	NO	YES	NO	0/	0	0/	0
(8, 7)	11	0	89	0	YES	NO	YES	NO	160/	49	0/	0
(16, 17)	48	49	3	0	YES	YES	YES	NO	0/	0	0/	0
(17, 18)	84	16	0	0	YES	YES	NO	NO	0/	0	0/	0
(18, 19)	0	60	40	0	NO	YES	YES	NO	0/	0	0/	0
(8103, 17)	67	0	33	0	YES	YES	YES	NO	0/	0	0/	0
(8108, 19)	75	0	25	0	YES	NO	YES	NO	0/	0	0/	0
(19, 20)	57	0	43	0	YES	NO	YES	NO	0/	0	0/	0
(8112, 20)	80	20	0	0	YES	YES	NO	NO	0/	0	0/	0
(20, 19)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(19, 18)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(18, 17)	0	86	14	0	YES	YES	YES	NO	0/	0	0/	0
(17, 16)	18	0	82	0	YES	NO	YES	NO	150/	46	0/	0
(8104, 17)	20	0	80	0	YES	YES	YES	NO	0/	0	0/	0
(18, 31)	0	54	46	0	YES	YES	YES	NO	0/	0	0/	0
(31, 9)	88	0	12	0	YES	NO	YES	NO	0/	0	0/	0
(9, 31)	0	50	50	0	YES	YES	YES	NO	0/	0	0/	0
(31, 18)	0	0	100	0	YES	NO	YES	NO	0/	0	0/	0
(8122, 31)	100	0	0	0	YES	YES	YES	NO	0/	0	0/	0
(8109, 39)	32	68	0	0	YES	YES	YES	NO	0/	0	0/	0
(39, 31)	9	0	91	0	YES	YES	YES	NO	0/	0	0/	0
(31, 39)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(39, 10)	66	0	34	0	YES	YES	YES	NO	0/	0	0/	0
(10, 39)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(39, 32)	0	100	0	0	YES	YES	YES	NO	0/	0	0/	0
(32, 39)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8123, 32)	0	100	0	0	YES	YES	YES	NO	0/	0	0/	0
(20, 32)	0	100	0	0	YES	YES	YES	NO	0/	0	0/	0
(32, 11)	0	0	100	0	YES	YES	YES	NO	0/	0	0/	0
(11, 32)	0	100	0	0	YES	YES	YES	NO	0/	0	0/	0
(32, 20)	0	0	100	0	NO	YES	YES	NO	0/	0	0/	0
(65, 74)	0	97	3	0	NO	YES	YES	NO	0/	0	0/	0
(74, 75)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(75, 73)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(78, 70)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(70, 21)	0	100	0	0	YES	YES	YES	NO	250/	76	0/	0
(21, 70)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(70, 71)	54	46	0	0	YES	YES	NO	NO	275/	84	0/	0
(71, 77)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(77, 73)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(73, 75)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(75, 74)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(79, 76)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	RIGHT		
(76, 79)	0	100	0	0	NO	YES	YES	YES	0/	0	0/	0
(76, 74)	100	0	0	0	YES	NO	YES	NO	0/	0	50/	15
(74, 76)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(79, 72)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(72, 79)	0	100	0	0	NO	YES	YES	YES	0/	0	0/	0
(72, 71)	0	0	100	0	YES	NO	YES	NO	0/	0	50/	15
(71, 72)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8011, 79)	0	0	100	0	YES	YES	YES	YES	0/	0	0/	0
(8014, 79)	0	0	100	0	YES	YES	YES	YES	0/	0	0/	0
(79, 69)	11	81	5	3	YES	YES	YES	YES	0/	0	0/	0
(69, 79)	2	0	98	0	YES	YES	YES	YES	0/	0	0/	0
(68, 69)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(69, 68)	86	10	4	0	YES	YES	YES	YES	0/	0	0/	0
(8016, 68)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8008, 68)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8009, 68)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8069, 68)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8040, 69)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8022, 69)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8015, 69)	0	100	0	0	YES	YES	YES	YES	0/	0	0/	0
(8041, 83)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(8002, 83)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(8102, 21)	5	0	95	0	YES	YES	YES	NO	0/	0	0/	0
(21, 33)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(33, 80)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(80, 81)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(81, 82)	0	0	100	0	NO	YES	YES	NO	0/	0	0/	0
(82, 83)	0	94	6	0	NO	YES	YES	NO	0/	0	0/	0
(83, 82)	4	0	96	0	YES	NO	YES	NO	0/	0	50/	15
(82, 84)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(8843, 84)	50	0	50	0	YES	NO	YES	NO	0/	0	0/	0
(85, 84)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(84, 82)	100	0	0	0	YES	YES	NO	NO	0/	0	0/	0
(82, 81)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(81, 80)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(80, 33)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(33, 21)	0	0	100	0	YES	YES	YES	NO	0/	0	100/	30
(26, 59)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(59, 58)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(58, 57)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(57, 56)	21	79	0	0	YES	YES	NO	NO	250/	76	0/	0
(56, 38)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(38, 107)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(107, 108)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(108, 109)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(109, 110)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(110, 111)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(111, 51)	77	0	23	0	YES	NO	YES	NO	0/	0	0/	0
(51, 111)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(111, 110)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(110, 109)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(109, 108)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(108, 107)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(37, 57)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(57, 58)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(58, 59)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(59, 26)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8061, 59)	50	0	50	0	YES	NO	YES	NO	0/	0	0/	0
(8245, 57)	50	0	50	0	YES	NO	YES	NO	0/	0	0/	0
(8053, 55)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(55, 56)	36	0	64	0	YES	NO	YES	NO	0/	0	0/	0
(56, 55)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(130, 153)	0	95	0	5	NO	YES	NO	YES	0/	0	0/	0
(153, 159)	0	0	0	100	NO	NO	NO	YES	0/	0	0/	0
(153, 53)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(53, 155)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(155, 54)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8235, 54)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(54, 156)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(156, 157)	0	52	0	48	NO	YES	NO	YES	0/	0	0/	0
(157, 155)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(155, 53)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(154, 153)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(153, 130)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(52, 51)	0	25	75	0	NO	YES	YES	NO	0/	0	200/	61
(51, 112)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(112, 113)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(113, 114)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(114, 50)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(50, 115)	51	49	0	0	YES	YES	NO	NO	200/	61	0/	0
(115, 48)	29	31	40	0	YES	YES	YES	NO	0/	0	50/	15
(48, 116)	98	2	0	0	YES	YES	NO	NO	200/	61	0/	0
(116, 61)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(61, 117)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(117, 60)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(60, 118)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(118, 119)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(119, 120)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(120, 62)	0	25	75	0	NO	YES	YES	NO	0/	0	0/	0
(62, 121)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(121, 122)	100	0	0	0	YES	YES	NO	NO	0/	0	0/	0
(122, 123)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(123, 63)	0	100	0	0	YES	YES	NO	NO	250/	76	0/	0
(63, 124)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(124, 125)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(125, 126)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(126, 127)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(127, 64)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(64, 128)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(128, 129)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(129, 67)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(67, 65)	0	79	21	0	NO	YES	YES	NO	0/	0	0/	0
(65, 66)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(74, 65)	2	0	98	0	YES	NO	YES	NO	0/	0	60/	18
(66, 65)	71	29	0	0	YES	YES	NO	NO	0/	0	0/	0
(65, 67)	0	100	0	0	NO	YES	NO	NO	75/	23	0/	0
(67, 129)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(129, 128)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(128, 64)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(64, 127)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(127, 126)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(126, 125)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(125, 124)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(124, 63)	0	14	86	0	NO	YES	YES	NO	0/	0	0/	0
(63, 123)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(123, 122)	0	0	100	0	NO	YES	YES	NO	0/	0	0/	0
(122, 121)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(121, 62)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(62, 120)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(120, 119)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(119, 118)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(118, 60)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(60, 117)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(117, 61)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(61, 116)	0	89	11	0	NO	YES	YES	NO	0/	0	50/	15
(116, 48)	23	76	1	0	YES	YES	YES	NO	0/	0	0/	0
(48, 115)	0	62	38	0	NO	YES	YES	NO	0/	0	50/	15
(115, 50)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(50, 114)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(114, 113)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(113, 112)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(112, 51)	3	97	0	0	YES	YES	NO	NO	0/	0	0/	0
(51, 52)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(52, 158)	0	1	0	99	NO	YES	NO	YES	0/	0	0/	0
(158, 155)	0	0	0	100	NO	NO	NO	YES	0/	0	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(158, 159)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(159, 152)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(152, 53)	0	0	0	100	NO	NO	NO	YES	0/	0	0/	0
(157, 152)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(152, 159)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(159, 158)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(158, 52)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8201, 115)	24	0	76	0	YES	NO	YES	NO	0/	0	0/	0
(8203, 116)	0	0	100	0	YES	NO	YES	NO	0/	0	0/	0
(8033, 122)	25	0	75	0	YES	NO	YES	NO	0/	0	0/	0
(8039, 62)	100	0	0	0	YES	NO	YES	NO	0/	0	0/	0
(8250, 63)	100	0	0	0	YES	NO	YES	NO	0/	0	0/	0
(8049, 64)	0	0	100	0	YES	NO	YES	NO	0/	0	0/	0
(8240, 66)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8209, 91)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(91, 89)	30	70	0	0	YES	YES	YES	NO	235/	72	50/	15
(89, 87)	26	74	0	0	YES	YES	YES	NO	140/	43	65/	20
(87, 85)	2	96	2	0	YES	YES	YES	NO	110/	34	0/	0
(85, 1)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(87, 160)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(160, 89)	3	85	12	0	YES	YES	YES	NO	75/	23	75/	23
(89, 91)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8207, 90)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(89, 92)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8210, 92)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(92, 89)	17	0	83	0	YES	YES	YES	NO	0/	0	300/	91
(89, 90)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8205, 88)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(87, 88)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(84, 85)	62	0	38	0	YES	YES	YES	NO	0/	0	0/	0
(8043, 86)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(86, 85)	43	0	0	57	YES	YES	NO	YES	0/	0	0/	0
(85, 86)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(87, 93)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(93, 94)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8211, 94)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(94, 93)	50	0	50	0	YES	NO	YES	NO	0/	0	0/	0
(93, 87)	37	3	60	0	YES	YES	YES	NO	0/	0	145/	44
(93, 95)	4	92	4	0	YES	YES	YES	NO	95/	29	0/	0
(95, 93)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(8212, 96)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(96, 95)	34	0	66	0	YES	YES	YES	NO	150/	46	0/	0
(95, 96)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8213, 97)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(97, 95)	66	0	34	0	YES	YES	YES	NO	70/	21	0/	0

NETSIM TURNING MOVEMENT DATA (CONT.)

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				POCKET LENGTH (IN FEET/METERS)			
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT		RIGHT	
(95, 97)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8214, 99)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(99, 98)	40	0	60	0	YES	YES	YES	NO	0/	0	0/	0
(98, 100)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8215, 100)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(100, 98)	0	100	0	0	YES	YES	YES	NO	0/	0	0/	0
(98, 99)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(95, 98)	12	88	0	0	YES	YES	YES	NO	105/	32	0/	0
(98, 95)	1	96	3	0	YES	YES	YES	NO	200/	61	0/	0
(98, 131)	0	90	10	0	NO	YES	YES	NO	0/	0	0/	0
(131, 132)	13	87	0	0	YES	YES	NO	NO	0/	0	0/	0
(132, 133)	2	98	0	0	YES	YES	NO	NO	0/	0	0/	0
(133, 134)	0	100	0	0	YES	YES	NO	NO	0/	0	0/	0
(134, 135)	0	100	0	0	YES	YES	NO	NO	50/	15	0/	0
(135, 136)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(136, 137)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(137, 138)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(138, 139)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(139, 130)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(130, 139)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(139, 138)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(138, 137)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(137, 136)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(136, 135)	0	100	0	0	NO	YES	YES	NO	0/	0	0/	0
(8073, 135)	50	0	50	0	YES	NO	YES	NO	0/	0	0/	0
(135, 134)	0	96	4	0	NO	YES	YES	NO	0/	0	0/	0
(8218, 163)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(163, 134)	100	0	0	0	YES	NO	YES	NO	0/	0	0/	0
(134, 163)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(134, 133)	0	72	28	0	NO	YES	YES	NO	0/	0	0/	0
(8217, 162)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(162, 133)	98	0	2	0	YES	NO	YES	NO	0/	0	0/	0
(133, 162)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(8216, 161)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(161, 132)	9	0	91	0	YES	NO	YES	NO	0/	0	0/	0
(132, 161)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(132, 131)	11	89	0	0	YES	YES	NO	NO	0/	0	0/	0
(8021, 164)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(164, 131)	54	0	46	0	YES	NO	YES	NO	0/	0	0/	0
(131, 164)	0	100	0	0	NO	YES	NO	NO	0/	0	0/	0
(131, 98)	0	95	5	0	YES	YES	YES	NO	60/	18	0/	0

NETSIM CONDITIONAL TURNING MOVEMENT DATA

	ENTERING VIA LEFT TURN				ENTERING VIA THRU MVMT				ENTERING VIA RIGHT TURN				ENTERING VIA DIAG MVMT			
LINK	PERCENT LEAVING				PERCENT LEAVING				PERCENT LEAVING				PERCENT LEAVING			
	LEFT	THRU	RIGHT	DIAG	LEFT	THRU	RIGHT	DIAG	LEFT	THRU	RIGHT	DIAG	LEFT	THRU	RIGHT	DIAG
(85, 87)					5	95	0	0	0	0	100	0				

SPECIFIED FIXED-TIME SIGNAL CONTROL, AND SIGN CONTROL, CODES

NODE 1 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(85, 1)	(25, 1)	(2, 1)
			1	0	1

NODE 3 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(8114, 3)	(2, 3)	(8111, 3)	(4, 3)
			5	1	5	1

NODE 6 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(14, 6)	(5, 6)	(15, 6)
			5	1	5

NODE 8 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(7, 8)	(8105, 8)	(9, 8)
			1	5	1

NODE 9 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(31, 9)	(8, 9)	(10, 9)
			5	1	1

NODE 10 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(39, 10)	(9, 10)	(8110, 10)	(11, 10)
			5	1	5	1

NODE 11 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(32, 11)	(10, 11)	(8113, 11)	(12, 11)
			5	1	5	1

NODE 12 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(8116, 12)	(11, 12)	(8117, 12)	(34, 12)
			5	1	5	1

NODE 13 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(34, 13)	(8118, 13)	(14, 13)
			1	5	1

NODE 14 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(13, 14)	(6, 14)	(8121, 14)
			1	1	5

NODE 15 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(6, 15)	(40, 15)	(8059, 15)
			1	1	5

NODE 16 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(21, 16)	(7, 16)	(17, 16)
			1	1	5

NODE 17 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(8103, 17)	(16, 17)	(8104, 17)	(18, 17)
			5	1	5	1

NODE 18 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(17, 18)	(31, 18)	(19, 18)
			1	5	1

NODE 19 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(8108, 19)	(18, 19)	(20, 19)
			5	1	1

NODE 20 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(8112, 20)	(19, 20)	(32, 20)
			5	5	5

NODE 21 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(70, 21)	(33, 21)	(16, 21)	(8102, 21)
			1	5	1	5

NODE 23 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8101, 23)	(22, 23)
			1	1

NODE 24 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
	(22, 24)	(8107, 24)		
1	0	100	1	1

NODE 25 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION		APPROACHES	
	(SEC)	(PCT)	(2, 25)	(26, 25)
1	0	100	1	1

NODE 26 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES		
NUMBER	(SEC)	(PCT)	(25, 26)	(59, 26)	(8106, 26)
1	0	100	1	1	5

NODE 27 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES	
NUMBER	(SEC)	(PCT)	(8124, 27)	(4, 27)
1	0	100	1	1

NODE 28 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION		APPROACHES	
	(SEC)	(PCT)	(	)
1	0	100	1	1

NODE 29 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES	
NUMBER	(SEC)	(PCT)	(5, 29)	(8120, 29)
1	0	100	1	1

NODE 30 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES	
NUMBER	(SEC)	(PCT)	(5, 30)	(8119, 30)
1	0	100	1	1

NODE 31 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES			
NUMBER	(SEC)	(PCT)	(18, 31)	(8122, 31)	(9, 31)	(39, 31)
1	0	100	1	5	1	5

NODE 32 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES			
NUMBER	(SEC)	(PCT)	(20, 32)	(39, 32)	(11, 32)	(8123, 32)
1	0	100	1	5	1	5

NODE 33 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(80, 33)	(21, 33)		
			1	1		

NODE 34 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(12, 34)	(13, 34)		
			1	1		

NODE 35 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(16, 35)			
			1			

NODE 36 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(56, 36)			
			1			

NODE 37 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(36, 37)			
			1			

NODE 38 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(56, 38)			
			1			

NODE 39 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(8109, 39)	(31, 39)	(10, 39)	(32, 39)
			1	1	1	1

NODE 42 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(144, 42)	(8063, 42)	(145, 42)	(8052, 42)
			1	5	1	5

NODE 43 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(146, 43)	(147, 43)	(8066, 43)	
			1	1	5	

NODE 44 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(43, 44)	(8046, 44)	(45, 44)
			1	5	1

NODE 45 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(44, 45)	(8051, 45)	(46, 45)
			1	5	1

NODE 46 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(45, 46)	(8054, 46)	(47, 46)
			1	5	1

NODE 47 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	0	100	(46, 47)	(101, 47)	(8018, 47)	(8036, 47)
			1	1	5	5

NODE 48

OFFSET 0 SEC

CYCLE LENGTH 90 SEC

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES			
1	42	46	(103, 48)	(115, 48)	(49, 48)	(116, 48)
2	3	3	1	2	1	2
3	14	15	0	2	0	2
4	3	3	2	2	2	1
5	25	27	2	2	2	0
6	3	3	2	1	2	2
			2	0	2	2

NODE 49 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(48, 49)	(8202, 49)
			1	1

NODE 50 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(114, 50)	(115, 50)
			1	1

NODE 52 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(51, 52)	(158, 52)
			1	1

NODE 53 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(153, 53)	(152, 53)	(155, 53)
			1	0	1

NODE 54 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(155, 54)	(8235, 54)
			1	1

NODE 55 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8053, 55)	(56, 55)
			1	1

NODE 56 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(57, 56)	(55, 56)	(107, 56)
			1	5	1

NODE 57 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(58, 57)	(37, 57)	(8245, 57)
			1	1	5

NODE 58 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(59, 58)	(57, 58)
			1	1

NODE 59 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(26, 59)	(58, 59)	(8061, 59)
			1	1	5

NODE 60 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(117, 60)	(118, 60)
			1	1

NODE 61 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(116, 61)	(117, 61)
			1	1

NODE 62 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(121, 62)	(8039, 62)	(120, 62)
			1	5	1

NODE 63 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(124, 63)	(123, 63)	(8250, 63)
			1	1	5

NODE 64 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(128, 64)	(8049, 64)	(127, 64)
			1	5	1

NODE 65 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(66, 65)	(74, 65)	(67, 65)
			1	5	1

NODE 66 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(8240, 66)	(65, 66)	
			1	1	

NODE 67 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(65, 67)	(129, 67)	
			1	1	

NODE 68 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES				
1	0	100	(69, 68)	(8016, 68)	(8008, 68)	(8009, 68)	(8069, 68)
			1	1	1	1	1

NODE 69 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES				
1	0	100	(79, 69)	(8015, 69)	(8022, 69)	(8040, 69)	(68, 69)
			1	1	1	1	1

NODE 70 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(78, 70)	(21, 70)	
			1	1	

NODE 71 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(73, 71)	(70, 71)	(72, 71)
			1	1	5

NODE 72 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(79, 72)	(71, 72)
			1	1

NODE 73 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(75, 73)	(77, 73)
			1	1

NODE 74 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(65, 74)	(75, 74)	(76, 74)
			1	1	5

NODE 75 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(74, 75)	(73, 75)
			1	1

NODE 76 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(74, 76)	(79, 76)
			1	1

NODE 77 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(71, 77)	
			1	

NODE 78 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(71, 78)	
			1	

NODE 79 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES				
1	0	100	(76, 79)	(72, 79)	(8011, 79)	(8014, 79)	(69, 79)
			1	1	1	1	1

NODE 80 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(81, 80)	(33, 80)
			1	1

NODE 81 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(82, 81)	(80, 81)
			1	1

NODE 82 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(81, 82)	(84, 82)	(83, 82)
			1	1	5

NODE 83 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(82, 83)	(8041, 83)	(8002, 83)
			1	1	1

NODE 84 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES		
1	0	100	(82, 84)	(85, 84)	(8843, 84)
			1	1	5

NODE 86 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(85, 86)	(8043, 86)
			1	1

NODE 88 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8205, 88)	(87, 88)
			1	1

NODE 90 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8207, 90)	(89, 90)
			1	1

NODE 91 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8209, 91)	(89, 91)
			1	1

NODE 92 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(89, 92)	(8210, 92)
			1	1

NODE 94 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(93, 94)	(8211, 94)
			1	1

NODE 96 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(8212, 96)	(95, 96)
			1	1

NODE 97 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(95, 97)	(8213, 97)
			1	1

NODE 99 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(8214, 99)	(98, 99)
			1	1

NODE 100 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(98, 100)	(8215, 100)
			1	1

NODE 101 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(47, 101)	(102, 101)
			1	1

NODE 102 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(101, 102)	(103, 102)
			1	1

NODE 103 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(102, 103)	(170, 103)
			1	1

NODE 104 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(8048, 104)	(40, 104)
			1	1

NODE 105 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(40, 105)	(8064, 105)
			1	1

NODE 106 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +			
1	0	100	(8050, 106)	(41, 106)	(8035, 106)	(8055, 106)
			1	1	1	1

NODE 107 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(38, 107)	(108, 107)
			1	1

NODE 108 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(107, 108)	(109, 108)
			1	1

NODE 109 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(108, 109)	(110, 109)
			1	1

NODE 110 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(109, 110)	(111, 110)
			1	1

NODE 111 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(110, 111)	(51, 111)
			1	1

NODE 112 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(51, 112)	(113, 112)
			1	1

NODE 113 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(112, 113)	(114, 113)
			1	1

NODE 114 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(113, 114)	(50, 114)
			1	1

NODE 115 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(50, 115)	(8201, 115)	(48, 115)
			1	5	1

NODE 116 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(48, 116)	(8203, 116)	(61, 116)
			1	5	1

NODE 117 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(61, 117)	(60, 117)
			1	1

NODE 118 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(60, 118)	(119, 118)
			1	1

NODE 119 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(118, 119)	(120, 119)
			1	1

NODE 120 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(119, 120)	(62, 120)
			1	1

NODE 121 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(122, 121)	(62, 121)
			1	1

NODE 122 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(123, 122)	(121, 122)	(8033, 122)
			1	1	5

NODE 123 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(63, 123)	(122, 123)	
			1	1	

NODE 124 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(125, 124)	(63, 124)	
			1	1	

NODE 125 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(126, 125)	(124, 125)	
			1	1	

NODE 126 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(127, 126)	(125, 126)	
			1	1	

NODE 127 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(64, 127)	(126, 127)	
			1	1	

NODE 128 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(129, 128)	(64, 128)	
			1	1	

NODE 129 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(67, 129)	(128, 129)	
			1	1	

NODE 130 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(139, 130)	(153, 130)	
			1	1	

NODE 131 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(98, 131) 1	(132, 131) 1	(164, 131) 5

NODE 132 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(131, 132) 1	(161, 132) 5	(133, 132) 1

NODE 133 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(132, 133) 1	(162, 133) 5	(134, 133) 1

NODE 134 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(133, 134) 1	(163, 134) 5	(135, 134) 1

NODE 135 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(134, 135) 1	(8073, 135) 5	(136, 135) 1

NODE 136 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(135, 136) 1	(137, 136) 1	

NODE 137 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(136, 137) 1	(138, 137) 1	

NODE 138 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(137, 138) 1	(139, 138) 1	

NODE 139 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+-- APPROACHES ----- +		
1	0	100	(138, 139) 1	(130, 139) 1	

NODE 140 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(1, 140) 1

NODE 141 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(15, 141) 1

NODE 142 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(41, 142) 1

NODE 143 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(42, 143) 1

NODE 144 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(41, 144) 1

NODE 145 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(43, 145) 1

NODE 146 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(42, 146) 1

NODE 147 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(44, 147) 1

NODE 152 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+- - - - - APPROACHES - - - - - +
1	0	100	(159, 152) (157, 152) 1 1

NODE 153 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(130, 153)	(154, 153)
			1	1

NODE 154 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(53, 154)	
			1	

NODE 155 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(53, 155)	(157, 155)	(158, 155)
			1	1	0

NODE 156 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(54, 156)	
			1	

NODE 157 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(156, 157)	
			1	

NODE 158 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(52, 158)	(159, 158)
			1	1

NODE 159 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +		
1	0	100	(158, 159)	(153, 159)	(152, 159)
			1	0	1

NODE 160 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(87, 160)	
			1	

NODE 161 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		+ - - - - - APPROACHES - - - - - +	
1	0	100	(8216, 161)	(132, 161)
			1	1

NODE 162 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8217, 162)	(133, 162)
			1	1

NODE 163 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(8218, 163)	(134, 163)
			1	1

NODE 164 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(131, 164)	(8021, 164)
			1	1

NODE 170 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC) (PCT)		APPROACHES	
1	0	100	(48, 170)	
			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

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 1 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(85, 1)	(25, 1)	(2, 1)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO	YLD	GO		

NODE 3 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(8114, 3)	(2, 3)	(8111, 3)	(4, 3)	
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	STOP STOP STOP	PERM GO GO	STOP STOP STOP	PERM GO GO	

NODE 6 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(14, 6)	(5, 6)	(15, 6)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	STOP STOP	PROT GO	STOP STOP		

NODE 8 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(7, 8)	(8105, 8)	(9, 8)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 9 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(31, 9)	(8, 9)	(10, 9)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	STOP STOP	GO GO	PERM GO		

NODE 10		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(39, 10)	(9, 10)	(8110, 10)	(11, 10)						
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG					
1	0	STOP STOP STOP	PERM GO GO	STOP STOP STOP	PERM GO GO						

NODE 11		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(32, 11)	(10, 11)	(8113, 11)	(12, 11)						
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG					
1	0	STOP STOP STOP	PERM GO GO	STOP STOP STOP	PERM GO GO						

NODE 12		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(8116, 12)	(11, 12)	(8117, 12)	(34, 12)						
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG					
1	0	STOP STOP STOP	PERM GO GO	STOP STOP STOP	PERM GO GO						

NODE 13		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(34, 13)	(8118, 13)	(14, 13)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG					
1	0	PERM GO	STOP STOP	GO GO							

NODE 14		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(13, 14)	(6, 14)	(8121, 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	PERM GO	STOP STOP							

NODE 15		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(6, 15)	(40, 15)	(8059, 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	PERM GO	STOP STOP							

NODE 16 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(21, 16)	(7, 16)	(17, 16)		
1	0	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 17 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(8103, 17)	(16, 17)	(8104, 17)	(18, 17)	
1	0	LEFT THRU RITE DIAG STOP STOP STOP	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG STOP STOP STOP	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG

NODE 18 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(17, 18)	(31, 18)	(19, 18)		
1	0	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 19 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(8108, 19)	(18, 19)	(20, 19)		
1	0	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 20 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(8112, 20)	(19, 20)	(32, 20)		
1	0	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 21 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(70, 21)	(33, 21)	(16, 21)	(8102, 21)	
1	0	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG STOP STOP STOP	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG STOP STOP STOP	LEFT THRU RITE DIAG

NODE 23	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(8101, 23)	(22, 23)			
	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 24	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(22, 24)	(8107, 24)			
	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 25	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(2, 25)	(26, 25)			
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO GO	PERM GO GO			

NODE 26	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(25, 26)	(59, 26)	(8106, 26)		
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO	GO	STOP STOP		

NODE 27	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(8124, 27)	(4, 27)			
	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 28	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(4, 28)	(8115, 28)			
	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 29 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(5, 29)	(8120, 29)			
		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 30 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(5, 30)	(8119, 30)			
		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 31 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(18, 31)	(8122, 31)	(9, 31)	(39, 31)	
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO GO	STOP STOP STOP	PERM GO GO	STOP STOP STOP	

NODE 32 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(20, 32)	(39, 32)	(11, 32)	(8123, 32)	
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO GO	STOP STOP STOP	PERM GO GO	STOP STOP STOP	

NODE 33 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(80, 33)	(21, 33)			
		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 34 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(12, 34)	(13, 34)			
		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 35	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(16, 35)				
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO				
NODE 36	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(56, 36)				
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO				
NODE 37	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(36, 37)				
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO				
NODE 38	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(56, 38)				
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO				
NODE 39	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(8109, 39)	(31, 39)	(10, 39)	(32, 39)	
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	PROT GO GO	GO	GO	GO	
NODE 42	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(144, 42)	(8063, 42)	(145, 42)	(8052, 42)	
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	PERM GO GO	STOP STOP STOP	GO GO GO	STOP STOP STOP	

NODE 43 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(146, 43)	(147, 43)	(8066, 43)			
1	0	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	

NODE 44 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(43, 44)	(8046, 44)	(45, 44)			
1	0	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	

NODE 45 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(44, 45)	(8051, 45)	(46, 45)			
1	0	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	

NODE 46 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(45, 46)	(8054, 46)	(47, 46)			
1	0	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	

NODE 47 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(46, 47)	(101, 47)	(8018, 47)	(8036, 47)		
1	0	LEFT THRU RITE DIAG GO GO GO	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG STOP STOP STOP	LEFT THRU RITE DIAG STOP STOP STOP	LEFT THRU RITE DIAG	

NODE 48 FIXED TIME CONTROL OFFSET = 0 SECONDS CYCLE LENGTH = 90 SECONDS

INTERVAL DURATION		-----		APPROACHES		-----	
		(103, 48)	(115, 48)	(49, 48)		(116, 48)	
1	42	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG NOGO NOGO NOGO	LEFT THRU RITE DIAG PERM GO GO	LEFT THRU RITE DIAG NOGO NOGO NOGO	LEFT THRU RITE DIAG	
2	3	AMBR AMBR AMBR	NOGO NOGO NOGO	AMBR AMBR AMBR	NOGO NOGO NOGO		
3	14	NOGO NOGO NOGO	NOGO NOGO NOGO	NOGO NOGO NOGO	PROT GO GO		
4	3	NOGO NOGO NOGO	NOGO NOGO NOGO	NOGO NOGO NOGO	AMBR AMBR AMBR		
5	25	NOGO NOGO NOGO	PROT GO GO	NOGO NOGO NOGO	NOGO NOGO NOGO		
6	3	NOGO NOGO NOGO	AMBR AMBR AMBR	NOGO NOGO NOGO	NOGO NOGO NOGO		

NODE	49	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(48, 49)	(8202, 49)			
		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	50	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(114, 50)	(115, 50)			
		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	52	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(51, 52)	(158, 52)			
		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	53	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(153, 53)	(152, 53)	(155, 53)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO	YLD	GO		

NODE	54	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(155, 54)	(8235, 54)			
		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	55	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(8053, 55)	(56, 55)			
		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 56 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(57, 56)	(55, 56)	(107, 56)		
1	0	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 57 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(58, 57)	(37, 57)	(8245, 57)		
1	0	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 58 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(59, 58)	(57, 58)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 59 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(26, 59)	(58, 59)	(8061, 59)		
1	0	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 60 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(117, 60)	(118, 60)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 61 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(116, 61)	(117, 61)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 62 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(121, 62)	(8039, 62)	(120, 62)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 63 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(124, 63)	(123, 63)	(8250, 63)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO GO	PERM GO	STOP STOP		

NODE 64 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(128, 64)	(8049, 64)	(127, 64)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 65 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(66, 65)	(74, 65)	(67, 65)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 66 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(8240, 66)	(65, 66)			
		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 67 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(65, 67)	(129, 67)			
		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 68 SIGN CONTROL

INTERVAL DURATION		APPROACHES																			
		(69, 68)				(8016, 68)				(8008, 68)				(8009, 68)				(8069, 68)			
		LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
1	0	PERM	GO	GO	GO	PERM	GO	GO	GO	PERM	GO	GO	GO	PERM	GO	GO	GO	PERM	GO	GO	GO

NODE 69 SIGN CONTROL

INTERVAL DURATION		APPROACHES																			
		(79, 69)				(8015, 69)				(8022, 69)				(8040, 69)				(68, 69)			
		LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
1	0	PERM	GO	GO	GO	PERM	GO	GO	GO	PERM	GO	GO	GO	PERM	GO	GO	GO	PERM	GO	GO	GO

NODE 70 SIGN CONTROL

INTERVAL DURATION		APPROACHES																			
		(78, 70)				(21, 70)															
		LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
1	0																				

NODE 71 SIGN CONTROL

INTERVAL DURATION		APPROACHES																			
		(73, 71)				(70, 71)				(72, 71)											
		LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
1	0																				

NODE 72 SIGN CONTROL

INTERVAL DURATION		APPROACHES																			
		(79, 72)				(71, 72)															
		LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
1	0																				

NODE 73 SIGN CONTROL

INTERVAL DURATION		APPROACHES																			
		(75, 73)				(77, 73)															
		LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
1	0																				

NODE 74 SIGN CONTROL

INTERVAL	DURATION	APPROACHES									
		(65, 74)		(75, 74)		(76, 74)					
		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG	
1	0	GO GO		PERM GO		STOP STOP					

NODE 75 SIGN CONTROL

INTERVAL	DURATION	APPROACHES									
		(74, 75)		(73, 75)							
		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 76 SIGN CONTROL

INTERVAL	DURATION	APPROACHES									
		(74, 76)		(79, 76)							
		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 77 SIGN CONTROL

INTERVAL	DURATION	APPROACHES									
		(71, 77)									
		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG	
1	0	GO									

NODE 78 SIGN CONTROL

INTERVAL	DURATION	APPROACHES									
		(71, 78)									
		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG	
1	0	GO									

NODE 79 SIGN CONTROL

INTERVAL	DURATION	APPROACHES														
		(76, 79)			(72, 79)			(8011, 79)			(8014, 79)			(69, 79)		
		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		LEFT THRU RITE DIAG		
1	0	GO GO GO		GO GO GO		PERM GO GO GO		PERM GO GO GO		PERM GO GO GO		PERM GO GO GO		PERM GO GO GO		

NODE 80 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(81, 80)	(33, 80)			
		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 81 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(82, 81)	(80, 81)			
		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 82 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(81, 82)	(84, 82)	(83, 82)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO GO	PERM GO	STOP STOP		

NODE 83 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(82, 83)	(8041, 83)	(8002, 83)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO GO	GO GO	GO GO		

NODE 84 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(82, 84)	(85, 84)	(8843, 84)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO GO	PERM GO	STOP STOP		

NODE 86 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(85, 86)	(8043, 86)			
		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	88	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(8205, 88)	(87, 88)			
		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	90	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(8207, 90)	(89, 90)			
		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	91	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(8209, 91)	(89, 91)			
		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	92	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(89, 92)	(8210, 92)			
		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	94	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(93, 94)	(8211, 94)			
		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	96	SIGN CONTROL				
INTERVAL DURATION		-----		APPROACHES	-----	
		(8212, 96)	(95, 96)			
		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 97 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(95, 97)	(8213, 97)			
		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 99 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(8214, 99)	(98, 99)			
		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 100 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(98, 100)	(8215, 100)			
		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 101 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(47, 101)	(102, 101)			
		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 102 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(101, 102)	(103, 102)			
		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 103 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(102, 103)	(170, 103)			
		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 104		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(8048, 104)		(40, 104)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	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 105		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(40, 105)		(8064, 105)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	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 106		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(8050, 106)		(41, 106)		(8035, 106)		(8055, 106)			
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO	GO	GO	GO	GO	GO	GO	GO	GO	GO

NODE 107		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(38, 107)		(108, 107)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	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 108		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(107, 108)		(109, 108)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	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 109		SIGN CONTROL									
INTERVAL DURATION		----- APPROACHES -----									
		(108, 109)		(110, 109)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	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 110 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(109, 110)	(111, 110)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 111 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(110, 111)	(51, 111)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 112 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(51, 112)	(113, 112)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 113 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(112, 113)	(114, 113)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 114 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(113, 114)	(50, 114)			
1	0	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 115 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(50, 115)	(8201, 115)	(48, 115)		
1	0	LEFT THRU RITE DIAG PERM GO	LEFT THRU RITE DIAG STOP STOP	LEFT THRU RITE DIAG GO GO	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG

NODE 116		SIGN CONTROL				
INTERVAL DURATION		-----			APPROACHES -----	
		(48, 116)	(8203, 116)	(61, 116)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 117		SIGN CONTROL				
INTERVAL DURATION		-----			APPROACHES -----	
		(61, 117)	(60, 117)			
		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 118		SIGN CONTROL				
INTERVAL DURATION		-----			APPROACHES -----	
		(60, 118)	(119, 118)			
		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 119		SIGN CONTROL				
INTERVAL DURATION		-----			APPROACHES -----	
		(118, 119)	(120, 119)			
		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 120		SIGN CONTROL				
INTERVAL DURATION		-----			APPROACHES -----	
		(119, 120)	(62, 120)			
		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 121		SIGN CONTROL				
INTERVAL DURATION		-----			APPROACHES -----	
		(122, 121)	(62, 121)			
		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 122 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(123, 122)	(121, 122)	(8033, 122)			
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	
1	0	GO GO	PERM GO	STOP STOP			

NODE 123 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(63, 123)	(122, 123)				
		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 124 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(125, 124)	(63, 124)				
		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 125 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(126, 125)	(124, 125)				
		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 126 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(127, 126)	(125, 126)				
		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 127 SIGN CONTROL

INTERVAL DURATION		-----		APPROACHES		-----	
		(64, 127)	(126, 127)				
		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 128	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(129, 128)	(64, 128)			
	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 129	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(67, 129)	(128, 129)			
	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 130	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(139, 130)	(153, 130)			
	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 131	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(98, 131)	(132, 131)	(164, 131)		
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO GO	PERM GO	STOP STOP		

NODE 132	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(131, 132)	(161, 132)	(133, 132)		
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	PERM GO	STOP STOP	GO GO		

NODE 133	SIGN CONTROL				
INTERVAL DURATION	----- APPROACHES -----				
	(132, 133)	(162, 133)	(134, 133)		
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	PERM GO	STOP STOP	GO GO		

NODE 134 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(133, 134)	(163, 134)	(135, 134)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 135 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(134, 135)	(8073, 135)	(136, 135)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	PERM GO	STOP STOP	GO GO		

NODE 136 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(135, 136)	(137, 136)			
		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 137 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(136, 137)	(138, 137)			
		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 138 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(137, 138)	(139, 138)			
		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 139 SIGN CONTROL

INTERVAL DURATION		APPROACHES				
		(138, 139)	(130, 139)			
		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 140	SIGN CONTROL	
INTERVAL DURATION	-----	APPROACHES -----
	(1, 140)	
1	0	LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
	GO	
NODE 141	SIGN CONTROL	
INTERVAL DURATION	-----	APPROACHES -----
	(15, 141)	
1	0	LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
	GO	
NODE 142	SIGN CONTROL	
INTERVAL DURATION	-----	APPROACHES -----
	(41, 142)	
1	0	LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
	GO	
NODE 143	SIGN CONTROL	
INTERVAL DURATION	-----	APPROACHES -----
	(42, 143)	
1	0	LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
	GO	
NODE 144	SIGN CONTROL	
INTERVAL DURATION	-----	APPROACHES -----
	(41, 144)	
1	0	LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
	GO	
NODE 145	SIGN CONTROL	
INTERVAL DURATION	-----	APPROACHES -----
	(43, 145)	
1	0	LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
	GO	

NODE 146 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(42, 146)				
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO				

NODE 147 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(44, 147)				
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO				

NODE 152 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(159, 152)	(157, 152)			
		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 153 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(130, 153)	(154, 153)			
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO	GO	GO		

NODE 154 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(53, 154)				
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO				

NODE 155 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(53, 155)	(157, 155)	(158, 155)		
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO	GO	YLD		

NODE 156	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(54, 156)				
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO				

NODE 157	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(156, 157)				
	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 158	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(52, 158)		(159, 158)		
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO	GO	GO		

NODE 159	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(158, 159)		(153, 159)	(152, 159)	
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO		YLD	GO	

NODE 160	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(87, 160)				
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1 0	GO				

NODE 161	SIGN CONTROL				
INTERVAL DURATION	-----		APPROACHES	-----	
	(8216, 161)		(132, 161)		
	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 162 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(8217, 162)	(133, 162)			
		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 163 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(8218, 163)	(134, 163)			
		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 164 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(131, 164)	(8021, 164)			
		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 170 SIGN CONTROL

INTERVAL	DURATION	APPROACHES				
		(48, 170)				
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO				

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 2 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(22, 2)				(1, 2)				(25, 2)				(3, 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	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	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	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
8	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 2		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(3, 2)	7 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(1, 2)	1 - 2		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
3	(22, 2)	2 - 7		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(25, 2)	1 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(1, 2)	7 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(3, 2)	1 - 2		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
7	(22, 2)	1 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
8	(25, 2)	2 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 2 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
PHASE				MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF	
	MIN GREEN	YELLOW CHANGE	RED CLEARANCE								TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
1	4	4	1.0	45		2.0	0.0	0	0.0	4		
2	8	4	1.0	60		4.0	0.0	0	0.0	8		
3	9	4	1.0	60		2.0	0.0	0	0.0	9		
4	5	4	1.0	60		2.0	0.0	0	0.0	5		
5	4	4	1.0	45		2.0	0.0	0	0.0	4		
6	8	4	1.0	50		2.5	0.0	0	0.0	8		
7	8	4	1.0	60		2.0	0.0	0	0.0	8		
8	4	4	1.0	60		2.0	0.0	0	0.0	4		

INITIAL INTERVAL TYPE
 CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 2 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	2.00	2.00	0	0.00		1.0	NO
2	4.00	4.00	0	0.00		1.0	NO
3	2.00	2.00	0	0.00		1.0	NO
4	2.00	2.00	0	0.00		1.0	NO
5	2.00	2.00	0	0.00		1.0	NO
6	2.50	2.50	0	0.00		1.0	NO
7	2.00	2.00	0	0.00		1.0	NO
8	2.00	2.00	0	0.00		1.0	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

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

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 4 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(27, 4)				(3, 4)				(28, 4)				(5, 4)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 4 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FROM NODE 4	FEET / METERS	FEET / METERS	FEET / METERS				TYPE	FUNCTION
1	(3, 4)	9	0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(5, 4)	9	0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
3	(5, 4)	2	0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(27, 4)	9	0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(28, 4)	9	0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 4 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
PHASE				MAX	MAX	UNIT	RED	TYPE	ADDED TIME	INITIAL	# OF	# OF
	MIN	YELLOW	RED	EXTENSION	GREEN	EXTENSION	REVERT		PER VEHICLE		ACTUATIONS	ACTUATIONS
	GREEN	CHANGE	CLEARANCE	(SEC)	(SEC)	(SEC)	(SEC)	CODE	ACTUATION	(SEC)	TO REACH	SERVED DURING
									(SEC)		MAX INITIAL	MIN INITIAL
1	10	4	1.0	15		1.5	0.0	0	0.0	10		
2	12	4	2.0	25		3.2	0.0	0	0.0	12		
3	7	4	1.0	10		1.5	0.0	0	0.0	7		
4	11	4	1.0	35		2.0	0.0	0	0.0	11		

INITIAL INTERVAL TYPE
 CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 4 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	1.50	1.50	0	0.00		1.0	NO
2	3.20	3.20	0	0.00		1.0	NO
3	1.50	1.50	0	0.00		1.0	NO
4	2.00	2.00	0	0.00		1.0	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

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO
2	NO	NO	NO	NO	YES	NO	NO	YES	YES	NO	NO	NO
3	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 5 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(29, 5)				(4, 5)				(30, 5)				(6, 5)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
3	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 5		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(4, 5)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(6, 5)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
3	(6, 5)	2	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(29, 5)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(30, 5)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 5 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

PHASE	-- INTERVAL TIMINGS (SEC) --			----- INITIAL INTERVAL -----				# OF	
	MIN	YELLOW	RED	MAX	MAX GREEN	UNIT EXTENSION	RED REVERT	ADDED TIME PER VEHICLE	# OF ACTUATIONS
	GREEN	CHANGE	CLEARANCE	EXTENSION (SEC)	(SEC)	(SEC)	(SEC)	ACTUATION (SEC)	TO REACH
									SERVED DURING
									MIN INITIAL
									MAX INITIAL
1	10	4	1.0	15		1.5	0.0	0.0	10
2	12	4	2.0	25		3.2	0.0	0.0	12
3	7	4	1.0	10		1.5	0.0	0.0	7
4	11	4	1.0	35		2.0	0.0	0.0	11

INITIAL INTERVAL TYPE CODES

- 0 EXTENSIBLE
- 1 ADDED INITIAL
- 2 COMPUTED INITIAL

 * NODE 5 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	1.50	1.50	0	0.00		1.0	NO
2	3.20	3.20	0	0.00		1.0	NO
3	1.50	1.50	0	0.00		1.0	NO
4	2.00	2.00	0	0.00		1.0	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	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO
2	NO	NO	NO	NO	YES	NO	NO	YES	YES	NO	NO	NO
3	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 7 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES											
	(35, 7)				(22, 7)				(8, 7)			
	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	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	GO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 7 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FROM NODE	7	FEET / METERS	FEET / METERS				TYPE	FUNCTION
1	(22, 7)	7 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(35, 7)	9 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(8, 7)	9 - 0		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(22, 7)	1 - 2		1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 7 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
PHASE				MAX	MAX	UNIT	RED	TYPE	ADDED TIME	MAX	# OF	# OF
	MIN	YELLOW	RED	EXTENSION	GREEN	EXTENSION	REVERT		PER VEHICLE	INITIAL	ACTUATIONS	ACTUATIONS
	GREEN	CHANGE	CLEARANCE	(SEC)	(SEC)	(SEC)	(SEC)	CODE	ACTUATION	(SEC)	TO REACH	SERVED DURING
									(SEC)		MAX INITIAL	MIN INITIAL
1	5	4	1.0	25		4.0	0.0	0	0.0	5		
2	10	4	1.0	25		1.5	0.0	0	0.0	10		
4	10	4	1.0	35		2.6	0.0	0	0.0	10		
6	10	4	1.0	25		1.5	0.0	0	0.0	10		

INITIAL INTERVAL TYPE
 CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 7 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	4.00	4.00	0	0.00		1.0	NO
2	1.50	1.50	0	0.00		1.0	NO
4	2.60	2.60	0	0.00		1.0	NO
6	1.50	1.50	0	0.00		1.0	NO

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

 * NODE 7 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO
4	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 22 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(7, 22)				(23, 22)				(2, 22)				(24, 22)			
	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	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
5	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 22 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 22		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(2, 22)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(7, 22)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(23, 22)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(24, 22)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(7, 22)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(2, 22)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 22 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --								----- INITIAL INTERVAL -----				
PHASE	MIN	YELLOW	RED	MAX	MAX	UNIT	RED	TYPE	ADDED TIME	INITIAL	# OF	# OF
	GREEN	CHANGE	CLEARANCE	EXTENSION	GREEN	EXTENSION	REVERT		PER VEHICLE		ACTUATIONS	TO REACH
				(SEC)	(SEC)	(SEC)	(SEC)	CODE	ACTUATION	(SEC)	MAX INITIAL	SERVED DURING
1	4	3	0.0	25		2.0	0.0	0	0.0	4		
2	10	3	1.0	60		3.0	0.0	0	0.0	10		
4	10	3	1.0	45		4.0	0.0	0	0.0	10		
5	4	3	0.0	25		2.0	0.0	0	0.0	4		
6	4	4	1.0	60		3.0	0.0	0	0.0	4		

INITIAL INTERVAL TYPE
 CODES

- 0 EXTENSIBLE
- 1 ADDED INITIAL
- 2 COMPUTED INITIAL

 * NODE 22 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	2.00	2.00	0	0.00		1.0	NO
2	3.00	3.00	0	0.00		1.0	NO
4	4.00	4.00	0	0.00		1.0	NO
5	2.00	2.00	0	0.00		1.0	NO
6	3.00	3.00	0	0.00		1.0	NO

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

 * NODE 22 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO
4	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 40 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES		
	(141, 40)	(104, 40)	(142, 40) (105, 40)
	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG LEFT THRU RITE DIAG
1	GO NOGO NOGO NOGO	NOGO NOGO NOGO NOGO	GO NOGO NOGO NOGO NOGO NOGO NOGO NOGO
2	NOGO GO GO NOGO	NOGO NOGO NOGO NOGO	GO NOGO NOGO NOGO NOGO NOGO NOGO NOGO
3	NOGO NOGO NOGO NOGO	GO GO NOGO NOGO NOGO NOGO	GO NOGO NOGO NOGO NOGO NOGO NOGO NOGO

 * NODE 40 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 40		DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR FUNCTION	
		A	B	FEET	METERS					TYPE	FUNCTION
1	(141, 40)	7 - 0		1.0	0.3	38.0	11.6	0.0	0.0	PRESENCE	EXTENSION - CALL
1	(142, 40)	7 - 0		1.0	0.3	38.0	11.6	0.0	0.0	PRESENCE	EXTENSION - CALL
2	(141, 40)	1 - 6		1.0	0.3	38.0	11.6	0.0	0.0	PRESENCE	EXTENSION - CALL
2	(142, 40)	1 - 6		1.0	0.3	38.0	11.6	0.0	0.0	PRESENCE	EXTENSION - CALL
3	(104, 40)	1 - 0		1.0	0.3	38.0	11.6	0.0	0.0	PRESENCE	EXTENSION - CALL
3	(105, 40)	9 - 0		1.0	0.3	38.0	11.6	0.0	0.0	PRESENCE	EXTENSION - CALL

 * NODE 40 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --												
MAX	MAX	RED	EXTENSION	GREEN	MAX	UNIT	RED	PER VEHICLE	ADDED TIME	# OF	ACTUATIONS	ACTUATIONS
(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	TO REACH	SERVED DURING	MIN INITIAL
PHASE	MIN	YELLOW	CHANGE	CLEARANCE	EXTENSION	GREEN	EXTENSION	REVERT	TYPE	ACTUATION	INITIAL	MAX INITIAL
1	8	4	5	1.0	45	3.5	0.0	0.0	0	0.0	25	8
2	25	5	5	2.0	60	3.0	0.0	0.0	0	0.0	8	
3	8	4	4	1.0	35	4.0	0.0	0.0	0	0.0		

INITIAL INTERVAL TYPE
 CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

VEHICULAR PHASES DATA (CONTINUED)

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

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PHASE FUNCTION FLAGS

[illegible]

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 41 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES											
	(40, 41)				(106, 41)				(143, 41)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO
3	NOGO	NOGO	NOGO	NOGO	GO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 41 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FROM NODE	41	FEET / METERS	FEET / METERS				TYPE	FUNCTION
1	(40, 41)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(143, 41)	1	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(40, 41)	1	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
3	(106, 41)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 41 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX		UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL (SEC)	# OF	
				EXTENSION (SEC)	GREEN (SEC)						ACTUATIONS TO REACH MAX INITIAL	ACTUATIONS SERVED DURING MIN INITIAL
1	5	4	1.0	50		3.0	0.0	0	0.0	5		
2	18	4	1.0	65		2.5	0.0	0	0.0	18		
3	7	4	1.0	45		3.5	0.0	0	0.0	7		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

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*****
* NODE 41 CONTROL SPECIFICATIONS (CONTINUED) *
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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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	3.00	3.00	0	0.00		1.0	NO
2	2.50	2.50	0	0.00		1.0	NO
3	3.50	3.50	0	0.00		1.0	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 41 CONTROL SPECIFICATIONS (CONTINUED) *
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PHASE FUNCTION FLAGS

[illegible]

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 51 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES											
	(111, 51)				(52, 51)				(112, 51)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
2	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	GO	GO	NOGO	NOGO
4	GO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 51 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE		DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FROM NODE 51 FEET / METERS						TYPE	FUNCTION
4	(111, 51)	9	0	1.0	0.3	38.0 11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 51 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
PHASE				MAX	MAX	UNIT	RED	TYPE	ADDED TIME	MAX	# OF	# OF
	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	EXTENSION (SEC)	GREEN (SEC)	EXTENSION (SEC)	REVERT (SEC)		PER VEHICLE ACTUATION (SEC)		ACTUATIONS TO REACH MAX INITIAL	ACTUATIONS SERVED DURING MIN INITIAL
2	10	5	2.0		65	5.0	0.0	0	0.0	10		
4	10	4	1.0	55		5.0	0.0	0	0.0	10		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 51 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 TIME (SEC)	VOLUME-DENSITY OPERATION
2	5.00	5.00	0	0.00		1.0	NO
4	5.00	5.00	0	0.00		1.0	NO

GAP REDUCTION CODES

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

* NODE 51 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

[illegible]

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 85 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(84, 85)				(87, 85)				(86, 85)				(140, 85)			
	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	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	GO	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	GO

 * NODE 85 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 85		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(140, 85)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(87, 85)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(84, 85)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(86, 85)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(87, 85)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(140, 85)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(140, 85)	3	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 85 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

PHASE	-- INTERVAL TIMINGS (SEC) --			-----			INITIAL INTERVAL			-----		
	MIN	YELLOW	RED	MAX	MAX	UNIT	RED	REVERT	TYPE	ADDED TIME	# OF	# OF
	GREEN	CHANGE	CLEARANCE	EXTENSION	GREEN	EXTENSION	(SEC)	(SEC)	CODE	PER VEHICLE	ACTUATIONS	ACTUATIONS
				(SEC)	(SEC)	(SEC)				ACTUATION	TO REACH	SERVED DURING
										(SEC)	INITIAL	MIN INITIAL
1	4	3	2.0	25		2.0	0.0	0.0	0	0.0	4	
2	7	3	2.0	50		4.0	0.0	0.0	0	0.0	7	
4	7	3	2.0	40		3.0	0.0	0.0	0	0.0	7	
5	4	3	2.0	25		2.0	0.0	0.0	0	0.0	4	
6	7	3	2.0	50		4.0	0.0	0.0	0	0.0	7	

INITIAL INTERVAL TYPE CODES

- 0 EXTENSIBLE
- 1 ADDED INITIAL
- 2 COMPUTED INITIAL

 * NODE 85 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	2.00	2.00	0	0.00		1.0	NO
2	4.00	4.00	0	0.00		1.0	NO
4	3.00	3.00	0	0.00		1.0	NO
5	2.00	2.00	0	0.00		1.0	NO
6	4.00	4.00	0	0.00		1.0	NO

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

 * NODE 85 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	YES	NO	NO	NO	NO	YES	NO	NO	NO	NO
2	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	YES	NO	NO	NO	NO	YES	NO	NO	NO	NO
6	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO

 * NODE 85 CONTROL SPECIFICATIONS (CONTINUED) *

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

CYCLE LENGTH = 115 SECONDS

OFFSET = 10 SECONDS

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

1	0	13	1 - 5 -
2	0	44	4 -

PHASE	FORCE-OFF TIME (SEC)
-------	-------------------------

1	32
4	64
5	32

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 87 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(88, 87)				(89, 87)				(93, 87)				(85, 87)			
	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	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	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

 * NODE 87 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 87		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(85, 87)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(89, 87)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(89, 87)	6	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
3	(88, 87)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(93, 87)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(89, 87)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(85, 87)	2	- 3	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 87 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

PHASE	INTERVAL TIMINGS (SEC) --				INITIAL INTERVAL -----				
	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	ADDED TIME PER VEHICLE ACTUATION (SEC)	MAX INITIAL ACTUATIONS TO REACH MIN INITIAL
1	4	3	2.0	25		3.0	0.0	0.0	4
2	4	4	2.0	30		3.0	0.0	0.0	4
3	7	3	3.0	20		4.0	0.0	0.0	7
4	10	3	3.0	60		4.0	0.0	0.0	10
5	4	3	2.0	25		4.0	0.0	0.0	4
6	4	4	2.0	30		3.0	0.0	0.0	4

INITIAL INTERVAL TYPE
 CODES

- 0 EXTENSIBLE
- 1 ADDED INITIAL
- 2 COMPUTED INITIAL

 * NODE 87 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	3.00	3.00	0	0.00		1.0	NO
2	3.00	3.00	0	0.00		1.0	NO
3	4.00	4.00	0	0.00		1.0	NO
4	4.00	4.00	0	0.00		1.0	NO
5	4.00	4.00	0	0.00		1.0	NO
6	3.00	3.00	0	0.00		1.0	NO

GAP REDUCTION

CODES

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

 * NODE 87 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	----OVERLAP----			
1	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO
2	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	YES	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO
5	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO
6	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO

 * NODE 87 CONTROL SPECIFICATIONS (CONTINUED) *

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

CYCLE LENGTH = 115 SECONDS OFFSET = 0 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	10	3 -
2	0	29	4 -

PHASE	FORCE-OFF TIME (SEC)
1	33
3	51
4	75
5	33

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 89 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(90, 89)				(91, 89)				(92, 89)				(160, 89)			
	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	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
3	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	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

 * NODE 89 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 89		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(160, 89)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(91, 89)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
2	(91, 89)	6	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
3	(90, 89)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(92, 89)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(91, 89)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(160, 89)	1	- 2	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
6	(160, 89)	6	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 89 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
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	SERVED DURING MIN INITIAL
1	4	3	2.0	20		2.0	0.0	0	0.0	4		
2	4	4	2.0	30		3.0	0.0	0	0.0	4		
3	6	3	2.0	30		4.0	0.0	0	0.0	6		
4	7	3	2.0	30		4.0	0.0	0	0.0	7		
5	4	3	2.0	20		2.0	0.0	0	0.0	4		
6	4	4	2.0	30		3.0	0.0	0	0.0	4		

INITIAL INTERVAL TYPE
 CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 89 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	2.00	2.00	0	0.00		1.0	NO
2	3.00	3.00	0	0.00		1.0	NO
3	4.00	4.00	0	0.00		1.0	NO
4	4.00	4.00	0	0.00		1.0	NO
5	2.00	2.00	0	0.00		1.0	NO
6	3.00	3.00	0	0.00		1.0	NO

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

 * NODE 89 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO
2	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
3	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	YES	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO
5	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO
6	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO

 * NODE 89 CONTROL SPECIFICATIONS (CONTINUED) *

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

CYCLE LENGTH = 115 SECONDS

OFFSET = 0 SECONDS

PERMISSIVE PERIOD	BEGIN TIME (SEC)	END TIME (SEC)	PHASES THAT CAN BE YIELDED TO
1	0	5	1 - 5 -
2	0	18	3 -
3	0	29	4 -

PHASE	FORCE-OFF TIME (SEC)
1	32
3	48
4	73
5	32

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 93 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES											
	(87, 93)				(95, 93)				(94, 93)			
	LEFT THRU RITE DIAG				LEFT THRU RITE DIAG				LEFT THRU RITE DIAG			
2	NOGO	GO	GO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	GO	NOGO

 * NODE 93 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE		DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FROM NODE 93 FEET / METERS						TYPE	FUNCTION
4	(94, 93)	9	0	1.0	0.3	38.0 11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 93 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --									----- INITIAL INTERVAL -----			
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)	# OF ACTUATIONS TO REACH MAX INITIAL	# OF ACTUATIONS SERVED DURING MIN INITIAL
2	50	4	2.0		50	5.0	0.0	0	0.0	50		
4	7	3	2.0	15		4.0	0.0	0	0.0	7		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 93 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 TIME (SEC)	VOLUME-DENSITY OPERATION
2	5.00	5.00	0	0.00		1.0	NO
4	4.00	4.00	0	0.00		1.0	NO

GAP REDUCTION CODES

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

[illegible]

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 95 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(93, 95)				(96, 95)				(98, 95)				(97, 95)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
2	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
5	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 95 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED LANES		DISTANCE OF TRAILING EDGE FROM NODE 95		DETECTOR LENGTH		DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	DETECTOR	
		A	B	FEET	METERS	FEET	METERS				TYPE	FUNCTION
1	(93, 95)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(96, 95)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
4	(97, 95)	9	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL
5	(98, 95)	7	- 0	1.0	0.3	38.0	11.6	0.0	0.0		PRESENCE	EXTENSION - CALL

 * NODE 95 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --										----- INITIAL INTERVAL -----		
PHASE				MAX EXTENSION (SEC)	MAX GREEN (SEC)	UNIT EXTENSION (SEC)	RED REVERT (SEC)	TYPE CODE	ADDED TIME PER VEHICLE ACTUATION (SEC)	INITIAL (SEC)	# OF	
	MIN GREEN	YELLOW CHANGE	RED CLEARANCE								ACTUATIONS TO REACH MAX INITIAL	ACTUATIONS SERVED DURING MIN INITIAL
1	4	4	3.0	15		2.0	0.0	0	0.0	4		
2	30	4	3.0		30	2.0	0.0	0	0.0	30		
4	2	4	3.0	20		2.0	0.0	0	0.0	2		
5	4	4	3.0	15		2.0	0.0	0	0.0	4		
6	30	4	3.0		30	2.0	0.0	0	0.0	30		

INITIAL INTERVAL TYPE CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 95 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 TIME (SEC)	VOLUME-DENSITY OPERATION
1	2.00	2.00	0	0.00		1.0	NO
2	2.00	2.00	0	0.00		1.0	NO
4	2.00	2.00	0	0.00		1.0	NO
5	2.00	2.00	0	0.00		1.0	NO
6	2.00	2.00	0	0.00		1.0	NO

GAP REDUCTION
 CODES

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

 * NODE 95 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
									A	B	C	D
1	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
2	NO	NO	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO
4	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO

TRAFFIC CONTROL TABLES - ACTUATED SIGNALS

 * NODE 98 CONTROL SPECIFICATIONS *

ALLOWABLE MOVEMENT DATA

PHASE	APPROACHES															
	(95, 98)				(99, 98)				(131, 98)				(100, 98)			
	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
2	NOGO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
4	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO
5	GO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO
6	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	NOGO	GO	GO	GO	NOGO	NOGO	NOGO	NOGO	NOGO

 * NODE 98 CONTROL SPECIFICATIONS (CONTINUED) *

DETECTOR DATA

PHASE	APPROACH LINK	COVERED		DISTANCE OF TRAILING EDGE FROM NODE 98		DETECTOR LENGTH FEET / METERS	DELAY TIME (SEC)	CARRY-OVER TIME (SEC)	TYPE III LIMIT TIME (SEC)	-----	DETECTOR	-----
		LANES A B	FEET / METERS	FEET / METERS	TYPE					FUNCTION		
5	(95, 98)	7 - 0	1.0 0.3	38.0 11.6	0.0	0.0	PRESENCE	EXTENSION - CALL				

 * NODE 98 CONTROL SPECIFICATIONS (CONTINUED) *

VEHICULAR PHASES DATA

-- INTERVAL TIMINGS (SEC) --								----- INITIAL INTERVAL -----				
PHASE	MIN GREEN	YELLOW CHANGE	RED CLEARANCE	MAX	MAX	UNIT	RED	TYPE	ADDED TIME	INITIAL	# OF	# OF
				EXTENSION	GREEN	EXTENSION	REVERT		PER VEHICLE		ACTUATIONS	ACTUATIONS
				(SEC)	(SEC)	(SEC)	(SEC)	CODE	(SEC)	(SEC)	TO REACH	SERVED DURING
											MAX INITIAL	MIN INITIAL
2	30	4	2.0		30	2.0	0.0	0	0.0	30		
4	14	3	2.0		14	2.0	0.0	0	0.0	14		
5	10	3	1.0	60		3.0	0.0	0	0.0	10		
6	30	4	2.0		30	2.0	0.0	0	0.0	30		

INITIAL INTERVAL TYPE
 CODES

0 EXTENSIBLE
 1 ADDED INITIAL
 2 COMPUTED INITIAL

 * NODE 98 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 TIME (SEC)	VOLUME-DENSITY OPERATION
2	2.00	2.00	0	0.00		1.0	NO
4	2.00	2.00	0	0.00		1.0	NO
5	3.00	3.00	0	0.00		1.0	NO
6	2.00	2.00	0	0.00		1.0	NO

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

 * NODE 98 CONTROL SPECIFICATIONS (CONTINUED) *

PHASE FUNCTION FLAGS

PHASE	RED LOCK	YELLOW LOCK	DOUBLE ENTRY	LAST VEHICLE PASSAGE	MIN RECALL	MAX RECALL	RED REST	LAG	---- OVERLAP ----			
2	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
4	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO
5	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
6	NO	NO	NO	NO	YES	NO	NO	YES	NO	NO	NO	NO

ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)	CAR POOLS (PERCENT)
(8101, 23)	72	0	0
(8107, 24)	165	0	0
(8106, 26)	112	0	0
(8111, 3)	59	0	0
(8114, 3)	125	0	0
(8124, 27)	0	0	0
(8115, 28)	132	0	0
(8119, 30)	49	0	0
(8120, 29)	42	0	0
(8202, 49)	125	0	0
(8059, 15)	157	0	0
(8064, 105)	2	0	0
(8048, 104)	74	0	0
(8050, 106)	29	0	0
(8035, 106)	230	0	0
(8055, 106)	240	0	0
(8063, 42)	2	0	0
(8052, 42)	70	0	0
(8066, 43)	2	0	0
(8046, 44)	138	0	0
(8051, 45)	23	0	0
(8054, 46)	18	0	0
(8018, 47)	37	0	0
(8036, 47)	24	0	0
(8121, 14)	44	0	0
(8118, 13)	25	0	0
(8117, 12)	15	0	0
(8116, 12)	120	0	0
(8113, 11)	39	0	0
(8110, 10)	10	0	0
(8105, 8)	56	0	0
(8103, 17)	6	0	0
(8108, 19)	16	0	0
(8112, 20)	15	0	0
(8104, 17)	61	0	0
(8122, 31)	8	0	0
(8109, 39)	419	0	0
(8123, 32)	0	0	0
(8011, 79)	2	0	0
(8014, 79)	2	0	0
(8016, 68)	167	0	0
(8008, 68)	26	0	0
(8009, 68)	15	0	0
(8069, 68)	2	0	0
(8040, 69)	13	0	0
(8022, 69)	16	0	0
(8015, 69)	36	0	0
(8041, 83)	45	0	0
(8002, 83)	5	0	0
(8102, 21)	21	0	0
(8843, 84)	0	0	0
(8061, 59)	2	0	0
(8245, 57)	0	0	0
(8053, 55)	346	0	0
(8235, 54)	527	0	0
(8201, 115)	125	0	0
(8203, 116)	123	0	0
(8033, 122)	8	0	0
(8039, 62)	12	0	0
(8250, 63)	15	0	0
(8049, 64)	2	0	0

(8240, 66)	41	0	0
(8209, 91)	496	0	0
(8207, 90)	25	0	0
(8210, 92)	242	0	0
(8205, 88)	30	0	0
(8043, 86)	79	0	0
(8211, 94)	0	0	0
(8212, 96)	41	0	0
(8213, 97)	41	0	0
(8214, 99)	196	0	0
(8215, 100)	0	0	0
(8073, 135)	0	0	0
(8218, 163)	50	0	0
(8217, 162)	255	0	0
(8216, 161)	137	0	0
(8021, 164)	292	0	0

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8124, P2 = 27

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8123, P2 = 32

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8843, P2 = 84

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8245, P2 = 57

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8211, P2 = 94

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8215, P2 = 100

***** WARNING - MESSAGE NUMBER 253, ROUTINE GDMNFN, PARAMETER(S) - P1 = 8073, P2 = 135

VEHICLE TYPE SPECIFICATIONS

VEHICLE TYPE	LENGTH		MAXIMUM ACCELERATION		MAXIMUM SPEED (MPH)/(KMPH)	Q DSCG HDWY FACTOR (PCT)	AVG. OCCUP.	FLEET COMPONENT PERCENTAGES			
	FEET/METERS		(MPH/SEC)/(KMPH/SEC)					AUTO	TRUCK	CARPOOL	BUS
1**	17.0/	5.2	5.5/	8.8	75.0/ 120.7	100	1.3	100	0	0	0
2**	34.0/	10.4	3.0/	4.8	60.0/ 96.6	120	1.2	0	100	0	0
3**	17.0/	5.2	5.5/	8.8	75.0/ 120.7	100	3.5	0	0	100	0
4**	47.0/	14.3	2.0/	3.3	50.0/ 80.5	120	25.0	0	0	0	100

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

INITIALIZATION STATISTICS

TIME INTERVAL NUMBER	SUBNETWORK TYPE	PRIOR CONTENT (VEHICLES)	CURRENT CONTENT (VEHICLES)	PERCENT DIFFERENCE	
1	NETSIM	0	228	10000	
2	NETSIM	228	362	58	
3	NETSIM	362	495	36	
4	NETSIM	495	605	22	
5	NETSIM	605	689	13	
6	NETSIM	689	776	12	
7	NETSIM	776	836	7	EQUILIBRIUM ATTAINED

ALL EXISTING SUBNETWORKS REACHED EQUILIBRIUM

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2245 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2246 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2256 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2257 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2268 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2269 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2279 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2280 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2433 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2434 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2454 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2455 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2604 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2605 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 2833 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 2835 SECONDS INTO SIMULATION AFTER A DURATION OF 2 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 3111 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 3112 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 3158 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 3159 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 3471 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 3472 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 3680 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 3681 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 3705 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 3706 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 3932 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 3933 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 4112 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 4113 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 4775 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 4776 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 4997 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 4998 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 5130 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 5131 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 5272 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 5273 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 5459 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 5460 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 5958 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 5959 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6041 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6042 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6292 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6294 SECONDS INTO SIMULATION AFTER A DURATION OF 2 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6473 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6474 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6490 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6491 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6586 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6587 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6746 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6747 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 6947 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 6948 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

SPILLBACK ON NETSIM LINK (158, 155) STARTS 7071 SECONDS INTO SIMULATION

SPILLBACK ON NETSIM LINK (158, 155) ENDS 7072 SECONDS INTO SIMULATION AFTER A DURATION OF 1 SECONDS

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE			AVERAGE VALUES			
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(16, 35)	86.31	741	148.9	94.2	243.1	0.61	2.82	1.09	19.7	7.6	4.1	3.8	16	370	21.3
(2, 25)	128.34	1095	154.7	165.5	320.2	0.48	2.50	1.29	17.5	9.1	1.0	0.7	30	547	24.0
(25, 2)	68.54	579	118.3	594.9	713.2	0.17	10.41	8.68	73.9	61.7	54.8	53.2	86	289	5.8
(15, 141)	47.35	1250	57.1	36.5	93.6	0.61	1.98	0.77	4.5	1.8	0.1	0.0	0	625	30.4
(146, 43)	169.22	1083	204.0	33.9	237.9	0.86	1.41	0.20	13.2	1.9	0.0	0.0	0	541	42.7
(49, 48)	23.67	250	28.5	58.0	86.5	0.33	3.65	2.45	20.8	13.9	4.8	4.7	59	125	16.4
(48, 170)	17.31	215	20.9	20.0	40.9	0.51	2.36	1.16	11.4	5.6	0.0	0.0	1	107	25.4
(46, 45)	119.31	287	143.8	21.6	165.5	0.87	1.39	0.18	34.6	4.5	0.1	0.0	0	143	43.3
(45, 44)	189.37	311	228.3	33.3	261.6	0.87	1.38	0.18	50.5	6.4	0.2	0.1	4	155	43.4
(44, 147)	12.13	427	14.6	15.5	30.1	0.49	2.48	1.27	4.2	2.2	0.4	0.1	4	213	24.2
(145, 42)	73.81	433	89.0	12.4	101.3	0.88	1.37	0.17	14.0	1.7	0.0	0.0	0	216	43.7
(42, 143)	15.06	530	18.2	13.7	31.9	0.57	2.12	0.91	3.6	1.6	0.3	0.0	2	265	28.3
(143, 41)	139.02	530	167.6	164.6	332.2	0.50	2.39	1.18	37.6	18.6	10.6	9.8	61	265	25.1
(41, 142)	35.77	1259	43.1	86.0	129.2	0.33	3.61	2.41	6.2	4.1	0.3	0.2	8	629	16.6
(15, 6)	256.55	1522	442.7	456.0	898.7	0.49	3.50	1.78	35.4	18.0	6.9	3.4	100	761	17.1
(73, 71)	42.23	57	50.9	3.5	54.4	0.94	1.29	0.08	57.3	3.7	0.0	0.0	0	28	46.6
(71, 78)	40.30	608	48.6	57.7	106.3	0.46	2.64	1.43	10.5	5.7	0.1	0.0	0	304	22.7
(16, 21)	19.72	347	34.0	8.6	42.6	0.80	2.16	0.44	7.4	1.5	0.6	0.5	8	173	27.8
(107, 56)	318.47	453	383.9	96.3	480.3	0.80	1.51	0.30	63.6	12.8	0.2	0.2	10	226	39.8
(56, 36)	39.20	828	47.3	50.5	97.7	0.48	2.49	1.29	7.1	3.7	0.0	0.0	0	414	24.1
(36, 37)	407.45	830	491.2	68.6	559.8	0.88	1.37	0.17	40.5	5.0	0.1	0.1	2	415	43.7
(53, 154)	80.51	545	97.1	8.6	105.7	0.92	1.31	0.11	11.6	0.9	0.0	0.0	0	272	45.7
(1, 140)	765.33	3157	1320.6	754.4	2075.0	0.64	2.71	0.99	39.4	14.3	5.0	3.6	41	1578	22.1
(140, 85)	131.38	3153	226.7	493.3	720.0	0.31	5.48	3.76	13.7	9.4	4.1	3.5	24	1576	10.9
(85, 87)	262.73	3264	453.3	1101.4	1554.7	0.29	5.92	4.19	28.6	20.2	11.2	9.3	55	1632	10.1
(90, 89)	0.95	50	2.3	6.4	8.6	0.26	9.10	6.72	10.3	7.6	4.7	4.7	100	25	6.6
(88, 87)	5.68	60	13.5	36.8	50.3	0.27	8.85	6.47	50.3	36.8	32.0	31.9	95	30	6.8
(133, 132)	20.34	358	35.1	6.3	41.4	0.85	2.04	0.31	6.9	1.1	0.0	0.0	0	179	29.5
(1, 2)	85.35	1073	147.3	333.1	480.4	0.31	5.63	3.90	26.9	18.6	14.6	14.0	62	536	10.7
(2, 3)	166.49	928	287.3	93.0	380.3	0.76	2.28	0.56	24.6	6.0	0.6	0.6	5	464	26.3
(3, 4)	126.28	901	217.9	119.7	337.6	0.65	2.67	0.95	22.5	8.0	4.4	3.9	37	450	22.4
(4, 5)	146.96	867	253.6	218.6	472.2	0.54	3.21	1.49	32.7	15.1	9.3	8.6	68	433	18.7
(5, 6)	84.23	872	145.3	111.0	256.3	0.57	3.04	1.32	17.6	7.6	1.0	0.9	36	436	19.7
(6, 5)	143.63	1487	247.8	557.0	804.9	0.31	5.60	3.88	32.5	22.5	12.8	11.3	62	743	10.7
(5, 4)	268.33	1583	463.0	658.7	1121.7	0.41	4.18	2.45	42.5	25.0	14.0	11.6	71	791	14.4
(4, 3)	246.81	1761	425.9	201.9	627.8	0.68	2.54	0.82	21.4	6.9	1.0	0.9	23	880	23.6
(3, 2)	351.93	1956	607.3	1068.0	1675.3	0.36	4.76	3.03	51.4	32.8	23.6	21.6	75	978	12.6
(2, 1)	221.38	2783	382.0	196.7	578.6	0.66	2.61	0.89	12.5	4.2	0.1	0.1	4	1391	23.0
(8101, 23)		144												72	
(23, 22)	2.71	143	6.4	58.6	65.1	0.10	24.02	21.64	27.3	24.6	21.4	21.3	85	71	2.5
(22, 24)	9.75	133	23.2	7.7	30.9	0.75	3.16	0.79	13.9	3.5	0.0	0.0	0	66	19.0
(8107, 24)		330												165	
(24, 22)	24.38	330	58.0	102.4	160.3	0.36	6.58	4.20	29.2	18.6	13.4	12.9	85	165	9.1
(22, 23)	0.91	54	2.2	1.5	3.6	0.60	3.99	1.61	4.0	1.6	0.0	0.0	0	27	15.0
(21, 16)	37.05	652	63.9	44.4	108.3	0.59	2.92	1.20	10.0	4.1	0.1	0.1	2	326	20.5

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE			AVERAGE VALUES			
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(35, 7)	13.21	734	22.8	334.9	357.7	0.06	27.09	25.36	29.2	27.4	24.8	23.8	72	367	2.2
(7, 22)	140.88	1518	243.1	495.2	738.3	0.33	5.24	3.52	29.2	19.6	10.4	8.9	68	759	11.4
(22, 2)	304.99	1946	526.3	1247.3	1773.6	0.30	5.82	4.09	54.7	38.5	27.8	26.1	82	973	10.3
(25, 26)	98.96	1045	119.3	55.7	175.0	0.68	1.77	0.56	10.0	3.2	0.0	0.0	0	522	33.9
(8106, 26)		203												101	
(26, 25)	93.66	989	161.6	71.0	232.6	0.69	2.48	0.76	14.1	4.3	1.0	0.7	6	494	24.2
(25, 1)	33.54	385	57.9	96.2	154.1	0.38	4.59	2.87	24.0	15.0	8.4	7.6	49	192	13.1
(2, 22)	118.53	762	204.5	208.4	413.0	0.50	3.48	1.76	32.5	16.4	8.6	8.0	59	381	17.2
(22, 7)	57.62	621	99.4	178.5	277.9	0.36	4.82	3.10	26.9	17.2	10.7	10.1	62	310	12.4
(7, 16)	47.60	354	82.1	26.5	108.7	0.76	2.28	0.56	18.4	4.5	0.2	0.2	4	177	26.3
(8111, 3)		112												56	
(8114, 3)		206												103	
(8124, 27)		0												0	
(27, 4)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(4, 28)	9.99	117	23.8	5.9	29.6	0.80	2.96	0.59	15.2	3.0	0.0	0.0	0	58	20.2
(8115, 28)		264												132	
(28, 4)	22.75	264	54.1	82.9	137.0	0.39	6.02	3.64	31.1	18.8	13.8	13.5	89	132	10.0
(4, 27)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(8119, 30)		98												49	
(30, 5)	1.95	98	4.6	30.2	34.8	0.13	17.87	15.49	21.3	18.5	15.2	15.1	90	49	3.4
(5, 30)	0.75	40	1.8	1.6	3.4	0.53	4.49	2.12	5.1	2.4	0.0	0.0	0	20	13.4
(5, 29)	0.67	35	1.6	1.1	2.7	0.59	4.03	1.65	4.6	1.9	0.0	0.0	0	17	14.9
(8120, 29)		84												42	
(29, 5)	1.73	83	4.1	31.7	35.8	0.11	20.69	18.32	25.9	22.9	19.7	19.7	87	41	2.9
(7, 8)	29.48	479	70.1	29.3	99.4	0.71	3.37	0.99	12.5	3.7	0.3	0.2	7	239	17.8
(8, 9)	28.87	469	68.7	11.0	79.7	0.86	2.76	0.38	10.2	1.4	0.0	0.0	0	234	21.7
(9, 10)	30.53	496	72.6	23.4	96.0	0.76	3.14	0.76	11.6	2.8	0.2	0.2	7	248	19.1
(10, 11)	27.02	439	64.3	19.8	84.1	0.76	3.11	0.73	11.5	2.7	0.2	0.2	10	219	19.3
(11, 12)	73.91	446	175.8	17.0	192.8	0.91	2.61	0.23	25.9	2.3	0.1	0.0	0	223	23.0
(12, 34)	29.05	529	69.1	15.9	85.0	0.81	2.93	0.55	9.6	1.8	0.3	0.0	0	264	20.5
(34, 13)	31.06	529	73.9	5.4	79.3	0.93	2.55	0.17	9.0	0.6	0.0	0.0	0	264	23.5
(13, 14)	38.25	577	91.0	25.1	116.0	0.78	3.03	0.66	12.1	2.6	0.9	0.7	28	288	19.8
(14, 6)	92.78	662	220.7	100.6	321.3	0.69	3.46	1.08	29.1	9.1	4.2	3.3	100	331	17.3
(6, 15)	211.88	1257	365.6	118.3	483.9	0.76	2.28	0.56	23.1	5.6	0.0	0.0	1	628	26.3
(141, 40)	524.83	1246	632.7	249.0	881.7	0.72	1.68	0.47	42.5	12.0	3.8	3.2	28	623	35.7
(40, 41)	797.95	1241	961.9	530.1	1492.0	0.64	1.87	0.66	72.1	25.6	9.9	8.9	56	620	32.1
(41, 144)	93.84	1101	113.1	89.8	202.9	0.56	2.16	0.96	11.1	4.9	0.4	0.4	13	550	27.7
(144, 42)	233.52	1096	281.5	69.6	351.1	0.80	1.50	0.30	19.2	3.8	0.0	0.0	0	548	39.9
(42, 146)	46.28	1086	55.8	11.3	67.1	0.83	1.45	0.24	3.7	0.6	0.0	0.0	0	543	41.4
(43, 44)	743.86	1091	896.7	290.2	1186.9	0.76	1.60	0.39	65.3	16.0	2.1	1.3	53	545	37.6
(44, 45)	673.76	1099	812.2	178.7	990.9	0.82	1.47	0.27	54.1	9.8	0.1	0.0	0	549	40.8
(45, 46)	457.50	1101	551.5	220.5	772.0	0.71	1.69	0.48	42.1	12.0	2.1	1.4	62	550	35.6
(46, 47)	641.03	1105	772.7	176.1	948.8	0.81	1.48	0.27	51.5	9.6	0.0	0.0	0	552	40.5
(47, 101)	835.52	1137	1007.2	225.4	1232.6	0.82	1.48	0.27	65.0	11.9	0.0	0.0	0	568	40.7
(101, 102)	853.79	1127	1029.2	275.8	1305.1	0.79	1.53	0.32	69.5	14.7	0.0	0.0	0	563	39.3

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

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CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		----- SECONDS / VEHICLE -----			---- -- AVERAGE VALUES ---- --			
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(10, 9)	42.41	689	100.9	36.6	137.5	0.73	3.24	0.86	12.0	3.2	0.1	0.0	1	344	18.5
(9, 8)	56.01	910	133.2	36.4	169.6	0.79	3.03	0.65	11.2	2.4	0.5	0.5	19	455	19.8
(8105, 8)		110												55	
(8, 7)	61.00	991	145.1	119.4	264.4	0.55	4.34	1.96	16.0	7.2	3.6	3.2	61	495	13.8
(16, 17)	2.77	65	6.6	2.8	9.4	0.70	3.41	1.03	8.7	2.6	0.0	0.0	0	32	17.6
(17, 18)	2.80	41	6.6	1.4	8.0	0.83	2.86	0.48	11.7	2.0	0.1	0.0	2	20	21.0
(18, 19)	0.33	6	0.8	0.1	0.9	0.90	2.63	0.25	8.7	0.8	0.0	0.0	0	3	22.8
(8103, 17)		11												5	
(8108, 19)		24												12	
(19, 20)	0.82	12	1.9	1.5	3.5	0.56	4.26	1.88	17.4	7.7	3.9	3.0	100	6	14.1
(8112, 20)		24												12	
(20, 19)	1.57	23	3.7	1.8	5.5	0.67	3.53	1.15	14.4	4.7	0.8	0.0	0	11	17.0
(19, 18)	2.14	39	5.1	1.4	6.5	0.79	3.02	0.64	9.9	2.1	0.4	0.0	0	19	19.9
(18, 17)	4.36	64	10.4	2.3	12.7	0.82	2.91	0.53	11.9	2.2	0.0	0.0	0	32	20.6
(17, 16)	6.73	158	16.0	28.7	44.7	0.36	6.64	4.26	17.0	10.9	7.3	6.4	100	79	9.0
(8104, 17)		97												48	
(18, 31)	2.32	35	5.5	1.8	7.4	0.75	3.17	0.79	12.6	3.1	0.0	0.0	0	17	18.9
(31, 9)	17.37	262	41.3	45.7	87.0	0.47	5.01	2.63	19.9	10.5	5.3	4.9	100	131	12.0
(9, 31)	0.86	13	2.0	0.9	2.9	0.70	3.40	1.03	13.5	4.1	0.2	0.0	0	6	17.6
(31, 18)	1.66	25	3.9	3.4	7.3	0.54	4.43	2.05	17.6	8.1	3.3	3.2	100	12	13.6
(8122, 31)		16												8	
(8109, 39)		817												408	
(39, 31)	21.75	247	51.7	29.4	81.2	0.64	3.73	1.35	19.7	7.2	3.2	3.1	100	123	16.1
(31, 39)	1.50	17	3.6	1.2	4.7	0.75	3.15	0.77	16.6	4.1	0.0	0.0	0	8	19.0
(39, 10)	37.78	570	89.9	74.6	164.5	0.55	4.35	1.97	17.3	7.9	4.1	4.0	100	285	13.8
(10, 39)	21.41	323	50.9	14.7	65.6	0.78	3.07	0.69	12.2	2.7	0.0	0.0	0	161	19.6
(39, 32)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(32, 39)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(8123, 32)		0												0	
(20, 32)	0.66	10	1.6	0.8	2.3	0.68	3.52	1.14	14.0	4.5	0.6	0.0	0	5	17.0
(32, 11)	0.66	10	1.6	1.1	2.7	0.58	4.07	1.69	16.2	6.7	5.1	4.8	100	5	14.7
(11, 32)	0.33	5	0.8	0.2	1.0	0.82	2.92	0.54	11.6	2.1	0.0	0.0	0	2	20.6
(32, 20)	0.33	5	0.8	0.5	1.3	0.63	3.77	1.39	15.0	5.5	3.2	3.0	100	2	15.9
(65, 74)	26.34	61	31.8	7.6	39.3	0.81	1.49	0.29	38.7	7.5	0.0	0.0	0	30	40.2
(74, 75)	41.52	58	50.1	3.2	53.3	0.94	1.28	0.08	55.1	3.3	0.0	0.0	0	29	46.8
(75, 73)	43.18	57	52.1	3.6	55.6	0.94	1.29	0.08	58.5	3.7	0.0	0.0	0	28	46.6
(78, 70)	248.39	610	299.4	45.1	344.5	0.87	1.39	0.18	33.9	4.4	0.0	0.0	0	305	43.3
(70, 21)	463.64	612	558.9	180.6	739.6	0.76	1.60	0.39	72.5	17.7	2.5	1.8	68	306	37.6
(21, 70)	255.30	337	307.8	30.1	337.9	0.91	1.32	0.12	60.2	5.4	0.0	0.0	0	168	45.3
(70, 71)	159.09	336	191.8	34.1	225.9	0.85	1.42	0.21	40.3	6.1	0.2	0.2	8	168	42.3
(71, 77)	8.41	148	10.1	1.8	12.0	0.85	1.43	0.22	4.9	0.7	0.0	0.0	0	74	42.1
(77, 73)	100.48	147	121.1	10.1	131.2	0.92	1.31	0.10	53.5	4.1	0.0	0.0	0	73	46.0
(73, 75)	110.61	146	133.3	14.5	147.8	0.90	1.34	0.13	60.7	6.0	0.0	0.0	0	73	44.9
(75, 74)	105.24	147	126.9	16.4	143.2	0.89	1.36	0.16	58.5	6.7	0.0	0.0	0	73	44.1
(79, 76)	3.87	7	4.7	0.9	5.6	0.84	1.43	0.23	47.6	7.6	0.0	0.0	0	3	41.9

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE			AVERAGE VALUES			
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(76, 79)	1.66	3	1.9	0.0	1.9	1.00	1.16	0.00	38.7	0.0	0.0	0.0	0	1	49.8
(76, 74)	5.30	7	7.1	1.0	8.1	0.87	1.53	0.20	69.6	9.0	3.0	3.0	100	3	39.2
(74, 76)	2.27	3	3.0	0.2	3.2	0.95	1.40	0.07	63.7	3.1	0.0	0.0	0	1	42.8
(79, 72)	227.18	551	273.9	83.9	357.8	0.77	1.57	0.37	39.0	9.1	0.0	0.0	0	275	38.1
(72, 79)	77.51	188	93.4	8.6	102.1	0.92	1.32	0.11	32.6	2.8	0.0	0.0	0	94	45.6
(72, 71)	415.91	549	554.5	208.0	762.6	0.73	1.83	0.50	83.3	22.7	5.4	4.1	100	274	32.7
(71, 72)	140.91	186	187.9	25.2	213.0	0.88	1.51	0.18	68.7	8.1	0.0	0.0	0	93	39.7
(8011, 79)		4												2	
(8014, 79)		4												2	
(79, 69)	140.91	186	169.9	19.2	189.1	0.90	1.34	0.14	61.0	6.2	0.1	0.1	1	93	44.7
(69, 79)	417.42	551	503.2	164.8	668.0	0.75	1.60	0.39	72.7	17.9	0.9	0.7	36	275	37.5
(68, 69)	318.18	420	636.4	68.4	704.8	0.90	2.21	0.21	100.7	9.8	0.0	0.0	1	210	27.1
(69, 68)	117.42	155	234.8	23.9	258.8	0.91	2.20	0.20	100.2	9.3	0.0	0.0	0	77	27.2
(8016, 68)		334												167	
(8008, 68)		52												26	
(8009, 68)		30												15	
(8069, 68)		4												2	
(8040, 69)		26												13	
(8022, 69)		32												16	
(8015, 69)		72												36	
(8041, 83)		90												45	
(8002, 83)		10												5	
(8102, 21)		42												21	
(21, 33)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(33, 80)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(80, 81)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(81, 82)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(82, 83)	11.36	15	16.9	1.8	18.8	0.90	1.65	0.16	75.1	7.3	0.0	0.0	0	7	36.3
(83, 82)	75.76	100	113.0	23.4	136.4	0.83	1.80	0.31	81.8	14.1	3.3	3.1	100	50	33.3
(82, 84)	22.79	94	45.6	8.2	53.7	0.85	2.36	0.36	34.3	5.2	0.0	0.0	0	47	25.4
(8843, 84)		0												0	
(85, 84)	1.35	15	2.3	1.1	3.4	0.68	2.52	0.79	13.6	4.3	0.0	0.0	0	7	23.8
(84, 82)	3.64	15	6.3	0.8	7.1	0.88	1.96	0.23	28.5	3.4	0.0	0.0	0	7	30.7
(82, 81)	2.05	6	4.1	0.6	4.7	0.88	2.27	0.27	46.5	5.6	0.0	0.0	0	3	26.4
(81, 80)	1.56	6	4.7	0.0	4.8	0.99	3.06	0.03	47.7	0.4	0.0	0.0	0	3	19.6
(80, 33)	1.53	6	2.6	0.3	2.9	0.91	1.89	0.16	29.0	2.5	0.0	0.0	0	3	31.7
(33, 21)	1.48	6	2.5	0.6	3.2	0.81	2.13	0.41	31.5	6.0	3.0	3.0	100	3	28.1
(26, 59)	115.39	1088	139.1	40.7	179.8	0.77	1.56	0.35	9.9	2.2	0.4	0.3	14	544	38.5
(59, 58)	414.02	1093	499.1	71.2	570.3	0.88	1.38	0.17	31.3	3.9	0.0	0.0	0	546	43.6
(58, 57)	519.07	1088	625.7	110.8	736.5	0.85	1.42	0.21	40.6	6.1	0.0	0.0	0	544	42.3
(57, 56)	820.45	1083	989.0	236.9	1226.0	0.81	1.49	0.29	67.9	13.1	0.4	0.4	9	541	40.2
(56, 38)	78.69	1108	94.9	48.6	143.4	0.66	1.82	0.62	7.8	2.6	0.2	0.1	5	554	32.9
(38, 107)	673.71	1103	812.1	156.7	968.9	0.84	1.44	0.23	52.7	8.5	0.0	0.0	0	551	41.7
(107, 108)	743.69	1103	896.5	208.3	1104.9	0.81	1.49	0.28	60.1	11.3	0.0	0.0	0	551	40.4
(108, 109)	747.87	1103	901.5	232.4	1134.0	0.80	1.52	0.31	61.7	12.6	0.0	0.0	0	551	39.6

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE				AVERAGE VALUES		
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(109, 110)	752.05	1103	906.6	250.7	1157.3	0.78	1.54	0.33	63.0	13.6	0.0	0.0	0	551	39.0
(110, 111)	534.28	1085	644.1	182.4	826.4	0.78	1.55	0.34	45.7	10.1	0.0	0.0	0	542	38.8
(111, 51)	706.30	1022	851.4	1310.1	2161.5	0.39	3.06	1.85	126.9	76.9	62.2	57.2	82	511	19.6
(51, 111)	317.21	459	382.4	84.5	466.9	0.82	1.47	0.27	61.0	11.0	0.0	0.0	0	229	40.8
(111, 110)	226.52	460	273.1	38.3	311.3	0.88	1.37	0.17	40.6	5.0	0.0	0.0	0	230	43.7
(110, 109)	310.91	456	374.8	62.1	436.9	0.86	1.41	0.20	57.5	8.2	0.0	0.0	0	228	42.7
(109, 108)	309.86	457	373.5	71.5	445.0	0.84	1.44	0.23	58.4	9.4	0.0	0.0	0	228	41.8
(108, 107)	310.83	461	374.7	81.2	455.9	0.82	1.47	0.26	59.3	10.6	0.0	0.0	0	230	40.9
(37, 57)	188.41	829	227.1	34.1	261.3	0.87	1.39	0.18	18.9	2.5	0.0	0.0	0	414	43.3
(57, 58)	398.84	836	480.8	89.3	570.1	0.84	1.43	0.22	40.9	6.4	0.0	0.0	0	418	42.0
(58, 59)	313.64	828	541.2	197.7	738.8	0.73	2.36	0.63	53.5	14.3	2.9	1.7	62	414	25.5
(59, 26)	87.92	829	151.7	60.4	212.1	0.72	2.41	0.69	15.4	4.4	0.0	0.0	1	414	24.9
(8061, 59)		3												1	
(8245, 57)		0												0	
(8053, 55)		692												346	
(55, 56)	65.63	693	131.3	117.3	248.6	0.53	3.79	1.79	21.5	10.2	4.4	4.2	100	346	15.8
(56, 55)	28.50	301	57.0	16.3	73.3	0.78	2.57	0.57	14.6	3.3	0.0	0.0	0	150	23.3
(130, 153)	626.98	1809	755.8	223.8	979.6	0.77	1.56	0.36	32.5	7.4	0.0	0.0	0	904	38.4
(153, 159)	12.49	81	21.5	4.3	25.9	0.83	2.07	0.34	19.1	3.2	0.8	0.8	9	40	29.0
(153, 53)	359.79	1727	433.7	130.8	564.6	0.77	1.57	0.36	19.6	4.5	0.0	0.0	0	863	38.2
(53, 155)	423.73	1721	510.8	224.2	735.0	0.70	1.73	0.53	25.6	7.8	0.0	0.0	0	860	34.6
(155, 54)	1717.52	2591	4084.9	1083.7	5168.6	0.79	3.01	0.63	119.7	25.1	0.0	0.0	0	1295	19.9
(8235, 54)		1054												527	
(54, 156)	598.30	1053	721.2	155.5	876.8	0.82	1.47	0.26	50.0	8.9	0.0	0.0	0	526	40.9
(156, 157)	32.51	1053	39.2	3.3	42.5	0.92	1.31	0.10	2.4	0.2	0.0	0.0	0	526	45.9
(157, 155)	29.85	536	36.0	2.9	38.9	0.93	1.30	0.10	4.4	0.3	0.0	0.0	0	268	46.1
(155, 53)	132.22	537	159.4	12.2	171.6	0.93	1.30	0.09	19.2	1.4	0.0	0.0	0	268	46.2
(154, 153)	33.15	547	40.0	4.5	44.5	0.90	1.34	0.14	4.9	0.5	0.0	0.0	0	273	44.7
(153, 130)	188.89	545	227.7	25.5	253.2	0.90	1.34	0.14	27.9	2.8	0.0	0.0	0	272	44.8
(52, 51)	432.06	591	520.8	152.8	673.6	0.77	1.56	0.35	68.4	15.5	4.9	4.6	49	295	38.5
(51, 112)	228.98	403	276.0	53.5	329.6	0.84	1.44	0.23	49.1	8.0	0.0	0.0	0	201	41.7
(112, 113)	307.58	406	370.8	46.7	417.5	0.89	1.36	0.15	61.7	6.9	0.0	0.0	0	203	44.2
(113, 114)	308.33	407	371.7	61.8	433.5	0.86	1.41	0.20	63.9	9.1	0.0	0.0	0	203	42.7
(114, 50)	115.63	407	139.4	24.8	164.2	0.85	1.42	0.21	24.2	3.7	0.0	0.0	0	203	42.3
(50, 115)	254.53	407	306.8	82.1	389.0	0.79	1.53	0.32	57.3	12.1	1.4	1.3	20	203	39.3
(115, 48)	158.18	232	235.9	117.2	353.1	0.67	2.23	0.74	91.3	30.3	17.4	16.5	76	116	26.9
(48, 116)	318.60	456	475.2	134.4	609.6	0.78	1.91	0.42	80.2	17.7	0.5	0.5	35	228	31.4
(116, 61)	1.38	4	1.8	0.2	2.0	0.90	1.47	0.14	30.5	2.9	0.0	0.0	0	2	40.7
(61, 117)	2.27	3	3.0	0.0	3.1	0.99	1.35	0.02	61.3	0.7	0.0	0.0	0	1	44.5
(117, 60)	1.82	3	2.4	0.0	2.5	0.99	1.35	0.01	49.0	0.5	0.0	0.0	0	1	44.5
(60, 118)	2.22	3	3.0	0.0	3.0	0.99	1.35	0.01	59.7	0.6	0.0	0.0	0	1	44.6
(118, 119)	2.16	3	2.9	0.0	2.9	0.99	1.35	0.02	58.3	0.8	0.0	0.0	0	1	44.4
(119, 120)	1.31	3	1.7	0.0	1.8	1.00	1.34	0.01	35.0	0.2	0.0	0.0	0	1	44.8
(120, 62)	1.09	3	1.5	0.3	1.8	0.83	1.60	0.27	35.0	5.9	0.0	0.0	0	1	37.4
(62, 121)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE			AVERAGE VALUES			
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(121, 122)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(122, 123)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(123, 63)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(63, 124)	22.27	30	26.8	5.7	32.5	0.83	1.46	0.25	65.0	11.3	1.0	0.0	0	15	41.1
(124, 125)	21.93	30	26.4	1.5	28.0	0.95	1.28	0.07	55.9	3.1	0.0	0.0	0	15	47.1
(125, 126)	22.16	30	26.7	1.5	28.3	0.95	1.27	0.07	56.5	3.1	0.0	0.0	0	15	47.1
(126, 127)	18.64	30	22.5	1.5	23.9	0.94	1.28	0.08	47.8	2.9	0.0	0.0	0	15	46.8
(127, 64)	11.93	30	14.4	1.0	15.4	0.94	1.29	0.08	30.8	2.0	0.0	0.0	0	15	46.5
(64, 128)	25.43	34	30.7	2.8	33.5	0.92	1.32	0.11	59.0	4.9	0.0	0.0	0	17	45.6
(128, 129)	24.73	34	29.8	2.5	32.3	0.92	1.31	0.10	57.0	4.4	0.0	0.0	0	17	46.0
(129, 67)	25.76	34	31.1	2.6	33.7	0.92	1.31	0.10	59.4	4.6	0.0	0.0	0	17	45.9
(67, 65)	13.91	34	16.8	2.2	19.0	0.88	1.36	0.16	33.5	3.9	0.1	0.1	2	17	44.0
(65, 66)	16.95	179	29.2	13.1	42.4	0.69	2.50	0.77	14.2	4.4	0.1	0.0	0	89	24.0
(74, 65)	67.36	156	81.2	35.1	116.3	0.70	1.73	0.52	44.7	13.5	4.3	3.5	100	78	34.7
(66, 65)	7.77	82	13.4	8.1	21.5	0.62	2.77	1.05	15.7	5.9	0.1	0.1	2	41	21.7
(65, 67)	13.50	33	16.3	1.4	17.7	0.92	1.31	0.11	32.2	2.6	0.0	0.0	0	16	45.8
(67, 129)	25.00	33	29.8	0.0	29.8	1.00	1.19	0.00	54.2	0.0	0.0	0.0	0	16	49.8
(129, 128)	24.00	33	28.7	0.0	28.7	1.00	1.20	0.00	52.2	0.0	0.0	0.0	0	16	49.8
(128, 64)	25.43	34	30.7	0.2	30.9	0.99	1.21	0.01	54.4	0.3	0.0	0.0	0	17	49.5
(64, 127)	13.52	34	16.3	0.1	16.5	0.99	1.22	0.01	29.0	0.3	0.0	0.0	0	17	49.3
(127, 126)	21.12	34	25.5	0.1	25.6	1.00	1.21	0.01	45.1	0.2	0.0	0.0	0	17	49.5
(126, 125)	25.11	34	30.3	0.1	30.3	1.00	1.21	0.00	53.5	0.1	0.0	0.0	0	17	49.7
(125, 124)	23.86	35	28.8	0.1	28.9	1.00	1.21	0.00	49.5	0.2	0.0	0.0	0	17	49.6
(124, 63)	25.98	35	31.3	3.7	35.0	0.89	1.35	0.14	60.0	6.3	0.0	0.0	0	17	44.5
(63, 123)	1.88	3	2.1	0.0	2.1	1.00	1.14	0.00	42.7	0.0	0.0	0.0	0	1	49.8
(123, 122)	2.18	3	2.6	0.2	2.9	0.92	1.31	0.10	57.0	4.4	0.0	0.0	0	1	45.9
(122, 121)	7.77	12	11.6	0.9	12.5	0.93	1.61	0.11	62.4	4.5	1.0	0.0	0	6	37.4
(121, 62)	9.09	12	13.0	0.0	13.0	1.00	1.43	0.00	65.0	0.0	0.0	0.0	0	6	40.2
(62, 120)	13.09	36	17.5	2.8	20.3	0.86	1.55	0.21	33.8	4.7	0.7	0.0	0	18	38.8
(120, 119)	15.68	36	20.6	0.0	20.6	1.00	1.31	0.00	34.3	0.0	0.0	0.0	0	18	45.0
(119, 118)	25.91	36	34.0	0.0	34.0	1.00	1.31	0.00	56.7	0.0	0.0	0.0	0	18	45.0
(118, 60)	26.59	36	34.9	0.0	34.9	1.00	1.31	0.00	58.1	0.0	0.0	0.0	0	18	45.0
(60, 117)	21.82	36	28.7	0.0	28.7	1.00	1.32	0.00	47.8	0.0	0.0	0.0	0	18	45.0
(117, 61)	27.27	36	36.0	0.0	36.0	1.00	1.32	0.00	60.0	0.0	0.0	0.0	0	18	45.0
(61, 116)	12.42	36	16.6	0.3	16.9	0.98	1.36	0.03	28.1	0.5	0.0	0.0	0	18	44.1
(116, 48)	194.23	278	289.7	213.3	503.0	0.58	2.59	1.10	108.6	46.0	34.7	33.5	88	139	23.2
(48, 115)	517.50	759	771.9	173.0	944.9	0.82	1.83	0.33	74.7	13.7	0.4	0.4	20	379	32.9
(115, 50)	420.88	673	507.4	90.8	598.2	0.85	1.42	0.22	53.3	8.1	0.2	0.0	0	336	42.2
(50, 114)	190.34	670	229.5	31.1	260.5	0.88	1.37	0.16	23.3	2.8	0.0	0.0	0	335	43.8
(114, 113)	509.85	673	614.6	107.3	722.0	0.85	1.42	0.21	64.4	9.6	0.0	0.0	0	336	42.4
(113, 112)	509.09	672	613.7	128.3	742.0	0.83	1.46	0.25	66.2	11.5	0.0	0.0	0	336	41.2
(112, 51)	357.95	630	431.5	413.6	845.1	0.51	2.36	1.16	80.5	39.4	41.5	38.9	56	315	25.4
(51, 52)	761.03	1041	917.4	6738.7	7656.1	0.12	10.06	8.85	441.3	388.4	933.2	810.9	65	520	6.0
(52, 158)	142.39	1016	171.7	2629.3	2801.0	0.06	19.67	18.47	165.4	155.3	121.0	83.3	67	508	3.1
(158, 155)	442.91	896	590.5	10580.8	11171.4	0.05	25.22	23.89	748.1	708.5	608.3	426.0	99	448	2.4

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE MILES TRIPS		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE				AVERAGE VALUES		
			MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(158, 159)	0.91	8	1.2	0.5	1.8	0.69	1.93	0.59	13.1	4.0	0.0	0.0	0	4	31.2
(159, 152)	1.67	8	2.4	0.0	2.4	1.00	1.43	0.00	17.9	0.0	0.0	0.0	0	4	40.2
(152, 53)	1.15	8	2.3	0.2	2.5	0.92	2.17	0.17	18.6	1.4	1.1	1.1	25	4	27.7
(157, 152)	160.01	518	213.3	6.4	219.8	0.97	1.37	0.04	25.5	0.7	0.0	0.0	0	259	43.7
(152, 159)	117.86	516	175.8	5.8	181.6	0.97	1.54	0.05	21.1	0.7	0.0	0.0	0	258	39.0
(159, 158)	67.84	597	90.5	16.6	107.0	0.85	1.58	0.24	10.8	1.7	0.0	0.0	0	298	38.0
(158, 52)	83.39	595	100.5	10.1	110.6	0.91	1.33	0.12	11.2	1.0	0.0	0.0	1	297	45.2
(8201, 115)		211												105	
(8203, 116)		246												123	
(8033, 122)		12												6	
(8039, 62)		24												12	
(8250, 63)		30												15	
(8049, 64)		4												2	
(8240, 66)		82												41	
(8209, 91)		993												496	
(91, 89)	94.41	997	162.9	403.1	566.0	0.29	5.99	4.27	34.1	24.3	16.9	16.3	46	498	10.0
(89, 87)	62.74	830	108.3	328.8	437.1	0.25	6.97	5.24	31.6	23.8	19.0	18.3	55	415	8.6
(87, 85)	81.83	1017	141.2	98.1	239.3	0.59	2.92	1.20	14.1	5.8	1.7	1.6	15	508	20.5
(85, 1)	304.26	1071	525.0	73.2	598.2	0.88	1.97	0.24	33.5	4.1	0.1	0.1	3	535	30.5
(87, 160)	79.73	2122	137.6	134.5	272.1	0.51	3.41	1.69	7.7	3.8	0.1	0.1	3	1061	17.6
(160, 89)	80.53	2126	139.0	425.6	564.6	0.25	7.01	5.29	15.9	12.0	8.6	7.9	35	1063	8.6
(89, 91)	207.31	2201	357.7	107.0	464.8	0.77	2.24	0.52	12.7	2.9	0.0	0.0	0	1100	26.8
(8207, 90)		50												25	
(89, 92)	52.48	562	124.8	30.8	155.6	0.80	2.97	0.59	16.6	3.3	0.0	0.0	0	281	20.2
(8210, 92)		484												242	
(92, 89)	45.83	484	109.0	166.4	275.4	0.40	6.01	3.63	34.1	20.6	15.6	15.2	91	242	10.0
(89, 90)	1.02	54	2.4	1.8	4.3	0.57	4.16	1.78	4.7	2.0	0.0	0.0	0	27	14.4
(8205, 88)		60												30	
(87, 88)	10.13	107	24.1	6.8	30.9	0.78	3.05	0.67	17.3	3.8	0.0	0.0	0	53	19.7
(84, 85)	8.90	94	15.4	58.0	73.3	0.21	8.24	6.51	46.8	37.0	33.5	33.0	93	47	7.3
(8043, 86)		158												79	
(86, 85)	2.26	159	5.4	141.6	147.0	0.04	65.06	62.69	55.5	53.4	50.2	49.2	93	79	0.9
(85, 86)	0.77	54	1.8	1.3	3.2	0.58	4.13	1.75	3.5	1.5	0.0	0.0	0	27	14.5
(87, 93)	545.84	2018	1298.2	278.9	1577.1	0.82	2.89	0.51	46.9	8.3	0.1	0.0	1	1009	20.8
(93, 94)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(8211, 94)		0												0	
(94, 93)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(93, 87)	303.46	1105	721.7	605.9	1327.7	0.54	4.38	2.00	72.1	32.9	24.8	23.2	86	552	13.7
(93, 95)	911.82	2006	1573.3	766.5	2339.8	0.67	2.57	0.84	70.0	22.9	4.9	3.7	49	1003	23.4
(95, 93)	502.67	1106	867.4	164.5	1031.8	0.84	2.05	0.33	56.0	8.9	0.3	0.3	9	553	29.2
(8212, 96)		82												41	
(96, 95)	6.21	82	14.8	14.5	29.3	0.51	4.71	2.33	21.4	10.6	6.0	5.8	100	41	12.7
(95, 96)	6.88	92	16.4	5.1	21.5	0.76	3.12	0.74	14.0	3.3	0.0	0.0	0	46	19.2
(8213, 97)		82												41	
(97, 95)	6.21	82	14.8	22.1	36.9	0.40	5.94	3.56	27.0	16.2	11.6	11.5	100	41	10.1

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	VEHICLE		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / VEHICLE			AVERAGE VALUES			
	MILES	TRIPS	MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE TIME	STOP TIME	STOPS (%)	VOLUME VPH	SPEED MPH
(95, 97) (8214, 99)	6.30	86 392	12.6	4.9	17.5	0.72	2.78	0.78	12.2	3.4	0.0	0.0	0	43 196	21.6
(99, 98) (98, 100)	14.77	390	35.1	103.8	138.9	0.25	9.40	7.03	21.4	16.0	11.8	11.6	78	195	6.4
(8215, 100)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(100, 98)	0.00	0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0	0	0.0
(98, 99)	11.04	295	26.3	14.1	40.3	0.65	3.65	1.27	8.2	2.9	0.0	0.0	0	147	16.4
(95, 98)	794.18	1928	1370.3	758.0	2128.4	0.64	2.68	0.95	66.2	23.6	11.2	9.9	69	964	22.4
(98, 95)	422.42	1026	728.9	222.6	951.5	0.77	2.25	0.53	55.6	13.0	3.4	3.0	30	513	26.6
(98, 131)	651.99	1836	1125.0	284.2	1409.2	0.80	2.16	0.44	46.1	9.3	0.7	0.6	23	918	27.8
(131, 132)	183.43	1937	316.5	116.1	432.6	0.73	2.36	0.63	13.4	3.6	0.2	0.2	4	968	25.4
(132, 133)	96.82	1704	167.1	877.8	1044.9	0.16	10.79	9.07	36.8	30.9	23.4	20.2	89	852	5.6
(133, 134)	233.47	1761	402.8	168.1	571.0	0.71	2.45	0.72	19.5	5.7	0.0	0.0	0	880	24.5
(134, 135)	844.04	1819	1125.4	3778.8	4904.2	0.23	5.81	4.48	161.8	124.6	45.3	2.8	100	909	10.3
(135, 136)	798.38	1817	962.4	305.0	1267.4	0.76	1.59	0.38	41.9	10.1	0.0	0.0	0	908	37.8
(136, 137)	1227.12	1820	1479.3	313.1	1792.4	0.83	1.46	0.26	59.1	10.3	0.0	0.0	0	910	41.1
(137, 138)	1382.58	1825	1666.7	450.7	2117.4	0.79	1.53	0.33	69.6	14.8	0.0	0.0	0	912	39.2
(138, 139)	1320.00	1815	1591.2	461.8	2053.0	0.78	1.56	0.35	67.9	15.3	0.0	0.0	0	907	38.6
(139, 130)	1297.61	1803	1564.2	465.0	2029.3	0.77	1.56	0.36	67.5	15.5	0.0	0.0	0	901	38.4
(130, 139)	396.55	551	478.0	72.5	550.5	0.87	1.39	0.18	59.9	7.9	0.0	0.0	0	275	43.2
(139, 138)	394.91	543	476.1	92.2	568.3	0.84	1.44	0.23	62.8	10.2	0.0	0.0	0	271	41.7
(138, 137)	418.18	552	504.1	112.0	616.1	0.82	1.47	0.27	67.0	12.2	0.0	0.0	0	276	40.7
(137, 136)	371.51	551	447.8	105.5	553.4	0.81	1.49	0.28	60.3	11.5	0.0	0.0	0	275	40.3
(136, 135)	240.79	548	290.3	72.2	362.5	0.80	1.51	0.30	39.7	7.9	0.0	0.0	0	274	39.9
(8073, 135)		0												0	
(135, 134)	253.82	547	338.4	125.7	464.1	0.73	1.83	0.50	50.9	13.8	2.0	1.4	56	273	32.8
(8218, 163)		100												50	
(163, 134)	75.76	100	180.2	36.5	216.6	0.83	2.86	0.48	130.0	21.9	15.6	15.5	100	50	21.0
(134, 163)	12.88	17	30.6	0.6	31.2	0.98	2.43	0.05	110.2	2.1	0.0	0.0	0	8	24.7
(134, 133)	69.73	526	120.3	49.3	169.6	0.71	2.43	0.71	19.3	5.6	0.0	0.0	0	263	24.7
(8217, 162)		277												138	
(162, 133)	68.18	90	162.2	3999.6	4161.8	0.04	61.04	58.66	2774.5	2666.4	11679.7	11494.5	100	45	1.0
(133, 162)	150.76	199	358.6	30.8	389.4	0.92	2.58	0.20	117.4	9.3	0.0	0.0	0	99	23.2
(8216, 161)		274												137	
(161, 132)	207.58	274	493.7	60.5	554.2	0.89	2.67	0.29	121.4	13.3	3.9	3.6	100	137	22.5
(132, 161)	198.48	262	472.1	42.1	514.1	0.92	2.59	0.21	117.7	9.6	0.0	0.0	0	131	23.2
(132, 131)	56.06	592	96.7	45.3	142.1	0.68	2.53	0.81	14.4	4.6	1.1	1.1	10	296	23.7
(8021, 164)		585												292	
(164, 131)	441.67	583	1050.5	305.9	1356.3	0.77	3.07	0.69	139.6	31.5	15.8	13.1	100	291	19.5
(131, 164)	183.33	242	436.0	41.5	477.5	0.91	2.60	0.23	118.4	10.3	0.0	0.0	0	121	23.0
(131, 98)	298.30	840	514.7	312.8	827.5	0.62	2.77	1.05	59.1	22.3	13.4	12.3	69	420	21.6
SUBNETWORK=57082.02 10843 1352.39 1037.13 2389.52 0.57 2.51 1.09 13.22 5.74 5.42 4.65 434.1 23.9															
-- VEHICLE - HOURS -- --- MINUTES / VEHICLE-TRIP --- PER TRIP															

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)							-----						
		STORAGE (%)	PHASE FAILURE	AVERAGE QUEUE BY LANE **							MAXIMUM QUEUE BY LANE						
				1	2	3	4	5	6	7	1	2	3	4	5	6	7
(16, 35)	2.5	9.1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0
(2, 25)	3.1	5.5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
(25, 2)	6.3	11.1	0	3	1	0	0	0	0	0	15	9	0	0	0	0	0
(15, 141)	1.2	6.5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
(146, 43)	2.4	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(49, 48)	1.3	4.2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
(48, 170)	0.6	1.4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
(46, 45)	1.8	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(45, 44)	2.6	1.7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
(44, 147)	0.4	3.1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
(145, 42)	1.2	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(42, 143)	0.4	3.2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
(143, 41)	3.3	4.5	0	1	0	0	0	0	0	0	8	0	0	0	0	0	2
(41, 142)	1.6	11.4	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
(15, 6)	8.0	9.9	0	1	0	0	0	0	0	0	5	2	0	0	0	0	0
(73, 71)	0.8	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(71, 78)	1.1	3.6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
(16, 21)	0.6	2.2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
(107, 56)	4.4	1.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
(56, 36)	1.3	3.9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
(36, 37)	5.1	2.2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
(53, 154)	1.3	1.8	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
(1, 140)	17.8	15.3	0	1	2	0	0	0	0	0	9	21	0	0	0	0	0
(140, 85)	6.4	18.7	0	1	0	0	0	0	0	0	10	8	8	0	0	0	0
(85, 87)	13.5	20.9	1	1	2	2	0	0	0	0	11	14	14	0	0	0	6
(90, 89)	0.1	1.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(88, 87)	0.8	2.5	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
(133, 132)	0.5	3.9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(1, 2)	4.5	7.8	0	0	1	0	0	0	0	1	5	5	0	0	0	4	6
(2, 3)	3.6	4.2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
(3, 4)	3.3	4.9	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0
(4, 5)	4.4	5.5	6	0	1	0	0	0	0	0	6	7	0	0	0	0	0
(5, 6)	2.5	5.5	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
(6, 5)	7.2	15.6	0	2	1	0	0	0	0	0	9	7	0	0	0	0	0
(5, 4)	9.8	12.1	0	2	1	0	0	0	0	0	12	10	0	0	0	0	0
(4, 3)	5.7	8.4	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0
(3, 2)	14.6	15.6	0	3	3	0	0	0	0	0	21	19	0	0	0	5	2
(2, 1)	5.2	13.5	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
(8101, 23)																	
(23, 22)	1.1	11.9	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
(22, 24)	0.4	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8107, 24)																	
(24, 22)	2.0	5.6	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0
(22, 23)	0.1	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(21, 16)	1.1	8.3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)							MAXIMUM Q U E U E L E N G T H (VEHICLE)						
		STORAGE (%)	PHASE FAILURE	AVERAGE QUEUE BY LANE **							MAXIMUM QUEUE BY LANE						
				1	2	3	4	5	6	7	1	2	3	4	5	6	7
----	-----	-----	-----	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(35, 7)	3.4	39.8	0	1	2	0	0	0	0	0	4	4	0	0	0	0	0
(7, 22)	6.6	13.4	0	1	1	0	0	0	0	0	12	10	0	0	0	0	1
(22, 2)	15.2	14.4	0	2	3	0	0	0	0	3	17	13	0	0	0	3	14
(25, 26)	1.8	8.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8106, 26)																	
(26, 25)	2.4	9.8	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1
(25, 1)	1.7	8.3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
(2, 22)	3.9	4.5	0	0	0	0	0	0	0	0	5	5	0	0	0	0	5
(22, 7)	2.8	5.1	0	0	0	0	0	0	0	1	4	3	0	0	0	0	10
(7, 16)	1.3	2.0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
(8111, 3)																	
(8114, 3)																	
(8124, 27)																	
(27, 4)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(4, 28)	0.4	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8115, 28)																	
(28, 4)	1.8	5.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
(4, 27)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8119, 30)																	
(30, 5)	0.6	6.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
(5, 30)	0.0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(5, 29)	0.0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8120, 29)																	
(29, 5)	0.6	6.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
(7, 8)	1.1	7.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
(8, 9)	0.9	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(9, 10)	1.1	7.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
(10, 11)	1.1	7.2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(11, 12)	2.1	5.2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(12, 34)	1.1	8.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(34, 13)	1.0	7.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(13, 14)	1.3	8.3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
(14, 6)	3.1	9.4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
(6, 15)	4.5	10.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(141, 40)	7.9	7.0	0	1	0	0	0	0	0	0	13	0	0	0	0	0	2
(40, 41)	12.9	7.7	5	1	0	0	0	0	0	1	10	0	0	0	0	0	9
(41, 144)	2.1	5.1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
(144, 42)	3.4	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(42, 146)	0.8	4.0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
(43, 44)	10.3	6.1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
(44, 45)	8.8	5.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
(45, 46)	6.9	7.0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
(46, 47)	8.4	6.0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
(47, 101)	10.7	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(101, 102)	11.3	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE	-- CONGESTION --	Q U E U E L E N G T H (VEHICLE)								MAXIMUM QUEUE BY LANE							
	OCCUPANCY	STORAGE PHASE	AVERAGE QUEUE BY LANE **															
	(VEHICLE)	(%) FAILURE	1	2	3	4	5	6	7	1	2	3	4	5	6	7		
(102, 103)	9.8	6.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(103, 48)	9.4	8.1	0	2	0	0	0	0	0	0	13	0	0	0	0	6		
(48, 49)	0.9	4.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(8202, 49)																		
(170, 103)	1.2	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(103, 102)	1.9	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(102, 101)	2.3	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(101, 47)	2.3	1.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0		
(47, 46)	2.3	1.7	0	0	0	0	0	0	0	0	2	0	0	0	0	0		
(147, 43)	3.7	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(43, 145)	0.2	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(142, 40)	10.8	6.7	0	1	0	0	0	0	0	0	9	0	0	0	1	0		
(40, 15)	9.6	8.2	0	0	0	0	0	0	0	0	5	0	0	0	0	0		
(8059, 15)																		
(8064, 105)																		
(105, 40)	0.0	0.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
(40, 105)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(8048, 104)																		
(104, 40)	0.9	8.3	0	0	0	0	0	0	0	0	2	0	0	0	0	1		
(40, 104)	0.1	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(8050, 106)																		
(8035, 106)																		
(8055, 106)																		
(106, 41)	2.7	14.7	0	0	1	0	0	0	0	0	2	4	0	0	0	0		
(41, 106)	0.7	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(8063, 42)																		
(8052, 42)																		
(8066, 43)																		
(8046, 44)																		
(8051, 45)																		
(8054, 46)																		
(8018, 47)																		
(8036, 47)																		
(6, 14)	1.4	4.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0		
(8121, 14)																		
(14, 13)	0.7	4.2	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
(8118, 13)																		
(13, 34)	0.6	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(34, 12)	0.5	4.0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
(8117, 12)																		
(8116, 12)																		
(12, 11)	1.6	3.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(8113, 11)																		
(11, 10)	0.9	5.8	0	0	0	0	0	0	0	0	2	0	0	0	0	0		
(8110, 10)																		

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

[illegible]

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)										MAXIMUM QUEUE BY LANE						
		STORAGE (%)	PHASE FAILURE	AVERAGE QUEUE BY LANE **																
				1	2	3	4	5	6	7	1	2	3	4	5	6	7			
(76, 79)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(76, 74)	0.1	0.1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0			
(74, 76)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(79, 72)	3.5	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(72, 79)	1.1	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(72, 71)	6.9	3.7	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0			
(71, 72)	2.3	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(8011, 79)																				
(8014, 79)																				
(79, 69)	2.0	1.1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0			
(69, 79)	6.1	3.3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0			
(68, 69)	6.3	3.5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0			
(69, 68)	2.6	1.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0			
(8016, 68)																				
(8008, 68)																				
(8009, 68)																				
(8069, 68)																				
(8040, 69)																				
(8022, 69)																				
(8015, 69)																				
(8041, 83)																				
(8002, 83)																				
(8102, 21)																				
(21, 33)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(33, 80)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(80, 81)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(81, 82)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(82, 83)	0.3	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(83, 82)	2.0	1.1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0			
(82, 84)	0.8	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(8843, 84)																				
(85, 84)	0.0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(84, 82)	0.1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(82, 81)	0.1	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(81, 80)	0.1	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(80, 33)	0.0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(33, 21)	0.0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(26, 59)	1.9	7.5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0			
(59, 58)	5.2	5.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(58, 57)	6.6	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(57, 56)	10.7	5.5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0			
(56, 38)	1.6	4.7	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0			
(38, 107)	8.6	5.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(107, 108)	9.7	6.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
(108, 109)	9.9	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)													
		STORAGE (%)	PHASE FAILURE	AVERAGE QUEUE BY LANE **							MAXIMUM QUEUE BY LANE						
				1	2	3	4	5	6	7	1	2	3	4	5	6	7
----	-----	-----		-	-	-	-	-	-	-	-	-	-	-	-	-	
(109, 110)	10.1	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(110, 111)	7.4	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(111, 51)	21.4	12.9	2	10	0	0	0	0	0	0	65	0	0	0	0	0	
(51, 111)	4.4	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(111, 110)	3.1	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(110, 109)	4.1	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(109, 108)	4.2	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(108, 107)	4.2	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(37, 57)	2.7	4.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(57, 58)	5.2	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(58, 59)	6.7	7.4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	
(59, 26)	2.1	8.3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
(8061, 59)																	
(8245, 57)																	
(8053, 55)																	
(55, 56)	2.2	4.9	0	0	0	0	0	0	0	0	1	2	0	0	0	0	
(56, 55)	0.9	3.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(130, 153)	8.6	10.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
(153, 159)	0.4	1.0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
(153, 53)	5.1	10.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(53, 155)	6.6	11.1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
(155, 54)	43.7	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(8235, 54)																	
(54, 156)	7.8	2.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(156, 157)	0.6	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(157, 155)	0.5	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(155, 53)	1.9	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(154, 153)	0.6	3.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(153, 130)	2.6	3.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(52, 51)	6.1	3.3	0	0	0	0	0	0	0	0	4	0	0	0	0	2	
(51, 112)	3.2	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(112, 113)	4.0	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(113, 114)	4.1	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(114, 50)	1.6	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(50, 115)	3.7	2.3	0	0	0	0	0	0	0	0	1	0	0	0	0	4	
(115, 48)	3.4	2.0	0	1	0	0	0	0	0	0	10	0	0	0	0	2	
(48, 116)	5.5	3.1	0	0	0	0	0	0	0	0	2	0	0	0	0	4	
(116, 61)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(61, 117)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(117, 60)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(60, 118)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(118, 119)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(119, 120)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(120, 62)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(62, 121)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)							MAXIMUM QUEUE BY LANE						
		STORAGE (%)	PHASE FAILURE	AVERAGE QUEUE BY LANE **													
				1	2	3	4	5	6	7	1	2	3	4	5	6	7
(121, 122)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(122, 123)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(123, 63)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(63, 124)	0.6	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(124, 125)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(125, 126)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(126, 127)	0.4	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(127, 64)	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(64, 128)	0.6	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(128, 129)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(129, 67)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(67, 65)	0.3	0.3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(65, 66)	0.5	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(74, 65)	1.3	1.2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
(66, 65)	0.3	1.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(65, 67)	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(67, 129)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(129, 128)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(128, 64)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(64, 127)	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(127, 126)	0.4	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(126, 125)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(125, 124)	0.4	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(124, 63)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(63, 123)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(123, 122)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(122, 121)	0.2	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(121, 62)	0.2	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(62, 120)	0.3	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(120, 119)	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(119, 118)	0.6	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(118, 60)	0.6	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(60, 117)	0.5	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(117, 61)	0.6	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(61, 116)	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(116, 48)	4.7	2.8	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0
(48, 115)	8.4	5.0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
(115, 50)	5.4	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(50, 114)	2.7	3.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(114, 113)	6.5	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(113, 112)	6.6	3.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(112, 51)	9.3	3.4	5	2	2	0	0	0	0	0	21	20	0	0	0	0	0
(51, 52)	162.7	46.4	0	70	82	0	0	0	0	0	180	192	0	0	0	0	0
(52, 158)	24.2	71.9	0	21	0	0	0	0	0	0	36	0	0	0	0	0	0
(158, 155)	101.2	85.3	0	97	0	0	0	0	0	0	123	0	0	0	0	0	0

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)							MAXIMUM QUEUE BY LANE						
		STORAGE	PHASE	AVERAGE QUEUE BY LANE **													
		(%)	FAILURE	1	2	3	4	5	6	7	1	2	3	4	5	6	7
(158, 159)	0.0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(159, 152)	0.0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(152, 53)	0.0	0.1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(157, 152)	2.3	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(152, 159)	2.0	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(159, 158)	1.3	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(158, 52)	1.3	2.0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
(8201, 115)																	
(8203, 116)																	
(8033, 122)																	
(8039, 62)																	
(8250, 63)																	
(8049, 64)																	
(8240, 66)																	
(8209, 91)																	
(91, 89)	5.1	8.7	0	0	0	0	0	0	0	2	4	4	0	0	0	0	8
(89, 87)	4.1	9.0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	7
(87, 85)	2.4	5.5	0	0	0	0	0	0	0	0	2	4	0	0	0	0	2
(85, 1)	5.5	4.0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
(87, 160)	2.6	14.4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
(160, 89)	5.1	20.6	0	1	1	0	0	0	0	0	9	9	0	0	0	2	3
(89, 91)	4.4	9.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8207, 90)																	
(89, 92)	1.6	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8210, 92)																	
(92, 89)	2.8	4.7	0	0	1	0	0	0	0	0	0	4	0	0	0	0	3
(89, 90)	0.0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8205, 88)																	
(87, 88)	0.4	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(84, 85)	1.0	4.5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
(8043, 86)																	
(86, 85)	1.7	49.0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
(85, 86)	0.0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(87, 93)	13.6	10.3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
(93, 94)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8211, 94)																	
(94, 93)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(93, 87)	11.6	8.4	0	0	2	0	0	0	0	2	6	12	0	0	0	0	7
(93, 95)	20.0	9.0	0	1	0	0	0	0	0	0	9	6	0	0	0	0	3
(95, 93)	9.1	4.1	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0
(8212, 96)																	
(96, 95)	0.5	1.1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
(95, 96)	0.3	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8213, 97)																	
(97, 95)	0.6	2.8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

CUMULATIVE NETSIM STATISTICS AT TIME 18: 0: 0

ELAPSED TIME IS 2: 0: 0 (7200 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 7200 SECONDS

LINK	AVERAGE OCCUPANCY (VEHICLE)	-- CONGESTION --		Q U E U E L E N G T H (VEHICLE)							MAXIMUM QUEUE BY LANE						
		STORAGE (%)	PHASE FAILURE	AVERAGE QUEUE BY LANE **													
				1	2	3	4	5	6	7	1	2	3	4	5	6	7
(95, 97)	0.3	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8214, 99)																	
(99, 98)	1.7	9.5	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
(98, 100)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8215, 100)																	
(100, 98)	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(98, 99)	0.5	5.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(95, 98)	18.2	9.0	3	1	1	0	0	0	0	1	8	13	0	0	0	0	5
(98, 95)	8.4	4.1	0	0	0	0	0	0	0	0	5	4	0	0	0	0	2
(98, 131)	12.2	7.1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
(131, 132)	4.1	9.0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
(132, 133)	9.3	34.2	0	1	4	0	0	0	0	0	10	14	0	0	0	0	0
(133, 134)	5.2	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(134, 135)	42.3	37.2	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
(135, 136)	11.0	10.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(136, 137)	15.4	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(137, 138)	18.1	9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(138, 139)	17.6	10.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(139, 130)	17.5	10.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(130, 139)	5.1	2.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(139, 138)	5.3	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(138, 137)	5.5	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(137, 136)	5.0	3.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(136, 135)	3.4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8073, 135)																	
(135, 134)	4.3	3.9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
(8218, 163)																	
(163, 134)	2.1	1.1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
(134, 163)	0.4	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(134, 133)	1.7	5.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8217, 162)																	
(162, 133)	150.7	82.9	0	148	0	0	0	0	0	0	199	0	0	0	0	0	0
(133, 162)	3.7	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(8216, 161)																	
(161, 132)	5.1	2.8	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
(132, 161)	4.8	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(132, 131)	1.6	3.5	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
(8021, 164)																	
(164, 131)	11.8	6.5	0	1	0	0	0	0	0	0	8	0	0	0	0	0	0
(131, 164)	4.4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(131, 98)	7.3	4.2	0	1	1	0	0	0	0	0	7	8	0	0	0	0	0

SUBNETWORK=

1526.7

5.2

22

** AVERAGE QUEUE CALCULATED BASED ON TIME SINCE BEGINNING OF SIMULATION

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(16, 35)	112.2	963.3	122.4	316.1
(2, 25)	166.8	1423.5	215.2	416.3
(25, 2)	89.1	752.7	773.4	927.2
(15, 141)	61.6	1625.0	47.4	121.6
(146, 43)	220.0	1407.9	44.0	309.2
(49, 48)	30.8	325.0	75.4	112.5
(48, 170)	22.5	279.5	26.0	53.2
(46, 45)	155.1	373.1	28.1	215.1
(45, 44)	246.2	404.3	43.3	340.1
(44, 147)	15.8	555.1	20.1	39.1
(145, 42)	95.9	562.9	16.1	131.7
(42, 143)	19.6	689.0	17.8	41.4
(143, 41)	180.7	689.0	214.0	431.9
(41, 142)	46.5	1636.7	111.8	167.9
(15, 6)	333.5	1978.6	592.8	1168.3
(73, 71)	54.9	74.1	4.6	70.7
(71, 78)	52.4	790.4	75.1	138.2
(16, 21)	25.6	451.1	11.2	55.4
(107, 56)	414.0	588.9	125.2	624.3
(56, 36)	51.0	1076.4	65.6	127.1
(36, 37)	529.7	1079.0	89.2	727.7
(53, 154)	104.7	708.5	11.2	137.4
(1, 140)	994.9	4104.1	980.7	2697.5
(140, 85)	170.8	4098.9	641.3	936.0
(85, 87)	341.5	4243.2	1431.8	2021.1
(90, 89)	1.2	65.0	8.3	11.2
(88, 87)	7.4	78.0	47.8	65.4
(133, 132)	26.4	465.4	8.2	53.8
(1, 2)	111.0	1394.9	433.0	624.5
(2, 3)	216.4	1206.4	120.9	494.4
(3, 4)	164.2	1171.3	155.6	438.9
(4, 5)	191.1	1127.1	284.2	613.8
(5, 6)	109.5	1133.6	144.2	333.2
(6, 5)	186.7	1933.1	724.1	1046.3
(5, 4)	348.8	2057.9	856.3	1458.2
(4, 3)	320.8	2289.3	262.5	816.1
(3, 2)	457.5	2542.8	1388.4	2177.8
(2, 1)	287.8	3617.9	255.6	752.2
(8101, 23)				
(23, 22)	3.5	185.9	76.2	84.6
(22, 24)	12.7	172.9	10.0	40.1
(8107, 24)				
(24, 22)	31.7	429.0	133.1	208.4
(22, 23)	1.2	70.2	1.9	4.7

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(21, 16)	48.2	847.6	57.7	140.8
(35, 7)	17.2	954.2	435.4	465.0
(7, 22)	183.1	1973.4	643.8	959.8
(22, 2)	396.5	2529.8	1621.5	2305.6
(25, 26)	128.6	1358.5	72.4	227.5
(8106, 26)				
(26, 25)	121.8	1285.7	92.3	302.4
(25, 1)	43.6	500.5	125.0	200.3
(2, 22)	154.1	990.6	271.0	536.8
(22, 7)	74.9	807.3	232.0	361.3
(7, 16)	61.9	460.2	34.5	141.3
(8111, 3)				
(8114, 3)				
(8124, 27)				
(27, 4)	0.0	0.0	0.0	0.0
(4, 28)	13.0	152.1	7.6	38.5
(8115, 28)				
(28, 4)	29.6	343.2	107.8	178.1
(4, 27)	0.0	0.0	0.0	0.0
(8119, 30)				
(30, 5)	2.5	127.4	39.2	45.3
(5, 30)	1.0	52.0	2.1	4.4
(5, 29)	0.9	45.5	1.4	3.5
(8120, 29)				
(29, 5)	2.2	107.9	41.2	46.5
(7, 8)	38.3	622.7	38.1	129.3
(8, 9)	37.5	609.7	14.3	103.6
(9, 10)	39.7	644.8	30.4	124.8
(10, 11)	35.1	570.7	25.8	109.3
(11, 12)	96.1	579.8	22.1	250.6
(12, 34)	37.8	687.7	20.7	110.5
(34, 13)	40.4	687.7	7.0	103.1
(13, 14)	49.7	750.1	32.6	150.8
(14, 6)	120.6	860.6	130.8	417.6
(6, 15)	275.4	1634.1	153.7	629.0
(141, 40)	682.3	1619.8	323.7	1146.2
(40, 41)	1037.3	1613.3	689.1	1939.6
(41, 144)	122.0	1431.3	116.7	263.8
(144, 42)	303.6	1424.8	90.5	456.5
(42, 146)	60.2	1411.8	14.6	87.2
(43, 44)	967.0	1418.3	377.3	1543.0
(44, 45)	875.9	1428.7	232.3	1288.2
(45, 46)	594.7	1431.3	286.6	1003.6
(46, 47)	833.3	1436.5	228.9	1233.5

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(47, 101)	1086.2	1478.1	293.0	1602.4
(101, 102)	1109.9	1465.1	358.6	1696.6
(102, 103)	929.9	1461.2	320.3	1441.2
(103, 48)	632.9	1457.3	634.6	1397.5
(48, 49)	54.9	579.8	44.2	110.4
(8202, 49)				
(170, 103)	98.9	280.8	11.7	131.0
(103, 102)	179.5	282.1	14.8	231.2
(102, 101)	213.7	282.1	22.4	280.1
(101, 47)	205.4	279.5	31.5	279.0
(47, 46)	202.1	348.4	43.1	286.8
(147, 43)	365.9	559.0	61.8	502.9
(43, 145)	16.0	561.6	3.8	23.1
(142, 40)	1007.2	1639.3	385.5	1599.6
(40, 15)	810.7	1766.7	449.9	1427.2
(8059, 15)				
(8064, 105)				
(105, 40)	0.2	5.2	3.1	3.6
(40, 105)	0.0	0.0	0.0	0.0
(8048, 104)				
(104, 40)	7.2	191.1	52.8	70.0
(40, 104)	2.6	67.6	3.6	9.7
(8050, 106)				
(8035, 106)				
(8055, 106)				
(106, 41)	48.1	1268.8	235.1	349.4
(41, 106)	19.0	501.8	34.7	79.9
(8063, 42)				
(8052, 42)				
(8066, 43)				
(8046, 44)				
(8051, 45)				
(8054, 46)				
(8018, 47)				
(8036, 47)				
(6, 14)	56.3	401.7	29.6	163.5
(8121, 14)				
(14, 13)	24.3	366.6	6.6	64.3
(8118, 13)				
(13, 34)	20.5	349.7	4.4	53.2
(34, 12)	19.3	351.0	2.4	48.3
(8117, 12)				
(8116, 12)				
(12, 11)	68.7	414.7	16.4	179.8

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(8113, 11)				
(11, 10)	29.7	482.3	19.3	89.9
(8110, 10)				
(10, 9)	55.1	895.7	47.6	178.7
(9, 8)	72.8	1183.0	47.3	220.5
(8105, 8)				
(8, 7)	79.3	1288.3	155.2	343.8
(16, 17)	3.6	84.5	3.7	12.3
(17, 18)	3.6	53.3	1.8	10.4
(18, 19)	0.4	7.8	0.1	1.1
(8103, 17)				
(8108, 19)				
(19, 20)	1.1	15.6	2.0	4.5
(8112, 20)				
(20, 19)	2.0	29.9	2.3	7.2
(19, 18)	2.8	50.7	1.8	8.4
(18, 17)	5.7	83.2	3.0	16.5
(17, 16)	8.8	205.4	37.3	58.1
(8104, 17)				
(18, 31)	3.0	45.5	2.4	9.6
(31, 9)	22.6	340.6	59.4	113.1
(9, 31)	1.1	16.9	1.1	3.8
(31, 18)	2.2	32.5	4.4	9.5
(8122, 31)				
(8109, 39)				
(39, 31)	28.3	321.1	38.3	105.5
(31, 39)	1.9	22.1	1.5	6.1
(39, 10)	49.1	741.0	97.0	213.8
(10, 39)	27.8	419.9	19.1	85.3
(39, 32)	0.0	0.0	0.0	0.0
(32, 39)	0.0	0.0	0.0	0.0
(8123, 32)				
(20, 32)	0.9	13.0	1.0	3.0
(32, 11)	0.9	13.0	1.5	3.5
(11, 32)	0.4	6.5	0.2	1.3
(32, 20)	0.4	6.5	0.6	1.6
(65, 74)	34.2	79.3	9.9	51.1
(74, 75)	54.0	75.4	4.2	69.2
(75, 73)	56.1	74.1	4.6	72.3
(78, 70)	322.9	793.0	58.6	447.9
(70, 21)	602.7	795.6	234.8	961.4
(21, 70)	331.9	438.1	39.2	439.3
(70, 71)	206.8	436.8	44.3	293.6
(71, 77)	10.9	192.4	2.4	15.6

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(77, 73)	130.6	191.1	13.1	170.5
(73, 75)	143.8	189.8	18.8	192.2
(75, 74)	136.8	191.1	21.3	186.2
(79, 76)	5.0	9.1	1.1	7.2
(76, 79)	2.2	3.9	0.0	2.5
(76, 74)	6.9	9.1	1.4	10.6
(74, 76)	3.0	3.9	0.2	4.1
(79, 72)	295.3	716.3	109.1	465.1
(72, 79)	100.8	244.4	11.2	132.7
(72, 71)	540.7	713.7	270.4	991.3
(71, 72)	183.2	241.8	32.7	276.9
(8011, 79)				
(8014, 79)				
(79, 69)	183.2	241.8	25.0	245.8
(69, 79)	542.7	716.3	214.2	868.4
(68, 69)	413.6	546.0	88.9	916.2
(69, 68)	152.7	201.5	31.1	336.4
(8016, 68)				
(8008, 68)				
(8009, 68)				
(8069, 68)				
(8040, 69)				
(8022, 69)				
(8015, 69)				
(8041, 83)				
(8002, 83)				
(8102, 21)				
(21, 33)	0.0	0.0	0.0	0.0
(33, 80)	0.0	0.0	0.0	0.0
(80, 81)	0.0	0.0	0.0	0.0
(81, 82)	0.0	0.0	0.0	0.0
(82, 83)	14.8	19.5	2.4	24.4
(83, 82)	98.5	130.0	30.4	177.3
(82, 84)	29.6	122.2	10.6	69.9
(8843, 84)				
(85, 84)	1.8	19.5	1.4	4.4
(84, 82)	4.7	19.5	1.1	9.3
(82, 81)	2.7	7.8	0.7	6.0
(81, 80)	2.0	7.8	0.1	6.2
(80, 33)	2.0	7.8	0.3	3.8
(33, 21)	1.9	7.8	0.8	4.1
(26, 59)	150.0	1414.4	52.9	233.7
(59, 58)	538.2	1420.9	92.5	741.3
(58, 57)	674.8	1414.4	144.0	957.5

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(57, 56)	1066.6	1407.9	308.0	1593.8
(56, 38)	102.3	1440.4	63.1	186.4
(38, 107)	875.8	1433.9	203.7	1259.5
(107, 108)	966.8	1433.9	270.9	1436.3
(108, 109)	972.2	1433.9	302.2	1474.2
(109, 110)	977.7	1433.9	325.9	1504.4
(110, 111)	694.6	1410.5	237.1	1074.4
(111, 51)	918.2	1328.6	1703.1	2810.0
(51, 111)	412.4	596.7	109.8	606.9
(111, 110)	294.5	598.0	49.8	404.7
(110, 109)	404.2	592.8	80.8	568.0
(109, 108)	402.8	594.1	92.9	578.5
(108, 107)	404.1	599.3	105.5	592.6
(37, 57)	244.9	1077.7	44.4	339.6
(57, 58)	518.5	1086.8	116.1	741.2
(58, 59)	407.7	1076.4	257.0	960.5
(59, 26)	114.3	1077.7	78.5	275.8
(8061, 59)				
(8245, 57)				
(8053, 55)				
(55, 56)	85.3	900.9	152.5	323.2
(56, 55)	37.1	391.3	21.2	95.3
(130, 153)	815.1	2351.7	290.9	1273.5
(153, 159)	16.2	105.3	5.6	33.6
(153, 53)	467.7	2245.1	170.1	733.9
(53, 155)	550.9	2237.3	291.4	955.4
(155, 54)	2232.8	3368.3	1408.8	6719.2
(8235, 54)				
(54, 156)	777.8	1368.9	202.2	1139.8
(156, 157)	42.3	1368.9	4.2	55.2
(157, 155)	38.8	696.8	3.8	50.5
(155, 53)	171.9	698.1	15.8	223.0
(154, 153)	43.1	711.1	5.9	57.8
(153, 130)	245.6	708.5	33.2	329.2
(52, 51)	561.7	768.3	198.6	875.7
(51, 112)	297.7	523.9	69.6	428.4
(112, 113)	399.8	527.8	60.7	542.7
(113, 114)	400.8	529.1	80.4	563.5
(114, 50)	150.3	529.1	32.2	213.4
(50, 115)	330.9	529.1	106.8	505.6
(115, 48)	205.6	301.6	152.4	459.1
(48, 116)	414.2	592.8	174.8	792.5
(116, 61)	1.8	5.2	0.3	2.6
(61, 117)	3.0	3.9	0.0	4.0

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(117, 60)	2.4	3.9	0.0	3.2
(60, 118)	2.9	3.9	0.0	3.9
(118, 119)	2.8	3.9	0.0	3.8
(119, 120)	1.7	3.9	0.0	2.3
(120, 62)	1.4	3.9	0.4	2.3
(62, 121)	0.0	0.0	0.0	0.0
(121, 122)	0.0	0.0	0.0	0.0
(122, 123)	0.0	0.0	0.0	0.0
(123, 63)	0.0	0.0	0.0	0.0
(63, 124)	29.0	39.0	7.3	42.3
(124, 125)	28.5	39.0	2.0	36.4
(125, 126)	28.8	39.0	2.0	36.7
(126, 127)	24.2	39.0	1.9	31.1
(127, 64)	15.5	39.0	1.3	20.0
(64, 128)	33.1	44.2	3.6	43.5
(128, 129)	32.1	44.2	3.2	42.0
(129, 67)	33.5	44.2	3.4	43.8
(67, 65)	18.1	44.2	2.9	24.7
(65, 66)	22.0	232.7	17.1	55.1
(74, 65)	87.6	202.8	45.6	151.2
(66, 65)	10.1	106.6	10.6	28.0
(65, 67)	17.5	42.9	1.9	23.0
(67, 129)	32.5	42.9	0.0	38.8
(129, 128)	31.2	42.9	0.0	37.4
(128, 64)	33.1	44.2	0.3	40.1
(64, 127)	17.6	44.2	0.2	21.4
(127, 126)	27.5	44.2	0.2	33.3
(126, 125)	32.6	44.2	0.1	39.4
(125, 124)	31.0	45.5	0.1	37.5
(124, 63)	33.8	45.5	4.8	45.5
(63, 123)	2.4	3.9	0.0	2.8
(123, 122)	2.8	3.9	0.3	3.7
(122, 121)	10.1	15.6	1.2	16.2
(121, 62)	11.8	15.6	0.0	16.9
(62, 120)	17.0	46.8	3.6	26.3
(120, 119)	20.4	46.8	0.0	26.7
(119, 118)	33.7	46.8	0.0	44.2
(118, 60)	34.6	46.8	0.0	45.3
(60, 117)	28.4	46.8	0.0	37.3
(117, 61)	35.5	46.8	0.0	46.8
(61, 116)	16.1	46.8	0.4	21.9
(116, 48)	252.5	361.4	277.3	653.9
(48, 115)	672.8	986.7	224.9	1228.3
(115, 50)	547.1	874.9	118.0	777.6

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(50, 114)	247.4	871.0	40.4	338.7
(114, 113)	662.8	874.9	139.5	938.5
(113, 112)	661.8	873.6	166.7	964.5
(112, 51)	465.3	819.0	537.7	1098.7
(51, 52)	989.3	1353.3	8760.3	9952.9
(52, 158)	185.1	1320.8	3418.1	3641.3
(158, 155)	575.8	1164.8	13755.1	14522.8
(158, 159)	1.2	10.4	0.7	2.3
(159, 152)	2.2	10.4	0.0	3.1
(152, 53)	1.5	10.4	0.2	3.2
(157, 152)	208.0	673.4	8.3	285.7
(152, 159)	153.2	670.8	7.5	236.0
(159, 158)	88.2	776.1	21.5	139.1
(158, 52)	108.4	773.5	13.1	143.8
(8201, 115)				
(8203, 116)				
(8033, 122)				
(8039, 62)				
(8250, 63)				
(8049, 64)				
(8240, 66)				
(8209, 91)				
(91, 89)	122.7	1296.1	524.0	735.8
(89, 87)	81.6	1079.0	427.4	568.2
(87, 85)	106.4	1322.1	127.5	311.1
(85, 1)	395.5	1392.3	95.2	777.7
(87, 160)	103.6	2758.6	174.8	353.7
(160, 89)	104.7	2763.8	553.3	734.0
(89, 91)	269.5	2861.3	139.1	604.2
(8207, 90)				
(89, 92)	68.2	730.6	40.1	202.3
(8210, 92)				
(92, 89)	59.6	629.2	216.3	358.0
(89, 90)	1.3	70.2	2.4	5.5
(8205, 88)				
(87, 88)	13.2	139.1	8.8	40.1
(84, 85)	11.6	122.2	75.3	95.3
(8043, 86)				
(86, 85)	2.9	206.7	184.1	191.0
(85, 86)	1.0	70.2	1.7	4.1
(87, 93)	709.6	2623.4	362.5	2050.2
(93, 94)	0.0	0.0	0.0	0.0
(8211, 94)				
(94, 93)	0.0	0.0	0.0	0.0

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(93, 87)	394.5	1436.5	787.7	1726.0
(93, 95)	1185.4	2607.8	996.4	3041.7
(95, 93)	653.5	1437.8	213.8	1341.4
(8212, 96)				
(96, 95)	8.1	106.6	18.8	38.0
(95, 96)	8.9	119.6	6.6	27.9
(8213, 97)				
(97, 95)	8.1	106.6	28.7	47.9
(95, 97)	8.2	111.8	6.4	22.8
(8214, 99)				
(99, 98)	19.2	507.0	134.9	180.6
(98, 100)	0.0	0.0	0.0	0.0
(8215, 100)				
(100, 98)	0.0	0.0	0.0	0.0
(98, 99)	14.4	383.5	18.3	52.4
(95, 98)	1032.4	2506.4	985.4	2766.9
(98, 95)	549.1	1333.8	289.4	1237.0
(98, 131)	847.6	2386.8	369.4	1831.9
(131, 132)	238.5	2518.1	150.9	562.4
(132, 133)	125.9	2215.2	1141.2	1358.3
(133, 134)	303.5	2289.3	218.6	742.3
(134, 135)	1097.3	2364.7	4912.5	6375.5
(135, 136)	1037.9	2362.1	396.4	1647.6
(136, 137)	1595.3	2366.0	407.0	2330.1
(137, 138)	1797.3	2372.5	585.9	2752.6
(138, 139)	1716.0	2359.5	600.3	2668.9
(139, 130)	1686.9	2343.9	604.5	2638.1
(130, 139)	515.5	716.3	94.2	715.7
(139, 138)	513.4	705.9	119.9	738.7
(138, 137)	543.6	717.6	145.6	801.0
(137, 136)	483.0	716.3	137.2	719.4
(136, 135)	313.0	712.4	93.9	471.2
(8073, 135)				
(135, 134)	330.0	711.1	163.4	603.3
(8218, 163)				
(163, 134)	98.5	130.0	47.4	281.6
(134, 163)	16.7	22.1	0.8	40.6
(134, 133)	90.7	683.8	64.1	220.5
(8217, 162)				
(162, 133)	88.6	117.0	5199.5	5410.3
(133, 162)	196.0	258.7	40.1	506.2
(8216, 161)				
(161, 132)	269.8	356.2	78.7	720.5
(132, 161)	258.0	340.6	54.7	668.4

NETSIM PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILE	PERSON TRIPS	DELAY PERSON-MIN	TRAVEL TIME PERSON-MIN
(132, 131)	72.9	769.6	58.9	184.7
(8021, 164)				
(164, 131)	574.2	757.9	397.6	1763.2
(131, 164)	238.3	314.6	53.9	620.8
(131, 98)	387.8	1092.0	406.6	1075.8

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

NETSIM MOVEMENT SPECIFIC STATISTICS

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(16, 35)	0.00	86.31	0.00	0	741	0	0.0	21.3	0.0	0.0	16.5	0.0
(2, 25)	0.00	122.48	5.86	0	1045	50	0.0	24.1	22.3	0.0	31.8	0.0
(25, 2)	33.97	34.56	0.00	287	292	0	8.1	4.5	0.0	80.5	92.8	0.0
(15, 141)	0.00	47.35	0.00	0	1250	0	0.0	30.4	0.0	0.0	0.2	0.0
(146, 43)	0.00	169.22	0.00	0	1083	0	0.0	42.7	0.0	0.0	0.0	0.0
(49, 48)	0.00	5.78	17.90	0	61	189	0.0	13.7	17.6	0.0	49.2	63.0
(48, 170)	0.00	17.31	0.00	0	215	0	0.0	25.4	0.0	0.0	1.4	0.0
(46, 45)	0.00	117.65	1.66	0	283	4	0.0	43.3	38.4	0.0	0.0	0.0
(45, 44)	0.00	177.80	11.57	0	292	19	0.0	43.7	39.6	0.0	4.5	0.0
(44, 147)	0.00	12.13	0.00	0	427	0	0.0	24.2	0.0	0.0	4.4	0.0
(145, 42)	0.00	73.81	0.00	0	433	0	0.0	43.7	0.0	0.0	0.0	0.0
(42, 143)	0.00	15.06	0.00	0	530	0	0.0	28.3	0.0	0.0	2.6	0.0
(143, 41)	0.00	126.70	12.33	0	483	47	0.0	24.6	32.1	0.0	62.7	53.2
(41, 142)	0.00	35.77	0.00	0	1259	0	0.0	16.6	0.0	0.0	8.3	0.0
(15, 6)	0.00	44.84	211.71	0	266	1256	0.0	22.6	16.3	0.0	100.0	100.0
(73, 71)	0.00	42.23	0.00	0	57	0	0.0	46.6	0.0	0.0	0.0	0.0
(71, 78)	0.00	40.30	0.00	0	608	0	0.0	22.7	0.0	0.0	0.5	0.0
(16, 21)	0.85	18.86	0.00	15	332	0	15.9	28.7	0.0	26.7	8.1	0.0
(107, 56)	0.00	267.85	50.62	0	381	72	0.0	40.3	37.1	0.0	10.2	13.9
(56, 36)	0.00	39.20	0.00	0	828	0	0.0	24.1	0.0	0.0	0.1	0.0
(36, 37)	0.00	407.45	0.00	0	830	0	0.0	43.7	0.0	0.0	2.9	0.0
(53, 154)	0.00	80.51	0.00	0	545	0	0.0	45.7	0.0	0.0	0.7	0.0
(1, 140)	0.00	765.33	0.00	0	3157	0	0.0	22.1	0.0	0.0	41.7	0.0
(140, 85)	0.00	61.33	70.04	0	1472	1681	0.0	14.3	9.1	0.0	22.6	27.0
(85, 87)	5.71	115.18	141.83	71	1431	1762	5.3	7.9	13.9	93.0	73.4	39.4
(90, 89)	0.00	0.00	0.95	0	0	50	0.0	0.0	6.6	0.0	0.0	100.0
(88, 87)	0.00	3.03	2.65	0	32	28	0.0	4.6	15.2	0.0	90.6	100.0
(133, 132)	0.00	19.09	1.25	0	336	22	0.0	30.2	21.2	0.0	0.0	4.5
(1, 2)	12.73	37.39	35.24	160	470	443	5.0	10.4	19.0	92.5	54.3	60.0
(2, 3)	5.92	148.37	12.20	33	827	68	19.0	26.9	23.9	63.6	3.7	0.0
(3, 4)	11.63	114.64	0.00	83	818	0	16.2	23.4	0.0	78.3	33.0	0.0
(4, 5)	4.24	139.17	3.56	25	821	21	12.9	18.8	23.0	88.0	68.5	47.6
(5, 6)	80.46	0.00	3.77	833	0	39	19.7	0.0	21.1	38.1	0.0	12.8
(6, 5)	1.35	140.83	1.45	14	1458	15	9.9	10.7	11.9	64.3	63.0	46.7
(5, 4)	0.00	262.57	5.76	0	1549	34	0.0	14.3	15.5	0.0	72.3	52.9
(4, 3)	2.24	241.90	2.66	16	1726	19	21.4	23.6	21.8	25.0	23.6	10.5
(3, 2)	4.14	267.01	80.79	23	1484	449	7.2	12.1	15.6	100.0	74.5	76.2
(2, 1)	0.00	221.38	0.00	0	2783	0	0.0	23.0	0.0	0.0	4.3	0.0
(8101, 23)				0	144	0						
(23, 22)	2.63	0.00	0.08	139	0	4	2.5	0.0	3.7	84.9	0.0	100.0
(22, 24)	0.00	9.75	0.00	0	133	0	0.0	19.0	0.0	0.0	0.0	0.0
(8107, 24)				0	330	0						
(24, 22)	0.66	0.00	23.71	9	0	321	8.3	0.0	9.1	88.9	0.0	85.4
(22, 23)	0.00	0.91	0.00	0	54	0	0.0	15.0	0.0	0.0	0.0	0.0
(21, 16)	0.00	35.51	1.53	0	625	27	0.0	20.7	16.9	0.0	2.9	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(35, 7)	0.00	11.35	1.85	0	631	103	0.0	2.1	4.3	0.0	73.4	65.0
(7, 22)	1.21	137.35	2.32	13	1480	25	7.5	11.5	12.8	100.0	68.6	48.0
(22, 2)	202.18	76.33	26.49	1290	487	169	10.0	9.5	20.1	80.3	88.7	79.9
(25, 26)	0.00	98.96	0.00	0	1045	0	0.0	33.9	0.0	0.0	0.0	0.0
(8106, 26)				160	0	43						
(26, 25)	2.75	54.45	36.46	29	575	385	13.4	26.5	22.5	62.1	3.0	8.1
(25, 1)	0.00	0.00	33.54	0	0	385	0.0	0.0	13.1	0.0	0.0	49.9
(2, 22)	16.80	95.35	6.38	108	613	41	10.9	18.9	22.2	91.7	55.8	31.7
(22, 7)	34.89	22.73	0.00	376	245	0	10.8	16.3	0.0	70.2	51.8	0.0
(7, 16)	5.11	42.49	0.00	38	316	0	22.5	26.8	0.0	39.5	0.0	0.0
(8111, 3)				24	0	88						
(8114, 3)				157	0	49						
(8124, 27)				0	0	0						
(27, 4)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(4, 28)	0.00	9.99	0.00	0	117	0	0.0	20.2	0.0	0.0	0.0	0.0
(8115, 28)				0	264	0						
(28, 4)	4.39	0.00	18.36	51	0	213	7.1	0.0	11.0	94.1	0.0	88.3
(4, 27)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(8119, 30)				0	98	0						
(30, 5)	0.48	0.00	1.47	24	0	74	2.3	0.0	3.9	91.7	0.0	90.5
(5, 30)	0.00	0.75	0.00	0	40	0	0.0	13.4	0.0	0.0	0.0	0.0
(5, 29)	0.00	0.67	0.00	0	35	0	0.0	14.9	0.0	0.0	0.0	0.0
(8120, 29)				0	84	0						
(29, 5)	1.15	0.00	0.58	55	0	28	2.6	0.0	3.9	83.6	0.0	96.4
(7, 8)	1.91	27.58	0.00	31	448	0	15.5	18.0	0.0	45.2	4.9	0.0
(8, 9)	0.00	28.50	0.37	0	463	6	0.0	21.8	18.5	0.0	0.0	0.0
(9, 10)	0.25	15.51	14.77	4	252	240	19.7	20.3	18.0	25.0	6.3	7.9
(10, 11)	1.05	25.98	0.00	17	422	0	17.8	19.3	0.0	11.8	10.4	0.0
(11, 12)	0.50	60.65	12.76	3	366	77	19.7	23.3	21.7	33.3	0.0	2.6
(12, 34)	0.00	29.05	0.00	0	529	0	0.0	20.5	0.0	0.0	0.0	0.0
(34, 13)	0.00	31.06	0.00	0	529	0	0.0	23.5	0.0	0.0	0.0	0.0
(13, 14)	0.00	38.25	0.00	0	577	0	0.0	19.8	0.0	0.0	28.9	0.0
(14, 6)	32.80	59.98	0.00	234	428	0	17.4	17.3	0.0	100.0	100.0	0.0
(6, 15)	0.00	197.55	14.33	0	1172	85	0.0	26.5	23.7	0.0	1.4	0.0
(141, 40)	18.11	506.72	0.00	43	1203	0	26.5	36.2	0.0	93.0	26.4	0.0
(40, 41)	217.33	580.62	0.00	338	903	0	26.7	34.7	0.0	91.7	43.0	0.0
(41, 144)	0.00	93.84	0.00	0	1101	0	0.0	27.7	0.0	0.0	13.1	0.0
(144, 42)	0.00	233.52	0.00	0	1096	0	0.0	39.9	0.0	0.0	0.0	0.0
(42, 146)	0.00	46.28	0.00	0	1086	0	0.0	41.4	0.0	0.0	0.2	0.0
(43, 44)	57.27	686.59	0.00	84	1007	0	38.5	37.5	0.0	14.3	57.0	0.0
(44, 45)	6.13	667.63	0.00	10	1089	0	42.0	40.8	0.0	10.0	0.0	0.0
(45, 46)	4.57	452.93	0.00	11	1090	0	35.1	35.6	0.0	36.4	62.5	0.0
(46, 47)	0.00	636.96	4.06	0	1098	7	0.0	40.5	39.5	0.0	0.3	0.0
(47, 101)	0.00	835.52	0.00	0	1137	0	0.0	40.7	0.0	0.0	0.0	0.0
(101, 102)	0.00	853.79	0.00	0	1127	0	0.0	39.3	0.0	0.0	0.0	0.0
(102, 103)	0.00	715.27	0.00	0	1124	0	0.0	38.7	0.0	0.0	0.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(103, 48)	154.17	165.46	167.20	355	381	385	25.5	25.0	31.7	55.5	59.8	66.2
(48, 49)	0.00	42.23	0.00	0	446	0	0.0	29.8	0.0	0.0	0.0	0.0
(8202, 49)				0	250	0						
(170, 103)	0.00	76.09	0.00	0	216	0	0.0	45.3	0.0	0.0	0.0	0.0
(103, 102)	0.00	138.09	0.00	0	217	0	0.0	46.6	0.0	0.0	0.0	0.0
(102, 101)	0.00	164.39	0.00	0	217	0	0.0	45.8	0.0	0.0	0.0	0.0
(101, 47)	5.14	152.85	0.00	7	208	0	37.3	44.4	0.0	42.9	0.5	0.0
(47, 46)	0.00	154.31	1.16	0	266	2	0.0	42.3	43.5	0.0	17.7	0.0
(147, 43)	0.00	281.45	0.00	0	430	0	0.0	43.7	0.0	0.0	0.0	0.0
(43, 145)	0.00	12.27	0.00	0	432	0	0.0	41.5	0.0	0.0	0.0	0.0
(142, 40)	0.00	769.22	5.53	0	1252	9	0.0	37.8	37.6	0.0	24.0	22.2
(40, 15)	13.77	609.88	0.00	30	1329	0	32.8	34.1	0.0	73.3	51.6	0.0
(8059, 15)				200	0	79						
(8064, 105)				0	4	0						
(105, 40)	0.15	0.00	0.00	4	0	0	3.3	0.0	0.0	100.0	0.0	0.0
(40, 105)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(8048, 104)				0	148	0						
(104, 40)	1.48	0.00	4.09	39	0	108	4.1	0.0	7.6	100.0	0.0	98.1
(40, 104)	0.00	1.97	0.00	0	52	0	0.0	15.8	0.0	0.0	0.0	0.0
(8050, 106)				0	55	1						
(8035, 106)				0	461	0						
(8055, 106)				0	481	0						
(106, 41)	7.54	0.00	29.43	199	0	777	4.3	0.0	10.8	84.4	0.0	78.5
(41, 106)	0.00	7.61	7.01	0	201	185	0.0	15.0	13.5	0.0	0.0	0.0
(8063, 42)				0	0	4						
(8052, 42)				27	0	107						
(8066, 43)				2	0	2						
(8046, 44)				103	0	135						
(8051, 45)				18	0	28						
(8054, 46)				14	0	21						
(8018, 47)				42	0	28						
(8036, 47)				28	0	20						
(6, 14)	3.92	39.38	0.00	28	281	0	19.6	20.8	0.0	21.4	0.4	0.0
(8121, 14)				1	0	86						
(14, 13)	0.00	17.77	0.93	0	268	14	0.0	22.8	20.1	0.0	9.3	0.0
(8118, 13)				47	0	2						
(13, 34)	0.00	15.79	0.00	0	269	0	0.0	23.2	0.0	0.0	0.0	0.0
(34, 12)	0.82	14.01	0.00	15	255	0	21.8	24.1	0.0	6.7	0.0	0.0
(8117, 12)				14	0	16						
(8116, 12)				48	0	150						
(12, 11)	0.83	51.37	0.66	5	310	4	22.1	23.0	20.9	0.0	0.0	0.0
(8113, 11)				15	0	61						
(11, 10)	5.11	17.73	0.00	83	288	0	18.3	20.3	0.0	20.5	24.0	0.0
(8110, 10)				6	0	14						
(10, 9)	0.43	41.98	0.00	7	682	0	14.6	18.6	0.0	42.9	1.2	0.0
(9, 8)	0.00	55.52	0.49	0	902	8	0.0	19.8	18.5	0.0	20.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8105, 8)				22	0	88						
(8, 7)	6.71	0.00	54.29	109	0	882	10.4	0.0	14.4	63.3	0.0	61.0
(16, 17)	1.07	1.58	0.13	25	37	3	17.7	17.7	15.9	0.0	0.0	0.0
(17, 18)	2.39	0.41	0.00	35	6	0	20.7	23.0	0.0	2.9	0.0	0.0
(18, 19)	0.00	0.22	0.11	0	4	2	0.0	24.7	19.8	0.0	0.0	0.0
(8103, 17)				7	0	4						
(8108, 19)				16	0	8						
(19, 20)	0.27	0.00	0.55	4	0	8	13.3	0.0	14.5	100.0	0.0	100.0
(8112, 20)				18	6	0						
(20, 19)	0.00	1.57	0.00	0	23	0	0.0	17.0	0.0	0.0	0.0	0.0
(19, 18)	0.00	2.14	0.00	0	39	0	0.0	19.9	0.0	0.0	0.0	0.0
(18, 17)	0.00	3.68	0.68	0	54	10	0.0	21.3	17.5	0.0	0.0	0.0
(17, 16)	1.32	0.00	5.41	31	0	127	10.9	0.0	8.7	100.0	0.0	100.0
(8104, 17)				0	0	97						
(18, 31)	0.00	1.19	1.13	0	18	17	0.0	20.7	17.4	0.0	0.0	0.0
(31, 9)	15.25	0.00	2.12	230	0	32	11.9	0.0	12.3	100.0	0.0	100.0
(9, 31)	0.00	0.40	0.46	0	6	7	0.0	18.6	16.9	0.0	0.0	0.0
(31, 18)	0.00	0.00	1.66	0	0	25	0.0	0.0	13.6	0.0	0.0	100.0
(8122, 31)				16	0	0						
(8109, 39)				247	570	0						
(39, 31)	1.67	0.00	20.08	19	0	228	16.1	0.0	16.1	100.0	0.0	100.0
(31, 39)	0.00	1.50	0.00	0	17	0	0.0	19.0	0.0	0.0	0.0	0.0
(39, 10)	25.79	0.00	12.00	389	0	181	13.7	0.0	14.0	100.0	0.0	100.0
(10, 39)	0.00	21.41	0.00	0	323	0	0.0	19.6	0.0	0.0	0.0	0.0
(39, 32)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(32, 39)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(8123, 32)				0	0	0						
(20, 32)	0.00	0.66	0.00	0	10	0	0.0	17.0	0.0	0.0	0.0	0.0
(32, 11)	0.00	0.00	0.66	0	0	10	0.0	0.0	14.7	0.0	0.0	100.0
(11, 32)	0.00	0.33	0.00	0	5	0	0.0	20.6	0.0	0.0	0.0	0.0
(32, 20)	0.00	0.00	0.33	0	0	5	0.0	0.0	15.9	0.0	0.0	100.0
(65, 74)	0.00	25.05	1.30	0	58	3	0.0	40.4	36.2	0.0	0.0	0.0
(74, 75)	0.00	41.52	0.00	0	58	0	0.0	46.8	0.0	0.0	0.0	0.0
(75, 73)	0.00	43.18	0.00	0	57	0	0.0	46.6	0.0	0.0	0.0	0.0
(78, 70)	0.00	248.39	0.00	0	610	0	0.0	43.3	0.0	0.0	0.0	0.0
(70, 21)	0.00	463.64	0.00	0	612	0	0.0	37.6	0.0	0.0	68.8	0.0
(21, 70)	0.00	255.30	0.00	0	337	0	0.0	45.3	0.0	0.0	0.0	0.0
(70, 71)	89.02	70.08	0.00	188	148	0	40.7	44.5	0.0	11.7	4.7	0.0
(71, 77)	0.00	8.41	0.00	0	148	0	0.0	42.1	0.0	0.0	0.0	0.0
(77, 73)	0.00	100.48	0.00	0	147	0	0.0	46.0	0.0	0.0	0.0	0.0
(73, 75)	0.00	110.61	0.00	0	146	0	0.0	44.9	0.0	0.0	0.0	0.0
(75, 74)	0.00	105.24	0.00	0	147	0	0.0	44.1	0.0	0.0	0.0	0.0
(79, 76)	0.00	3.87	0.00	0	7	0	0.0	41.9	0.0	0.0	0.0	0.0
(76, 79)	0.00	1.66	0.00	0	3	0	0.0	51.5	0.0	0.0	0.0	0.0
(76, 74)	5.30	0.00	0.00	7	0	0	39.2	0.0	0.0	100.0	0.0	0.0
(74, 76)	0.00	2.27	0.00	0	3	0	0.0	42.8	0.0	0.0	0.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(79, 72)	0.00	227.18	0.00	0	551	0	0.0	38.1	0.0	0.0	0.0	0.0
(72, 79)	0.00	77.51	0.00	0	188	0	0.0	45.6	0.0	0.0	0.0	0.0
(72, 71)	0.00	0.00	415.91	0	0	549	0.0	0.0	32.7	0.0	0.0	100.0
(71, 72)	0.00	140.91	0.00	0	186	0	0.0	39.7	0.0	0.0	0.0	0.0
(8011, 79)				0	0	4						
(8014, 79)				0	0	4						
(79, 69)	10.61	125.76	4.55	14	166	6	43.9	44.9	42.2	14.3	0.0	0.0
(69, 79)	5.30	0.00	412.12	7	0	544	38.0	0.0	37.5	42.9	0.0	36.2
(68, 69)	0.00	318.18	0.00	0	420	0	0.0	27.1	0.0	0.0	1.7	0.0
(69, 68)	107.58	7.58	2.27	142	10	3	27.2	28.6	25.8	0.7	0.0	0.0
(8016, 68)				0	334	0						
(8008, 68)				0	52	0						
(8009, 68)				0	30	0						
(8069, 68)				0	4	0						
(8040, 69)				0	26	0						
(8022, 69)				0	32	0						
(8015, 69)				0	72	0						
(8041, 83)				0	90	0						
(8002, 83)				0	10	0						
(8102, 21)				2	0	40						
(21, 33)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(33, 80)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(80, 81)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(81, 82)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(82, 83)	0.00	9.85	1.52	0	13	2	0.0	36.5	35.4	0.0	0.0	0.0
(83, 82)	4.55	0.00	71.21	6	0	94	33.9	0.0	33.3	100.0	0.0	100.0
(82, 84)	0.00	22.79	0.00	0	94	0	0.0	25.4	0.0	0.0	0.0	0.0
(8843, 84)				0	0	0						
(85, 84)	0.00	1.35	0.00	0	15	0	0.0	23.8	0.0	0.0	0.0	0.0
(84, 82)	3.64	0.00	0.00	15	0	0	30.7	0.0	0.0	0.0	0.0	0.0
(82, 81)	0.00	2.05	0.00	0	6	0	0.0	26.4	0.0	0.0	0.0	0.0
(81, 80)	0.00	1.56	0.00	0	6	0	0.0	19.6	0.0	0.0	0.0	0.0
(80, 33)	0.00	1.53	0.00	0	6	0	0.0	31.7	0.0	0.0	0.0	0.0
(33, 21)	0.00	0.00	1.48	0	0	6	0.0	0.0	28.1	0.0	0.0	100.0
(26, 59)	0.00	115.39	0.00	0	1088	0	0.0	38.5	0.0	0.0	15.0	0.0
(59, 58)	0.00	414.02	0.00	0	1093	0	0.0	43.6	0.0	0.0	0.0	0.0
(58, 57)	0.00	519.07	0.00	0	1088	0	0.0	42.3	0.0	0.0	0.0	0.0
(57, 56)	170.45	650.00	0.00	225	858	0	37.9	40.8	0.0	28.0	4.8	0.0
(56, 38)	0.00	78.69	0.00	0	1108	0	0.0	32.9	0.0	0.0	5.6	0.0
(38, 107)	0.00	673.71	0.00	0	1103	0	0.0	41.7	0.0	0.0	0.0	0.0
(107, 108)	0.00	743.69	0.00	0	1103	0	0.0	40.4	0.0	0.0	0.0	0.0
(108, 109)	0.00	747.87	0.00	0	1103	0	0.0	39.6	0.0	0.0	0.0	0.0
(109, 110)	0.00	752.05	0.00	0	1103	0	0.0	39.0	0.0	0.0	0.0	0.0
(110, 111)	0.00	534.28	0.00	0	1085	0	0.0	38.8	0.0	0.0	0.0	0.0
(111, 51)	530.76	0.00	175.54	768	0	254	19.4	0.0	20.1	82.3	0.0	84.6
(51, 111)	0.00	317.21	0.00	0	459	0	0.0	40.8	0.0	0.0	0.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(111, 110)	0.00	226.52	0.00	0	460	0	0.0	43.7	0.0	0.0	0.0	0.0
(110, 109)	0.00	310.91	0.00	0	456	0	0.0	42.7	0.0	0.0	0.0	0.0
(109, 108)	0.00	309.86	0.00	0	457	0	0.0	41.8	0.0	0.0	0.0	0.0
(108, 107)	0.00	310.83	0.00	0	461	0	0.0	40.9	0.0	0.0	0.0	0.0
(37, 57)	0.00	188.41	0.00	0	829	0	0.0	43.3	0.0	0.0	0.0	0.0
(57, 58)	0.00	398.84	0.00	0	836	0	0.0	42.0	0.0	0.0	0.0	0.0
(58, 59)	0.00	313.64	0.00	0	828	0	0.0	25.5	0.0	0.0	62.1	0.0
(59, 26)	0.00	87.92	0.00	0	829	0	0.0	24.9	0.0	0.0	1.7	0.0
(8061, 59)				1	0	2						
(8245, 57)				0	0	0						
(8053, 55)				0	692	0						
(55, 56)	23.39	0.00	42.23	247	0	446	14.3	0.0	16.8	100.0	0.0	100.0
(56, 55)	0.00	28.50	0.00	0	301	0	0.0	23.3	0.0	0.0	0.0	0.0
(130, 153)	0.00	626.98	0.00	0	1809	0	0.0	38.4	0.0	0.0	0.1	0.0
(153, 159)	0.00	12.49	0.00	0	81	0	0.0	29.0	0.0	0.0	9.9	0.0
(153, 53)	0.00	359.79	0.00	0	1727	0	0.0	38.2	0.0	0.0	0.0	0.0
(53, 155)	0.00	423.73	0.00	0	1721	0	0.0	34.6	0.0	0.0	0.8	0.0
(155, 54)	0.00	1717.52	0.00	0	2591	0	0.0	19.9	0.0	0.0	0.0	0.0
(8235, 54)				0	1054	0						
(54, 156)	0.00	598.30	0.00	0	1053	0	0.0	40.9	0.0	0.0	0.0	0.0
(156, 157)	0.00	32.51	0.00	0	1053	0	0.0	45.9	0.0	0.0	0.0	0.0
(157, 155)	0.00	29.85	0.00	0	536	0	0.0	46.1	0.0	0.0	0.0	0.0
(155, 53)	0.00	132.22	0.00	0	537	0	0.0	46.2	0.0	0.0	0.0	0.0
(154, 153)	0.00	33.15	0.00	0	547	0	0.0	44.7	0.0	0.0	0.0	0.0
(153, 130)	0.00	188.89	0.00	0	545	0	0.0	44.8	0.0	0.0	0.0	0.0
(52, 51)	0.00	107.47	324.59	0	147	444	0.0	34.3	40.1	0.0	44.2	51.8
(51, 112)	0.00	228.98	0.00	0	403	0	0.0	41.7	0.0	0.0	0.0	0.0
(112, 113)	0.00	307.58	0.00	0	406	0	0.0	44.2	0.0	0.0	0.0	0.0
(113, 114)	0.00	308.33	0.00	0	407	0	0.0	42.7	0.0	0.0	0.0	0.0
(114, 50)	0.00	115.63	0.00	0	407	0	0.0	42.3	0.0	0.0	0.0	0.0
(50, 115)	130.08	124.45	0.00	208	199	0	37.3	41.5	0.0	39.9	0.0	0.0
(115, 48)	43.64	49.77	64.77	64	73	95	24.2	25.1	30.9	81.3	74.0	74.7
(48, 116)	315.80	2.79	0.00	452	4	0	31.4	31.8	0.0	36.1	0.0	0.0
(116, 61)	0.00	1.38	0.00	0	4	0	0.0	40.7	0.0	0.0	0.0	0.0
(61, 117)	0.00	2.27	0.00	0	3	0	0.0	44.5	0.0	0.0	0.0	0.0
(117, 60)	0.00	1.82	0.00	0	3	0	0.0	44.5	0.0	0.0	0.0	0.0
(60, 118)	0.00	2.22	0.00	0	3	0	0.0	44.6	0.0	0.0	0.0	0.0
(118, 119)	0.00	2.16	0.00	0	3	0	0.0	44.4	0.0	0.0	0.0	0.0
(119, 120)	0.00	1.31	0.00	0	3	0	0.0	44.8	0.0	0.0	0.0	0.0
(120, 62)	0.00	0.00	1.09	0	0	3	0.0	0.0	37.4	0.0	0.0	0.0
(62, 121)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(121, 122)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(122, 123)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(123, 63)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(63, 124)	0.00	22.27	0.00	0	30	0	0.0	41.1	0.0	0.0	0.0	0.0
(124, 125)	0.00	21.93	0.00	0	30	0	0.0	47.1	0.0	0.0	0.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(125, 126)	0.00	22.16	0.00	0	30	0	0.0	47.1	0.0	0.0	0.0	0.0
(126, 127)	0.00	18.64	0.00	0	30	0	0.0	46.8	0.0	0.0	0.0	0.0
(127, 64)	0.00	11.93	0.00	0	30	0	0.0	46.5	0.0	0.0	0.0	0.0
(64, 128)	0.00	25.43	0.00	0	34	0	0.0	45.6	0.0	0.0	0.0	0.0
(128, 129)	0.00	24.73	0.00	0	34	0	0.0	46.0	0.0	0.0	0.0	0.0
(129, 67)	0.00	25.76	0.00	0	34	0	0.0	45.9	0.0	0.0	0.0	0.0
(67, 65)	0.00	10.64	3.27	0	26	8	0.0	47.0	36.3	0.0	0.0	12.5
(65, 66)	0.00	16.95	0.00	0	179	0	0.0	24.0	0.0	0.0	0.0	0.0
(74, 65)	1.30	0.00	66.07	3	0	153	36.7	0.0	34.7	100.0	0.0	100.0
(66, 65)	4.92	2.84	0.00	52	30	0	20.8	23.2	0.0	3.8	0.0	0.0
(65, 67)	0.00	13.50	0.00	0	33	0	0.0	45.8	0.0	0.0	0.0	0.0
(67, 129)	0.00	25.00	0.00	0	33	0	0.0	50.3	0.0	0.0	0.0	0.0
(129, 128)	0.00	24.00	0.00	0	33	0	0.0	50.1	0.0	0.0	0.0	0.0
(128, 64)	0.00	25.43	0.00	0	34	0	0.0	49.5	0.0	0.0	0.0	0.0
(64, 127)	0.00	13.52	0.00	0	34	0	0.0	49.3	0.0	0.0	0.0	0.0
(127, 126)	0.00	21.12	0.00	0	34	0	0.0	49.5	0.0	0.0	0.0	0.0
(126, 125)	0.00	25.11	0.00	0	34	0	0.0	49.7	0.0	0.0	0.0	0.0
(125, 124)	0.00	23.86	0.00	0	35	0	0.0	49.6	0.0	0.0	0.0	0.0
(124, 63)	0.00	2.23	23.76	0	3	32	0.0	53.1	43.9	0.0	0.0	0.0
(63, 123)	0.00	1.88	0.00	0	3	0	0.0	52.7	0.0	0.0	0.0	0.0
(123, 122)	0.00	0.00	2.18	0	0	3	0.0	0.0	45.9	0.0	0.0	0.0
(122, 121)	0.00	7.77	0.00	0	12	0	0.0	37.4	0.0	0.0	0.0	0.0
(121, 62)	0.00	9.09	0.00	0	12	0	0.0	42.0	0.0	0.0	0.0	0.0
(62, 120)	0.00	13.09	0.00	0	36	0	0.0	38.8	0.0	0.0	0.0	0.0
(120, 119)	0.00	15.68	0.00	0	36	0	0.0	45.8	0.0	0.0	0.0	0.0
(119, 118)	0.00	25.91	0.00	0	36	0	0.0	45.7	0.0	0.0	0.0	0.0
(118, 60)	0.00	26.59	0.00	0	36	0	0.0	45.7	0.0	0.0	0.0	0.0
(60, 117)	0.00	21.82	0.00	0	36	0	0.0	45.6	0.0	0.0	0.0	0.0
(117, 61)	0.00	27.27	0.00	0	36	0	0.0	45.5	0.0	0.0	0.0	0.0
(61, 116)	0.00	11.04	1.38	0	32	4	0.0	44.8	39.4	0.0	0.0	0.0
(116, 48)	41.22	152.31	0.70	59	218	1	22.0	23.5	37.0	91.5	88.1	0.0
(48, 115)	0.00	338.86	178.64	0	497	262	0.0	33.2	32.3	0.0	26.2	11.1
(115, 50)	0.00	420.88	0.00	0	673	0	0.0	42.2	0.0	0.0	0.0	0.0
(50, 114)	0.00	190.34	0.00	0	670	0	0.0	43.8	0.0	0.0	0.0	0.0
(114, 113)	0.00	509.85	0.00	0	673	0	0.0	42.4	0.0	0.0	0.0	0.0
(113, 112)	0.00	509.09	0.00	0	672	0	0.0	41.2	0.0	0.0	0.0	0.0
(112, 51)	9.09	348.86	0.00	16	614	0	32.9	25.3	0.0	68.8	56.2	0.0
(51, 52)	0.00	761.03	0.00	0	1041	0	0.0	6.0	0.0	0.0	65.6	0.0
(52, 158)	0.00	142.39	0.00	0	1016	0	0.0	3.1	0.0	0.0	67.0	0.0
(158, 155)	0.00	442.91	0.00	0	896	0	0.0	2.4	0.0	0.0	99.7	0.0
(158, 159)	0.00	0.91	0.00	0	8	0	0.0	31.2	0.0	0.0	0.0	0.0
(159, 152)	0.00	1.67	0.00	0	8	0	0.0	42.0	0.0	0.0	0.0	0.0
(152, 53)	0.00	1.15	0.00	0	8	0	0.0	27.7	0.0	0.0	25.0	0.0
(157, 152)	0.00	160.01	0.00	0	518	0	0.0	43.7	0.0	0.0	0.0	0.0
(152, 159)	0.00	117.86	0.00	0	516	0	0.0	39.0	0.0	0.0	0.0	0.0
(159, 158)	0.00	67.84	0.00	0	597	0	0.0	38.0	0.0	0.0	0.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(158, 52)	0.00	83.39	0.00	0	595	0	0.0	45.2	0.0	0.0	1.5	0.0
(8201, 115)				33	0	178						
(8203, 116)				0	0	246						
(8033, 122)				0	0	12						
(8039, 62)				24	0	0						
(8250, 63)				30	0	0						
(8049, 64)				0	0	4						
(8240, 66)				0	82	0						
(8209, 91)				0	993	0						
(91, 89)	28.60	65.81	0.00	302	695	0	5.3	16.4	0.0	88.4	28.9	0.0
(89, 87)	16.63	46.11	0.00	220	610	0	4.4	13.2	0.0	95.9	41.1	0.0
(87, 85)	1.85	78.78	1.21	23	979	15	4.4	22.5	19.1	100.0	13.6	20.0
(85, 1)	0.00	304.26	0.00	0	1071	0	0.0	30.5	0.0	0.0	3.9	0.0
(87, 160)	0.00	79.73	0.00	0	2122	0	0.0	17.6	0.0	0.0	3.8	0.0
(160, 89)	2.01	68.64	9.89	53	1812	261	2.9	8.8	10.9	98.1	33.3	36.8
(89, 91)	0.00	207.31	0.00	0	2201	0	0.0	26.8	0.0	0.0	0.0	0.0
(8207, 90)				0	50	0						
(89, 92)	0.00	52.48	0.00	0	562	0	0.0	20.2	0.0	0.0	0.0	0.0
(8210, 92)				0	484	0						
(92, 89)	8.62	0.00	37.22	91	0	393	5.1	0.0	12.9	93.4	0.0	90.8
(89, 90)	0.00	1.02	0.00	0	54	0	0.0	14.4	0.0	0.0	0.0	0.0
(8205, 88)				0	60	0						
(87, 88)	0.00	10.13	0.00	0	107	0	0.0	19.7	0.0	0.0	0.0	0.0
(84, 85)	5.11	0.00	3.79	54	0	40	5.3	0.0	15.0	98.1	0.0	87.5
(8043, 86)				0	158	0						
(86, 85)	0.84	1.42	0.00	59	100	0	1.1	0.9	0.0	86.4	97.0	0.0
(85, 86)	0.00	0.77	0.00	0	54	0	0.0	14.5	0.0	0.0	0.0	0.0
(87, 93)	0.00	545.84	0.00	0	2018	0	0.0	20.8	0.0	0.0	1.1	0.0
(93, 94)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(8211, 94)				0	0	0						
(94, 93)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(93, 87)	104.36	9.61	189.49	380	35	690	11.5	10.7	15.6	83.7	94.3	88.0
(93, 95)	27.73	850.00	34.09	61	1870	75	21.9	23.4	23.1	96.7	48.4	37.3
(95, 93)	0.00	502.67	0.00	0	1106	0	0.0	29.2	0.0	0.0	9.5	0.0
(8212, 96)				0	82	0						
(96, 95)	1.59	0.00	4.62	21	0	61	10.1	0.0	14.0	100.0	0.0	100.0
(95, 96)	0.00	6.88	0.00	0	92	0	0.0	19.2	0.0	0.0	0.0	0.0
(8213, 97)				0	82	0						
(97, 95)	4.02	0.00	2.20	53	0	29	8.9	0.0	13.4	100.0	0.0	100.0
(95, 97)	0.00	6.30	0.00	0	86	0	0.0	21.6	0.0	0.0	0.0	0.0
(8214, 99)				0	392	0						
(99, 98)	5.80	0.00	8.98	153	0	237	4.2	0.0	9.5	79.1	0.0	77.6
(98, 100)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(8215, 100)				0	0	0						
(100, 98)	0.00	0.00	0.00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
(98, 99)	0.00	11.04	0.00	0	295	0	0.0	16.4	0.0	0.0	0.0	0.0

EACH VEHICLE WHICH CROSSES THE STOPLINE IS CONSIDERED AS 1 VEH-TRIP FOR THESE STATISTICS

NETSIM MOVEMENT SPECIFIC STATISTICS (CONT.)

LINK	VEHICLE-MILE			VEHICLE-TRIPS			SPEED (MPH)			STOPS (PCT)		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(95, 98)	102.16	692.02	0.00	248	1680	0	18.3	23.2	0.0	85.5	67.1	0.0
(98, 95)	4.53	405.13	12.76	11	984	31	21.5	26.7	25.6	100.0	30.2	32.3
(98, 131)	0.00	589.49	62.50	0	1660	176	0.0	27.9	26.5	0.0	23.8	19.3
(131, 132)	23.11	160.32	0.00	244	1693	0	21.8	26.1	0.0	17.2	2.6	0.0
(132, 133)	1.76	95.06	0.00	31	1673	0	1.8	5.8	0.0	77.4	89.3	0.0
(133, 134)	0.00	233.47	0.00	0	1761	0	0.0	24.5	0.0	0.0	0.0	0.0
(134, 135)	0.00	844.04	0.00	0	1819	0	0.0	10.3	0.0	0.0	100.0	0.0
(135, 136)	0.00	798.38	0.00	0	1817	0	0.0	37.8	0.0	0.0	0.0	0.0
(136, 137)	0.00	1227.12	0.00	0	1820	0	0.0	41.1	0.0	0.0	0.0	0.0
(137, 138)	0.00	1382.58	0.00	0	1825	0	0.0	39.2	0.0	0.0	0.0	0.0
(138, 139)	0.00	1320.00	0.00	0	1815	0	0.0	38.6	0.0	0.0	0.0	0.0
(139, 130)	0.00	1297.61	0.00	0	1803	0	0.0	38.4	0.0	0.0	0.0	0.0
(130, 139)	0.00	396.55	0.00	0	551	0	0.0	43.2	0.0	0.0	0.0	0.0
(139, 138)	0.00	394.91	0.00	0	543	0	0.0	41.7	0.0	0.0	0.0	0.0
(138, 137)	0.00	418.18	0.00	0	552	0	0.0	40.7	0.0	0.0	0.0	0.0
(137, 136)	0.00	371.51	0.00	0	551	0	0.0	40.3	0.0	0.0	0.0	0.0
(136, 135)	0.00	240.79	0.00	0	548	0	0.0	39.9	0.0	0.0	0.0	0.0
(8073, 135)				0	0	0						
(135, 134)	0.00	245.93	7.89	0	530	17	0.0	32.8	32.7	0.0	57.7	11.8
(8218, 163)				0	100	0						
(163, 134)	75.76	0.00	0.00	100	0	0	21.0	0.0	0.0	100.0	0.0	0.0
(134, 163)	0.00	12.88	0.00	0	17	0	0.0	24.7	0.0	0.0	0.0	0.0
(134, 133)	0.00	47.33	22.41	0	357	169	0.0	25.6	22.8	0.0	0.0	0.0
(8217, 162)				0	277	0						
(162, 133)	67.42	0.00	0.76	89	0	1	1.0	0.0	0.8	100.0	0.0	0.0
(133, 162)	0.00	150.76	0.00	0	199	0	0.0	23.2	0.0	0.0	0.0	0.0
(8216, 161)				0	274	0						
(161, 132)	13.64	0.00	193.94	18	0	256	21.9	0.0	22.5	100.0	0.0	100.0
(132, 161)	0.00	198.48	0.00	0	262	0	0.0	23.2	0.0	0.0	0.0	0.0
(132, 131)	6.16	49.91	0.00	65	527	0	14.7	25.6	0.0	67.7	3.0	0.0
(8021, 164)				0	585	0						
(164, 131)	232.58	0.00	209.09	307	0	276	19.6	0.0	19.5	100.0	0.0	100.0
(131, 164)	0.00	183.33	0.00	0	242	0	0.0	23.0	0.0	0.0	0.0	0.0
(131, 98)	0.00	281.61	16.69	0	793	47	0.0	21.5	24.5	0.0	68.9	74.5

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(16, 35)	0.00	148.93	0.00	0.00	94.19	0.00	0.00	243.12	0.00	0.00	0.61	0.00
(2, 25)	0.00	149.12	7.13	0.00	155.35	8.62	0.00	304.47	15.75	0.00	0.49	0.45
(25, 2)	58.62	59.64	0.00	194.15	400.79	0.00	252.77	460.43	0.00	0.23	0.13	0.00
(15, 141)	0.00	57.08	0.00	0.00	36.49	0.00	0.00	93.57	0.00	0.00	0.61	0.00
(146, 43)	0.00	203.99	0.00	0.00	33.88	0.00	0.00	237.87	0.00	0.00	0.86	0.00
(49, 48)	0.00	6.96	21.58	0.00	18.37	39.61	0.00	25.33	61.18	0.00	0.27	0.35
(48, 170)	0.00	20.86	0.00	0.00	20.04	0.00	0.00	40.90	0.00	0.00	0.51	0.00
(46, 45)	0.00	141.82	2.00	0.00	21.04	0.60	0.00	162.87	2.60	0.00	0.87	0.77
(45, 44)	0.00	214.33	13.95	0.00	29.73	3.59	0.00	244.07	17.53	0.00	0.88	0.80
(44, 147)	0.00	14.62	0.00	0.00	15.46	0.00	0.00	30.08	0.00	0.00	0.49	0.00
(145, 42)	0.00	88.97	0.00	0.00	12.36	0.00	0.00	101.33	0.00	0.00	0.88	0.00
(42, 143)	0.00	18.15	0.00	0.00	13.72	0.00	0.00	31.87	0.00	0.00	0.57	0.00
(143, 41)	0.00	152.73	14.86	0.00	156.49	8.15	0.00	309.22	23.02	0.00	0.49	0.65
(41, 142)	0.00	43.12	0.00	0.00	86.03	0.00	0.00	129.15	0.00	0.00	0.33	0.00
(15, 6)	0.00	77.37	365.31	0.00	41.62	414.38	0.00	118.98	779.68	0.00	0.65	0.47
(73, 71)	0.00	50.91	0.00	0.00	3.51	0.00	0.00	54.42	0.00	0.00	0.94	0.00
(71, 78)	0.00	48.58	0.00	0.00	57.75	0.00	0.00	106.33	0.00	0.00	0.46	0.00
(16, 21)	1.47	32.55	0.00	1.75	6.83	0.00	3.22	39.38	0.00	0.46	0.83	0.00
(107, 56)	0.00	322.89	61.02	0.00	75.54	20.80	0.00	398.43	81.82	0.00	0.81	0.75
(56, 36)	0.00	47.26	0.00	0.00	50.47	0.00	0.00	97.73	0.00	0.00	0.48	0.00
(36, 37)	0.00	491.18	0.00	0.00	68.61	0.00	0.00	559.78	0.00	0.00	0.88	0.00
(53, 154)	0.00	97.05	0.00	0.00	8.61	0.00	0.00	105.67	0.00	0.00	0.92	0.00
(1, 140)	0.00	1320.58	0.00	0.00	754.39	0.00	0.00	2074.97	0.00	0.00	0.64	0.00
(140, 85)	0.00	105.83	120.86	0.00	152.19	341.13	0.00	258.02	461.98	0.00	0.41	0.26
(85, 87)	9.86	198.75	244.72	54.44	677.68	369.24	64.30	876.43	613.97	0.15	0.23	0.40
(90, 89)	0.00	0.00	2.25	0.00	0.00	6.36	0.00	0.00	8.62	0.00	0.00	0.26
(88, 87)	0.00	7.21	6.31	0.00	32.63	4.16	0.00	39.83	10.47	0.00	0.18	0.60
(133, 132)	0.00	32.94	2.16	0.00	4.94	1.38	0.00	37.88	3.53	0.00	0.87	0.61
(1, 2)	21.96	64.51	60.80	130.82	151.62	50.63	152.78	216.13	111.43	0.14	0.30	0.55
(2, 3)	10.25	256.75	21.11	8.47	74.27	9.46	18.72	331.02	30.57	0.55	0.78	0.69
(3, 4)	20.07	197.82	0.00	23.06	96.67	0.00	43.13	294.48	0.00	0.47	0.67	0.00
(4, 5)	7.31	240.13	6.14	12.34	203.10	3.16	19.65	443.23	9.30	0.37	0.54	0.66
(5, 6)	138.83	0.00	6.50	106.75	0.00	4.20	245.58	0.00	10.70	0.57	0.00	0.61
(6, 5)	2.33	243.00	2.50	5.85	546.37	4.80	8.18	789.37	7.30	0.29	0.31	0.34
(5, 4)	0.00	453.06	9.94	0.00	646.29	12.41	0.00	1099.35	22.35	0.00	0.41	0.44
(4, 3)	3.87	417.40	4.59	2.41	196.80	2.72	6.28	614.20	7.32	0.62	0.68	0.63
(3, 2)	7.14	460.72	139.40	27.46	868.60	171.95	34.60	1329.32	311.35	0.21	0.35	0.45
(2, 1)	0.00	381.98	0.00	0.00	196.65	0.00	0.00	578.63	0.00	0.00	0.66	0.00
(8101, 23)												
(23, 22)	6.26	0.00	0.18	57.56	0.00	1.05	63.82	0.00	1.23	0.10	0.00	0.15
(22, 24)	0.00	23.36	0.00	0.00	7.50	0.00	0.00	30.87	0.00	0.00	0.76	0.00
(8107, 24)												
(24, 22)	1.58	0.00	56.39	3.24	0.00	99.12	4.82	0.00	155.52	0.33	0.00	0.36
(22, 23)	0.00	2.43	0.00	0.00	1.18	0.00	0.00	3.62	0.00	0.00	0.67	0.00
(21, 16)	0.00	61.27	2.65	0.00	41.59	2.79	0.00	102.87	5.43	0.00	0.60	0.49

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(35, 7)	0.00	19.59	3.20	0.00	312.03	22.89	0.00	331.62	26.08	0.00	0.06	0.12
(7, 22)	2.08	236.99	4.00	7.55	480.82	6.86	9.63	717.82	10.87	0.22	0.33	0.37
(22, 2)	349.90	132.09	45.84	861.15	351.31	33.28	1211.05	483.40	79.12	0.29	0.27	0.58
(25, 26)	0.00	119.29	0.00	0.00	55.69	0.00	0.00	174.98	0.00	0.00	0.68	0.00
(8106, 26)												
(26, 25)	4.74	93.95	62.91	7.53	29.36	34.14	12.27	123.32	97.05	0.39	0.76	0.65
(25, 1)	0.00	0.00	57.88	0.00	0.00	96.19	0.00	0.00	154.07	0.00	0.00	0.38
(2, 22)	29.29	166.27	11.12	63.59	136.60	6.08	92.88	302.87	17.20	0.32	0.55	0.65
(22, 7)	60.21	39.23	0.00	133.87	44.60	0.00	194.08	83.83	0.00	0.31	0.47	0.00
(7, 16)	8.82	73.32	0.00	4.83	21.70	0.00	13.65	95.02	0.00	0.65	0.77	0.00
(8111, 3)												
(8114, 3)												
(8124, 27)												
(27, 4)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(4, 28)	0.00	23.98	0.00	0.00	5.62	0.00	0.00	29.60	0.00	0.00	0.81	0.00
(8115, 28)												
(28, 4)	10.45	0.00	43.66	26.86	0.00	56.04	37.32	0.00	99.70	0.28	0.00	0.44
(4, 27)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(8119, 30)												
(30, 5)	1.14	0.00	3.50	11.11	0.00	19.07	12.25	0.00	22.57	0.09	0.00	0.16
(5, 30)	0.00	1.89	0.00	0.00	1.49	0.00	0.00	3.38	0.00	0.00	0.56	0.00
(5, 29)	0.00	1.73	0.00	0.00	0.97	0.00	0.00	2.70	0.00	0.00	0.64	0.00
(8120, 29)												
(29, 5)	2.73	0.00	1.39	24.12	0.00	7.55	26.85	0.00	8.93	0.10	0.00	0.16
(7, 8)	4.54	65.59	0.00	2.85	26.46	0.00	7.38	92.05	0.00	0.61	0.71	0.00
(8, 9)	0.00	67.78	0.88	0.00	10.69	0.32	0.00	78.47	1.20	0.00	0.86	0.73
(9, 10)	0.59	36.89	35.14	0.16	8.99	14.20	0.75	45.88	49.33	0.78	0.80	0.71
(10, 11)	2.49	61.78	0.00	1.04	18.77	0.00	3.53	80.55	0.00	0.70	0.77	0.00
(11, 12)	1.18	144.26	30.35	0.33	11.68	4.98	1.52	155.93	35.33	0.78	0.93	0.86
(12, 34)	0.00	69.10	0.00	0.00	15.93	0.00	0.00	85.03	0.00	0.00	0.81	0.00
(34, 13)	0.00	73.87	0.00	0.00	5.41	0.00	0.00	79.28	0.00	0.00	0.93	0.00
(13, 14)	0.00	90.97	0.00	0.00	25.06	0.00	0.00	116.03	0.00	0.00	0.78	0.00
(14, 6)	78.00	142.67	0.00	34.92	65.68	0.00	112.92	208.35	0.00	0.69	0.68	0.00
(6, 15)	0.00	340.88	24.72	0.00	106.72	11.54	0.00	447.60	36.27	0.00	0.76	0.68
(141, 40)	21.83	610.84	0.00	19.12	229.91	0.00	40.95	840.75	0.00	0.53	0.73	0.00
(40, 41)	261.99	699.93	0.00	226.66	303.42	0.00	488.65	1003.35	0.00	0.54	0.70	0.00
(41, 144)	0.00	113.12	0.00	0.00	89.78	0.00	0.00	202.90	0.00	0.00	0.56	0.00
(144, 42)	0.00	281.51	0.00	0.00	69.61	0.00	0.00	351.12	0.00	0.00	0.80	0.00
(42, 146)	0.00	55.79	0.00	0.00	11.26	0.00	0.00	67.05	0.00	0.00	0.83	0.00
(43, 44)	69.04	827.67	0.00	20.11	270.11	0.00	89.15	1097.78	0.00	0.77	0.75	0.00
(44, 45)	7.39	804.82	0.00	1.38	177.32	0.00	8.77	982.13	0.00	0.84	0.82	0.00
(45, 46)	5.51	546.00	0.00	2.31	218.19	0.00	7.82	764.18	0.00	0.70	0.71	0.00
(46, 47)	0.00	767.85	4.90	0.00	174.80	1.27	0.00	942.65	6.17	0.00	0.81	0.79
(47, 101)	0.00	1007.21	0.00	0.00	225.38	0.00	0.00	1232.58	0.00	0.00	0.82	0.00
(101, 102)	0.00	1029.22	0.00	0.00	275.83	0.00	0.00	1305.05	0.00	0.00	0.79	0.00
(102, 103)	0.00	862.25	0.00	0.00	246.40	0.00	0.00	1108.65	0.00	0.00	0.78	0.00
(103, 48)	185.85	199.46	201.55	176.29	197.37	114.48	362.13	396.83	316.03	0.51	0.50	0.64
(48, 49)	0.00	50.91	0.00	0.00	33.99	0.00	0.00	84.90	0.00	0.00	0.60	0.00
(8202, 49)												

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E

M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(170, 103)	0.00	91.73	0.00	0.00	9.02	0.00	0.00	100.75	0.00	0.00	0.91	0.00
(103, 102)	0.00	166.47	0.00	0.00	11.35	0.00	0.00	177.82	0.00	0.00	0.94	0.00
(102, 101)	0.00	198.17	0.00	0.00	17.26	0.00	0.00	215.43	0.00	0.00	0.92	0.00
(101, 47)	6.20	184.26	0.00	2.08	22.11	0.00	8.28	206.37	0.00	0.75	0.89	0.00
(47, 46)	0.00	186.02	1.40	0.00	32.98	0.20	0.00	219.00	1.60	0.00	0.85	0.87
(147, 43)	0.00	339.29	0.00	0.00	47.55	0.00	0.00	386.83	0.00	0.00	0.88	0.00
(43, 145)	0.00	14.79	0.00	0.00	2.94	0.00	0.00	17.73	0.00	0.00	0.83	0.00
(142, 40)	0.00	927.28	6.67	0.00	294.35	2.17	0.00	1221.63	8.83	0.00	0.76	0.75
(40, 15)	16.60	735.20	0.00	8.59	337.49	0.00	25.18	1072.68	0.00	0.66	0.69	0.00
(8059, 15)												
(8064, 105)												
(105, 40)	0.36	0.00	0.00	2.42	0.00	0.00	2.78	0.00	0.00	0.13	0.00	0.00
(40, 105)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(8048, 104)												
(104, 40)	3.51	0.00	9.73	18.07	0.00	22.54	21.58	0.00	32.27	0.16	0.00	0.30
(40, 104)	0.00	4.68	0.00	0.00	2.78	0.00	0.00	7.47	0.00	0.00	0.63	0.00
(8050, 106)												
(8035, 106)												
(8055, 106)												
(106, 41)	17.93	0.00	70.00	86.57	0.00	94.25	104.50	0.00	164.25	0.17	0.00	0.43
(41, 106)	0.00	18.11	16.67	0.00	12.31	14.37	0.00	30.42	31.03	0.00	0.60	0.54
(8063, 42)												
(8052, 42)												
(8066, 43)												
(8046, 44)												
(8051, 45)												
(8054, 46)												
(8018, 47)												
(8036, 47)												
(6, 14)	9.33	93.67	0.00	2.68	20.12	0.00	12.02	113.78	0.00	0.78	0.82	0.00
(8121, 14)												
(14, 13)	0.00	42.25	2.21	0.00	4.48	0.56	0.00	46.73	2.77	0.00	0.90	0.80
(8118, 13)												
(13, 34)	0.00	37.56	0.00	0.00	3.35	0.00	0.00	40.92	0.00	0.00	0.92	0.00
(34, 12)	1.96	33.31	0.00	0.31	1.54	0.00	2.27	34.85	0.00	0.86	0.96	0.00
(8117, 12)												
(8116, 12)												
(12, 11)	1.97	122.18	1.58	0.28	12.00	0.32	2.25	134.18	1.90	0.88	0.91	0.83
(8113, 11)												
(11, 10)	12.15	42.16	0.00	4.57	10.29	0.00	16.72	52.45	0.00	0.73	0.80	0.00
(8110, 10)												
(10, 9)	1.02	99.84	0.00	0.74	35.84	0.00	1.77	135.68	0.00	0.58	0.74	0.00
(9, 8)	0.00	132.05	1.17	0.00	35.93	0.43	0.00	167.98	1.60	0.00	0.79	0.73
(8105, 8)												
(8, 7)	15.96	0.00	129.12	22.58	0.00	96.78	38.53	0.00	225.90	0.41	0.00	0.57
(16, 17)	2.53	3.75	0.30	1.08	1.58	0.18	3.62	5.33	0.48	0.70	0.70	0.63
(17, 18)	5.68	0.97	0.00	1.26	0.09	0.00	6.93	1.07	0.00	0.82	0.91	0.00
(18, 19)	0.00	0.52	0.26	0.00	0.01	0.07	0.00	0.53	0.33	0.00	0.98	0.78
(8103, 17)												

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8108, 19)												
(19, 20)	0.65	0.00	1.30	0.58	0.00	0.95	1.23	0.00	2.25	0.53	0.00	0.58
(8112, 20)												
(20, 19)	0.00	3.73	0.00	0.00	1.80	0.00	0.00	5.53	0.00	0.00	0.67	0.00
(19, 18)	0.00	5.09	0.00	0.00	1.37	0.00	0.00	6.47	0.00	0.00	0.79	0.00
(18, 17)	0.00	8.76	1.62	0.00	1.61	0.71	0.00	10.37	2.33	0.00	0.84	0.69
(17, 16)	3.14	0.00	12.87	4.12	0.00	24.58	7.27	0.00	37.45	0.43	0.00	0.34
(8104, 17)												
(18, 31)	0.00	2.84	2.68	0.00	0.63	1.20	0.00	3.47	3.88	0.00	0.82	0.69
(31, 9)	36.26	0.00	5.05	40.44	0.00	5.29	76.70	0.00	10.33	0.47	0.00	0.49
(9, 31)	0.00	0.95	1.10	0.00	0.34	0.55	0.00	1.28	1.65	0.00	0.74	0.67
(31, 18)	0.00	0.00	3.94	0.00	0.00	3.39	0.00	0.00	7.33	0.00	0.00	0.54
(8122, 31)												
(8109, 39)												
(39, 31)	3.98	0.00	47.76	2.24	0.00	27.21	6.22	0.00	74.97	0.64	0.00	0.64
(31, 39)	0.00	3.56	0.00	0.00	1.16	0.00	0.00	4.72	0.00	0.00	0.75	0.00
(39, 10)	61.33	0.00	28.54	51.57	0.00	23.05	112.90	0.00	51.58	0.54	0.00	0.55
(10, 39)	0.00	50.92	0.00	0.00	14.71	0.00	0.00	65.63	0.00	0.00	0.78	0.00
(39, 32)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(32, 39)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(8123, 32)												
(20, 32)	0.00	1.58	0.00	0.00	0.76	0.00	0.00	2.33	0.00	0.00	0.68	0.00
(32, 11)	0.00	0.00	1.58	0.00	0.00	1.12	0.00	0.00	2.70	0.00	0.00	0.58
(11, 32)	0.00	0.79	0.00	0.00	0.18	0.00	0.00	0.97	0.00	0.00	0.82	0.00
(32, 20)	0.00	0.00	0.79	0.00	0.00	0.46	0.00	0.00	1.25	0.00	0.00	0.63
(65, 74)	0.00	30.19	1.56	0.00	6.99	0.59	0.00	37.18	2.15	0.00	0.81	0.73
(74, 75)	0.00	50.05	0.00	0.00	3.21	0.00	0.00	53.27	0.00	0.00	0.94	0.00
(75, 73)	0.00	52.05	0.00	0.00	3.56	0.00	0.00	55.62	0.00	0.00	0.94	0.00
(78, 70)	0.00	299.43	0.00	0.00	45.09	0.00	0.00	344.52	0.00	0.00	0.87	0.00
(70, 21)	0.00	558.90	0.00	0.00	180.65	0.00	0.00	739.55	0.00	0.00	0.76	0.00
(21, 70)	0.00	307.76	0.00	0.00	30.14	0.00	0.00	337.90	0.00	0.00	0.91	0.00
(70, 71)	107.31	84.47	0.00	24.03	10.08	0.00	131.33	94.55	0.00	0.82	0.89	0.00
(71, 77)	0.00	10.14	0.00	0.00	1.85	0.00	0.00	11.98	0.00	0.00	0.85	0.00
(77, 73)	0.00	121.12	0.00	0.00	10.06	0.00	0.00	131.18	0.00	0.00	0.92	0.00
(73, 75)	0.00	133.33	0.00	0.00	14.48	0.00	0.00	147.82	0.00	0.00	0.90	0.00
(75, 74)	0.00	126.86	0.00	0.00	16.35	0.00	0.00	143.22	0.00	0.00	0.89	0.00
(79, 76)	0.00	4.67	0.00	0.00	0.88	0.00	0.00	5.55	0.00	0.00	0.84	0.00
(76, 79)	0.00	2.00	0.00	0.00	-0.07	0.00	0.00	1.93	0.00	0.00	1.03	0.00
(76, 74)	7.07	0.00	0.00	1.05	0.00	0.00	8.12	0.00	0.00	0.87	0.00	0.00
(74, 76)	0.00	3.03	0.00	0.00	0.15	0.00	0.00	3.18	0.00	0.00	0.95	0.00
(79, 72)	0.00	273.86	0.00	0.00	83.92	0.00	0.00	357.78	0.00	0.00	0.77	0.00
(72, 79)	0.00	93.44	0.00	0.00	8.64	0.00	0.00	102.08	0.00	0.00	0.92	0.00
(72, 71)	0.00	0.00	554.55	0.00	0.00	208.00	0.00	0.00	762.55	0.00	0.00	0.73
(71, 72)	0.00	187.88	0.00	0.00	25.15	0.00	0.00	213.03	0.00	0.00	0.88	0.00
(8011, 79)												
(8014, 79)												
(79, 69)	12.79	151.60	5.48	1.71	16.50	0.99	14.50	168.10	6.47	0.88	0.90	0.85
(69, 79)	6.39	0.00	496.80	1.97	0.00	162.80	8.37	0.00	659.60	0.76	0.00	0.75
(68, 69)	0.00	636.36	0.00	0.00	68.40	0.00	0.00	704.77	0.00	0.00	0.90	0.00

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(69, 68)	215.15	15.15	4.55	22.40	0.77	0.74	237.55	15.92	5.28	0.91	0.95	0.86
(8016, 68)												
(8008, 68)												
(8009, 68)												
(8069, 68)												
(8040, 69)												
(8022, 69)												
(8015, 69)												
(8041, 83)												
(8002, 83)												
(8102, 21)												
(21, 33)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(33, 80)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(80, 81)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(81, 82)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(82, 83)	0.00	14.69	2.26	0.00	1.51	0.31	0.00	16.20	2.57	0.00	0.91	0.88
(83, 82)	6.78	0.00	106.21	1.27	0.00	22.15	8.05	0.00	128.37	0.84	0.00	0.83
(82, 84)	0.00	45.58	0.00	0.00	8.16	0.00	0.00	53.73	0.00	0.00	0.85	0.00
(8843, 84)												
(85, 84)	0.00	2.45	0.00	0.00	0.95	0.00	0.00	3.40	0.00	0.00	0.72	0.00
(84, 82)	6.27	0.00	0.00	0.84	0.00	0.00	7.12	0.00	0.00	0.88	0.00	0.00
(82, 81)	0.00	4.09	0.00	0.00	0.56	0.00	0.00	4.65	0.00	0.00	0.88	0.00
(81, 80)	0.00	4.72	0.00	0.00	0.04	0.00	0.00	4.77	0.00	0.00	0.99	0.00
(80, 33)	0.00	2.65	0.00	0.00	0.25	0.00	0.00	2.90	0.00	0.00	0.91	0.00
(33, 21)	0.00	0.00	2.55	0.00	0.00	0.60	0.00	0.00	3.15	0.00	0.00	0.81
(26, 59)	0.00	139.11	0.00	0.00	40.68	0.00	0.00	179.78	0.00	0.00	0.77	0.00
(59, 58)	0.00	499.09	0.00	0.00	71.16	0.00	0.00	570.25	0.00	0.00	0.88	0.00
(58, 57)	0.00	625.72	0.00	0.00	110.78	0.00	0.00	736.50	0.00	0.00	0.85	0.00
(57, 56)	205.48	783.56	0.00	64.64	172.29	0.00	270.12	955.85	0.00	0.76	0.82	0.00
(56, 38)	0.00	94.86	0.00	0.00	48.55	0.00	0.00	143.42	0.00	0.00	0.66	0.00
(38, 107)	0.00	812.14	0.00	0.00	156.73	0.00	0.00	968.87	0.00	0.00	0.84	0.00
(107, 108)	0.00	896.50	0.00	0.00	208.35	0.00	0.00	1104.85	0.00	0.00	0.81	0.00
(108, 109)	0.00	901.54	0.00	0.00	232.43	0.00	0.00	1133.97	0.00	0.00	0.80	0.00
(109, 110)	0.00	906.58	0.00	0.00	250.69	0.00	0.00	1157.27	0.00	0.00	0.78	0.00
(110, 111)	0.00	644.06	0.00	0.00	182.37	0.00	0.00	826.43	0.00	0.00	0.78	0.00
(111, 51)	639.82	0.00	211.61	997.76	0.00	312.32	1637.58	0.00	523.93	0.39	0.00	0.40
(51, 111)	0.00	382.40	0.00	0.00	84.47	0.00	0.00	466.87	0.00	0.00	0.82	0.00
(111, 110)	0.00	273.06	0.00	0.00	38.27	0.00	0.00	311.33	0.00	0.00	0.88	0.00
(110, 109)	0.00	374.79	0.00	0.00	62.14	0.00	0.00	436.93	0.00	0.00	0.86	0.00
(109, 108)	0.00	373.53	0.00	0.00	71.47	0.00	0.00	445.00	0.00	0.00	0.84	0.00
(108, 107)	0.00	374.69	0.00	0.00	81.16	0.00	0.00	455.85	0.00	0.00	0.82	0.00
(37, 57)	0.00	227.12	0.00	0.00	34.14	0.00	0.00	261.27	0.00	0.00	0.87	0.00
(57, 58)	0.00	480.80	0.00	0.00	89.34	0.00	0.00	570.13	0.00	0.00	0.84	0.00
(58, 59)	0.00	541.18	0.00	0.00	197.66	0.00	0.00	738.83	0.00	0.00	0.73	0.00
(59, 26)	0.00	151.71	0.00	0.00	60.40	0.00	0.00	212.12	0.00	0.00	0.72	0.00
(8061, 59)												
(8245, 57)												
(8053, 55)												
(55, 56)	46.78	0.00	84.47	51.07	0.00	66.26	97.85	0.00	150.73	0.48	0.00	0.56

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(56, 55)	0.00	57.01	0.00	0.00	16.31	0.00	0.00	73.32	0.00	0.00	0.78	0.00
(130, 153)	0.00	755.82	0.00	0.00	223.77	0.00	0.00	979.58	0.00	0.00	0.77	0.00
(153, 159)	0.00	21.55	0.00	0.00	4.30	0.00	0.00	25.85	0.00	0.00	0.83	0.00
(153, 53)	0.00	433.72	0.00	0.00	130.85	0.00	0.00	564.57	0.00	0.00	0.77	0.00
(53, 155)	0.00	510.80	0.00	0.00	224.15	0.00	0.00	734.95	0.00	0.00	0.70	0.00
(155, 54)	0.00	4084.91	0.00	0.00	1083.71	0.00	0.00	5168.62	0.00	0.00	0.79	0.00
(8235, 54)												
(54, 156)	0.00	721.23	0.00	0.00	155.52	0.00	0.00	876.75	0.00	0.00	0.82	0.00
(156, 157)	0.00	39.19	0.00	0.00	3.26	0.00	0.00	42.45	0.00	0.00	0.92	0.00
(157, 155)	0.00	35.98	0.00	0.00	2.89	0.00	0.00	38.87	0.00	0.00	0.93	0.00
(155, 53)	0.00	159.38	0.00	0.00	12.17	0.00	0.00	171.55	0.00	0.00	0.93	0.00
(154, 153)	0.00	39.96	0.00	0.00	4.50	0.00	0.00	44.47	0.00	0.00	0.90	0.00
(153, 130)	0.00	227.71	0.00	0.00	25.51	0.00	0.00	253.22	0.00	0.00	0.90	0.00
(52, 51)	0.00	129.55	391.29	0.00	58.40	94.38	0.00	187.95	485.67	0.00	0.69	0.81
(51, 112)	0.00	276.03	0.00	0.00	53.54	0.00	0.00	329.57	0.00	0.00	0.84	0.00
(112, 113)	0.00	370.78	0.00	0.00	46.69	0.00	0.00	417.47	0.00	0.00	0.89	0.00
(113, 114)	0.00	371.69	0.00	0.00	61.81	0.00	0.00	433.50	0.00	0.00	0.86	0.00
(114, 50)	0.00	139.38	0.00	0.00	24.78	0.00	0.00	164.17	0.00	0.00	0.85	0.00
(50, 115)	156.81	150.02	0.00	52.28	29.84	0.00	209.08	179.87	0.00	0.75	0.83	0.00
(115, 48)	65.08	74.24	96.61	43.22	44.76	29.22	108.30	119.00	125.83	0.60	0.62	0.77
(48, 116)	471.02	4.17	0.00	133.33	1.10	0.00	604.35	5.27	0.00	0.78	0.79	0.00
(116, 61)	0.00	1.84	0.00	0.00	0.19	0.00	0.00	2.03	0.00	0.00	0.90	0.00
(61, 117)	0.00	3.03	0.00	0.00	0.04	0.00	0.00	3.07	0.00	0.00	0.99	0.00
(117, 60)	0.00	2.42	0.00	0.00	0.03	0.00	0.00	2.45	0.00	0.00	0.99	0.00
(60, 118)	0.00	2.95	0.00	0.00	0.03	0.00	0.00	2.98	0.00	0.00	0.99	0.00
(118, 119)	0.00	2.88	0.00	0.00	0.04	0.00	0.00	2.92	0.00	0.00	0.99	0.00
(119, 120)	0.00	1.74	0.00	0.00	0.01	0.00	0.00	1.75	0.00	0.00	1.00	0.00
(120, 62)	0.00	0.00	1.45	0.00	0.00	0.30	0.00	0.00	1.75	0.00	0.00	0.83
(62, 121)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(121, 122)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(122, 123)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(123, 63)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(63, 124)	0.00	26.85	0.00	0.00	5.65	0.00	0.00	32.50	0.00	0.00	0.83	0.00
(124, 125)	0.00	26.44	0.00	0.00	1.53	0.00	0.00	27.97	0.00	0.00	0.95	0.00
(125, 126)	0.00	26.71	0.00	0.00	1.54	0.00	0.00	28.25	0.00	0.00	0.95	0.00
(126, 127)	0.00	22.47	0.00	0.00	1.45	0.00	0.00	23.92	0.00	0.00	0.94	0.00
(127, 64)	0.00	14.38	0.00	0.00	1.00	0.00	0.00	15.38	0.00	0.00	0.94	0.00
(64, 128)	0.00	30.65	0.00	0.00	2.80	0.00	0.00	33.45	0.00	0.00	0.92	0.00
(128, 129)	0.00	29.81	0.00	0.00	2.48	0.00	0.00	32.28	0.00	0.00	0.92	0.00
(129, 67)	0.00	31.05	0.00	0.00	2.63	0.00	0.00	33.68	0.00	0.00	0.92	0.00
(67, 65)	0.00	12.82	3.95	0.00	0.74	1.47	0.00	13.57	5.42	0.00	0.95	0.73
(65, 66)	0.00	29.25	0.00	0.00	13.13	0.00	0.00	42.38	0.00	0.00	0.69	0.00
(74, 65)	1.56	0.00	79.64	0.56	0.00	34.56	2.12	0.00	114.20	0.74	0.00	0.70
(66, 65)	8.50	4.90	0.00	5.69	2.43	0.00	14.18	7.33	0.00	0.60	0.67	0.00
(65, 67)	0.00	16.27	0.00	0.00	1.43	0.00	0.00	17.70	0.00	0.00	0.92	0.00
(67, 129)	0.00	30.14	0.00	0.00	-0.32	0.00	0.00	29.82	0.00	0.00	1.01	0.00
(129, 128)	0.00	28.93	0.00	0.00	-0.20	0.00	0.00	28.73	0.00	0.00	1.01	0.00
(128, 64)	0.00	30.65	0.00	0.00	0.20	0.00	0.00	30.85	0.00	0.00	0.99	0.00
(64, 127)	0.00	16.30	0.00	0.00	0.15	0.00	0.00	16.45	0.00	0.00	0.99	0.00

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(127, 126)	0.00	25.46	0.00	0.00	0.12	0.00	0.00	25.58	0.00	0.00	1.00	0.00
(126, 125)	0.00	30.27	0.00	0.00	0.06	0.00	0.00	30.33	0.00	0.00	1.00	0.00
(125, 124)	0.00	28.77	0.00	0.00	0.10	0.00	0.00	28.87	0.00	0.00	1.00	0.00
(124, 63)	0.00	2.68	28.64	0.00	-0.17	3.86	0.00	2.52	32.50	0.00	1.07	0.88
(63, 123)	0.00	2.26	0.00	0.00	-0.13	0.00	0.00	2.13	0.00	0.00	1.06	0.00
(123, 122)	0.00	0.00	2.63	0.00	0.00	0.22	0.00	0.00	2.85	0.00	0.00	0.92
(122, 121)	0.00	11.59	0.00	0.00	0.89	0.00	0.00	12.48	0.00	0.00	0.93	0.00
(121, 62)	0.00	13.56	0.00	0.00	-0.56	0.00	0.00	13.00	0.00	0.00	1.04	0.00
(62, 120)	0.00	17.45	0.00	0.00	2.80	0.00	0.00	20.25	0.00	0.00	0.86	0.00
(120, 119)	0.00	20.91	0.00	0.00	-0.36	0.00	0.00	20.55	0.00	0.00	1.02	0.00
(119, 118)	0.00	34.55	0.00	0.00	-0.55	0.00	0.00	34.00	0.00	0.00	1.02	0.00
(118, 60)	0.00	35.45	0.00	0.00	-0.57	0.00	0.00	34.88	0.00	0.00	1.02	0.00
(60, 117)	0.00	29.09	0.00	0.00	-0.39	0.00	0.00	28.70	0.00	0.00	1.01	0.00
(117, 61)	0.00	36.36	0.00	0.00	-0.36	0.00	0.00	36.00	0.00	0.00	1.01	0.00
(61, 116)	0.00	14.72	1.84	0.00	0.07	0.26	0.00	14.78	2.10	0.00	1.00	0.88
(116, 48)	61.48	227.18	1.04	50.97	162.27	0.09	112.45	389.45	1.13	0.55	0.58	0.92
(48, 115)	0.00	505.42	266.44	0.00	107.76	65.23	0.00	613.18	331.67	0.00	0.82	0.80
(115, 50)	0.00	507.36	0.00	0.00	90.79	0.00	0.00	598.15	0.00	0.00	0.85	0.00
(50, 114)	0.00	229.45	0.00	0.00	31.06	0.00	0.00	260.52	0.00	0.00	0.88	0.00
(114, 113)	0.00	614.61	0.00	0.00	107.34	0.00	0.00	721.95	0.00	0.00	0.85	0.00
(113, 112)	0.00	613.70	0.00	0.00	128.25	0.00	0.00	741.95	0.00	0.00	0.83	0.00
(112, 51)	10.96	420.55	0.00	5.62	408.00	0.00	16.58	828.55	0.00	0.66	0.51	0.00
(51, 52)	0.00	917.41	0.00	0.00	6738.66	0.00	0.00	7656.07	0.00	0.00	0.12	0.00
(52, 158)	0.00	171.65	0.00	0.00	2629.33	0.00	0.00	2800.98	0.00	0.00	0.06	0.00
(158, 155)	0.00	590.55	0.00	0.00	*****	0.00	0.00	*****	0.00	0.00	0.05	0.00
(158, 159)	0.00	1.21	0.00	0.00	0.54	0.00	0.00	1.75	0.00	0.00	0.69	0.00
(159, 152)	0.00	2.49	0.00	0.00	-0.10	0.00	0.00	2.38	0.00	0.00	1.04	0.00
(152, 53)	0.00	2.29	0.00	0.00	0.19	0.00	0.00	2.48	0.00	0.00	0.92	0.00
(157, 152)	0.00	213.35	0.00	0.00	6.42	0.00	0.00	219.77	0.00	0.00	0.97	0.00
(152, 159)	0.00	175.79	0.00	0.00	5.76	0.00	0.00	181.55	0.00	0.00	0.97	0.00
(159, 158)	0.00	90.45	0.00	0.00	16.56	0.00	0.00	107.02	0.00	0.00	0.85	0.00
(158, 52)	0.00	100.53	0.00	0.00	10.07	0.00	0.00	110.60	0.00	0.00	0.91	0.00
(8201, 115)												
(8203, 116)												
(8033, 122)												
(8039, 62)												
(8250, 63)												
(8049, 64)												
(8240, 66)												
(8209, 91)												
(91, 89)	49.35	113.56	0.00	275.87	127.22	0.00	325.22	240.78	0.00	0.15	0.47	0.00
(89, 87)	28.76	79.74	0.00	198.61	129.94	0.00	227.37	209.68	0.00	0.13	0.38	0.00
(87, 85)	3.19	135.97	2.08	22.06	74.29	1.70	25.25	210.27	3.78	0.13	0.65	0.55
(85, 1)	0.00	525.00	0.00	0.00	73.22	0.00	0.00	598.22	0.00	0.00	0.88	0.00
(87, 160)	0.00	138.69	0.00	0.00	133.36	0.00	0.00	272.05	0.00	0.00	0.51	0.00
(160, 89)	3.46	118.43	17.06	37.80	350.49	37.36	41.27	468.92	54.42	0.08	0.25	0.31
(89, 91)	0.00	359.64	0.00	0.00	105.11	0.00	0.00	464.75	0.00	0.00	0.77	0.00
(8207, 90)												
(89, 92)	0.00	126.58	0.00	0.00	29.06	0.00	0.00	155.63	0.00	0.00	0.81	0.00

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8210, 92)												
(92, 89)	20.50	0.00	88.51	81.72	0.00	84.67	102.22	0.00	173.18	0.20	0.00	0.51
(89, 90)	0.00	2.43	0.00	0.00	1.82	0.00	0.00	4.25	0.00	0.00	0.57	0.00
(8205, 88)												
(87, 88)	0.00	24.10	0.00	0.00	6.78	0.00	0.00	30.88	0.00	0.00	0.78	0.00
(84, 85)	8.82	0.00	6.54	49.34	0.00	8.61	58.17	0.00	15.15	0.15	0.00	0.43
(8043, 86)												
(86, 85)	1.99	3.38	0.00	45.74	95.84	0.00	47.73	99.22	0.00	0.04	0.03	0.00
(85, 86)	0.00	1.82	0.00	0.00	1.34	0.00	0.00	3.17	0.00	0.00	0.58	0.00
(87, 93)	0.00	1318.06	0.00	0.00	259.02	0.00	0.00	1577.08	0.00	0.00	0.84	0.00
(93, 94)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(8211, 94)												
(94, 93)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(93, 87)	248.20	22.86	450.68	296.44	31.29	278.22	544.63	54.15	728.90	0.46	0.42	0.62
(93, 95)	47.84	1466.67	58.82	28.26	708.57	29.64	76.10	2175.23	88.47	0.63	0.67	0.66
(95, 93)	0.00	867.45	0.00	0.00	164.37	0.00	0.00	1031.82	0.00	0.00	0.84	0.00
(8212, 96)												
(96, 95)	3.78	0.00	10.99	5.63	0.00	8.84	9.42	0.00	19.83	0.40	0.00	0.55
(95, 96)	0.00	16.58	0.00	0.00	4.87	0.00	0.00	21.45	0.00	0.00	0.77	0.00
(8213, 97)												
(97, 95)	9.55	0.00	5.23	17.52	0.00	4.59	27.07	0.00	9.82	0.35	0.00	0.53
(95, 97)	0.00	13.03	0.00	0.00	4.49	0.00	0.00	17.52	0.00	0.00	0.74	0.00
(8214, 99)												
(99, 98)	13.78	0.00	21.35	68.65	0.00	35.13	82.43	0.00	56.48	0.17	0.00	0.38
(98, 100)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(8215, 100)												
(100, 98)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(98, 99)	0.00	26.58	0.00	0.00	13.74	0.00	0.00	40.32	0.00	0.00	0.66	0.00
(95, 98)	176.27	1194.12	0.00	159.38	598.60	0.00	335.65	1792.72	0.00	0.53	0.67	0.00
(98, 95)	7.82	699.41	22.03	4.83	209.49	7.92	12.65	908.90	29.95	0.62	0.77	0.74
(98, 131)	0.00	1017.16	107.84	0.00	250.59	33.56	0.00	1267.75	141.40	0.00	0.80	0.76
(131, 132)	39.87	276.63	0.00	23.60	92.50	0.00	63.47	369.13	0.00	0.63	0.75	0.00
(132, 133)	3.04	164.02	0.00	57.26	820.56	0.00	60.30	984.58	0.00	0.05	0.17	0.00
(133, 134)	0.00	402.84	0.00	0.00	168.12	0.00	0.00	570.97	0.00	0.00	0.71	0.00
(134, 135)	0.00	1125.39	0.00	0.00	3778.81	0.00	0.00	4904.20	0.00	0.00	0.23	0.00
(135, 136)	0.00	962.43	0.00	0.00	304.95	0.00	0.00	1267.38	0.00	0.00	0.76	0.00
(136, 137)	0.00	1479.27	0.00	0.00	313.08	0.00	0.00	1792.35	0.00	0.00	0.83	0.00
(137, 138)	0.00	1666.67	0.00	0.00	450.72	0.00	0.00	2117.38	0.00	0.00	0.79	0.00
(138, 139)	0.00	1591.23	0.00	0.00	461.77	0.00	0.00	2053.00	0.00	0.00	0.78	0.00
(139, 130)	0.00	1564.25	0.00	0.00	465.04	0.00	0.00	2029.28	0.00	0.00	0.77	0.00
(130, 139)	0.00	478.04	0.00	0.00	72.48	0.00	0.00	550.52	0.00	0.00	0.87	0.00
(139, 138)	0.00	476.05	0.00	0.00	92.21	0.00	0.00	568.27	0.00	0.00	0.84	0.00
(138, 137)	0.00	504.11	0.00	0.00	112.01	0.00	0.00	616.12	0.00	0.00	0.82	0.00
(137, 136)	0.00	447.84	0.00	0.00	105.54	0.00	0.00	553.38	0.00	0.00	0.81	0.00
(136, 135)	0.00	290.26	0.00	0.00	72.20	0.00	0.00	362.47	0.00	0.00	0.80	0.00
(8073, 135)												
(135, 134)	0.00	327.90	10.52	0.00	121.73	3.95	0.00	449.63	14.47	0.00	0.73	0.73
(8218, 163)												
(163, 134)	180.18	0.00	0.00	36.45	0.00	0.00	216.63	0.00	0.00	0.83	0.00	0.00

NETSIM VEHICLE-MINUTE STATISTICS BY TURN MOVEMENT

V E H I C L E - M I N U T E S

LINK	MOVING TIME			DELAY TIME			TOTAL TIME			RATIO MOVE/TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(134, 163)	0.00	30.63	0.00	0.00	0.60	0.00	0.00	31.23	0.00	0.00	0.98	0.00
(134, 133)	0.00	81.67	38.66	0.00	29.08	20.22	0.00	110.75	58.88	0.00	0.74	0.66
(8217, 162)												
(162, 133)	160.36	0.00	1.80	3943.47	0.00	56.11	4103.83	0.00	57.92	0.04	0.00	0.03
(133, 162)	0.00	358.56	0.00	0.00	30.81	0.00	0.00	389.37	0.00	0.00	0.92	0.00
(8216, 161)												
(161, 132)	32.43	0.00	461.26	4.97	0.00	55.57	37.40	0.00	516.83	0.87	0.00	0.89
(132, 161)	0.00	472.07	0.00	0.00	42.06	0.00	0.00	514.13	0.00	0.00	0.92	0.00
(132, 131)	10.62	86.11	0.00	14.56	30.76	0.00	25.18	116.87	0.00	0.42	0.74	0.00
(8021, 164)												
(164, 131)	553.15	0.00	497.30	160.40	0.00	145.47	713.55	0.00	642.77	0.78	0.00	0.77
(131, 164)	0.00	436.04	0.00	0.00	41.46	0.00	0.00	477.50	0.00	0.00	0.91	0.00
(131, 98)	0.00	485.91	28.80	0.00	300.73	12.07	0.00	786.63	40.87	0.00	0.62	0.70

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(16, 35)	0.0	19.7	0.0	0.0	7.6	0.0	0.0	4.1	0.0	0.0	3.8	0.0
(2, 25)	0.0	17.5	18.9	0.0	8.9	10.3	0.0	1.0	0.0	0.0	0.7	0.0
(25, 2)	52.8	94.6	0.0	40.6	82.4	0.0	35.2	74.0	0.0	34.0	72.1	0.0
(15, 141)	0.0	4.5	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(146, 43)	0.0	13.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(49, 48)	0.0	24.9	19.4	0.0	18.1	12.6	0.0	10.2	3.1	0.0	10.1	3.0
(48, 170)	0.0	11.4	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(46, 45)	0.0	34.5	39.0	0.0	4.5	8.9	0.0	0.1	0.3	0.0	0.0	0.0
(45, 44)	0.0	50.2	55.4	0.0	6.1	11.3	0.0	0.2	0.1	0.0	0.1	0.0
(44, 147)	0.0	4.2	0.0	0.0	2.2	0.0	0.0	0.4	0.0	0.0	0.1	0.0
(145, 42)	0.0	14.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(42, 143)	0.0	3.6	0.0	0.0	1.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0
(143, 41)	0.0	38.4	29.4	0.0	19.4	10.4	0.0	11.4	2.0	0.0	10.5	1.9
(41, 142)	0.0	6.2	0.0	0.0	4.1	0.0	0.0	0.3	0.0	0.0	0.2	0.0
(15, 6)	0.0	26.8	37.2	0.0	9.4	19.8	0.0	3.4	7.6	0.0	3.0	3.5
(73, 71)	0.0	57.3	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(71, 78)	0.0	10.5	0.0	0.0	5.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(16, 21)	12.9	7.1	0.0	7.0	1.2	0.0	5.0	0.4	0.0	5.0	0.3	0.0
(107, 56)	0.0	62.7	68.2	0.0	11.9	17.3	0.0	0.2	0.3	0.0	0.2	0.3
(56, 36)	0.0	7.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(36, 37)	0.0	40.5	0.0	0.0	5.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(53, 154)	0.0	11.6	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(1, 140)	0.0	39.4	0.0	0.0	14.3	0.0	0.0	5.0	0.0	0.0	3.6	0.0
(140, 85)	0.0	10.5	16.5	0.0	6.2	12.2	0.0	3.3	4.9	0.0	3.0	4.1
(85, 87)	54.3	36.7	20.9	46.0	28.4	12.6	39.4	20.4	2.6	38.2	17.4	1.6
(90, 89)	0.0	0.0	10.3	0.0	0.0	7.6	0.0	0.0	4.7	0.0	0.0	4.7
(88, 87)	0.0	74.7	22.4	0.0	61.2	8.9	0.0	56.1	4.3	0.0	56.1	4.3
(133, 132)	0.0	6.8	9.6	0.0	0.9	3.8	0.0	0.0	0.1	0.0	0.0	0.1
(1, 2)	57.3	27.6	15.1	49.1	19.4	6.9	44.6	16.1	2.2	43.5	15.4	1.8
(2, 3)	34.0	24.0	27.0	15.4	5.4	8.3	9.1	0.3	0.0	9.1	0.3	0.0
(3, 4)	31.2	21.6	0.0	16.7	7.1	0.0	12.2	3.6	0.0	11.5	3.2	0.0
(4, 5)	47.2	32.4	26.6	29.6	14.8	9.0	22.8	9.0	2.4	22.0	8.4	2.1
(5, 6)	17.7	0.0	16.5	7.7	0.0	6.5	1.1	0.0	0.3	1.0	0.0	0.3
(6, 5)	35.1	32.5	29.2	25.1	22.5	19.2	16.4	12.8	8.5	14.7	11.3	7.3
(5, 4)	0.0	42.6	39.4	0.0	25.0	21.9	0.0	14.1	9.6	0.0	11.7	6.6
(4, 3)	23.6	21.4	23.1	9.1	6.8	8.6	1.3	1.0	0.4	1.2	0.9	0.2
(3, 2)	90.3	53.7	41.6	71.6	35.1	23.0	63.1	26.4	12.3	61.5	24.3	10.8
(2, 1)	0.0	12.5	0.0	0.0	4.2	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(8101, 23)												
(23, 22)	27.5	0.0	18.5	24.8	0.0	15.8	21.7	0.0	12.5	21.5	0.0	12.5
(22, 24)	0.0	13.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8107, 24)												
(24, 22)	32.1	0.0	29.1	21.6	0.0	18.5	16.0	0.0	13.3	16.0	0.0	12.8
(22, 23)	0.0	4.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(21, 16)	0.0	9.9	12.1	0.0	4.0	6.2	0.0	0.1	0.0	0.0	0.1	0.0

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(35, 7)	0.0	31.5	15.2	0.0	29.7	13.3	0.0	27.2	10.1	0.0	26.1	9.6
(7, 22)	44.5	29.1	26.1	34.9	19.5	16.5	26.8	10.3	6.9	26.4	8.8	5.6
(22, 2)	56.3	59.6	28.1	40.1	43.3	11.8	28.9	33.3	4.0	27.1	31.3	3.7
(25, 26)	0.0	10.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8106, 26)												
(26, 25)	25.4	12.9	15.1	15.6	3.1	5.3	11.6	0.8	0.4	10.9	0.6	0.2
(25, 1)	0.0	0.0	24.0	0.0	0.0	15.0	0.0	0.0	8.4	0.0	0.0	7.6
(2, 22)	51.6	29.6	25.2	35.3	13.4	8.9	27.4	5.7	1.7	26.7	5.1	1.4
(22, 7)	31.0	20.5	0.0	21.4	10.9	0.0	13.8	5.9	0.0	13.0	5.6	0.0
(7, 16)	21.6	18.0	0.0	7.6	4.1	0.0	2.2	0.0	0.0	2.2	0.0	0.0
(8111, 3)												
(8114, 3)												
(8124, 27)												
(27, 4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(4, 28)	0.0	15.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8115, 28)												
(28, 4)	43.9	0.0	28.1	31.6	0.0	15.8	26.4	0.0	10.8	26.1	0.0	10.5
(4, 27)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8119, 30)												
(30, 5)	30.6	0.0	18.3	27.8	0.0	15.5	24.5	0.0	12.3	24.4	0.0	12.0
(5, 30)	0.0	5.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(5, 29)	0.0	4.6	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8120, 29)												
(29, 5)	29.3	0.0	19.1	26.3	0.0	16.2	23.1	0.0	12.9	23.1	0.0	12.9
(7, 8)	14.3	12.3	0.0	5.5	3.5	0.0	1.9	0.2	0.0	1.9	0.1	0.0
(8, 9)	0.0	10.2	12.0	0.0	1.4	3.2	0.0	0.0	0.2	0.0	0.0	0.0
(9, 10)	11.3	10.9	12.3	2.5	2.1	3.5	0.5	0.2	0.2	0.5	0.1	0.2
(10, 11)	12.5	11.5	0.0	3.7	2.7	0.0	0.4	0.2	0.0	0.4	0.2	0.0
(11, 12)	30.3	25.6	27.5	6.7	1.9	3.9	1.0	0.0	0.1	1.0	0.0	0.1
(12, 34)	0.0	9.6	0.0	0.0	1.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0
(34, 13)	0.0	9.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(13, 14)	0.0	12.1	0.0	0.0	2.6	0.0	0.0	0.9	0.0	0.0	0.7	0.0
(14, 6)	29.0	29.2	0.0	9.0	9.2	0.0	4.0	4.3	0.0	3.1	3.4	0.0
(6, 15)	0.0	22.9	25.6	0.0	5.5	8.1	0.0	0.0	0.0	0.0	0.0	0.0
(141, 40)	57.1	41.9	0.0	26.7	11.5	0.0	18.5	3.2	0.0	18.3	2.6	0.0
(40, 41)	86.7	66.7	0.0	40.2	20.2	0.0	23.8	4.7	0.0	22.4	3.9	0.0
(41, 144)	0.0	11.1	0.0	0.0	4.9	0.0	0.0	0.4	0.0	0.0	0.4	0.0
(144, 42)	0.0	19.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(42, 146)	0.0	3.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(43, 44)	63.7	65.4	0.0	14.4	16.1	0.0	0.8	2.2	0.0	0.6	1.3	0.0
(44, 45)	52.6	54.1	0.0	8.3	9.8	0.0	0.4	0.1	0.0	0.3	0.0	0.0
(45, 46)	42.6	42.1	0.0	12.6	12.0	0.0	2.5	2.1	0.0	1.9	1.4	0.0
(46, 47)	0.0	51.5	52.9	0.0	9.6	10.9	0.0	0.0	0.0	0.0	0.0	0.0
(47, 101)	0.0	65.0	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(101, 102)	0.0	69.5	0.0	0.0	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(102, 103)	0.0	59.2	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(103, 48)	61.2	62.5	49.3	29.8	31.1	17.8	14.8	16.1	2.8	13.6	14.7	2.4
(48, 49)	0.0	11.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8202, 49)												

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(170, 103)	0.0	28.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(103, 102)	0.0	49.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(102, 101)	0.0	59.6	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(101, 47)	71.0	59.5	0.0	17.8	6.4	0.0	7.4	0.2	0.0	7.4	0.2	0.0
(47, 46)	0.0	49.4	48.0	0.0	7.4	6.0	0.0	0.7	0.0	0.0	0.4	0.0
(147, 43)	0.0	54.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(43, 145)	0.0	2.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(142, 40)	0.0	58.5	58.9	0.0	14.1	14.5	0.0	2.9	0.9	0.0	2.4	0.9
(40, 15)	50.4	48.4	0.0	17.2	15.2	0.0	3.5	2.1	0.0	3.1	1.3	0.0
(8059, 15)												
(8064, 105)												
(105, 40)	41.8	0.0	0.0	36.3	0.0	0.0	32.5	0.0	0.0	32.5	0.0	0.0
(40, 105)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8048, 104)												
(104, 40)	33.2	0.0	17.9	27.8	0.0	12.5	23.8	0.0	8.7	23.8	0.0	8.7
(40, 104)	0.0	8.6	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8050, 106)												
(8035, 106)												
(8055, 106)												
(106, 41)	31.5	0.0	12.7	26.1	0.0	7.3	21.5	0.0	2.9	20.8	0.0	2.6
(41, 106)	0.0	9.1	10.1	0.0	3.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0
(8063, 42)												
(8052, 42)												
(8066, 43)												
(8046, 44)												
(8051, 45)												
(8054, 46)												
(8018, 47)												
(8036, 47)												
(6, 14)	25.8	24.3	0.0	5.8	4.3	0.0	1.1	0.0	0.0	1.1	0.0	0.0
(8121, 14)												
(14, 13)	0.0	10.5	11.9	0.0	1.0	2.4	0.0	0.2	0.0	0.0	0.2	0.0
(8118, 13)												
(13, 34)	0.0	9.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(34, 12)	9.1	8.2	0.0	1.2	0.4	0.0	0.1	0.0	0.0	0.1	0.0	0.0
(8117, 12)												
(8116, 12)												
(12, 11)	27.0	26.0	28.5	3.4	2.3	4.9	0.0	0.2	0.3	0.0	0.0	0.0
(8113, 11)												
(11, 10)	12.1	10.9	0.0	3.3	2.1	0.0	1.0	0.8	0.0	0.7	0.5	0.0
(8110, 10)												
(10, 9)	15.1	11.9	0.0	6.4	3.2	0.0	1.9	0.0	0.0	1.7	0.0	0.0
(9, 8)	0.0	11.2	12.0	0.0	2.4	3.2	0.0	0.5	0.0	0.0	0.5	0.0
(8105, 8)												
(8, 7)	21.2	0.0	15.4	12.4	0.0	6.6	9.4	0.0	2.9	9.1	0.0	2.5
(16, 17)	8.7	8.6	9.7	2.6	2.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0
(17, 18)	11.9	10.7	0.0	2.2	0.9	0.0	0.1	0.2	0.0	0.1	0.0	0.0
(18, 19)	0.0	8.0	10.0	0.0	0.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0
(8103, 17)												

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8108, 19)												
(19, 20)	18.5	0.0	16.9	8.8	0.0	7.1	4.0	0.0	3.9	3.0	0.0	3.0
(8112, 20)												
(20, 19)	0.0	14.4	0.0	0.0	4.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0
(19, 18)	0.0	9.9	0.0	0.0	2.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0
(18, 17)	0.0	11.5	14.0	0.0	1.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0
(17, 16)	14.1	0.0	17.7	8.0	0.0	11.6	4.6	0.0	7.9	4.0	0.0	7.0
(8104, 17)												
(18, 31)	0.0	11.6	13.7	0.0	2.1	4.2	0.0	0.0	0.1	0.0	0.0	0.0
(31, 9)	20.0	0.0	19.4	10.5	0.0	9.9	5.3	0.0	4.8	4.9	0.0	4.4
(9, 31)	0.0	12.8	14.1	0.0	3.4	4.7	0.0	0.3	0.1	0.0	0.0	0.0
(31, 18)	0.0	0.0	17.6	0.0	0.0	8.1	0.0	0.0	3.3	0.0	0.0	3.2
(8122, 31)												
(8109, 39)												
(39, 31)	19.6	0.0	19.7	7.1	0.0	7.2	3.2	0.0	3.2	3.1	0.0	3.1
(31, 39)	0.0	16.6	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(39, 10)	17.4	0.0	17.1	8.0	0.0	7.6	4.2	0.0	3.9	4.1	0.0	3.8
(10, 39)	0.0	12.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(39, 32)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(32, 39)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8123, 32)												
(20, 32)	0.0	14.0	0.0	0.0	4.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0
(32, 11)	0.0	0.0	16.2	0.0	0.0	6.7	0.0	0.0	5.1	0.0	0.0	4.8
(11, 32)	0.0	11.6	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(32, 20)	0.0	0.0	15.0	0.0	0.0	5.5	0.0	0.0	3.2	0.0	0.0	3.0
(65, 74)	0.0	38.5	43.0	0.0	7.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0
(74, 75)	0.0	55.1	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(75, 73)	0.0	58.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(78, 70)	0.0	33.9	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(70, 21)	0.0	72.5	0.0	0.0	17.7	0.0	0.0	2.5	0.0	0.0	1.8	0.0
(21, 70)	0.0	60.2	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(70, 71)	41.9	38.3	0.0	7.7	4.1	0.0	0.2	0.1	0.0	0.2	0.1	0.0
(71, 77)	0.0	4.9	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(77, 73)	0.0	53.5	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(73, 75)	0.0	60.7	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(75, 74)	0.0	58.5	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(79, 76)	0.0	47.6	0.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(76, 79)	0.0	38.7	0.0	0.0	-1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(76, 74)	69.6	0.0	0.0	9.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
(74, 76)	0.0	63.7	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(79, 72)	0.0	39.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(72, 79)	0.0	32.6	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(72, 71)	0.0	0.0	83.3	0.0	0.0	22.7	0.0	0.0	5.4	0.0	0.0	4.1
(71, 72)	0.0	68.7	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8011, 79)												
(8014, 79)												
(79, 69)	62.1	60.8	64.7	7.3	6.0	9.9	0.8	0.0	0.0	0.8	0.0	0.0
(69, 79)	71.7	0.0	72.8	16.9	0.0	18.0	0.9	0.0	0.9	0.9	0.0	0.7
(68, 69)	0.0	100.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(69, 68)	100.4	95.5	105.7	9.5	4.6	14.8	0.0	0.0	0.3	0.0	0.0	0.0
(8016, 68)												
(8008, 68)												
(8009, 68)												
(8069, 68)												
(8040, 69)												
(8022, 69)												
(8015, 69)												
(8041, 83)												
(8002, 83)												
(8102, 21)												
(21, 33)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(33, 80)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(80, 81)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(81, 82)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(82, 83)	0.0	74.8	77.0	0.0	7.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0
(83, 82)	80.5	0.0	81.9	12.7	0.0	14.1	3.2	0.0	3.3	3.0	0.0	3.1
(82, 84)	0.0	34.3	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8843, 84)												
(85, 84)	0.0	13.6	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(84, 82)	28.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(82, 81)	0.0	46.5	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(81, 80)	0.0	47.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(80, 33)	0.0	29.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(33, 21)	0.0	0.0	31.5	0.0	0.0	6.0	0.0	0.0	3.0	0.0	0.0	3.0
(26, 59)	0.0	9.9	0.0	0.0	2.2	0.0	0.0	0.4	0.0	0.0	0.3	0.0
(59, 58)	0.0	31.3	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(58, 57)	0.0	40.6	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(57, 56)	72.0	66.8	0.0	17.2	12.0	0.0	1.7	0.1	0.0	1.6	0.1	0.0
(56, 38)	0.0	7.8	0.0	0.0	2.6	0.0	0.0	0.2	0.0	0.0	0.1	0.0
(38, 107)	0.0	52.7	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(107, 108)	0.0	60.1	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(108, 109)	0.0	61.7	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(109, 110)	0.0	63.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(110, 111)	0.0	45.7	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(111, 51)	127.9	0.0	123.8	77.9	0.0	73.8	63.6	0.0	57.8	58.7	0.0	52.8
(51, 111)	0.0	61.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(111, 110)	0.0	40.6	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(110, 109)	0.0	57.5	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(109, 108)	0.0	58.4	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(108, 107)	0.0	59.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(37, 57)	0.0	18.9	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(57, 58)	0.0	40.9	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(58, 59)	0.0	53.5	0.0	0.0	14.3	0.0	0.0	2.9	0.0	0.0	1.7	0.0
(59, 26)	0.0	15.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8061, 59)												
(8245, 57)												
(8053, 55)												
(55, 56)	23.8	0.0	20.3	12.4	0.0	8.9	6.4	0.0	3.3	6.1	0.0	3.1

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(56, 55)	0.0	14.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(130, 153)	0.0	32.5	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(153, 159)	0.0	19.1	0.0	0.0	3.2	0.0	0.0	0.8	0.0	0.0	0.8	0.0
(153, 53)	0.0	19.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(53, 155)	0.0	25.6	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(155, 54)	0.0	119.7	0.0	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8235, 54)												
(54, 156)	0.0	50.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(156, 157)	0.0	2.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(157, 155)	0.0	4.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(155, 53)	0.0	19.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(154, 153)	0.0	4.9	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(153, 130)	0.0	27.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(52, 51)	0.0	76.7	65.6	0.0	23.8	12.8	0.0	14.7	1.7	0.0	14.3	1.5
(51, 112)	0.0	49.1	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(112, 113)	0.0	61.7	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(113, 114)	0.0	63.9	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(114, 50)	0.0	24.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(50, 115)	60.3	54.2	0.0	15.1	9.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0
(115, 48)	101.5	97.8	79.5	40.5	36.8	18.5	27.7	24.4	5.1	26.6	23.3	4.4
(48, 116)	80.2	79.0	0.0	17.7	16.5	0.0	0.5	0.0	0.0	0.5	0.0	0.0
(116, 61)	0.0	30.5	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(61, 117)	0.0	61.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(117, 60)	0.0	49.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(60, 118)	0.0	59.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(118, 119)	0.0	58.3	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(119, 120)	0.0	35.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(120, 62)	0.0	0.0	35.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0
(62, 121)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(121, 122)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(122, 123)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(123, 63)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(63, 124)	0.0	65.0	0.0	0.0	11.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0
(124, 125)	0.0	55.9	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(125, 126)	0.0	56.5	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(126, 127)	0.0	47.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(127, 64)	0.0	30.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(64, 128)	0.0	59.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(128, 129)	0.0	57.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(129, 67)	0.0	59.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(67, 65)	0.0	31.3	40.6	0.0	1.7	11.0	0.0	0.0	0.3	0.0	0.0	0.3
(65, 66)	0.0	14.2	0.0	0.0	4.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(74, 65)	42.3	0.0	44.8	11.1	0.0	13.6	3.3	0.0	4.3	3.0	0.0	3.5
(66, 65)	16.4	14.7	0.0	6.6	4.9	0.0	0.1	0.0	0.0	0.1	0.0	0.0
(65, 67)	0.0	32.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(67, 129)	0.0	54.2	0.0	0.0	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(129, 128)	0.0	52.2	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(128, 64)	0.0	54.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(64, 127)	0.0	29.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(127, 126)	0.0	45.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(126, 125)	0.0	53.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(125, 124)	0.0	49.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(124, 63)	0.0	50.3	60.9	0.0	-3.4	7.2	0.0	0.0	0.0	0.0	0.0	0.0
(63, 123)	0.0	42.7	0.0	0.0	-2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(123, 122)	0.0	0.0	57.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
(122, 121)	0.0	62.4	0.0	0.0	4.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0
(121, 62)	0.0	65.0	0.0	0.0	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(62, 120)	0.0	33.8	0.0	0.0	4.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0
(120, 119)	0.0	34.3	0.0	0.0	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(119, 118)	0.0	56.7	0.0	0.0	-0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(118, 60)	0.0	58.1	0.0	0.0	-1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(60, 117)	0.0	47.8	0.0	0.0	-0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(117, 61)	0.0	60.0	0.0	0.0	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(61, 116)	0.0	27.7	31.5	0.0	0.1	3.9	0.0	0.0	0.0	0.0	0.0	0.0
(116, 48)	114.4	107.2	68.0	51.8	44.7	5.5	41.1	33.1	0.0	39.8	31.9	0.0
(48, 115)	0.0	74.0	76.0	0.0	13.0	14.9	0.0	0.6	0.1	0.0	0.5	0.1
(115, 50)	0.0	53.3	0.0	0.0	8.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0
(50, 114)	0.0	23.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(114, 113)	0.0	64.4	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(113, 112)	0.0	66.2	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(112, 51)	62.2	81.0	0.0	21.1	39.9	0.0	96.2	40.1	0.0	95.0	37.4	0.0
(51, 52)	0.0	441.3	0.0	0.0	388.4	0.0	0.0	933.2	0.0	0.0	810.9	0.0
(52, 158)	0.0	165.4	0.0	0.0	155.3	0.0	0.0	121.0	0.0	0.0	83.3	0.0
(158, 155)	0.0	748.1	0.0	0.0	708.5	0.0	0.0	608.3	0.0	0.0	426.0	0.0
(158, 159)	0.0	13.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(159, 152)	0.0	17.9	0.0	0.0	-0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(152, 53)	0.0	18.6	0.0	0.0	1.4	0.0	0.0	1.1	0.0	0.0	1.1	0.0
(157, 152)	0.0	25.5	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(152, 159)	0.0	21.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(159, 158)	0.0	10.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(158, 52)	0.0	11.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8201, 115)												
(8203, 116)												
(8033, 122)												
(8039, 62)												
(8250, 63)												
(8049, 64)												
(8240, 66)												
(8209, 91)												
(91, 89)	64.6	20.8	0.0	54.8	11.0	0.0	44.9	4.8	0.0	43.4	4.5	0.0
(89, 87)	62.0	20.6	0.0	54.2	12.8	0.0	47.6	8.7	0.0	46.3	8.1	0.0
(87, 85)	65.9	12.9	15.1	57.5	4.6	6.8	48.6	0.6	0.7	48.3	0.5	0.7
(85, 1)	0.0	33.5	0.0	0.0	4.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(87, 160)	0.0	7.7	0.0	0.0	3.8	0.0	0.0	0.1	0.0	0.0	0.1	0.0
(160, 89)	46.7	15.5	12.5	42.8	11.6	8.6	39.0	8.5	3.6	38.3	7.7	3.1
(89, 91)	0.0	12.7	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8207, 90)												
(89, 92)	0.0	16.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(8210, 92)												
(92, 89)	67.4	0.0	26.4	53.9	0.0	12.9	48.4	0.0	8.0	47.8	0.0	7.7
(89, 90)	0.0	4.7	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8205, 88)												
(87, 88)	0.0	17.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(84, 85)	64.6	0.0	22.7	54.8	0.0	12.9	51.5	0.0	9.2	51.1	0.0	8.7
(8043, 86)												
(86, 85)	48.5	59.5	0.0	46.5	57.5	0.0	42.9	54.5	0.0	41.9	53.5	0.0
(85, 86)	0.0	3.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(87, 93)	0.0	46.9	0.0	0.0	7.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0
(93, 94)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8211, 94)												
(94, 93)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(93, 87)	86.0	92.8	63.4	46.8	53.6	24.2	40.4	46.9	15.1	38.8	46.0	13.5
(93, 95)	74.9	69.8	70.8	27.8	22.7	23.7	20.7	4.4	3.8	20.4	3.2	2.3
(95, 93)	0.0	56.0	0.0	0.0	8.9	0.0	0.0	0.3	0.0	0.0	0.3	0.0
(8212, 96)												
(96, 95)	26.9	0.0	19.5	16.1	0.0	8.7	11.2	0.0	4.2	11.1	0.0	4.0
(95, 96)	0.0	14.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8213, 97)												
(97, 95)	30.6	0.0	20.3	19.8	0.0	9.5	15.1	0.0	5.1	15.0	0.0	5.0
(95, 97)	0.0	12.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8214, 99)												
(99, 98)	32.3	0.0	14.3	26.9	0.0	8.9	22.7	0.0	4.8	22.2	0.0	4.8
(98, 100)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8215, 100)												
(100, 98)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(98, 99)	0.0	8.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(95, 98)	81.2	64.0	0.0	38.6	21.4	0.0	26.5	8.9	0.0	25.5	7.6	0.0
(98, 95)	69.0	55.4	58.0	26.4	12.8	15.3	17.5	3.3	2.6	16.9	2.9	2.1
(98, 131)	0.0	45.8	48.2	0.0	9.1	11.4	0.0	0.7	0.6	0.0	0.6	0.4
(131, 132)	15.6	13.1	0.0	5.8	3.3	0.0	0.8	0.2	0.0	0.7	0.1	0.0
(132, 133)	116.7	35.3	0.0	110.8	29.4	0.0	103.4	21.9	0.0	97.4	18.8	0.0
(133, 134)	0.0	19.5	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(134, 135)	0.0	161.8	0.0	0.0	124.6	0.0	0.0	45.3	0.0	0.0	2.8	0.0
(135, 136)	0.0	41.9	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(136, 137)	0.0	59.1	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(137, 138)	0.0	69.6	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(138, 139)	0.0	67.9	0.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(139, 130)	0.0	67.5	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(130, 139)	0.0	59.9	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(139, 138)	0.0	62.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(138, 137)	0.0	67.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(137, 136)	0.0	60.3	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(136, 135)	0.0	39.7	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(8073, 135)												
(135, 134)	0.0	50.9	51.1	0.0	13.8	13.9	0.0	2.0	1.1	0.0	1.5	0.1
(8218, 163)												
(163, 134)	130.0	0.0	0.0	21.9	0.0	0.0	15.6	0.0	0.0	15.5	0.0	0.0

NETSIM SECONDS PER VEHICLE STATISTICS BY TURN MOVEMENT

S E C O N D S P E R V E H I C L E

LINK	TOTAL TIME			DELAY TIME			*	QUEUE TIME			STOP TIME		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
(134, 163)	0.0	110.2	0.0	0.0	2.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0
(134, 133)	0.0	18.6	20.9	0.0	4.9	7.2		0.0	0.0	0.0	0.0	0.0	0.0
(8217, 162)													
(162, 133)	2766.6	0.0	3475.0	2658.5	0.0	3366.9		11639.6	0.0	15250.0	11455.0	0.0	15016.0
(133, 162)	0.0	117.4	0.0	0.0	9.3	0.0		0.0	0.0	0.0	0.0	0.0	0.0
(8216, 161)													
(161, 132)	124.7	0.0	121.1	16.6	0.0	13.0		10.0	0.0	3.5	9.6	0.0	3.2
(132, 161)	0.0	117.7	0.0	0.0	9.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0
(132, 131)	23.2	13.3	0.0	13.4	3.5	0.0		8.3	0.3	0.0	8.1	0.2	0.0
(8021, 164)													
(164, 131)	139.5	0.0	139.7	31.3	0.0	31.6		15.8	0.0	15.8	13.4	0.0	12.8
(131, 164)	0.0	118.4	0.0	0.0	10.3	0.0		0.0	0.0	0.0	0.0	0.0	0.0
(131, 98)	0.0	59.5	52.2	0.0	22.8	15.4		0.0	13.7	7.5	0.0	12.6	6.6

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(16, 35)	6.8	0.0	0.0	12.8	0.0	0.0	0.065	1.237	0.338
(2, 25)	17.8	0.0	0.0	6.9	0.0	0.0	0.191	6.994	1.328
(25, 2)	8.8	0.0	0.0	7.8	0.0	0.0	0.089	1.476	0.252
(15, 141)	5.6	0.0	0.0	8.4	0.0	0.0	0.180	6.661	1.276
(146, 43)	7.8	0.0	0.0	21.4	0.0	0.0	0.059	1.390	0.313
(49, 48)	3.1	0.0	0.0	7.5	0.0	0.0	0.046	1.623	0.267
(48, 170)	2.8	0.0	0.0	5.8	0.0	0.0	0.047	1.921	0.330
(46, 45)	5.9	0.0	0.0	19.4	0.0	0.0	0.017	0.459	0.094
(45, 44)	7.9	0.0	0.0	23.0	0.0	0.0	0.015	0.315	0.073
(44, 147)	1.5	0.0	0.0	8.0	0.0	0.0	0.070	2.422	0.426
(145, 42)	3.0	0.0	0.0	23.9	0.0	0.0	0.019	0.395	0.094
(42, 143)	1.3	0.0	0.0	11.5	0.0	0.0	0.058	1.782	0.333
(143, 41)	8.4	0.0	0.0	16.4	0.0	0.0	0.042	1.109	0.195
(41, 142)	7.1	0.0	0.0	4.1	0.0	0.0	0.356	12.628	2.306
(15, 6)	23.0	0.0	0.0	11.2	0.0	0.0	0.155	2.952	0.773
(73, 71)	1.3	0.0	0.0	30.2	0.0	0.0	0.002	0.019	0.005
(71, 78)	7.1	0.0	0.0	5.3	0.0	0.0	0.143	5.684	0.992
(16, 21)	1.1	0.0	0.0	17.1	0.0	0.0	0.021	0.383	0.103
(107, 56)	14.8	0.0	0.0	21.6	0.0	0.0	0.025	0.476	0.126
(56, 36)	6.0	0.0	0.0	6.1	0.0	0.0	0.173	6.764	1.179
(36, 37)	23.5	0.0	0.0	16.8	0.0	0.0	0.057	1.779	0.365
(53, 154)	2.9	0.0	0.0	26.7	0.0	0.0	0.020	0.368	0.082
(1, 140)	52.3	0.0	0.0	14.7	0.0	0.0	0.242	4.145	1.026
(140, 85)	16.8	0.0	0.0	7.8	0.0	0.0	0.459	9.294	2.259
(85, 87)	32.8	0.0	0.0	7.8	0.0	0.0	0.466	9.275	2.065
(90, 89)	0.1	0.0	0.0	6.2	0.0	0.0	0.009	0.134	0.031
(88, 87)	0.8	0.0	0.0	7.4	0.0	0.0	0.009	0.117	0.027
(133, 132)	1.3	0.0	0.0	16.2	0.0	0.0	0.024	0.442	0.123
(1, 2)	7.0	0.0	0.0	12.3	0.0	0.0	0.106	1.615	0.315
(2, 3)	14.1	0.0	0.0	11.6	0.0	0.0	0.084	1.691	0.504
(3, 4)	7.9	0.0	0.0	16.1	0.0	0.0	0.063	1.093	0.263
(4, 5)	12.1	0.0	0.0	12.1	0.0	0.0	0.081	1.594	0.401
(5, 6)	8.4	0.0	0.0	9.9	0.0	0.0	0.100	2.032	0.576
(6, 5)	21.7	0.0	0.0	6.3	0.0	0.0	0.255	5.599	1.405
(5, 4)	28.1	0.0	0.0	9.5	0.0	0.0	0.189	3.836	0.925
(4, 3)	24.8	0.0	0.0	9.7	0.0	0.0	0.192	4.085	1.224
(3, 2)	33.8	0.0	0.0	10.5	0.0	0.0	0.218	4.216	0.907
(2, 1)	25.4	0.0	0.0	8.3	0.0	0.0	0.335	6.994	2.153
(8101, 23)									
(23, 22)	0.8	0.0	0.0	3.4	0.0	0.0	0.046	0.620	0.118
(22, 24)	1.1	0.0	0.0	8.3	0.0	0.0	0.015	0.259	0.076
(8107, 24)									
(24, 22)	3.1	0.0	0.0	7.7	0.0	0.0	0.045	0.668	0.169
(22, 23)	0.1	0.0	0.0	4.2	0.0	0.0	0.008	0.167	0.048
(21, 16)	4.9	0.0	0.0	7.4	0.0	0.0	0.098	2.289	0.671

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(35, 7)	4.1	0.0	0.0	3.4	0.0	0.0	0.272	4.271	0.663
(7, 22)	20.0	0.0	0.0	6.8	0.0	0.0	0.245	5.332	1.316
(22, 2)	38.4	0.0	0.0	7.9	0.0	0.0	0.279	5.485	1.349
(25, 26)	10.9	0.0	0.0	8.9	0.0	0.0	0.144	5.615	1.064
(8106, 26)									
(26, 25)	6.2	0.0	0.0	15.1	0.0	0.0	0.073	1.295	0.347
(25, 1)	4.1	0.0	0.0	7.8	0.0	0.0	0.052	1.043	0.281
(2, 22)	12.6	0.0	0.0	9.1	0.0	0.0	0.088	1.784	0.500
(22, 7)	7.0	0.0	0.0	8.3	0.0	0.0	0.086	1.788	0.450
(7, 16)	4.5	0.0	0.0	10.5	0.0	0.0	0.035	0.755	0.230
(8111, 3)									
(8114, 3)									
(8124, 27)									
(27, 4)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(4, 28)	1.0	0.0	0.0	9.2	0.0	0.0	0.012	0.206	0.061
(8115, 28)									
(28, 4)	2.7	0.0	0.0	8.4	0.0	0.0	0.033	0.481	0.121
(4, 27)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(8119, 30)									
(30, 5)	0.4	0.0	0.0	4.5	0.0	0.0	0.024	0.335	0.068
(5, 30)	0.1	0.0	0.0	4.5	0.0	0.0	0.008	0.152	0.045
(5, 29)	0.1	0.0	0.0	5.1	0.0	0.0	0.005	0.100	0.031
(8120, 29)									
(29, 5)	0.4	0.0	0.0	3.8	0.0	0.0	0.024	0.324	0.067
(7, 8)	3.3	0.0	0.0	8.3	0.0	0.0	0.055	0.936	0.271
(8, 9)	1.8	0.0	0.0	15.7	0.0	0.0	0.029	0.448	0.101
(9, 10)	1.8	0.0	0.0	17.0	0.0	0.0	0.030	0.454	0.088
(10, 11)	2.6	0.0	0.0	10.2	0.0	0.0	0.042	0.738	0.204
(11, 12)	3.8	0.0	0.0	19.3	0.0	0.0	0.023	0.335	0.063
(12, 34)	2.2	0.0	0.0	12.9	0.0	0.0	0.040	0.662	0.161
(34, 13)	1.5	0.0	0.0	20.7	0.0	0.0	0.025	0.355	0.061
(13, 14)	2.2	0.0	0.0	17.3	0.0	0.0	0.034	0.533	0.096
(14, 6)	6.3	0.0	0.0	14.9	0.0	0.0	0.046	0.718	0.147
(6, 15)	19.9	0.0	0.0	10.5	0.0	0.0	0.127	2.690	0.818
(141, 40)	32.2	0.0	0.0	16.1	0.0	0.0	0.097	2.732	0.571
(40, 41)	49.4	0.0	0.0	16.0	0.0	0.0	0.099	2.463	0.554
(41, 144)	12.0	0.0	0.0	7.6	0.0	0.0	0.183	7.051	1.259
(144, 42)	16.9	0.0	0.0	13.7	0.0	0.0	0.097	3.161	0.659
(42, 146)	2.5	0.0	0.0	18.5	0.0	0.0	0.072	1.983	0.404
(43, 44)	33.3	0.0	0.0	22.0	0.0	0.0	0.059	1.101	0.278
(44, 45)	41.2	0.0	0.0	16.0	0.0	0.0	0.084	2.632	0.514
(45, 46)	21.5	0.0	0.0	21.3	0.0	0.0	0.064	1.259	0.299
(46, 47)	40.5	0.0	0.0	15.4	0.0	0.0	0.088	2.837	0.543
(47, 101)	39.3	0.0	0.0	21.1	0.0	0.0	0.066	1.350	0.343
(101, 102)	40.3	0.0	0.0	21.2	0.0	0.0	0.064	1.172	0.329

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK		FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
		GALLONS			M.P.G.			HC	CO	NO X
VEHICLE	TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(102, 103)		33.8	0.0	0.0	21.3	0.0	0.0	0.063	1.115	0.324
(103, 48)		28.6	0.0	0.0	17.1	0.0	0.0	0.084	1.751	0.413
(48, 49)		5.8	0.0	0.0	7.2	0.0	0.0	0.076	3.024	0.558
(8202, 49)										
(170, 103)		4.8	0.0	0.0	15.3	0.0	0.0	0.017	0.569	0.112
(103, 102)		5.5	0.0	0.0	24.0	0.0	0.0	0.010	0.226	0.048
(102, 101)		6.4	0.0	0.0	24.5	0.0	0.0	0.010	0.199	0.045
(101, 47)		5.9	0.0	0.0	26.1	0.0	0.0	0.008	0.148	0.036
(47, 46)		7.6	0.0	0.0	19.8	0.0	0.0	0.015	0.376	0.083
(147, 43)		13.7	0.0	0.0	19.8	0.0	0.0	0.024	0.648	0.138
(43, 145)		0.5	0.0	0.0	22.6	0.0	0.0	0.022	0.506	0.111
(142, 40)		51.7	0.0	0.0	14.7	0.0	0.0	0.109	3.381	0.669
(40, 15)		39.5	0.0	0.0	15.7	0.0	0.0	0.111	2.810	0.640
(8059, 15)										
(8064, 105)										
(105, 40)		0.0	0.0	0.0	4.3	0.0	0.0	0.001	0.013	0.003
(40, 105)		0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(8048, 104)										
(104, 40)		0.9	0.0	0.0	6.0	0.0	0.0	0.026	0.374	0.093
(40, 104)		0.3	0.0	0.0	5.8	0.0	0.0	0.008	0.148	0.044
(8050, 106)										
(8035, 106)										
(8055, 106)										
(106, 41)		5.6	0.0	0.0	6.5	0.0	0.0	0.159	2.558	0.661
(41, 106)		1.9	0.0	0.0	7.2	0.0	0.0	0.053	0.939	0.270
(8063, 42)										
(8052, 42)										
(8066, 43)										
(8046, 44)										
(8051, 45)										
(8054, 46)										
(8018, 47)										
(8036, 47)										
(6, 14)		3.7	0.0	0.0	11.3	0.0	0.0	0.027	0.456	0.123
(8121, 14)										
(14, 13)		0.9	0.0	0.0	21.0	0.0	0.0	0.013	0.185	0.029
(8118, 13)										
(13, 34)		0.8	0.0	0.0	18.8	0.0	0.0	0.014	0.213	0.041
(34, 12)		0.6	0.0	0.0	23.2	0.0	0.0	0.011	0.155	0.021
(8117, 12)										
(8116, 12)										
(12, 11)		2.7	0.0	0.0	19.3	0.0	0.0	0.016	0.234	0.041
(8113, 11)										
(11, 10)		1.4	0.0	0.0	15.9	0.0	0.0	0.023	0.358	0.073
(8110, 10)										

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(10, 9)	4.6	0.0	0.0	9.0	0.0	0.0	0.076	1.371	0.390
(9, 8)	4.2	0.0	0.0	13.1	0.0	0.0	0.071	1.183	0.289
(8105, 8)									
(8, 7)	5.0	0.0	0.0	12.4	0.0	0.0	0.087	1.391	0.302
(16, 17)	0.3	0.0	0.0	8.1	0.0	0.0	0.008	0.125	0.037
(17, 18)	0.2	0.0	0.0	16.6	0.0	0.0	0.002	0.037	0.008
(18, 19)	0.0	0.0	0.0	22.8	0.0	0.0	0.000	0.004	0.001
(8103, 17)									
(8108, 19)									
(19, 20)	0.1	0.0	0.0	11.0	0.0	0.0	0.001	0.019	0.004
(8112, 20)									
(20, 19)	0.2	0.0	0.0	8.0	0.0	0.0	0.003	0.050	0.014
(19, 18)	0.2	0.0	0.0	11.2	0.0	0.0	0.003	0.059	0.015
(18, 17)	0.3	0.0	0.0	12.8	0.0	0.0	0.005	0.083	0.021
(17, 16)	0.8	0.0	0.0	8.1	0.0	0.0	0.021	0.340	0.077
(8104, 17)									
(18, 31)	0.2	0.0	0.0	11.8	0.0	0.0	0.003	0.042	0.011
(31, 9)	2.1	0.0	0.0	8.1	0.0	0.0	0.034	0.583	0.156
(9, 31)	0.1	0.0	0.0	10.2	0.0	0.0	0.001	0.019	0.005
(31, 18)	0.2	0.0	0.0	9.4	0.0	0.0	0.003	0.047	0.012
(8122, 31)									
(8109, 39)									
(39, 31)	2.1	0.0	0.0	10.0	0.0	0.0	0.025	0.381	0.105
(31, 39)	0.1	0.0	0.0	10.6	0.0	0.0	0.002	0.022	0.006
(39, 10)	4.1	0.0	0.0	9.0	0.0	0.0	0.064	0.968	0.269
(10, 39)	2.4	0.0	0.0	8.4	0.0	0.0	0.037	0.601	0.183
(39, 32)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(32, 39)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(8123, 32)									
(20, 32)	0.1	0.0	0.0	7.7	0.0	0.0	0.001	0.023	0.007
(32, 11)	0.0	0.0	0.0	19.6	0.0	0.0	0.001	0.007	0.001
(11, 32)	0.0	0.0	0.0	11.7	0.0	0.0	0.000	0.006	0.002
(32, 20)	0.0	0.0	0.0	20.0	0.0	0.0	0.000	0.004	0.001
(65, 74)	2.0	0.0	0.0	12.4	0.0	0.0	0.006	0.206	0.040
(74, 75)	1.5	0.0	0.0	27.3	0.0	0.0	0.002	0.030	0.008
(75, 73)	1.5	0.0	0.0	27.7	0.0	0.0	0.002	0.027	0.008
(78, 70)	15.5	0.0	0.0	15.6	0.0	0.0	0.048	1.428	0.311
(70, 21)	23.5	0.0	0.0	19.5	0.0	0.0	0.040	0.808	0.212
(21, 70)	14.9	0.0	0.0	16.4	0.0	0.0	0.025	0.777	0.157
(70, 71)	6.4	0.0	0.0	24.3	0.0	0.0	0.016	0.336	0.073
(71, 77)	0.5	0.0	0.0	16.4	0.0	0.0	0.010	0.353	0.063
(77, 73)	3.7	0.0	0.0	26.1	0.0	0.0	0.006	0.112	0.025
(73, 75)	3.8	0.0	0.0	28.0	0.0	0.0	0.005	0.081	0.020
(75, 74)	3.8	0.0	0.0	26.6	0.0	0.0	0.006	0.094	0.023
(79, 76)	0.3	0.0	0.0	14.1	0.0	0.0	0.001	0.018	0.004

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(76, 79)	0.1	0.0	0.0	15.3	0.0	0.0	0.000	0.010	0.002
(76, 74)	0.2	0.0	0.0	33.0	0.0	0.0	0.000	0.002	0.000
(74, 76)	0.2	0.0	0.0	14.1	0.0	0.0	0.000	0.009	0.002
(79, 72)	18.8	0.0	0.0	11.8	0.0	0.0	0.058	2.025	0.394
(72, 79)	3.9	0.0	0.0	18.8	0.0	0.0	0.012	0.346	0.070
(72, 71)	19.8	0.0	0.0	21.0	0.0	0.0	0.033	0.535	0.147
(71, 72)	8.5	0.0	0.0	16.4	0.0	0.0	0.013	0.360	0.081
(8011, 79)									
(8014, 79)									
(79, 69)	5.9	0.0	0.0	23.2	0.0	0.0	0.009	0.211	0.046
(69, 79)	24.8	0.0	0.0	16.5	0.0	0.0	0.042	1.123	0.246
(68, 69)	21.3	0.0	0.0	14.9	0.0	0.0	0.031	0.460	0.133
(69, 68)	5.3	0.0	0.0	22.2	0.0	0.0	0.007	0.096	0.019
(8016, 68)									
(8008, 68)									
(8009, 68)									
(8069, 68)									
(8040, 69)									
(8022, 69)									
(8015, 69)									
(8041, 83)									
(8002, 83)									
(8102, 21)									
(21, 33)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(33, 80)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(80, 81)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(81, 82)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(82, 83)	0.6	0.0	0.0	18.9	0.0	0.0	0.001	0.018	0.004
(83, 82)	4.6	0.0	0.0	16.5	0.0	0.0	0.007	0.157	0.040
(82, 84)	1.9	0.0	0.0	11.8	0.0	0.0	0.008	0.150	0.045
(8843, 84)									
(85, 84)	0.2	0.0	0.0	7.2	0.0	0.0	0.002	0.043	0.013
(84, 82)	0.2	0.0	0.0	23.8	0.0	0.0	0.001	0.010	0.002
(82, 81)	0.1	0.0	0.0	16.1	0.0	0.0	0.000	0.006	0.001
(81, 80)	0.1	0.0	0.0	21.9	0.0	0.0	0.000	0.004	0.000
(80, 33)	0.1	0.0	0.0	13.9	0.0	0.0	0.000	0.008	0.003
(33, 21)	0.1	0.0	0.0	22.2	0.0	0.0	0.000	0.004	0.001
(26, 59)	7.6	0.0	0.0	14.9	0.0	0.0	0.087	2.819	0.564
(59, 58)	20.2	0.0	0.0	19.9	0.0	0.0	0.065	1.776	0.357
(58, 57)	22.0	0.0	0.0	23.3	0.0	0.0	0.055	1.062	0.264
(57, 56)	37.6	0.0	0.0	21.7	0.0	0.0	0.059	1.150	0.301
(56, 38)	7.3	0.0	0.0	10.6	0.0	0.0	0.132	4.764	0.874
(38, 107)	33.8	0.0	0.0	19.8	0.0	0.0	0.068	1.645	0.377
(107, 108)	33.7	0.0	0.0	21.9	0.0	0.0	0.060	1.115	0.303
(108, 109)	35.0	0.0	0.0	21.3	0.0	0.0	0.061	1.127	0.319

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(109, 110)	35.6	0.0	0.0	21.1	0.0	0.0	0.062	1.091	0.323
(110, 111)	27.0	0.0	0.0	19.9	0.0	0.0	0.067	1.249	0.364
(111, 51)	48.5	0.0	0.0	15.4	0.0	0.0	0.087	1.471	0.360
(51, 111)	21.2	0.0	0.0	14.4	0.0	0.0	0.038	1.227	0.245
(111, 110)	9.5	0.0	0.0	23.2	0.0	0.0	0.023	0.469	0.113
(110, 109)	13.7	0.0	0.0	22.5	0.0	0.0	0.024	0.472	0.121
(109, 108)	13.5	0.0	0.0	22.6	0.0	0.0	0.023	0.446	0.117
(108, 107)	14.1	0.0	0.0	21.9	0.0	0.0	0.025	0.459	0.125
(37, 57)	8.0	0.0	0.0	22.9	0.0	0.0	0.041	0.875	0.198
(57, 58)	16.8	0.0	0.0	23.3	0.0	0.0	0.042	0.771	0.201
(58, 59)	17.4	0.0	0.0	18.2	0.0	0.0	0.051	0.736	0.168
(59, 26)	8.9	0.0	0.0	9.7	0.0	0.0	0.090	1.991	0.600
(8061, 59)									
(8245, 57)									
(8053, 55)									
(55, 56)	7.0	0.0	0.0	9.3	0.0	0.0	0.079	1.325	0.387
(56, 55)	3.0	0.0	0.0	9.1	0.0	0.0	0.032	0.597	0.190
(130, 153)	33.5	0.0	0.0	18.6	0.0	0.0	0.119	2.367	0.673
(153, 159)	0.5	0.0	0.0	25.0	0.0	0.0	0.005	0.056	0.014
(153, 53)	20.0	0.0	0.0	18.0	0.0	0.0	0.120	2.617	0.692
(53, 155)	21.1	0.0	0.0	20.2	0.0	0.0	0.116	2.186	0.543
(155, 54)	118.6	0.0	0.0	14.5	0.0	0.0	0.178	2.366	0.542
(8235, 54)									
(54, 156)	43.8	0.0	0.0	13.1	0.0	0.0	0.097	3.413	0.649
(156, 157)	1.6	0.0	0.0	19.3	0.0	0.0	0.062	1.847	0.364
(157, 155)	1.2	0.0	0.0	23.7	0.0	0.0	0.022	0.567	0.113
(155, 53)	4.4	0.0	0.0	28.3	0.0	0.0	0.018	0.300	0.069
(154, 153)	1.2	0.0	0.0	26.1	0.0	0.0	0.021	0.402	0.089
(153, 130)	6.8	0.0	0.0	26.7	0.0	0.0	0.021	0.361	0.087
(52, 51)	18.5	0.0	0.0	22.8	0.0	0.0	0.032	0.648	0.144
(51, 112)	15.0	0.0	0.0	14.7	0.0	0.0	0.033	1.079	0.210
(112, 113)	12.5	0.0	0.0	23.9	0.0	0.0	0.019	0.395	0.093
(113, 114)	12.9	0.0	0.0	23.4	0.0	0.0	0.020	0.374	0.096
(114, 50)	5.0	0.0	0.0	22.7	0.0	0.0	0.021	0.405	0.103
(50, 115)	11.3	0.0	0.0	22.3	0.0	0.0	0.022	0.420	0.104
(115, 48)	8.2	0.0	0.0	19.2	0.0	0.0	0.014	0.240	0.058
(48, 116)	21.0	0.0	0.0	15.1	0.0	0.0	0.036	0.712	0.198
(116, 61)	0.1	0.0	0.0	19.7	0.0	0.0	0.000	0.004	0.001
(61, 117)	0.1	0.0	0.0	31.2	0.0	0.0	0.000	0.001	0.000
(117, 60)	0.1	0.0	0.0	31.5	0.0	0.0	0.000	0.001	0.000
(60, 118)	0.1	0.0	0.0	31.5	0.0	0.0	0.000	0.001	0.000
(118, 119)	0.1	0.0	0.0	31.5	0.0	0.0	0.000	0.001	0.000
(119, 120)	0.0	0.0	0.0	31.5	0.0	0.0	0.000	0.001	0.000
(120, 62)	0.0	0.0	0.0	33.9	0.0	0.0	0.000	0.001	0.000
(62, 121)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK VEHICLE TYPE-	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(121, 122)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(122, 123)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(123, 63)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(63, 124)	1.5	0.0	0.0	14.2	0.0	0.0	0.002	0.080	0.016
(124, 125)	0.7	0.0	0.0	28.0	0.0	0.0	0.001	0.018	0.004
(125, 126)	0.7	0.0	0.0	31.0	0.0	0.0	0.001	0.009	0.002
(126, 127)	0.6	0.0	0.0	31.1	0.0	0.0	0.001	0.009	0.002
(127, 64)	0.4	0.0	0.0	31.1	0.0	0.0	0.001	0.009	0.002
(64, 128)	0.8	0.0	0.0	28.3	0.0	0.0	0.001	0.015	0.004
(128, 129)	0.8	0.0	0.0	29.7	0.0	0.0	0.001	0.012	0.003
(129, 67)	0.8	0.0	0.0	31.2	0.0	0.0	0.001	0.010	0.003
(67, 65)	0.4	0.0	0.0	31.8	0.0	0.0	0.001	0.010	0.002
(65, 66)	2.0	0.0	0.0	7.9	0.0	0.0	0.023	0.512	0.158
(74, 65)	2.5	0.0	0.0	26.6	0.0	0.0	0.007	0.110	0.023
(66, 65)	0.9	0.0	0.0	8.5	0.0	0.0	0.010	0.225	0.067
(65, 67)	0.9	0.0	0.0	14.0	0.0	0.0	0.003	0.097	0.018
(67, 129)	0.8	0.0	0.0	28.5	0.0	0.0	0.001	0.015	0.004
(129, 128)	0.7	0.0	0.0	31.0	0.0	0.0	0.001	0.010	0.003
(128, 64)	0.8	0.0	0.0	30.4	0.0	0.0	0.001	0.011	0.003
(64, 127)	0.4	0.0	0.0	30.4	0.0	0.0	0.001	0.011	0.003
(127, 126)	0.6	0.0	0.0	31.2	0.0	0.0	0.001	0.010	0.003
(126, 125)	0.7	0.0	0.0	31.3	0.0	0.0	0.001	0.010	0.003
(125, 124)	0.7	0.0	0.0	31.3	0.0	0.0	0.001	0.010	0.003
(124, 63)	0.7	0.0	0.0	33.1	0.0	0.0	0.001	0.010	0.002
(63, 123)	0.1	0.0	0.0	31.3	0.0	0.0	0.000	0.001	0.000
(123, 122)	0.1	0.0	0.0	33.9	0.0	0.0	0.000	0.001	0.000
(122, 121)	0.6	0.0	0.0	13.5	0.0	0.0	0.001	0.028	0.007
(121, 62)	0.4	0.0	0.0	22.6	0.0	0.0	0.001	0.011	0.003
(62, 120)	1.0	0.0	0.0	13.0	0.0	0.0	0.003	0.097	0.022
(120, 119)	0.5	0.0	0.0	28.8	0.0	0.0	0.001	0.015	0.004
(119, 118)	0.9	0.0	0.0	29.4	0.0	0.0	0.001	0.014	0.004
(118, 60)	0.9	0.0	0.0	29.4	0.0	0.0	0.001	0.014	0.004
(60, 117)	0.7	0.0	0.0	29.3	0.0	0.0	0.001	0.014	0.004
(117, 61)	0.9	0.0	0.0	30.8	0.0	0.0	0.001	0.011	0.003
(61, 116)	0.4	0.0	0.0	31.4	0.0	0.0	0.001	0.011	0.003
(116, 48)	13.1	0.0	0.0	14.8	0.0	0.0	0.022	0.459	0.113
(48, 115)	33.5	0.0	0.0	15.4	0.0	0.0	0.058	1.181	0.331
(115, 50)	26.7	0.0	0.0	15.3	0.0	0.0	0.053	1.655	0.341
(50, 114)	8.3	0.0	0.0	22.4	0.0	0.0	0.035	0.733	0.179
(114, 113)	22.3	0.0	0.0	22.5	0.0	0.0	0.035	0.678	0.177
(113, 112)	22.6	0.0	0.0	22.4	0.0	0.0	0.035	0.643	0.176
(112, 51)	20.7	0.0	0.0	18.3	0.0	0.0	0.044	0.758	0.173
(51, 52)	205.6	0.0	0.0	4.2	0.0	0.0	0.321	5.093	0.741
(52, 158)	33.8	0.0	0.0	4.1	0.0	0.0	0.268	4.821	0.665
(158, 155)	125.6	0.0	0.0	3.7	0.0	0.0	0.271	3.865	0.400

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(158, 159)	0.1	0.0	0.0	7.6	0.0	0.0	0.001	0.043	0.009
(159, 152)	0.1	0.0	0.0	21.8	0.0	0.0	0.000	0.009	0.002
(152, 53)	0.0	0.0	0.0	35.7	0.0	0.0	0.000	0.003	0.000
(157, 152)	6.2	0.0	0.0	24.9	0.0	0.0	0.022	0.455	0.099
(152, 159)	4.5	0.0	0.0	26.2	0.0	0.0	0.022	0.291	0.079
(159, 158)	5.3	0.0	0.0	12.7	0.0	0.0	0.054	1.615	0.385
(158, 52)	5.5	0.0	0.0	14.8	0.0	0.0	0.047	1.626	0.328
(8201, 115)									
(8203, 116)									
(8033, 122)									
(8039, 62)									
(8250, 63)									
(8049, 64)									
(8240, 66)									
(8209, 91)									
(91, 89)	14.0	0.0	0.0	6.6	0.0	0.0	0.162	3.315	0.894
(89, 87)	7.9	0.0	0.0	7.9	0.0	0.0	0.119	2.228	0.525
(87, 85)	8.7	0.0	0.0	9.1	0.0	0.0	0.115	2.422	0.702
(85, 1)	17.5	0.0	0.0	17.4	0.0	0.0	0.066	1.146	0.322
(87, 160)	12.6	0.0	0.0	5.7	0.0	0.0	0.374	8.818	2.604
(160, 89)	11.4	0.0	0.0	7.1	0.0	0.0	0.337	6.745	1.477
(89, 91)	20.2	0.0	0.0	10.0	0.0	0.0	0.225	4.708	1.470
(8207, 90)									
(89, 92)	5.2	0.0	0.0	9.7	0.0	0.0	0.055	0.895	0.257
(8210, 92)									
(92, 89)	5.4	0.0	0.0	8.5	0.0	0.0	0.060	0.873	0.219
(89, 90)	0.2	0.0	0.0	3.9	0.0	0.0	0.010	0.211	0.060
(8205, 88)									
(87, 88)	1.0	0.0	0.0	9.3	0.0	0.0	0.011	0.189	0.053
(84, 85)	0.9	0.0	0.0	9.6	0.0	0.0	0.012	0.171	0.035
(8043, 86)									
(86, 85)	1.4	0.0	0.0	1.5	0.0	0.0	0.112	1.392	0.196
(85, 86)	0.1	0.0	0.0	5.4	0.0	0.0	0.009	0.185	0.051
(87, 93)	39.3	0.0	0.0	13.6	0.0	0.0	0.144	2.136	0.521
(93, 94)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(8211, 94)									
(94, 93)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(93, 87)	21.7	0.0	0.0	14.0	0.0	0.0	0.084	1.248	0.221
(93, 95)	61.9	0.0	0.0	14.8	0.0	0.0	0.149	2.353	0.607
(95, 93)	28.9	0.0	0.0	17.3	0.0	0.0	0.068	1.141	0.311
(8212, 96)									
(96, 95)	0.7	0.0	0.0	9.2	0.0	0.0	0.009	0.135	0.036
(95, 96)	0.8	0.0	0.0	8.2	0.0	0.0	0.010	0.182	0.054
(8213, 97)									
(97, 95)	0.7	0.0	0.0	8.4	0.0	0.0	0.010	0.146	0.038

CUMULATIVE VALUES OF FUEL CONSUMPTION AND OF EMISSIONS

LINK	FUEL CONSUMPTION						VEHICLE EMISSION RATES (KG/MILE.HOUR)		
	GALLONS			M.P.G.			HC	CO	NO X
VEHICLE TYPE-	AUTO	TRUCK	BUS	AUTO	TRUCK	BUS			
(95, 97)	0.8	0.0	0.0	7.5	0.0	0.0	0.010	0.196	0.062
(8214, 99)									
(99, 98)	2.4	0.0	0.0	5.9	0.0	0.0	0.070	1.059	0.263
(98, 100)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(8215, 100)									
(100, 98)	0.0	0.0	0.0	0.0	0.0	0.0	0.000	0.000	0.000
(98, 99)	1.5	0.0	0.0	6.3	0.0	0.0	0.042	0.749	0.228
(95, 98)	57.3	0.0	0.0	13.8	0.0	0.0	0.158	2.878	0.754
(98, 95)	28.8	0.0	0.0	14.5	0.0	0.0	0.078	1.470	0.405
(98, 131)	45.4	0.0	0.0	14.2	0.0	0.0	0.142	2.618	0.755
(131, 132)	15.8	0.0	0.0	11.4	0.0	0.0	0.182	3.746	1.096
(132, 133)	14.4	0.0	0.0	7.0	0.0	0.0	0.308	5.613	0.848
(133, 134)	25.4	0.0	0.0	9.0	0.0	0.0	0.205	4.552	1.397
(134, 135)	83.0	0.0	0.0	10.4	0.0	0.0	0.191	3.776	0.649
(135, 136)	64.1	0.0	0.0	12.1	0.0	0.0	0.185	6.449	1.243
(136, 137)	56.5	0.0	0.0	21.6	0.0	0.0	0.102	1.961	0.530
(137, 138)	66.6	0.0	0.0	20.7	0.0	0.0	0.107	1.925	0.567
(138, 139)	67.8	0.0	0.0	19.5	0.0	0.0	0.115	2.114	0.633
(139, 130)	68.2	0.0	0.0	19.1	0.0	0.0	0.118	2.159	0.654
(130, 139)	15.3	0.0	0.0	25.1	0.0	0.0	0.024	0.398	0.107
(139, 138)	16.8	0.0	0.0	23.7	0.0	0.0	0.026	0.452	0.126
(138, 137)	16.9	0.0	0.0	24.3	0.0	0.0	0.025	0.413	0.115
(137, 136)	17.1	0.0	0.0	21.5	0.0	0.0	0.030	0.543	0.157
(136, 135)	11.2	0.0	0.0	21.6	0.0	0.0	0.031	0.571	0.156
(8073, 135)									
(135, 134)	13.6	0.0	0.0	18.8	0.0	0.0	0.036	0.660	0.183
(8218, 163)									
(163, 134)	4.9	0.0	0.0	15.5	0.0	0.0	0.007	0.093	0.022
(134, 163)	0.8	0.0	0.0	16.2	0.0	0.0	0.001	0.016	0.004
(134, 133)	6.1	0.0	0.0	11.4	0.0	0.0	0.052	1.083	0.313
(8217, 162)									
(162, 133)	147.8	0.0	0.0	0.9	0.0	0.0	0.222	2.336	0.249
(133, 162)	9.6	0.0	0.0	15.5	0.0	0.0	0.013	0.187	0.046
(8216, 161)									
(161, 132)	12.4	0.0	0.0	16.7	0.0	0.0	0.017	0.237	0.053
(132, 161)	12.1	0.0	0.0	16.4	0.0	0.0	0.016	0.231	0.053
(132, 131)	4.9	0.0	0.0	11.1	0.0	0.0	0.056	1.146	0.336
(8021, 164)									
(164, 131)	28.3	0.0	0.0	15.6	0.0	0.0	0.038	0.538	0.115
(131, 164)	11.7	0.0	0.0	15.5	0.0	0.0	0.016	0.227	0.054
(131, 98)	19.1	0.0	0.0	15.6	0.0	0.0	0.060	1.059	0.258
SUBNETWORK-	3960.6	0.0	0.0	14.3	0.0	0.0	0.041	0.848	0.195

EMISSION STATISTICS FOR TRUCKS AND BUSES ARE NOT AVAILABLE

TOTAL CPU TIME FOR THIS RUN = 4857.77 SECONDS

LAST CASE PROCESSED

M98005300

Report Number (14) LA-SUB--95-92

Publ. Date (11) 1993 10 28

Sponsor Code (18) DOE/HR, XF

UC Category (19) UC-900, DOE/ER

19980622 088

DOE