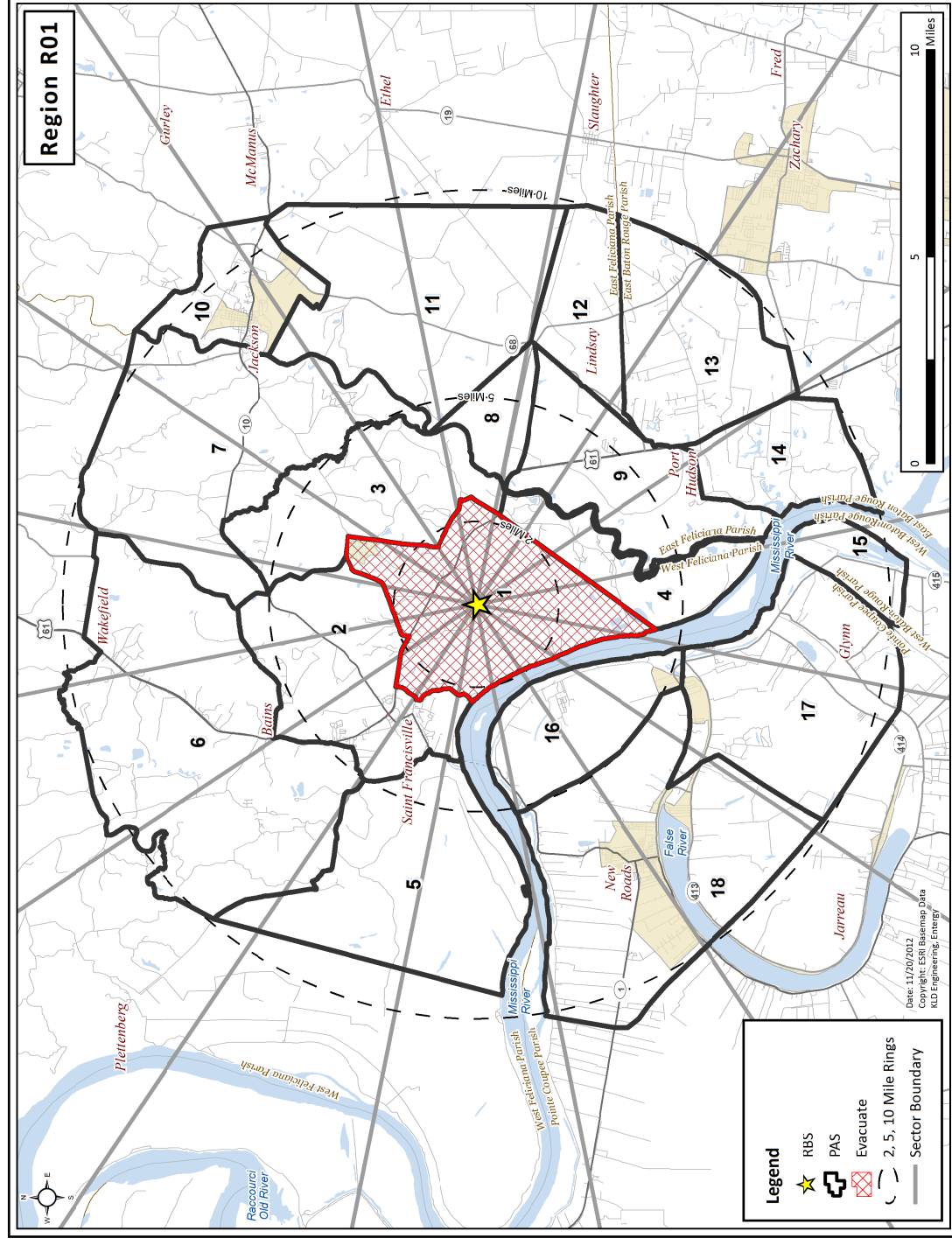
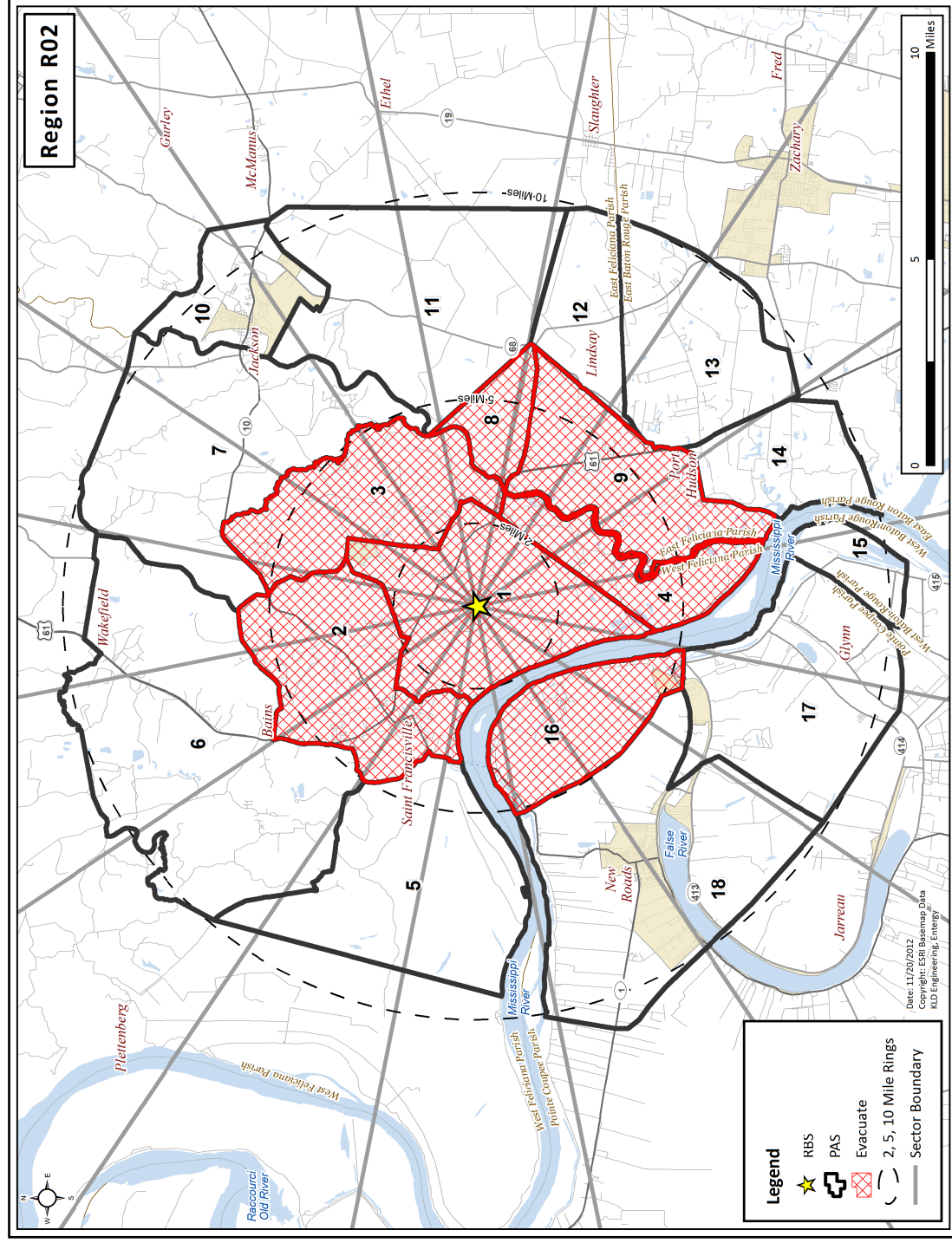


Table H-1. Percent of PAS Population Evacuating for Each Region

Region	Description	PAS																	
R01	2 mile ring	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R02	5-mile ring	100%	100%	100%	100%	20%	20%	20%	100%	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R03	Full EPZ	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Evacuate 2 mile ring and 5 miles downwind																			
Region	Wind Direction Toward	PAS																	
R04	N, NNE	100%	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R05	NE	100%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R06	ENE	100%	20%	100%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R07	E, ESE	100%	20%	100%	100%	20%	20%	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R08	SE, SSE	100%	20%	20%	100%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R09	S	100%	20%	20%	100%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R10	SSW	100%	20%	20%	100%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R11	SW, WSW	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R12	W	100%	100%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R13	WNW, NW, NNW	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Evacuate 5 mile ring and downwind to EPZ boundary																			
Region	Wind Direction Toward	PAS																	
R14	N, NNE	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R15	NE, ENE	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	20%	20%	20%	20%	100%	20%	20%
R16	E	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	20%	100%	20%	20%
R17	ESE	100%	100%	100%	100%	100%	20%	100%	100%	20%	100%	100%	100%	100%	100%	100%	100%	20%	20%

		PAS																	
Region	Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
R18	SE	100%	100%	100%	100%	100%	20%	20%	100%	100%	20%	20%	100%	100%	100%	100%	100%	20%	20%
R19	SSE	100%	100%	100%	100%	100%	20%	20%	100%	100%	20%	20%	100%	100%	100%	100%	100%	100%	20%
R20	S	100%	100%	100%	100%	100%	20%	20%	100%	100%	20%	20%	20%	20%	100%	100%	100%	100%	100%
R21	SSW	100%	100%	100%	100%	100%	20%	20%	100%	100%	20%	20%	20%	20%	20%	100%	100%	100%	100%
R22	SW, WSW	100%	100%	100%	100%	100%	20%	20%	100%	100%	20%	20%	20%	20%	20%	20%	100%	100%	100%
R23	W	100%	100%	100%	100%	100%	100%	20%	100%	100%	20%	20%	20%	20%	20%	20%	100%	20%	100%
R24	WNW, NW	100%	100%	100%	100%	100%	100%	20%	100%	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R25	NNW	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%
Staged Evacuation - 2-Mile Radius Evacuates, then Evacuate Downwind to 5 Miles																			
		PAS																	
Region	Wind Direction Toward	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
R26	5 Mile Ring	100%	100%	100%	100%	20%	20%	20%	100%	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R27	N, NNE	100%	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R28	NE	100%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R29	ENE	100%	20%	100%	20%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R30	E, ESE	100%	20%	100%	100%	20%	20%	20%	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R31	SE, SSE	100%	20%	20%	100%	20%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%
R32	S	100%	20%	20%	100%	20%	20%	20%	20%	100%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R33	SSW	100%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R34	SW, WSW	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R35	W	100%	100%	20%	20%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	100%	20%	20%
R36	WNW, NW, NNW	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Shelter-in-Place until 90% ETE for R01, then Evacuate												Area(s) Evacuate							





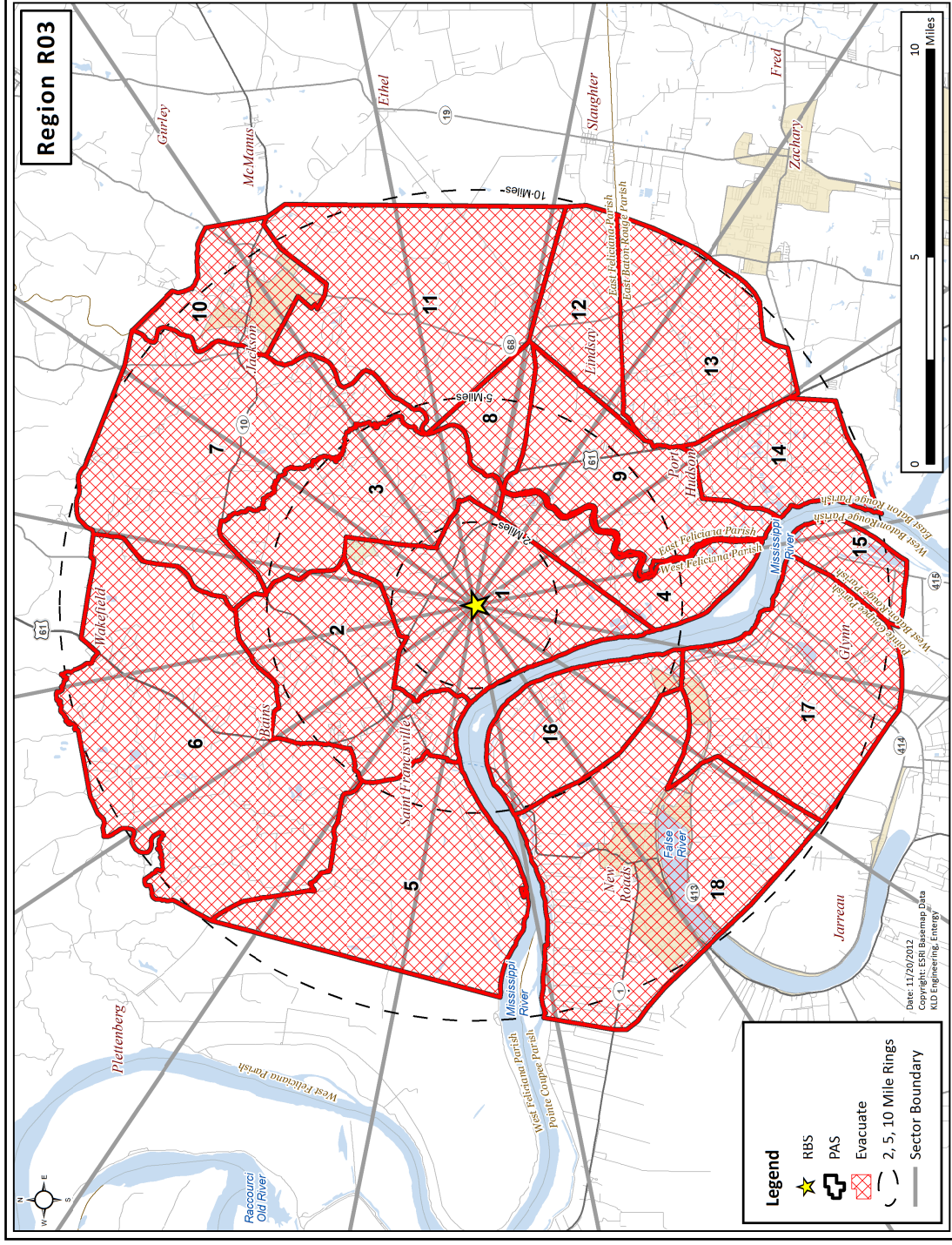
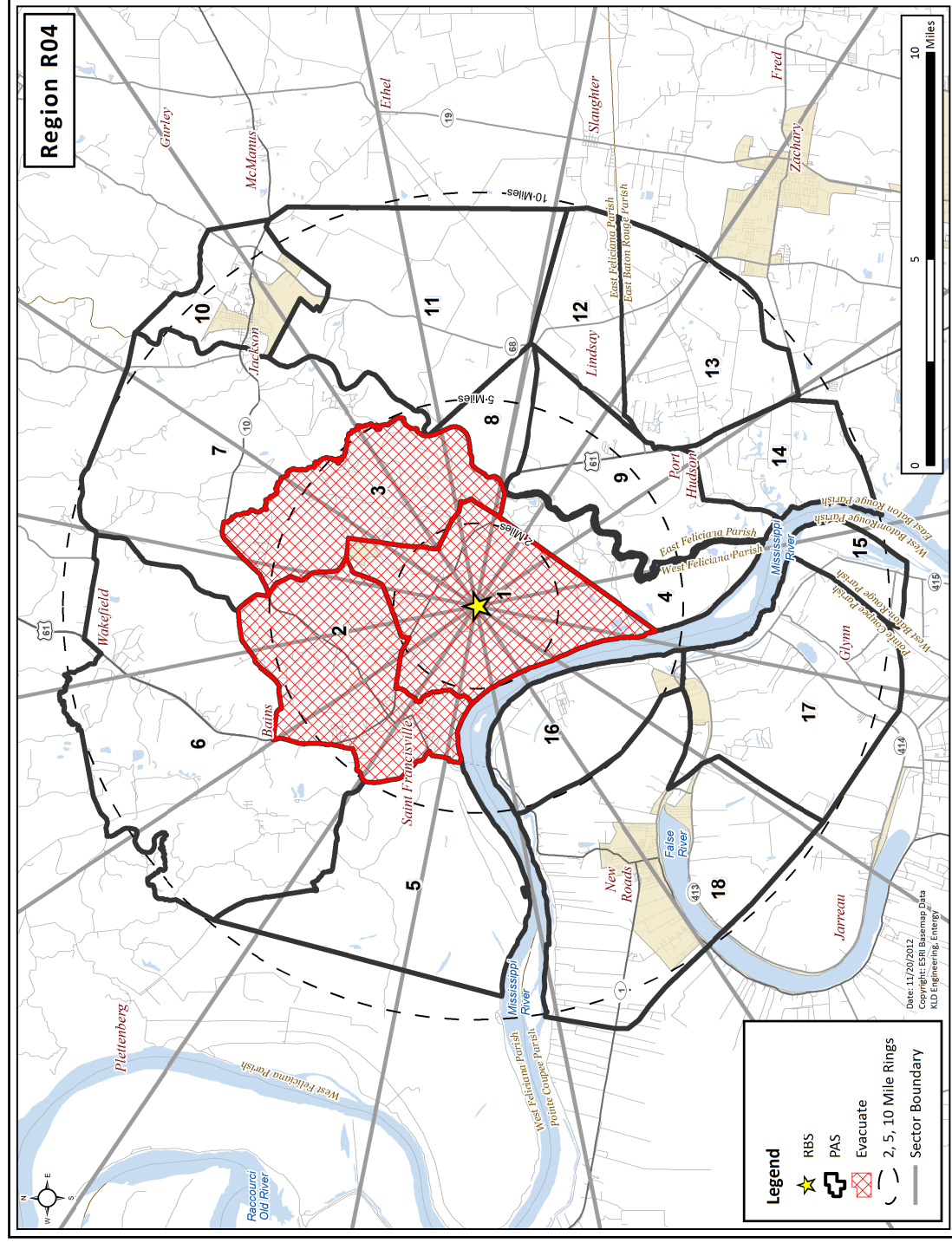
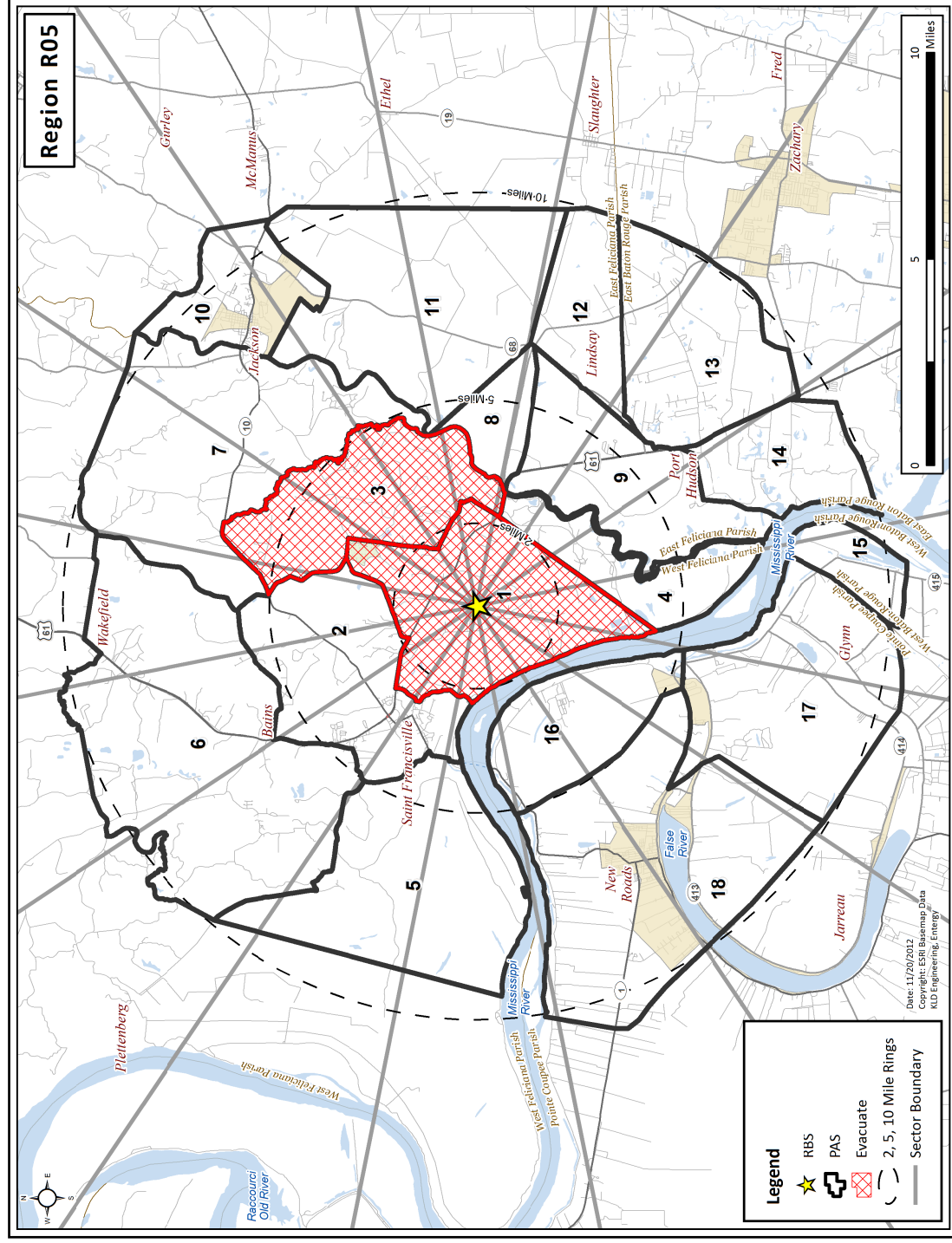
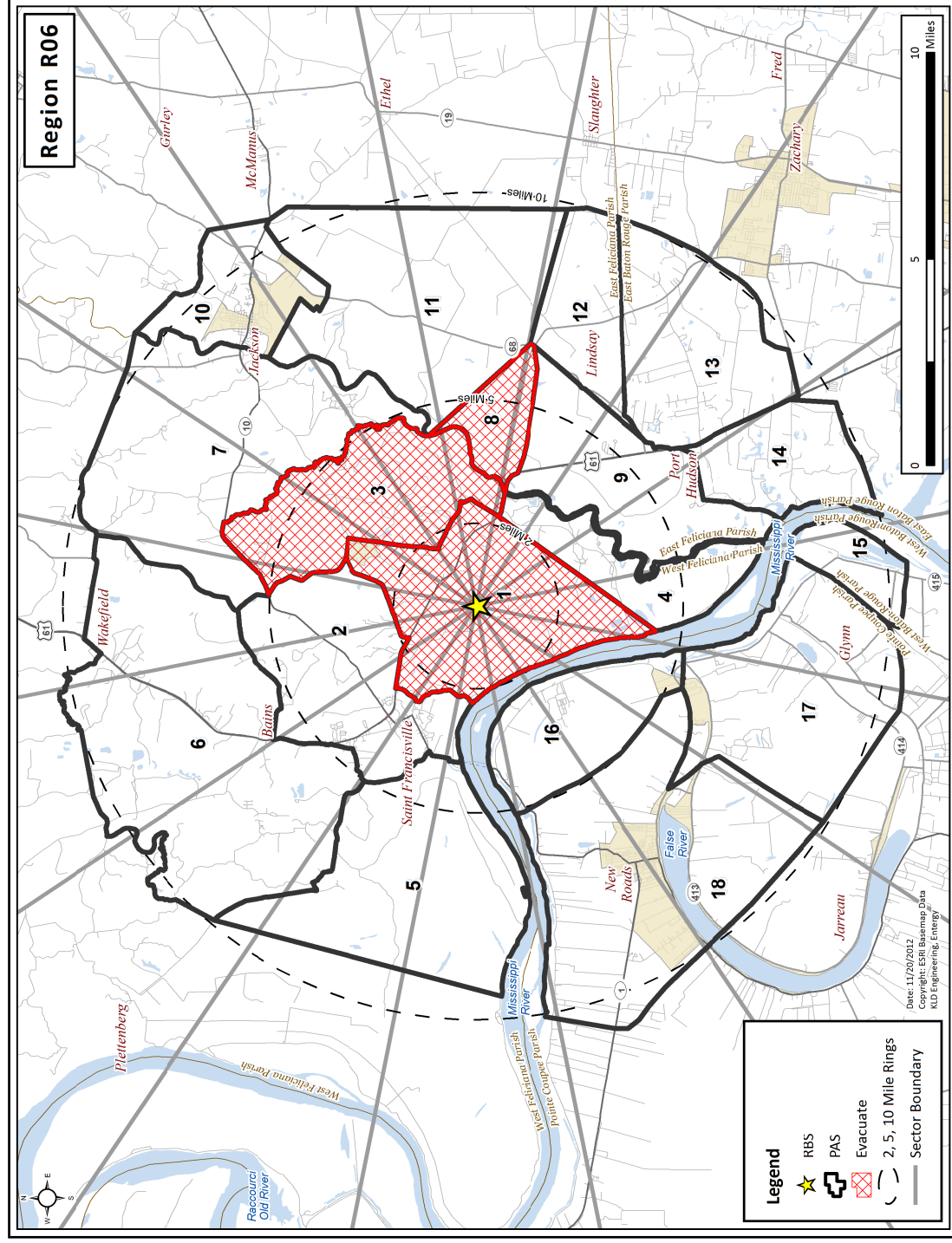


Figure H-3. Region R03







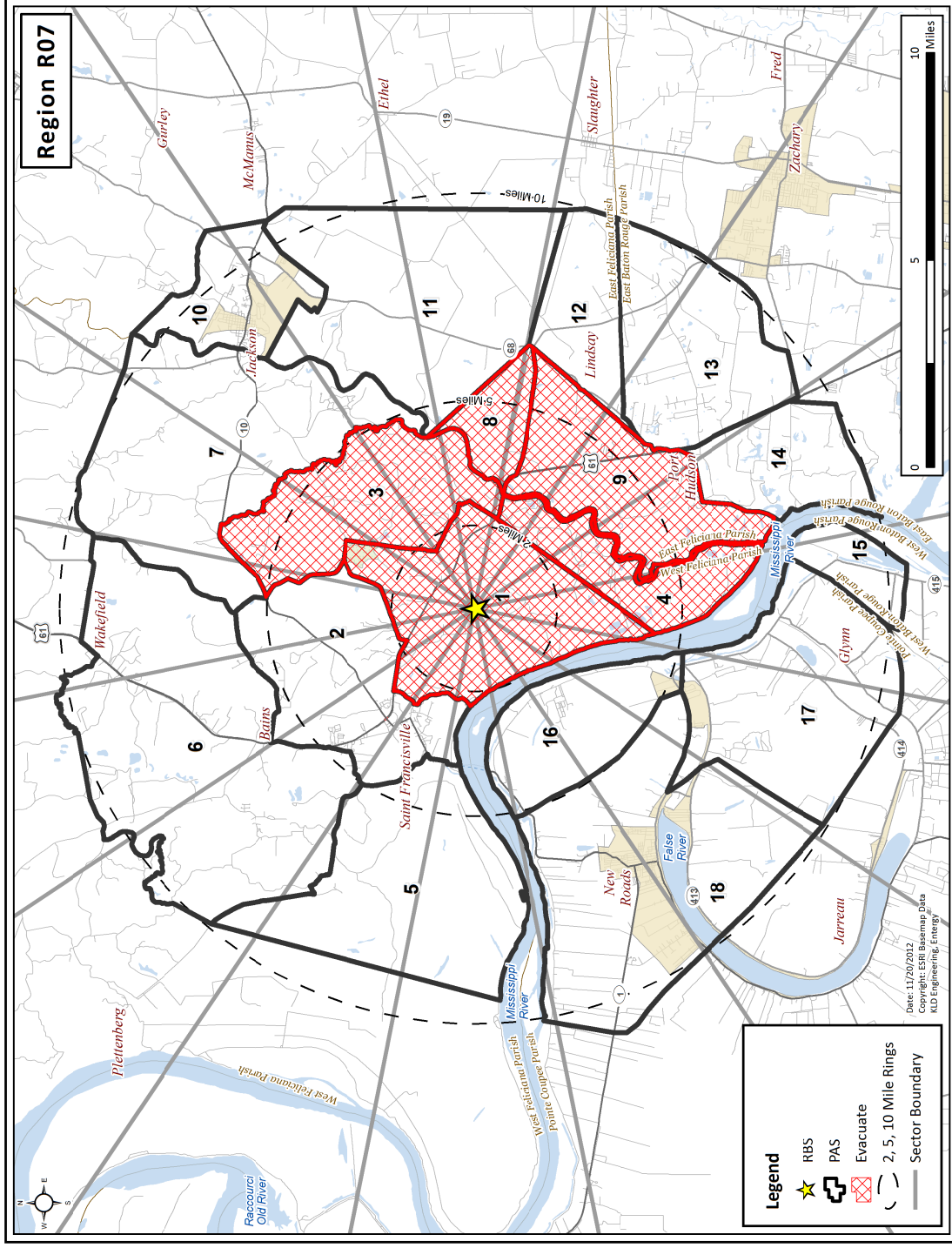


Figure H-7. Region R07

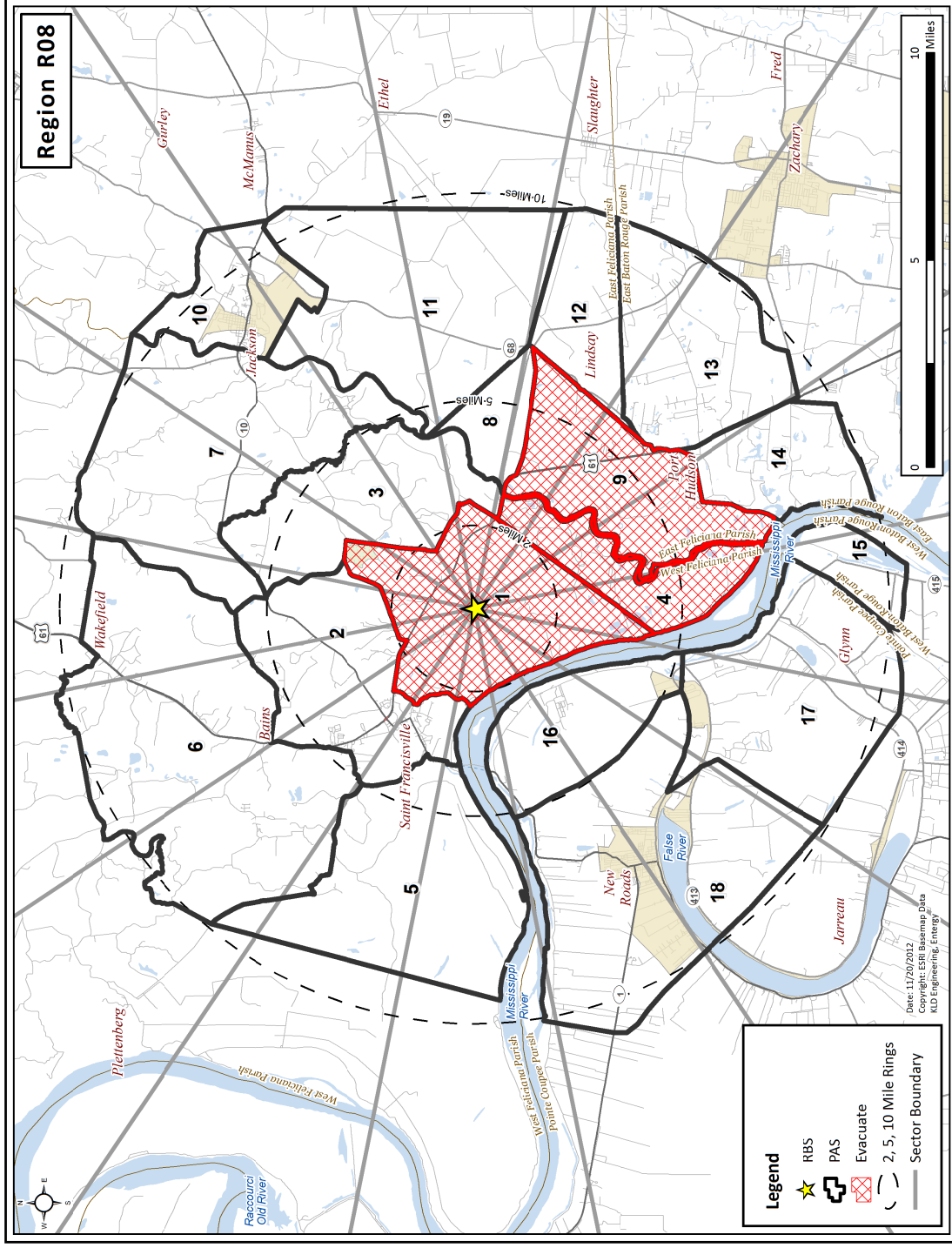
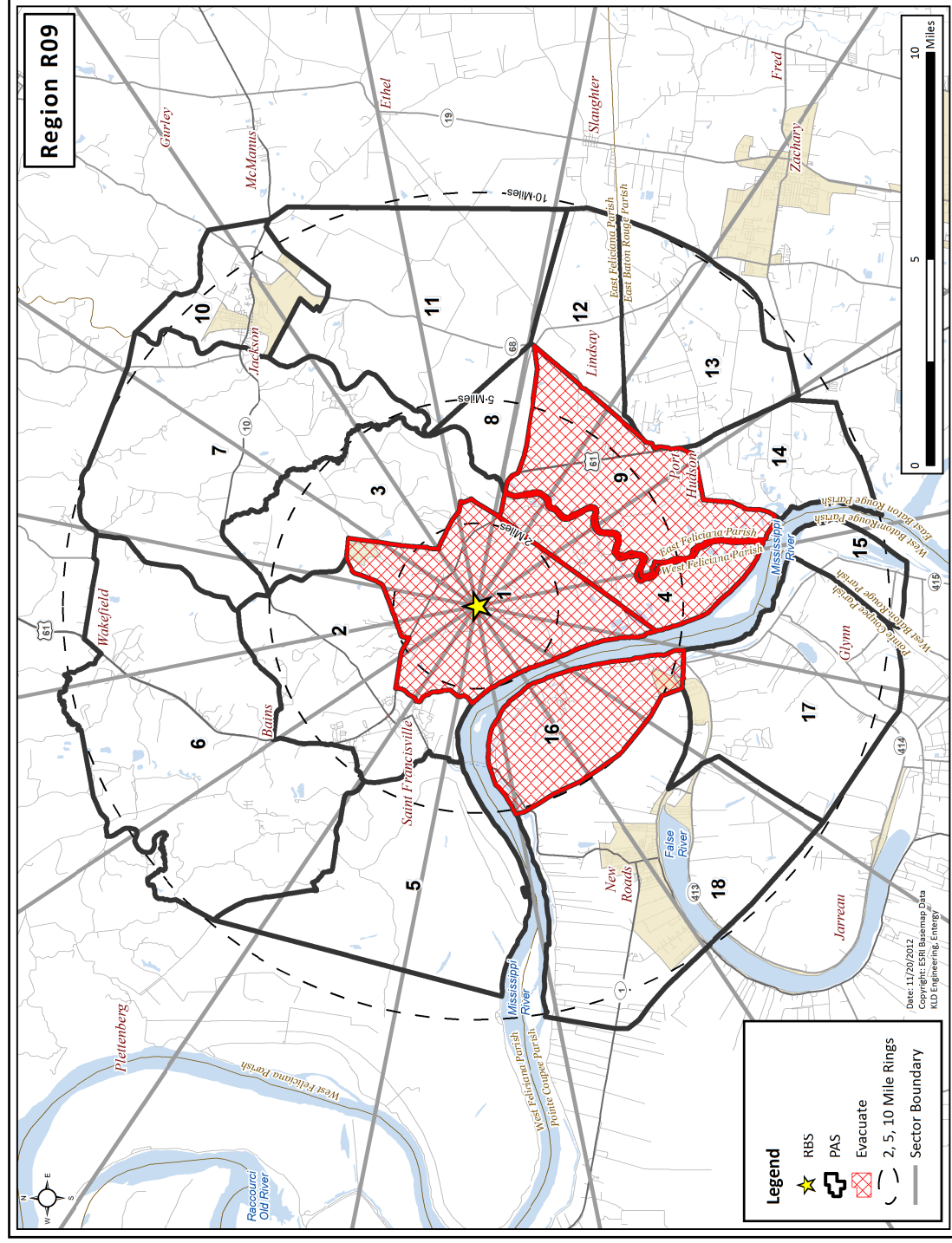


Figure H-8. Region R08



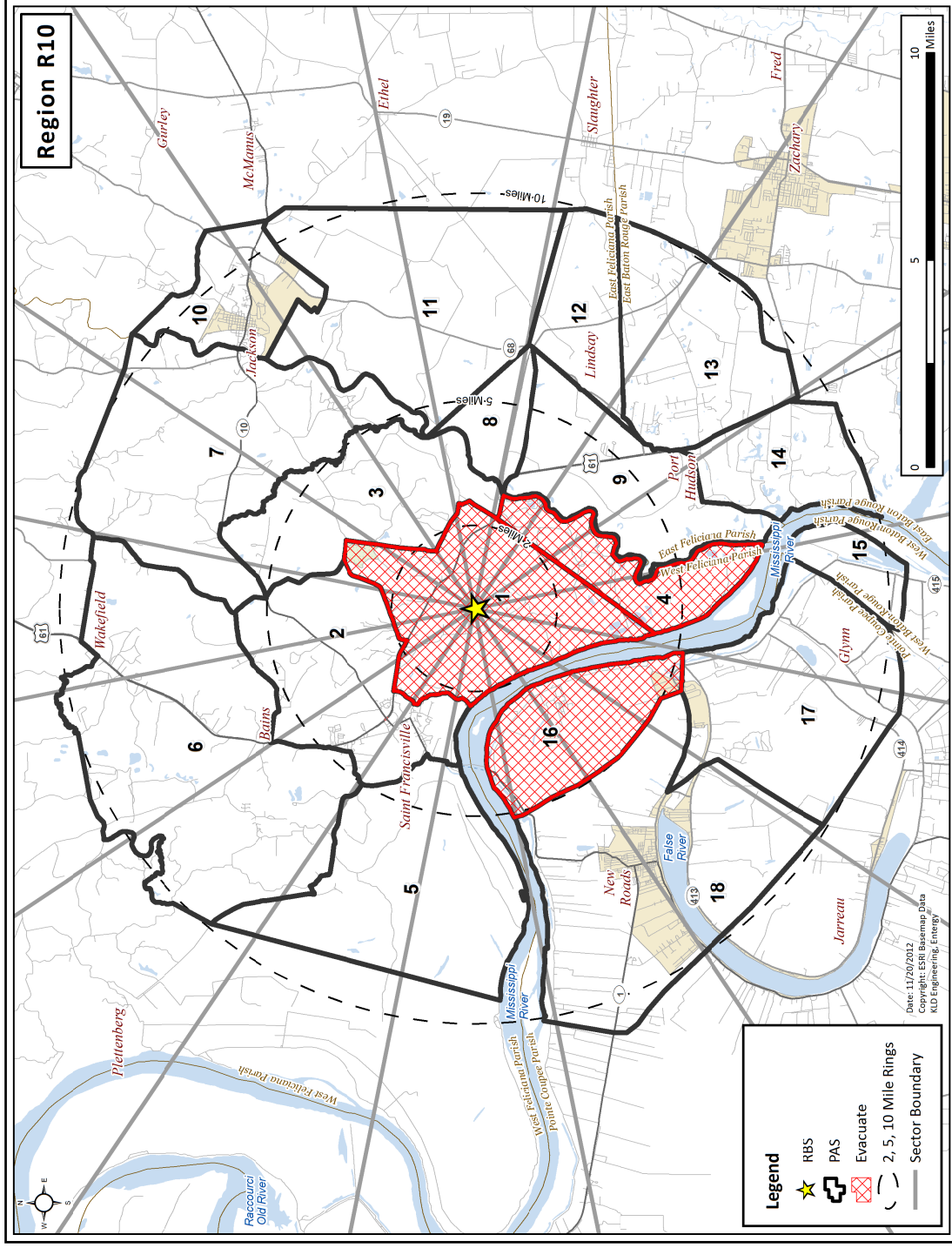
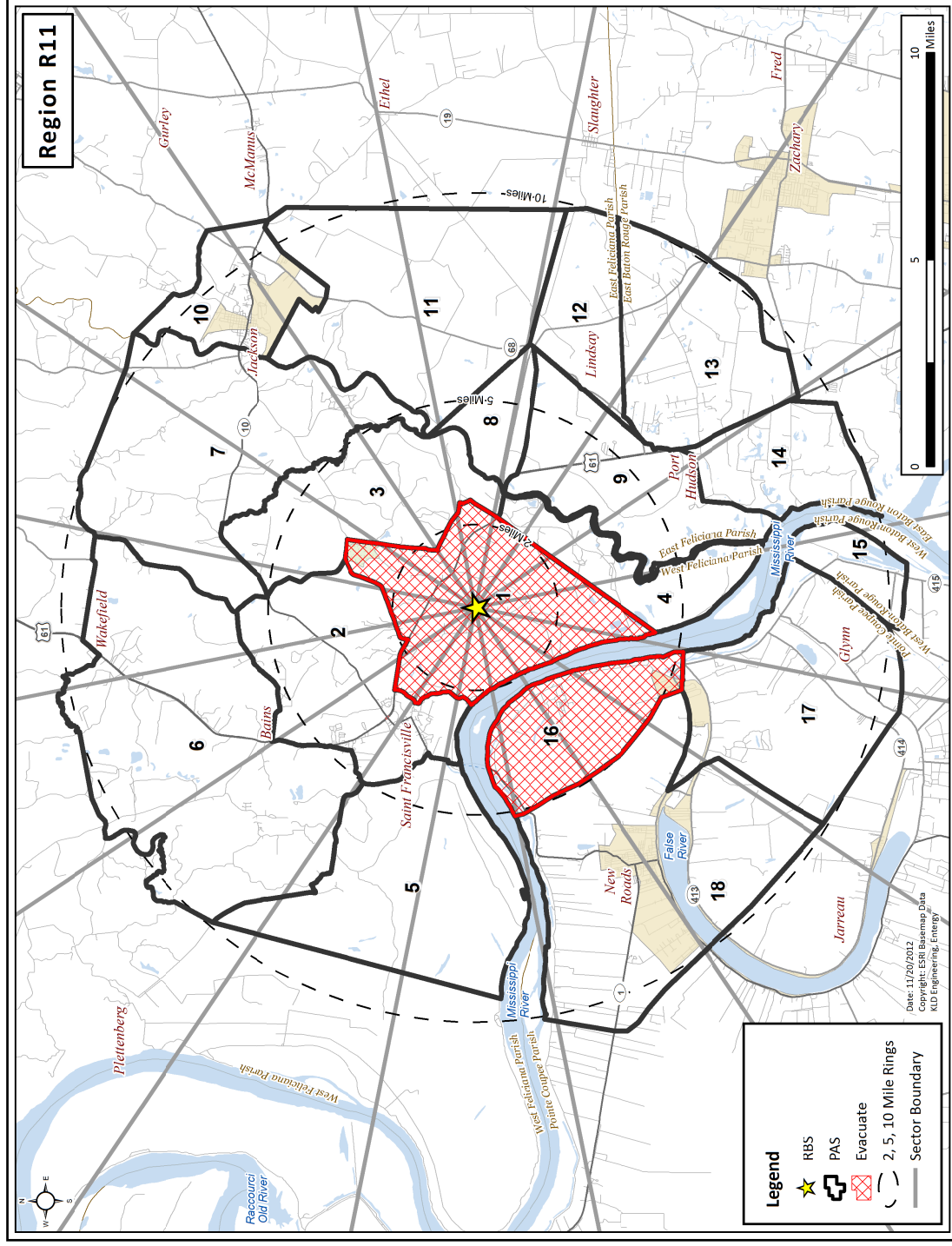


Figure H-10. Region R10



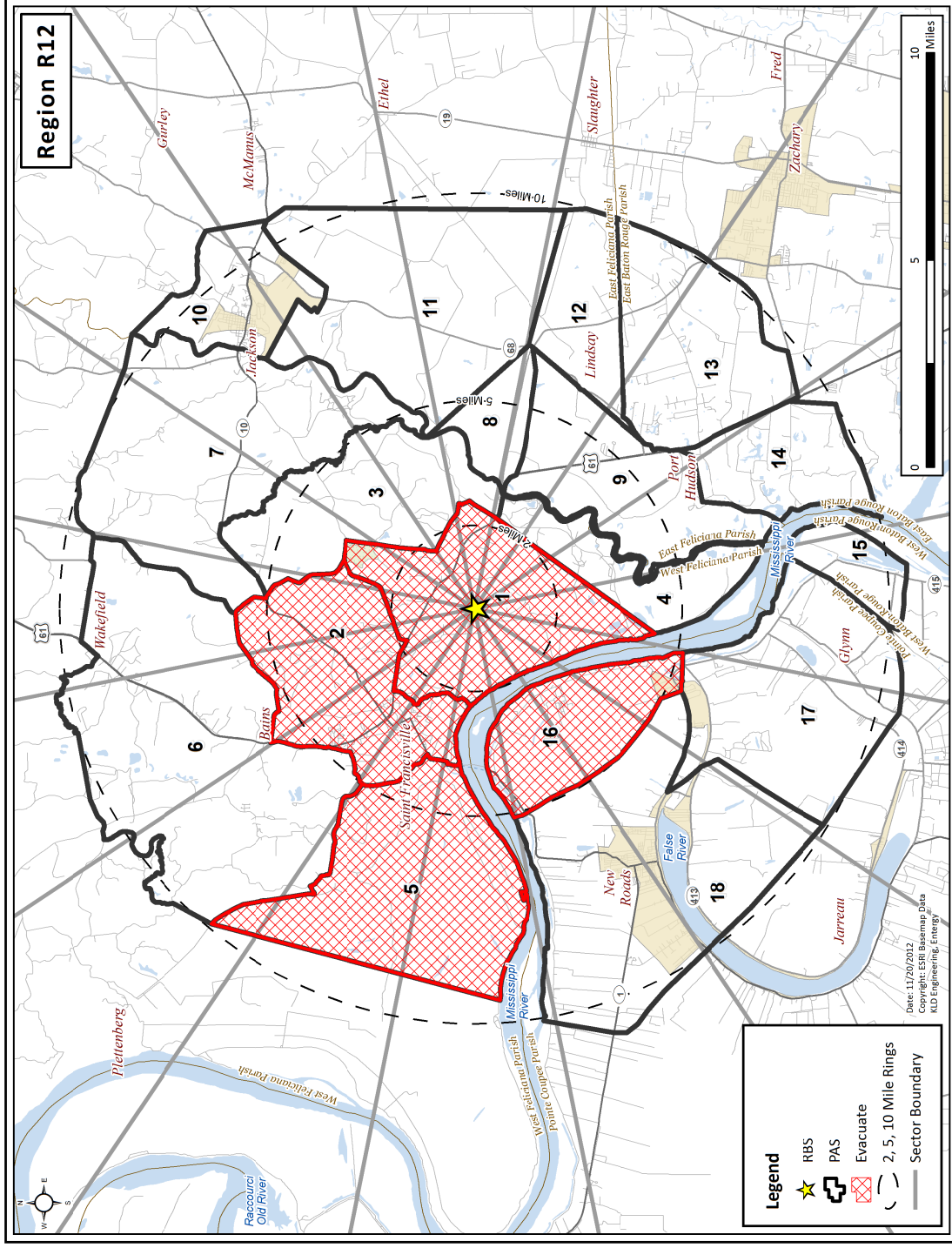
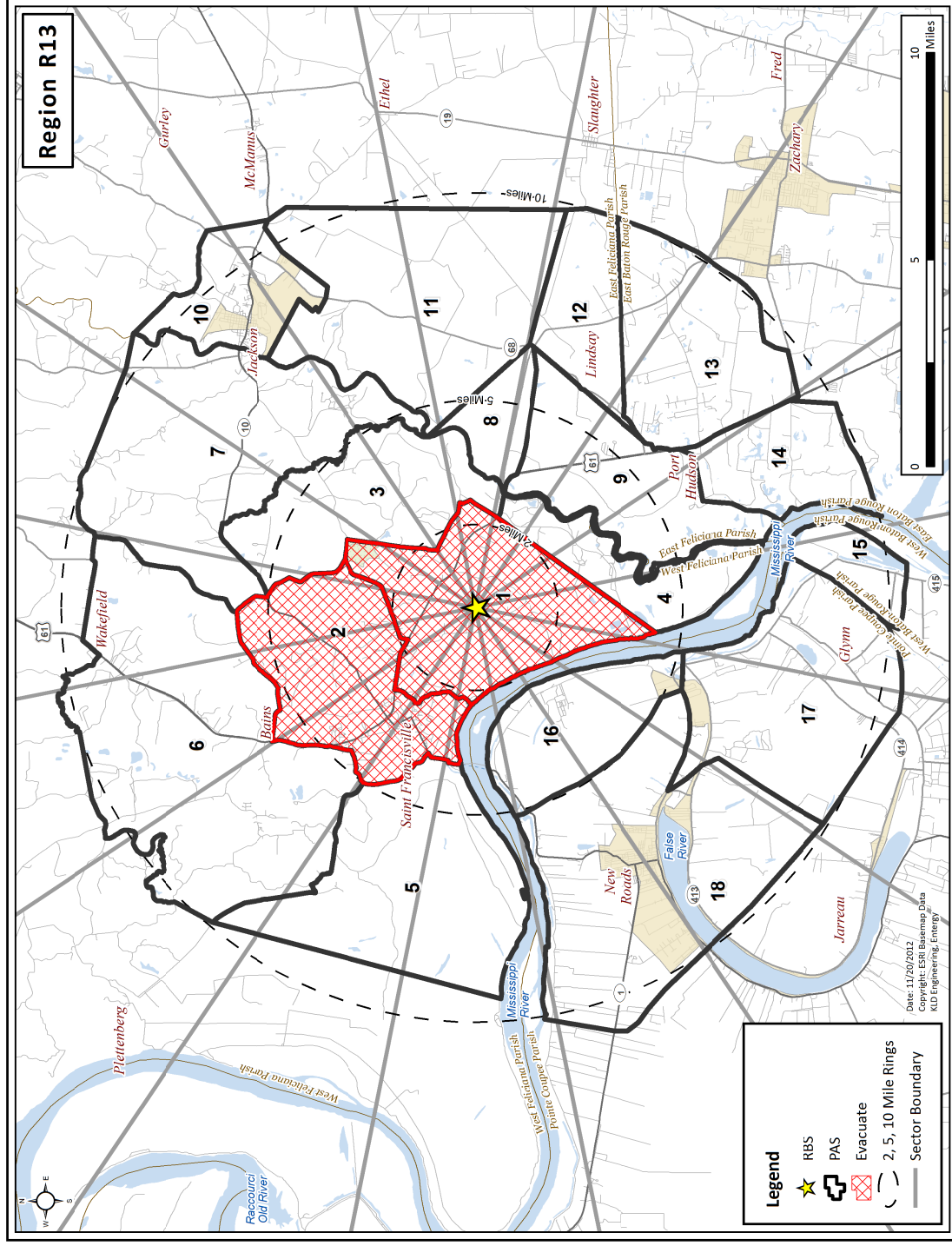
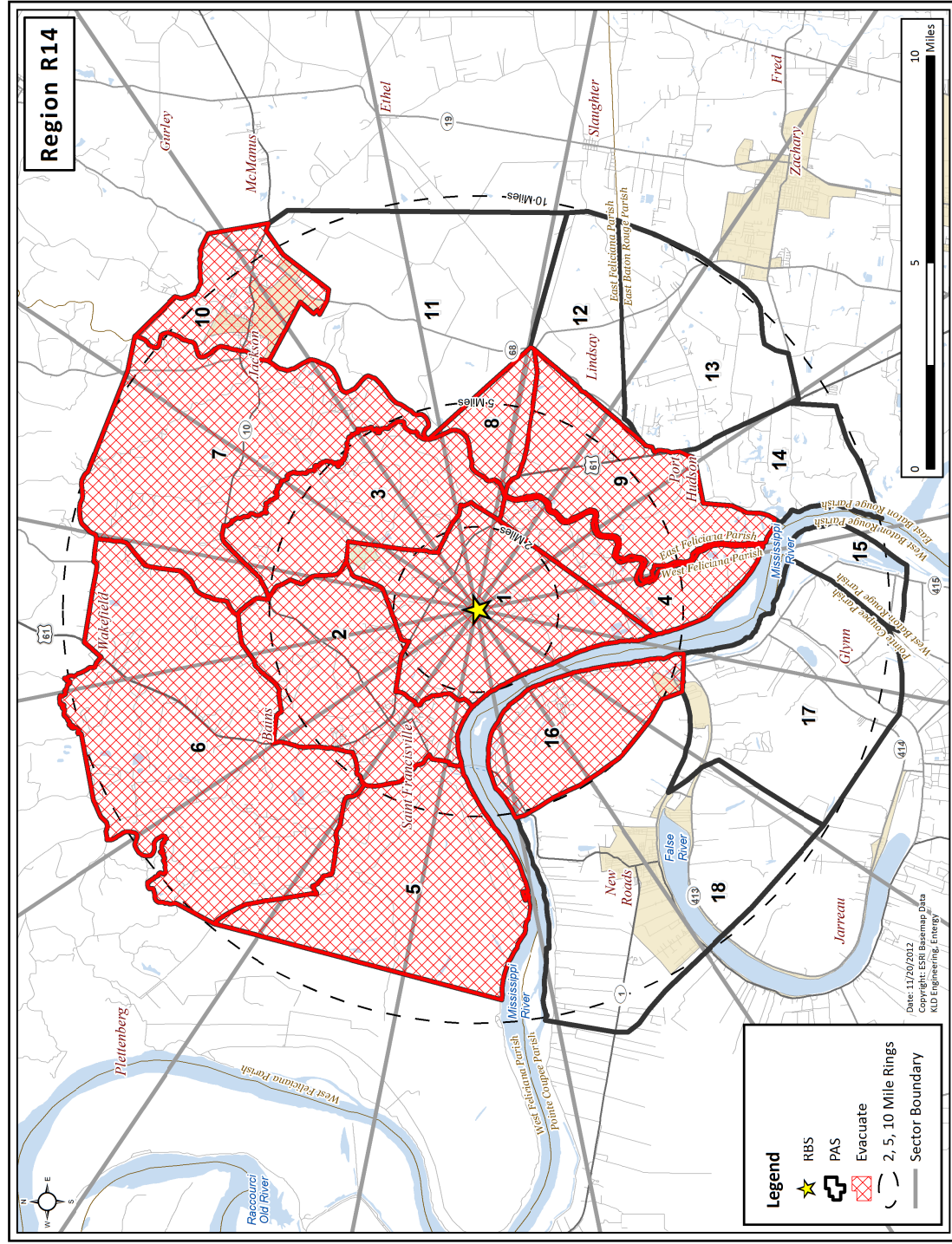


Figure H-12. Region R12





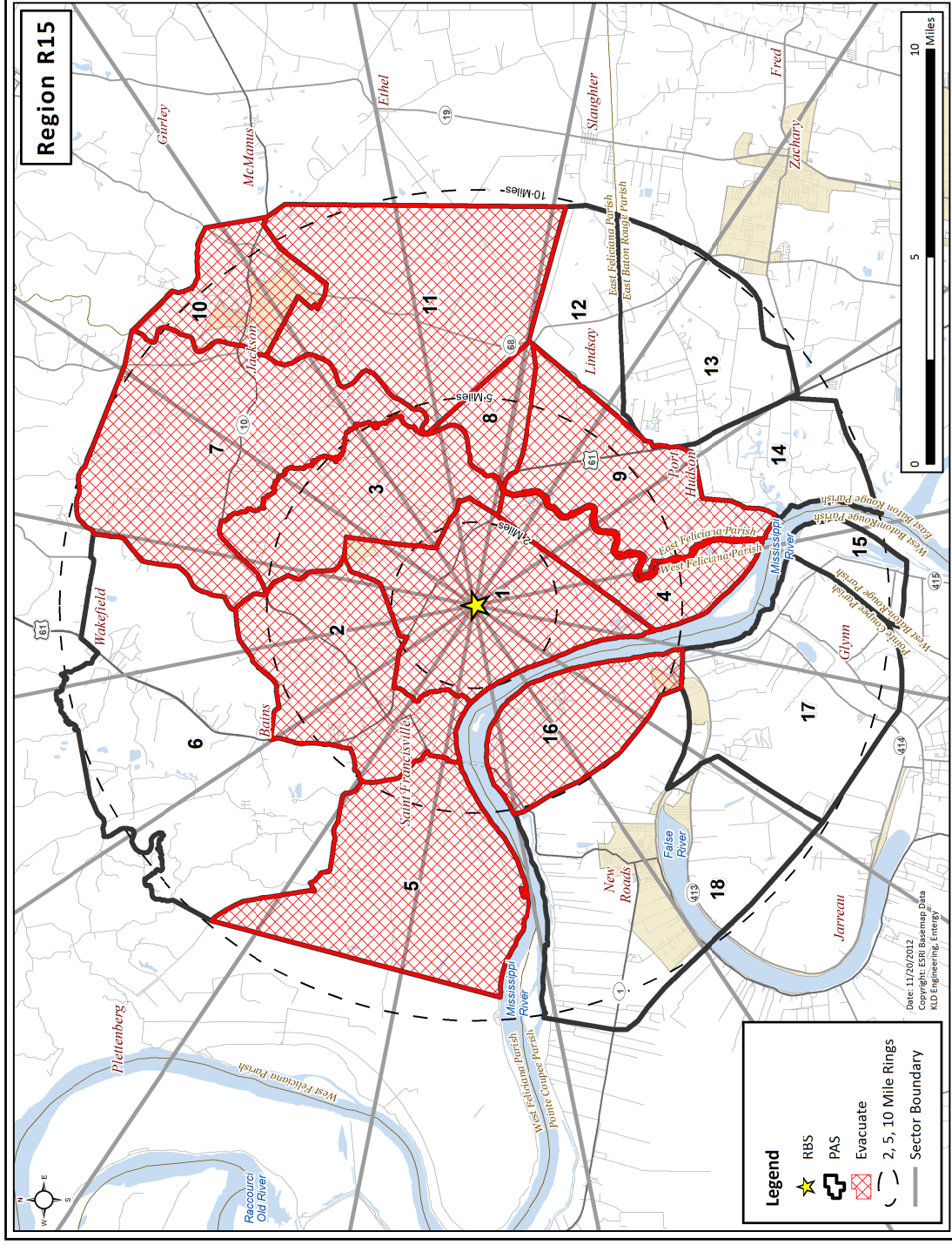
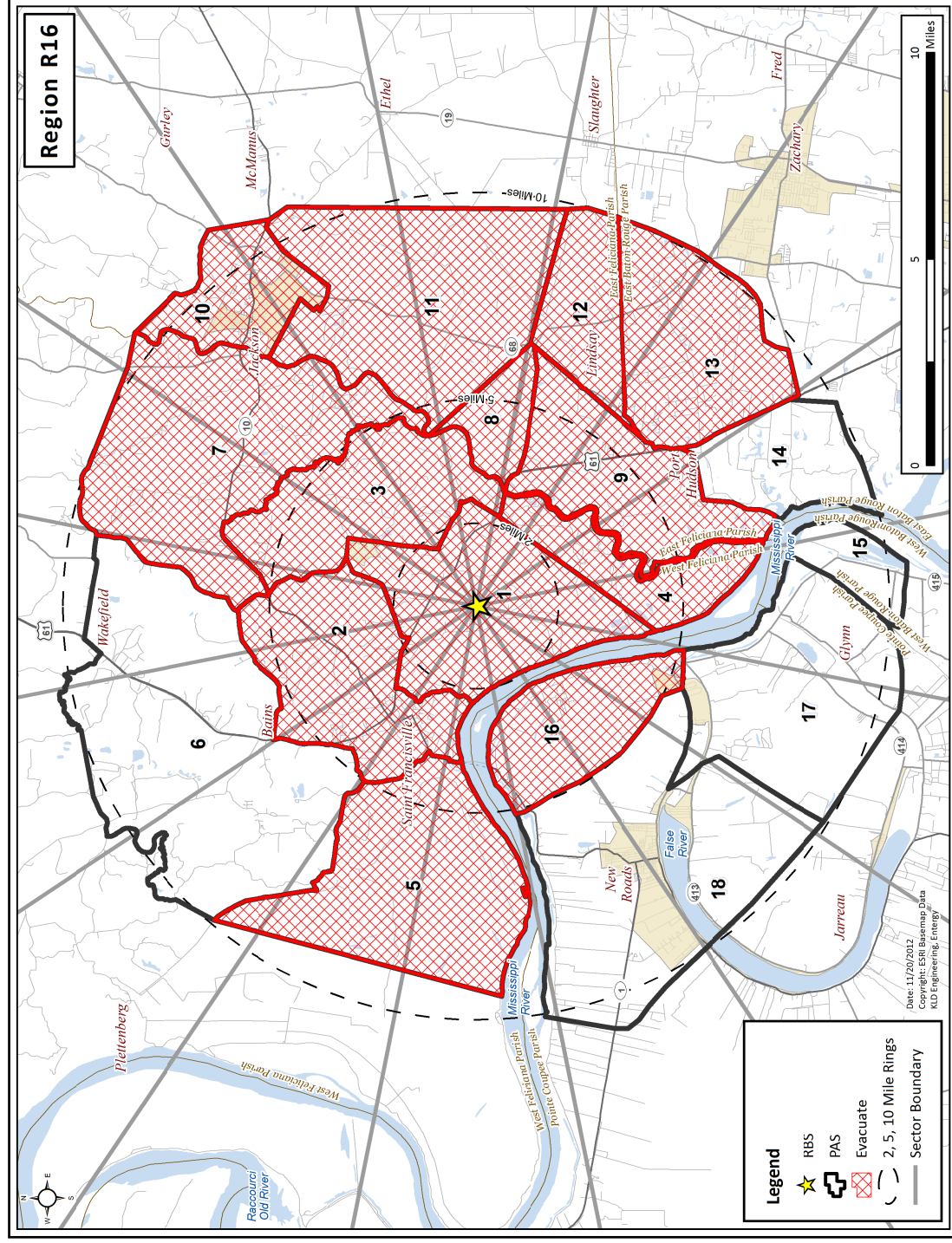


Figure H-15. Region R15



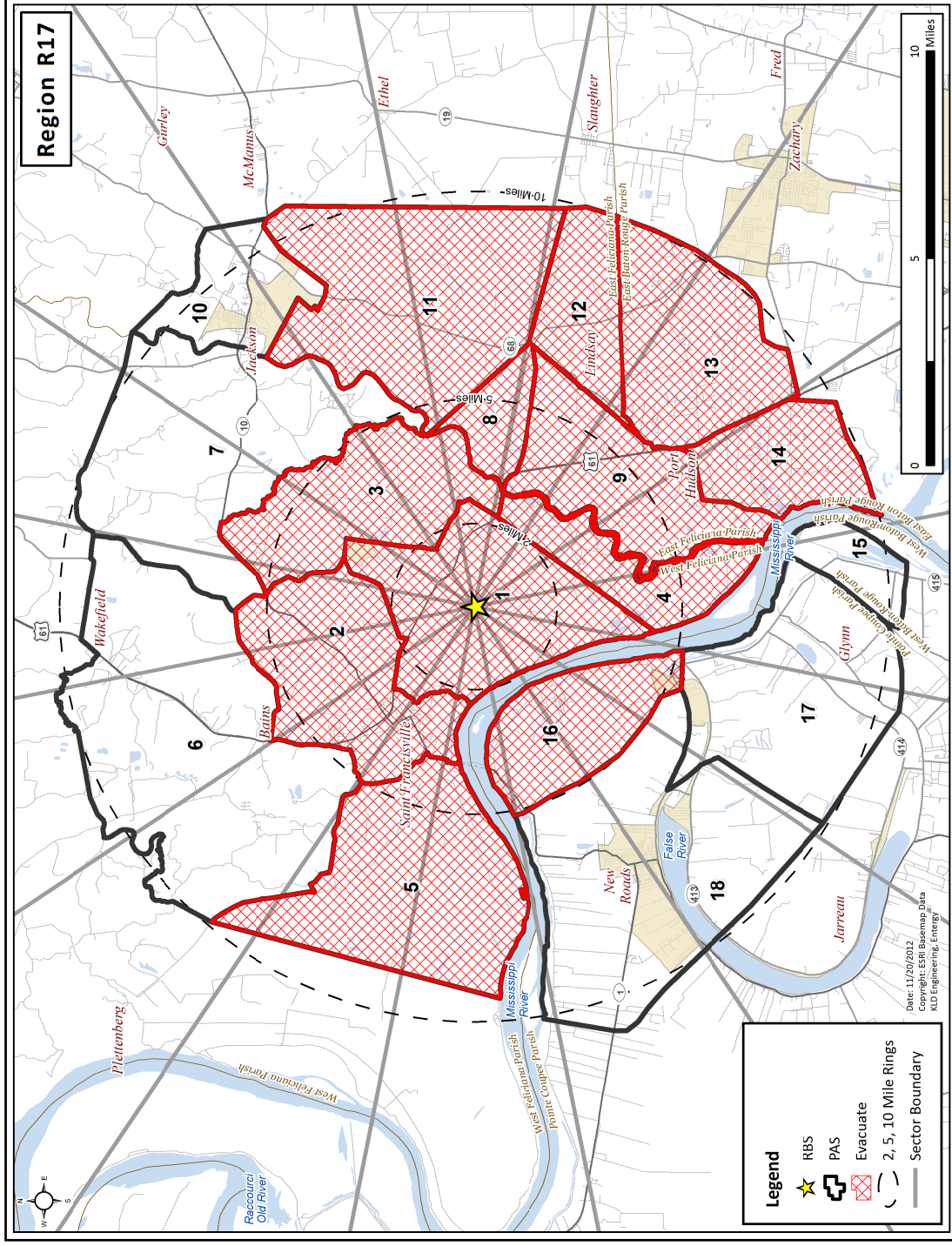
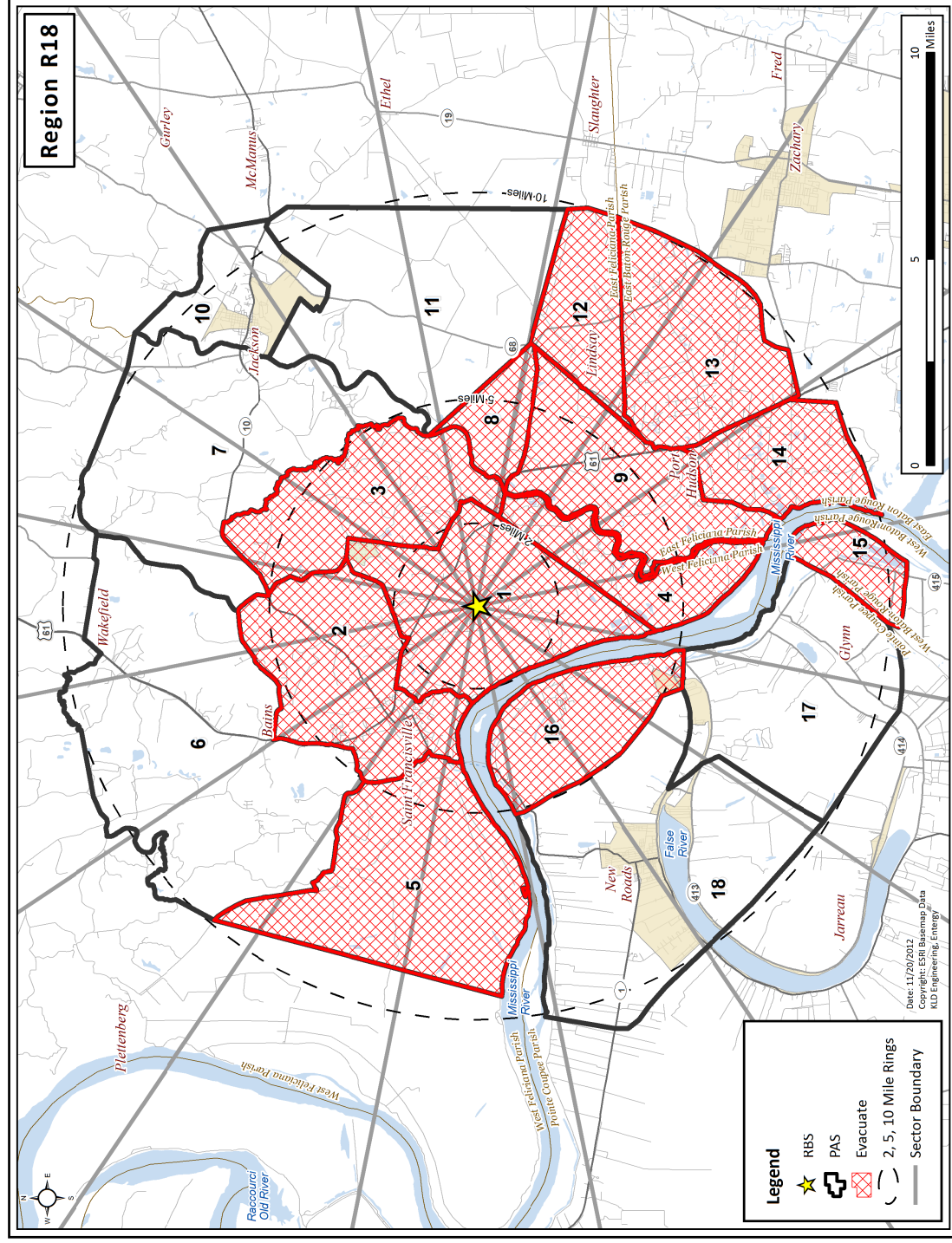
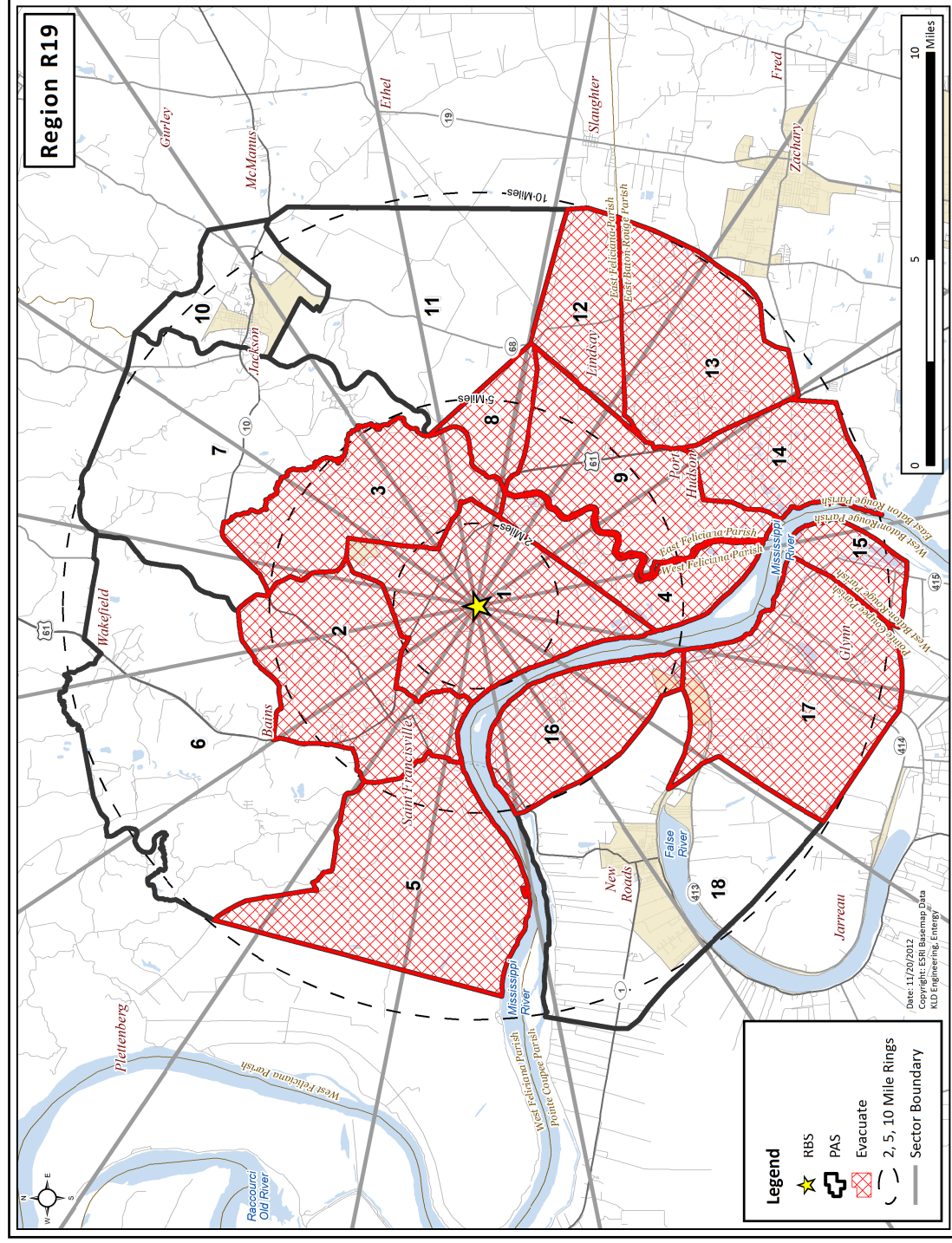
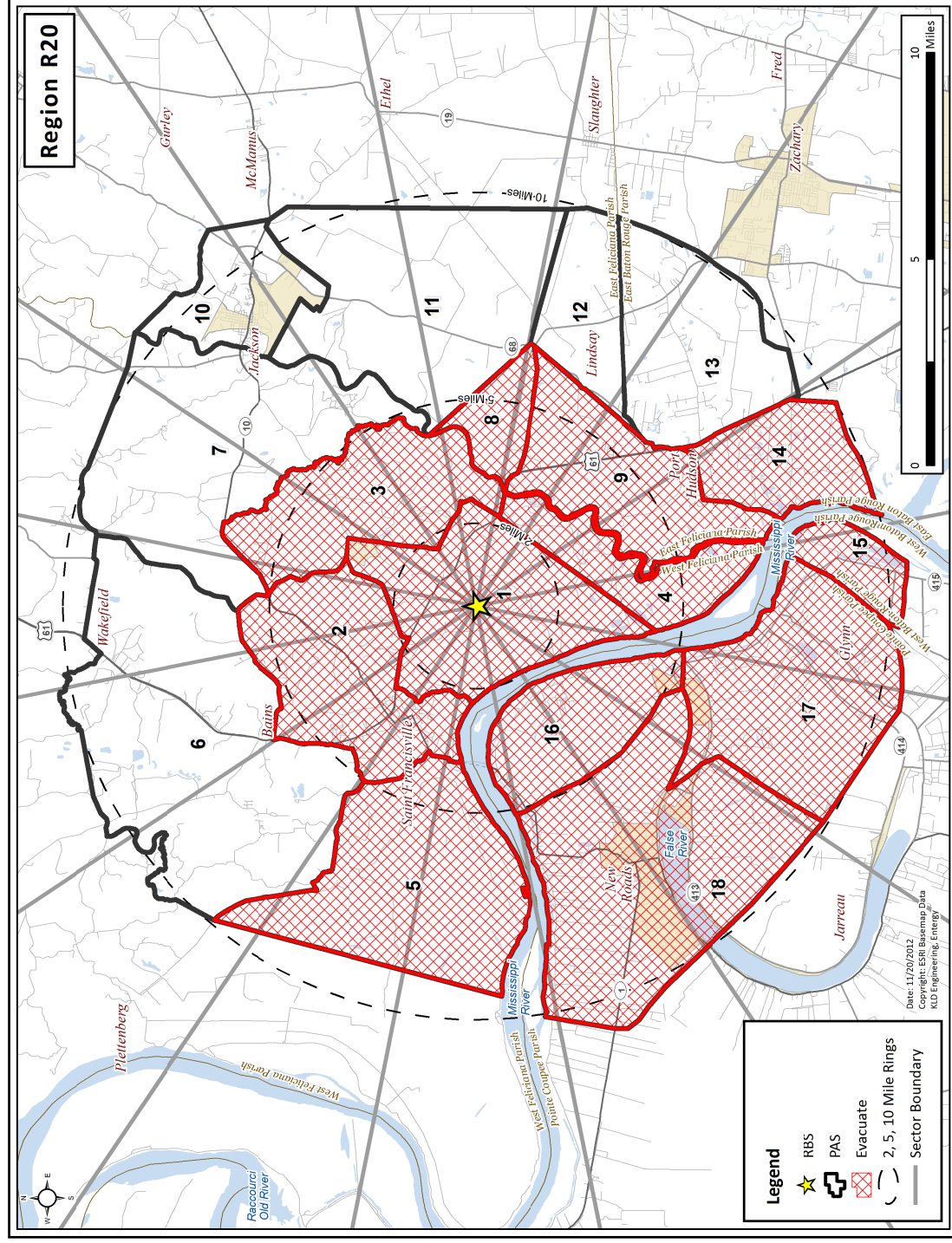
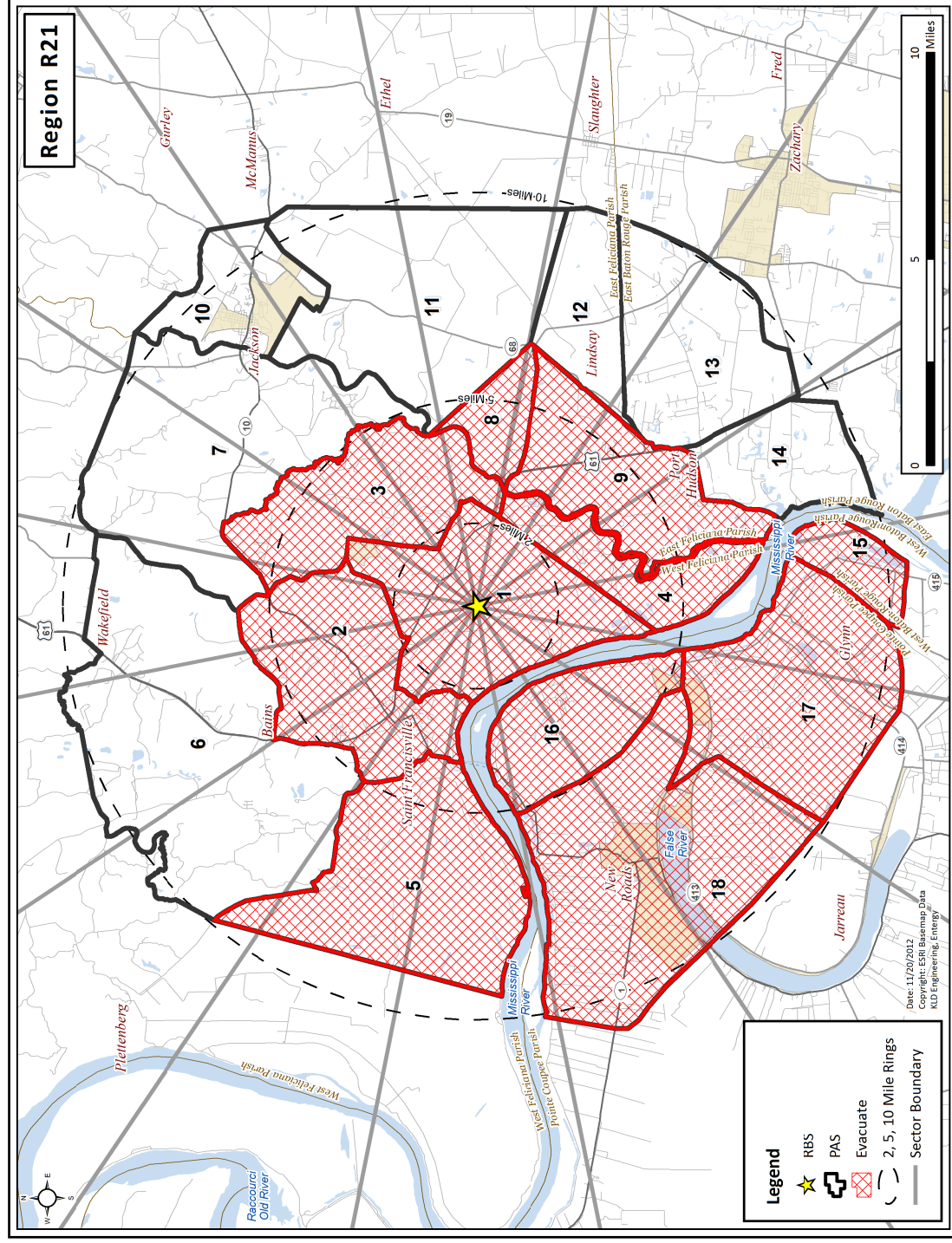


Figure H-17. Region R17









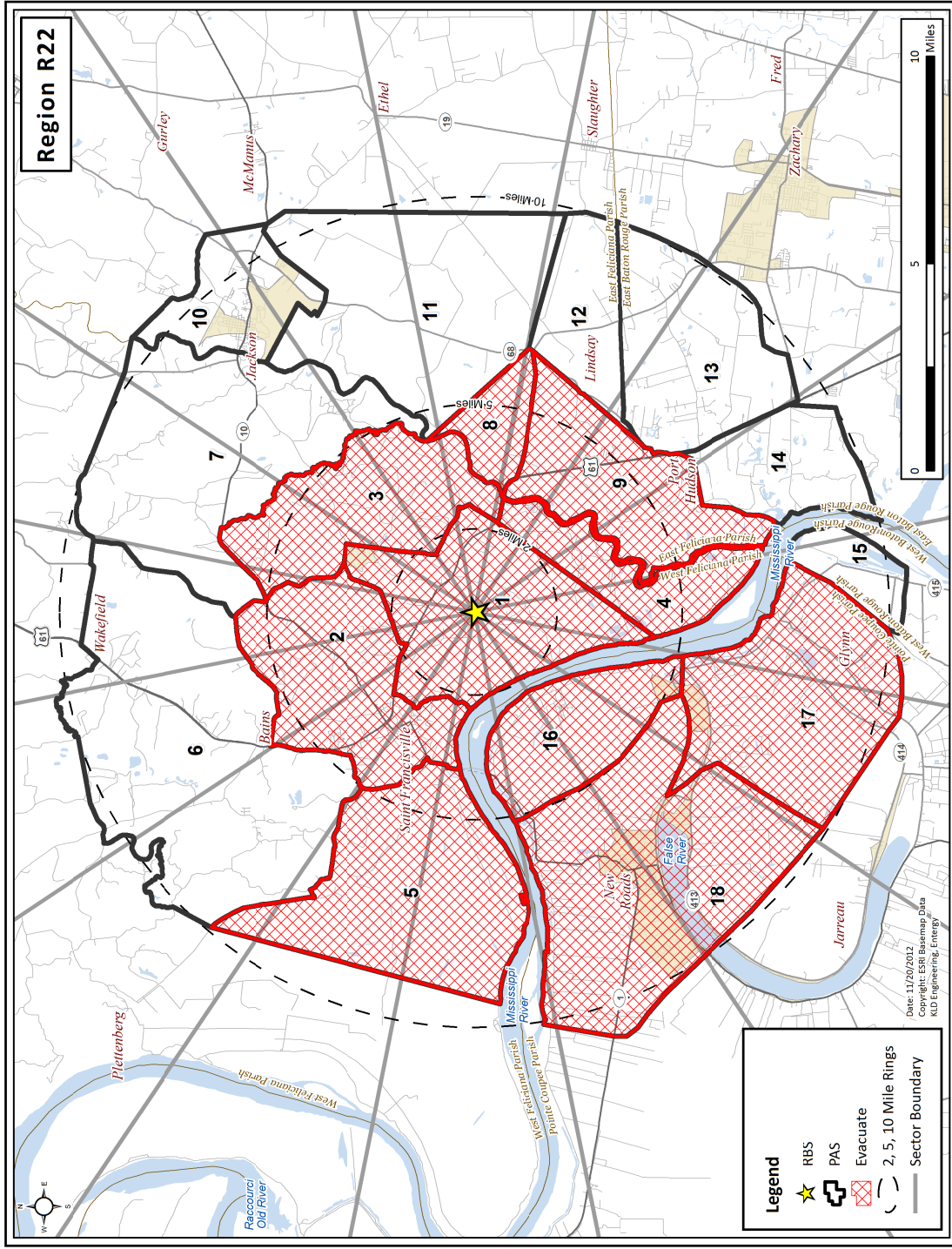
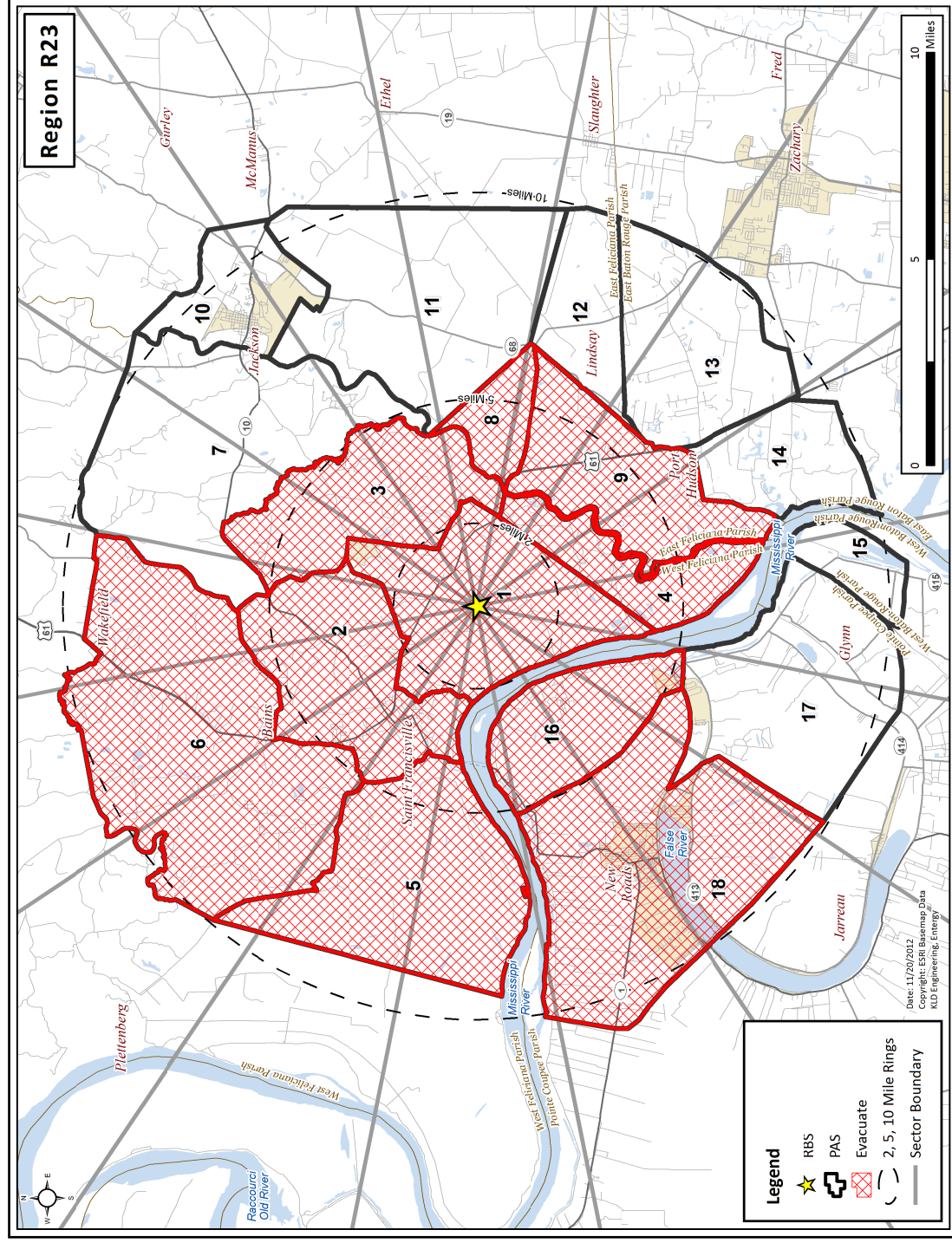
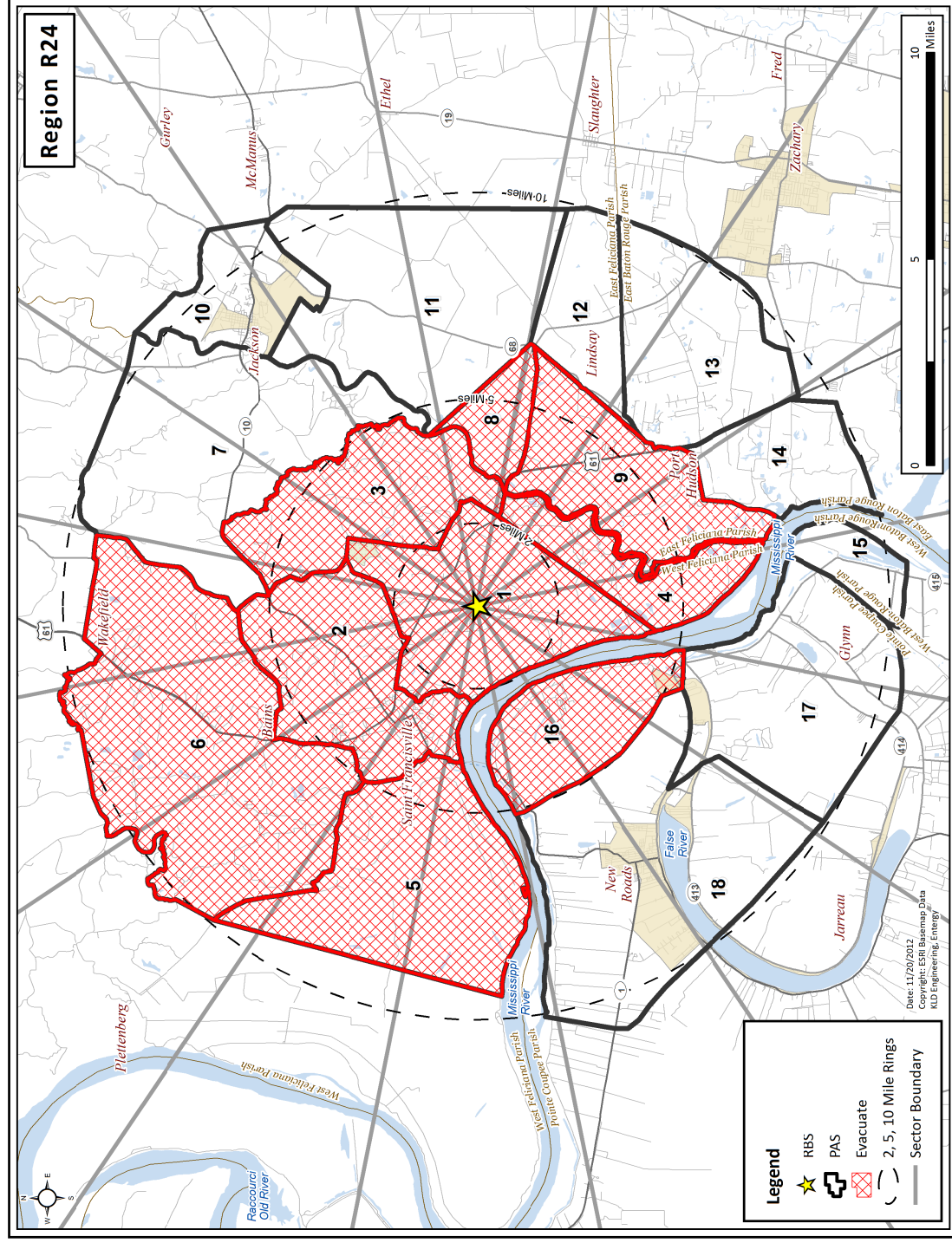
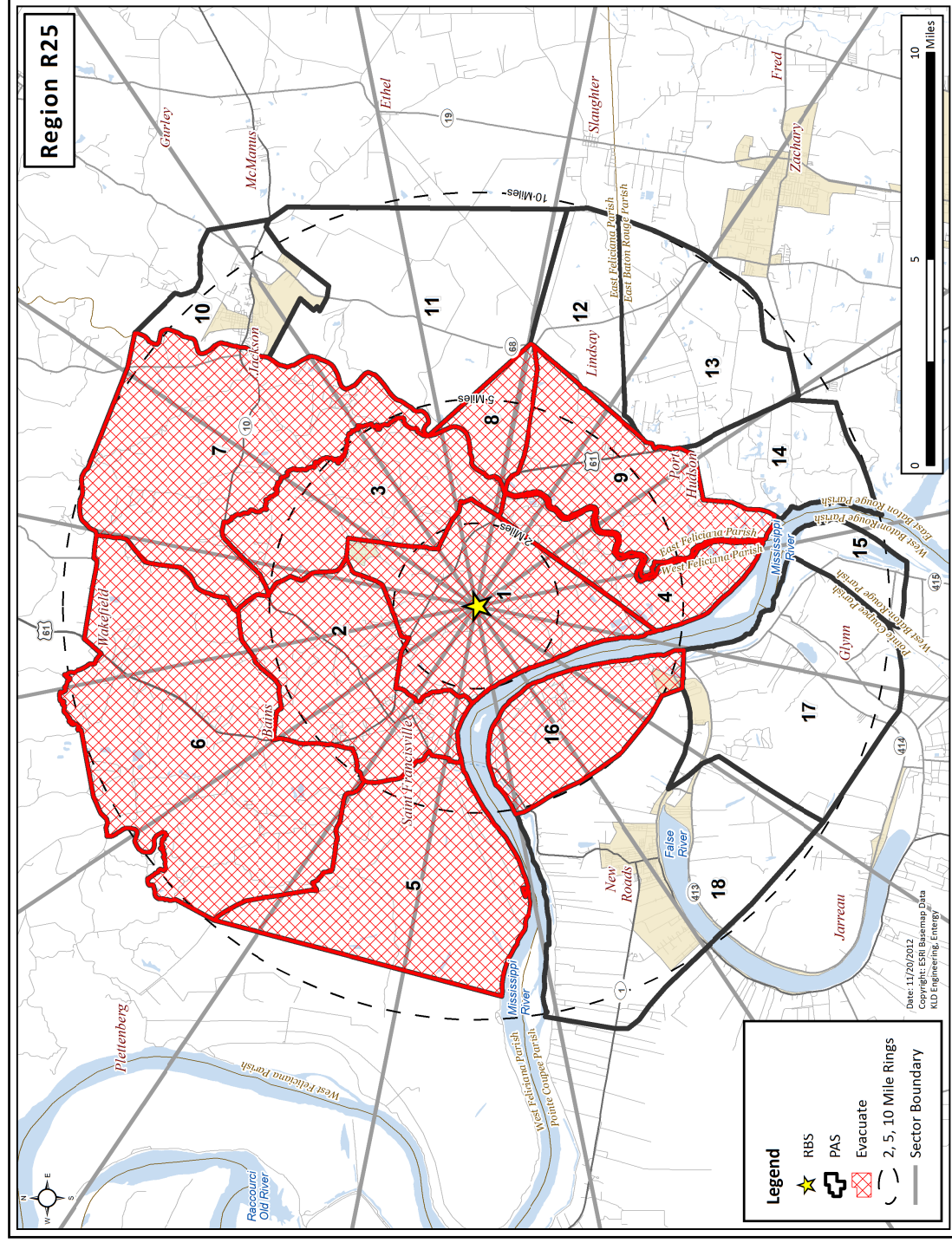


Figure H-22. Region R22







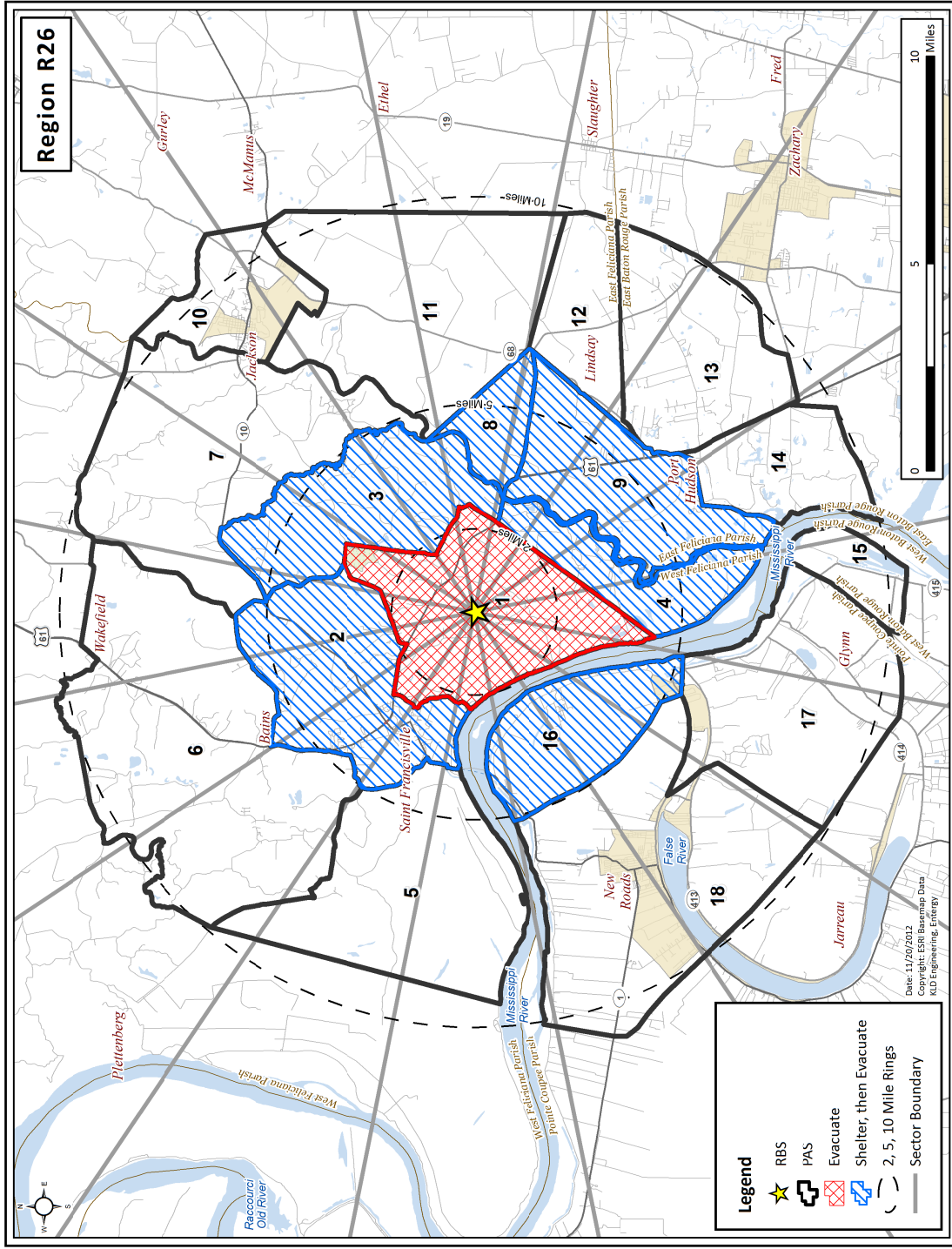


Figure H-26. Region R26

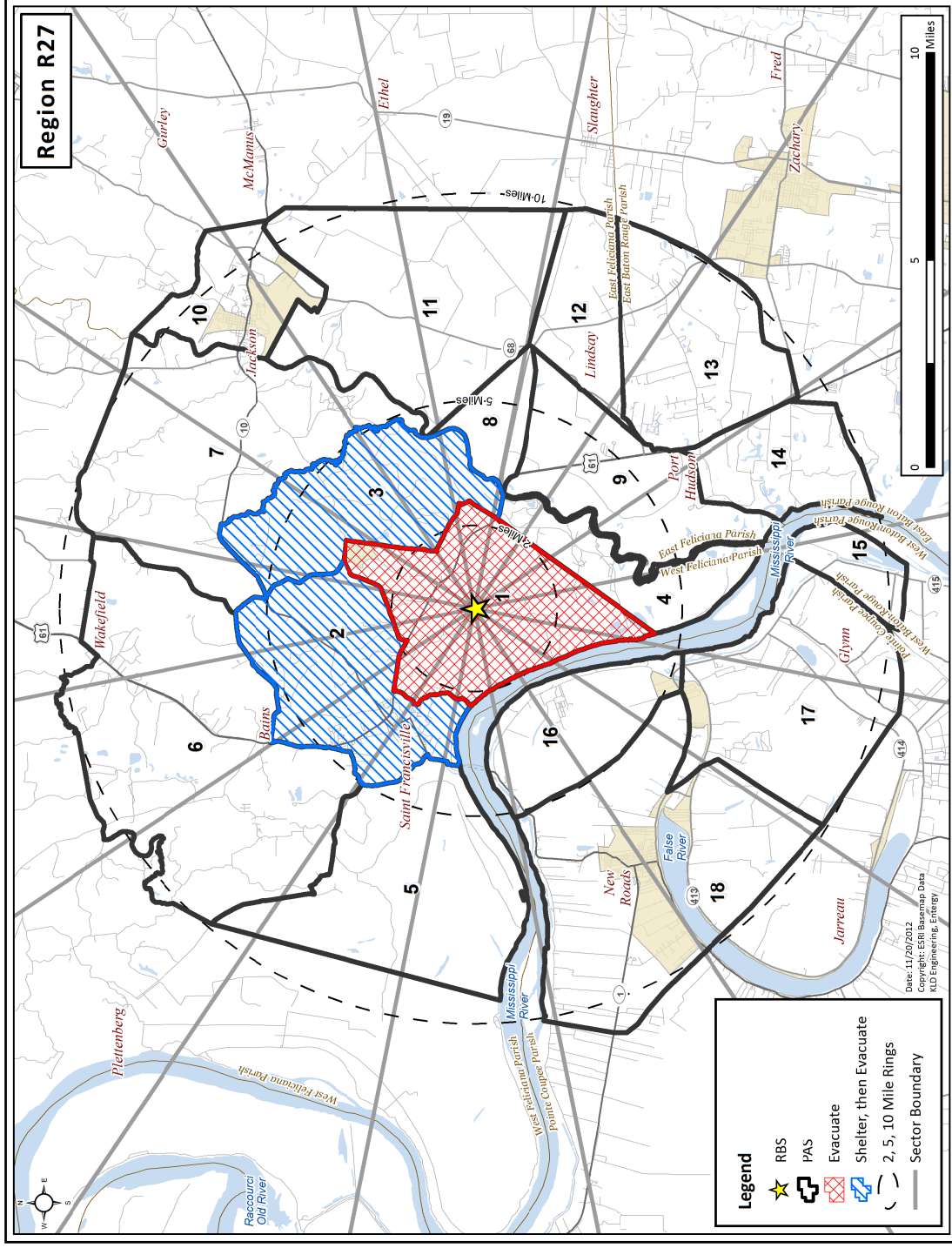
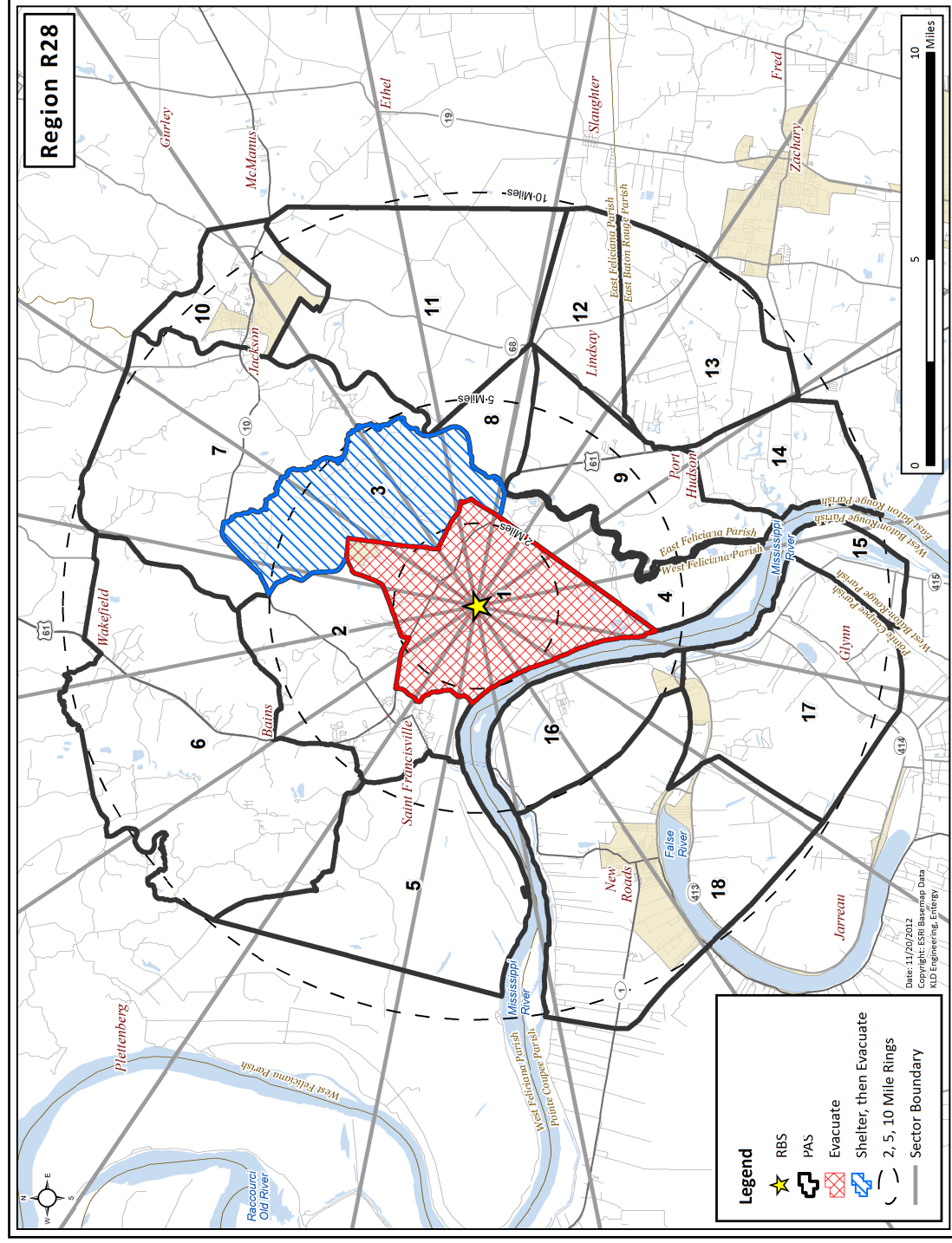


Figure H-27. Region R27



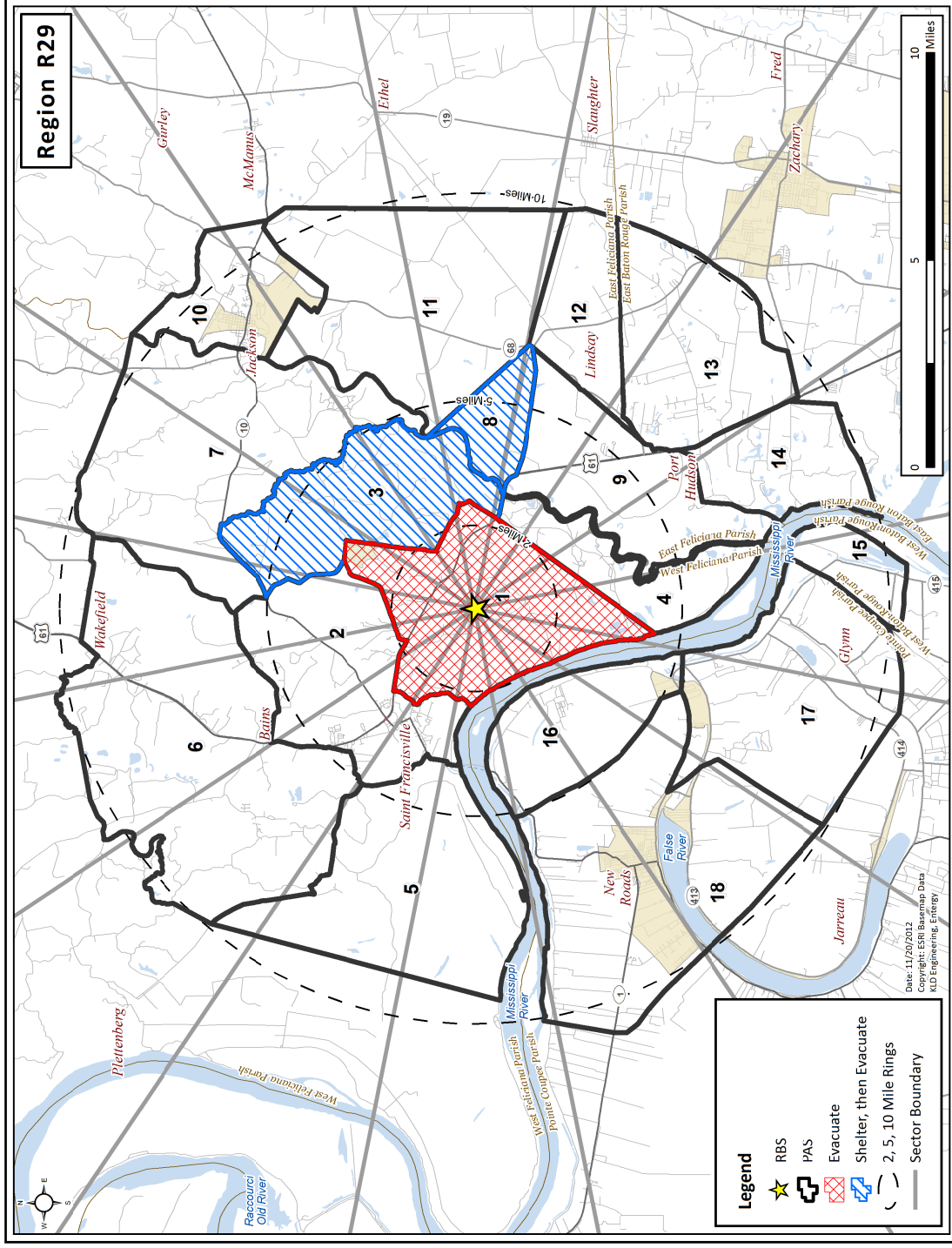


Figure H-29. Region R29

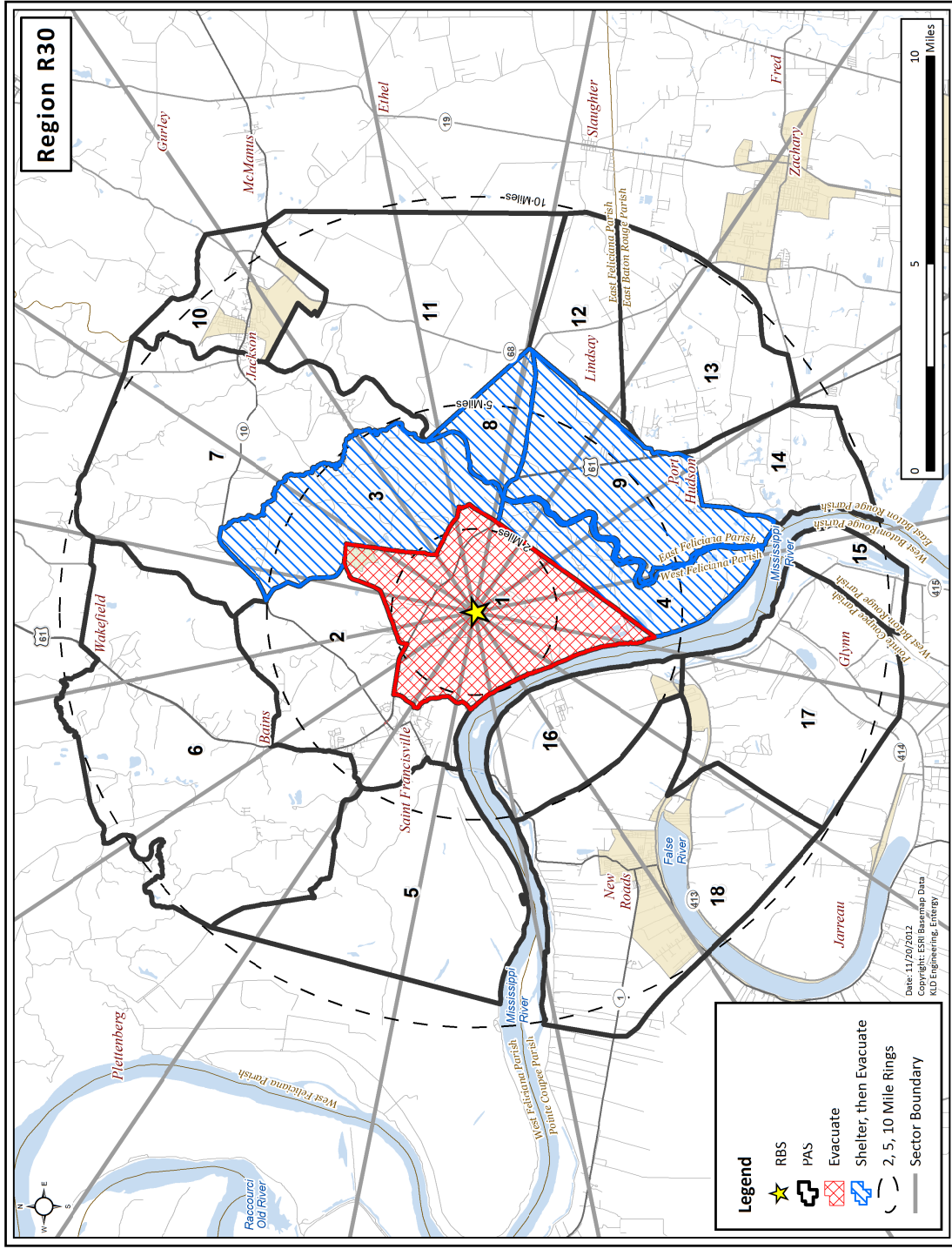
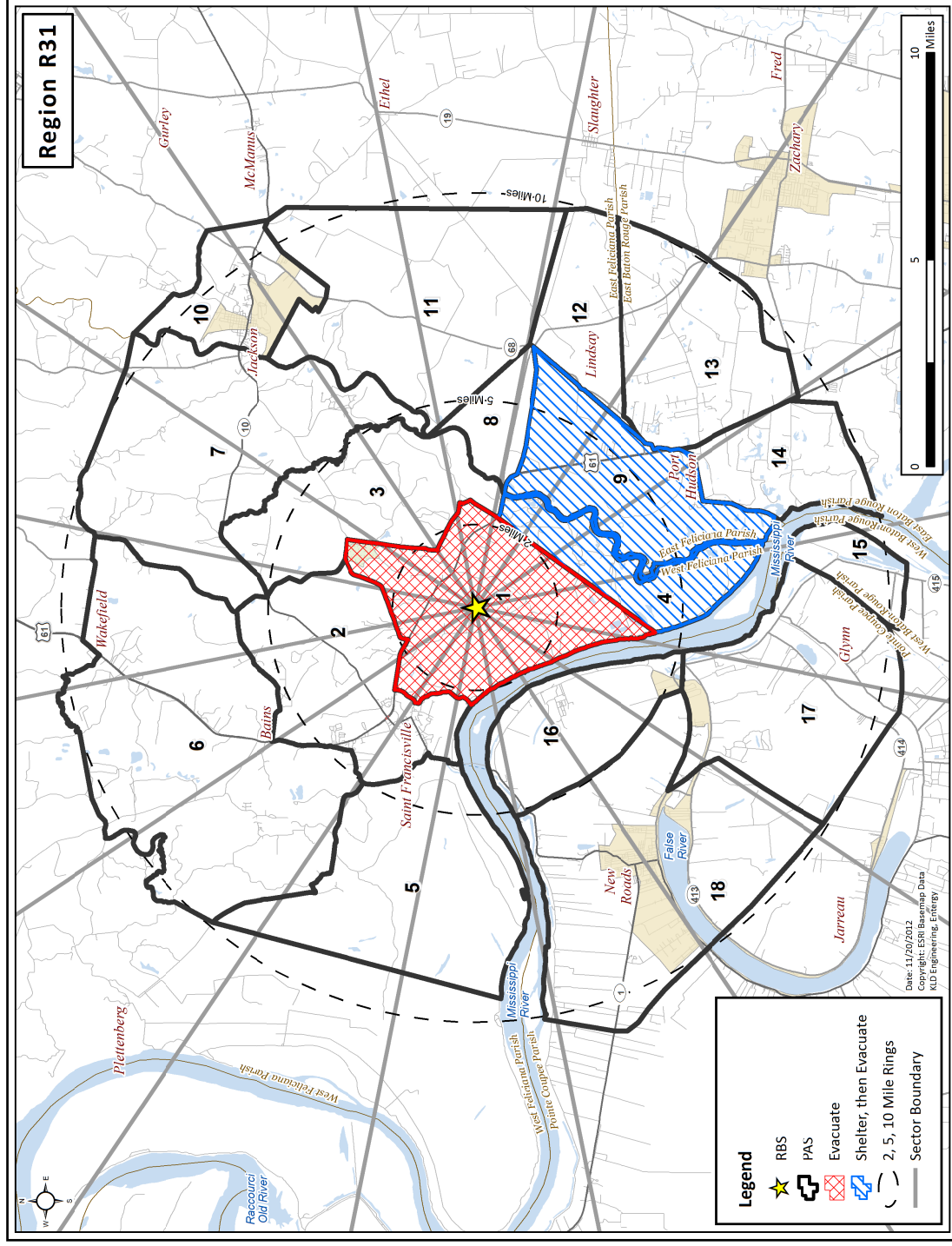


Figure H-30. Region R30



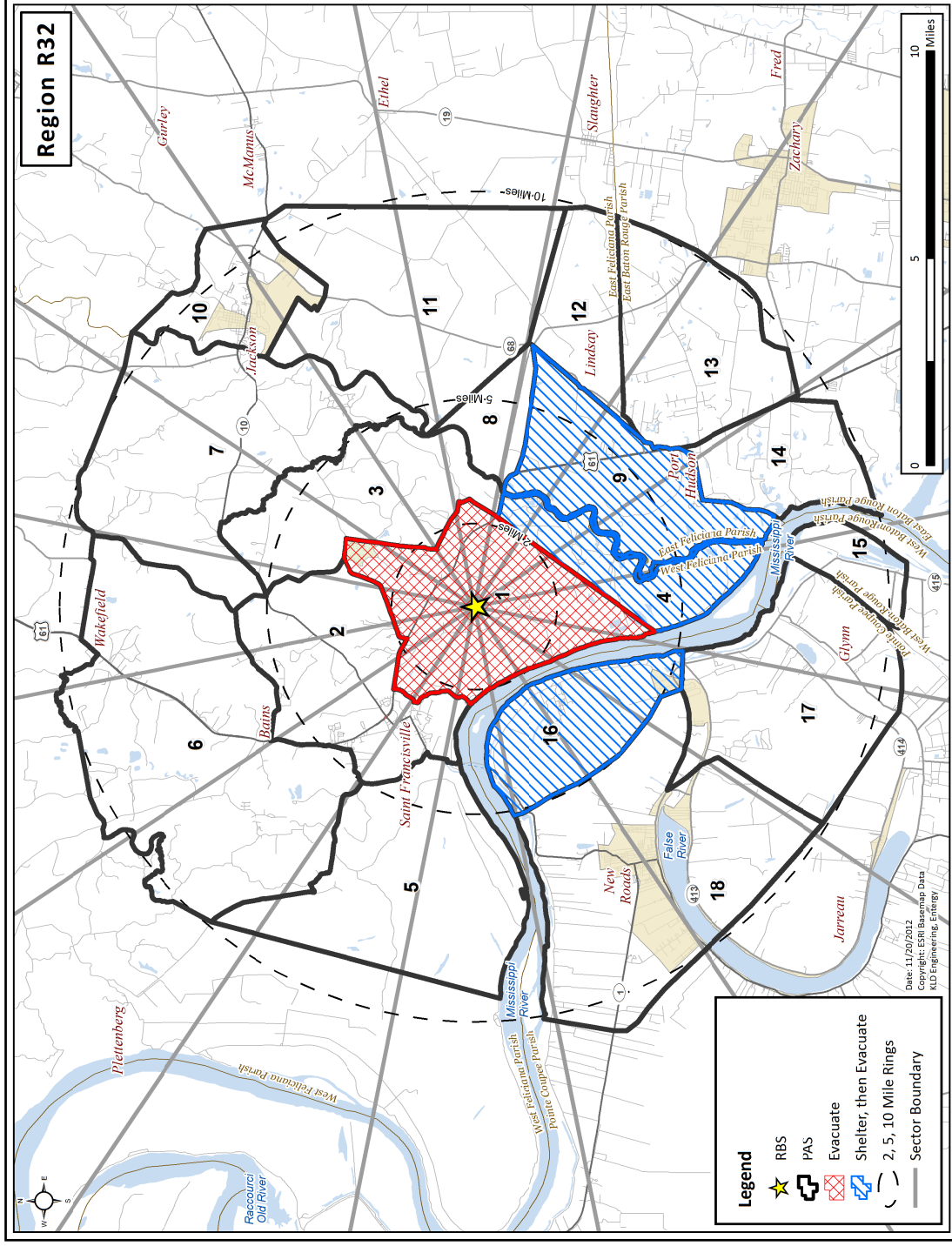


Figure H-32. Region R32

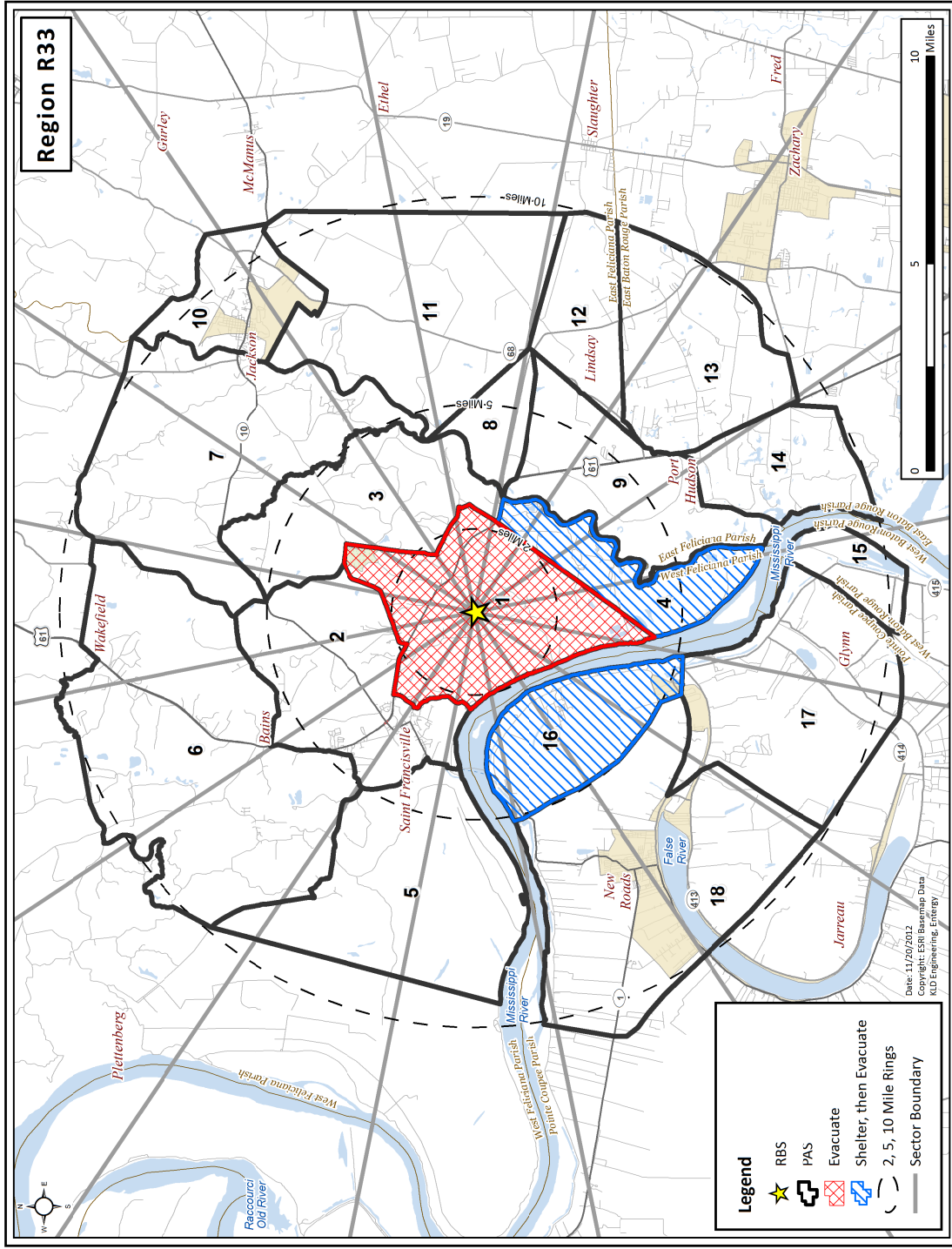


Figure H-33. Region R33

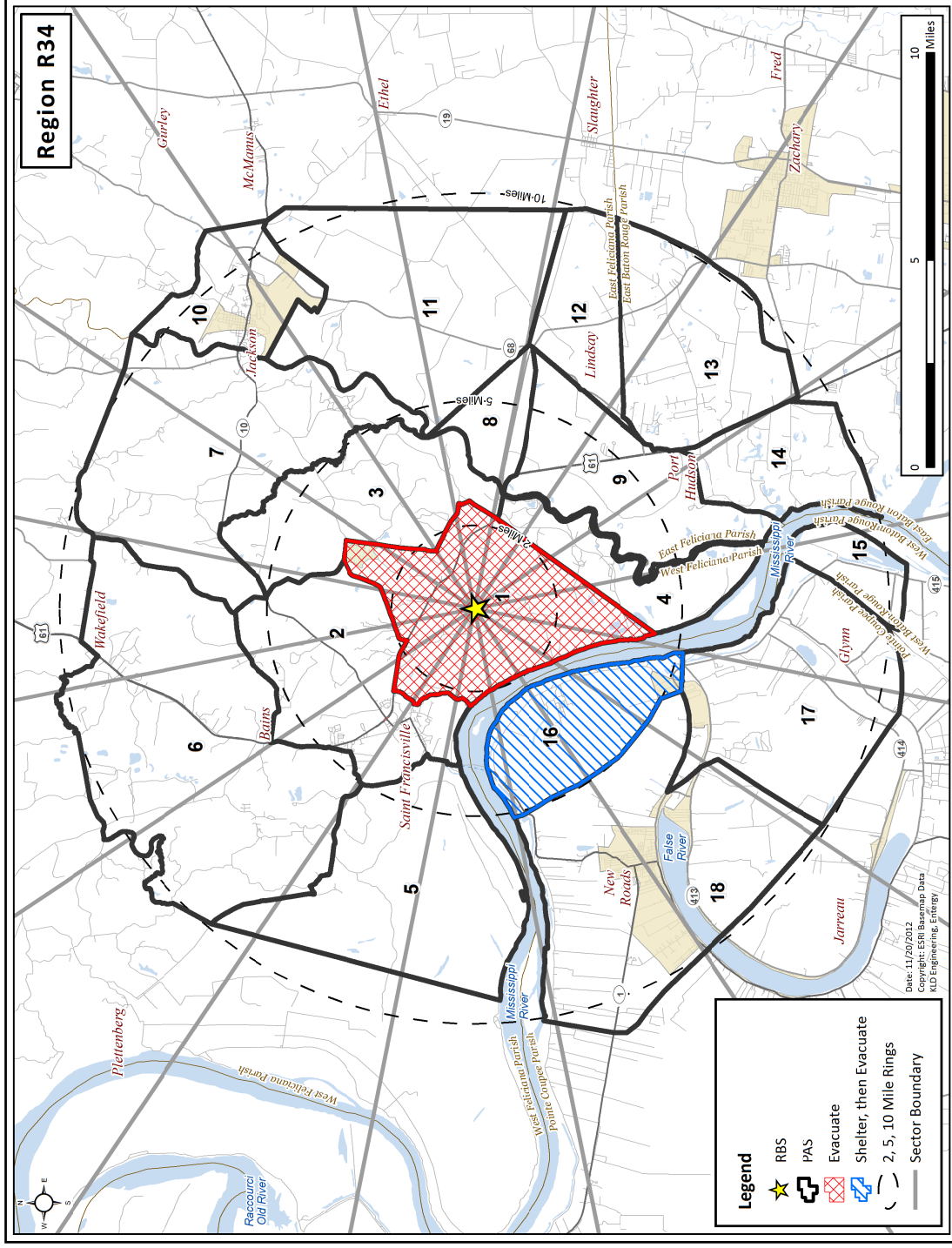


Figure H-34. Region R34

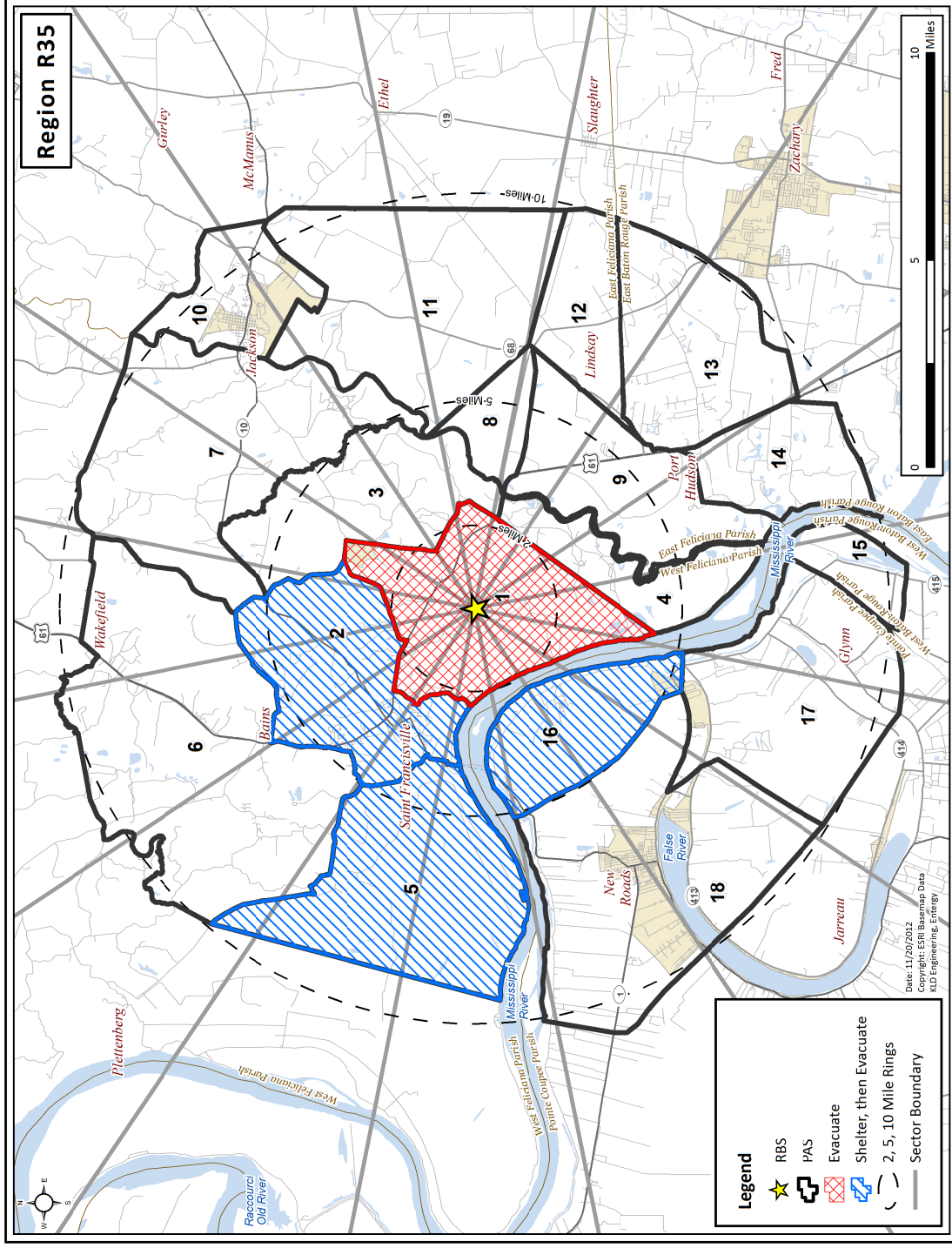


Figure H-35. Region R35

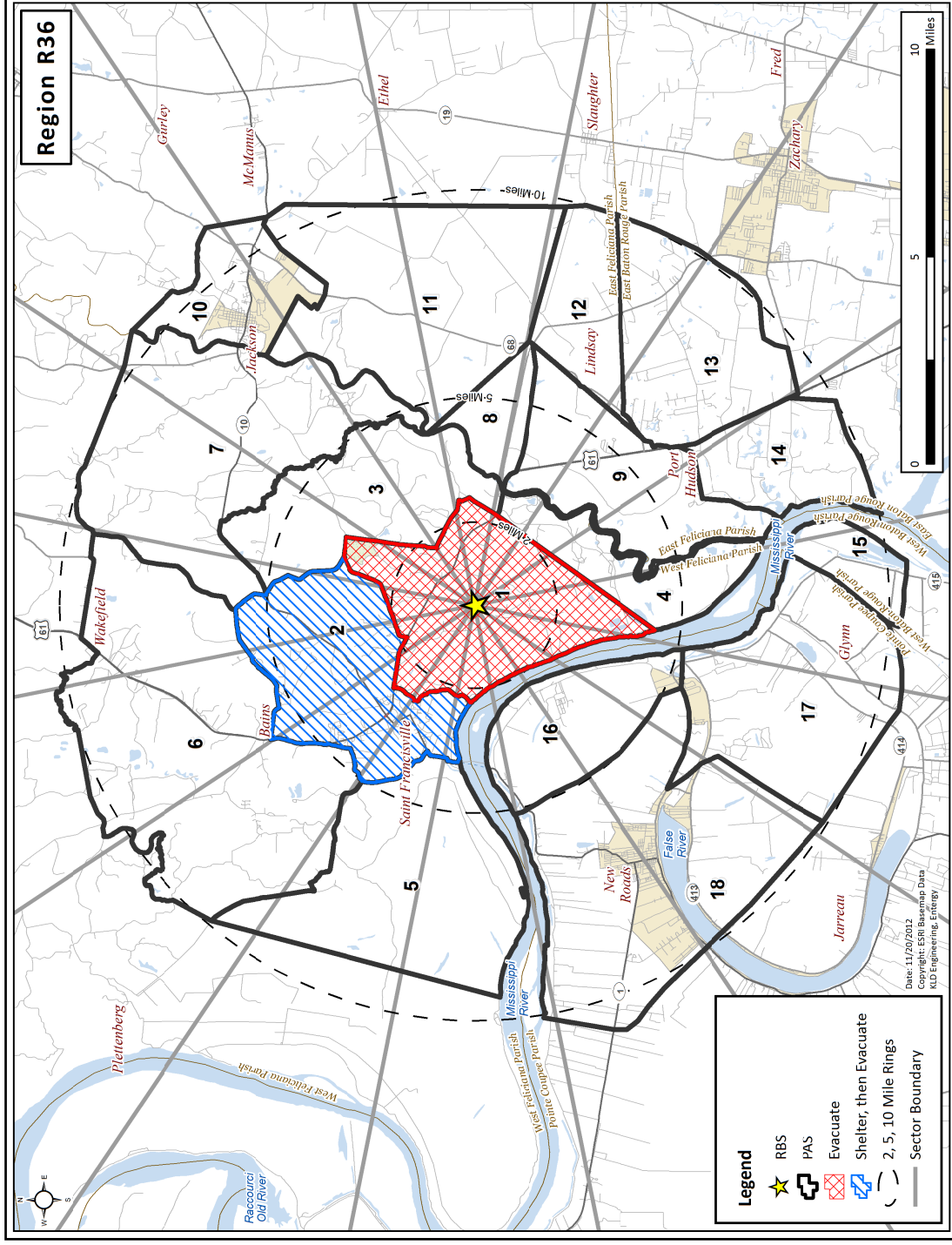


Figure H-36. Region R36

APPENDIX J

Representative Inputs to and Outputs from the DYNEV II System

J. REPRESENTATIVE INPUTS TO AND OUTPUTS FROM THE DYNEV II SYSTEM

This appendix presents data input to and output from the DYNEV II System. Table J-1 provides the volume and queues for the ten highest volume signalized intersections in the study area. A residual queue, existing at the start of the RED signal indication, indicates that the demand could not be entirely served by the GREEN phase. No residual queue indicates that the traffic movement is under-saturated (i.e., not congested) throughout the duration of evacuation. Refer to Table K-2 and the figures in Appendix K for a map showing the geographic location of each intersection.

Table J-1 provides source (vehicle loading) and destination information for several roadway segments (links) in the analysis network. Refer to Table K-1 and the figures in Appendix K for a map showing the geographic location of each link.

Table J-3 provides network-wide statistics (average travel time, average speed and number of vehicles) for an evacuation of the entire EPZ (Region R03) for each scenario. As expected, the rain scenarios have slower average speeds and longer average travel times than the equivalent good weather scenarios.

Table J-4 provides statistics (average speed and travel time) for the major evacuation routes – US 61, SR 10, and SR 1 – for an evacuation of the entire EPZ (Region R03) under Scenario 1 conditions. As discussed in Section 7.3 and shown in Figures 7-3 through 7-9, SR-10 is congested for most of the evacuation. As such, the average speeds are comparably slower (and travel times longer) than other evacuation routes.

Table J-5 provides the number of vehicles discharged and the cumulative percent of total vehicles discharged for each link exiting the analysis network, for an evacuation of the entire EPZ (Region R03) under Scenario 1 conditions. Refer to Table K-1 and the figures in Appendix K for a map showing the geographic location of each link.

Figure J-1 through Figure J-12 plot the trip generation time versus the ETE for each of the 12 Scenarios considered. The distance between the trip generation and ETE curves is the travel time. Plots of trip generation versus ETE are indicative of the level of traffic congestion during evacuation. For low population density sites, the curves are close together, indicating short travel times and minimal traffic congestion. For higher population density sites, the curves are farther apart indicating longer travel times and the presence of traffic congestion. As seen in Figure J-1 through Figure J-12, the curves are spatially separated as a result of the traffic congestion in the EPZ, which was discussed in detail in Section 7.3.

Table J-1. Characteristics of the Ten Highest Volume Signalized Intersections

Node	Location	Intersection Control	Approach (Up Node)	Total Volume (Veh)	Max. Turn Queue (Veh)
281	SR 19 & SR 64	Actuated	306	1,114	0
			282	52	0
			572	6,098	0
			TOTAL	7,264	-
511	SR 19 & SR 10	Actuated	146	6,044	396
			510	254	0
			80	1,009	58
			TOTAL	7,307	-
534	US 190 & SR 78	Actuated	533	1,274	0
			537	2,251	0
			536	4,403	0
			TOTAL	7,928	-
572	SR 19 & Church St	Actuated	573	116	0
			281	35	0
			579	5,983	0
			TOTAL	6,134	-
540	US 190 & SR 413	Actuated	656	374	0
			539	3,405	0
			541	2,736	0
			TOTAL	6,515	-
277	SR 19 & Port Hudson Pride Rd	Actuated	503	1,012	111
			509	97	9
			274	4,763	535
			278	35	0
			TOTAL	5,907	-
107	SR 10 & SR 68	Actuated	106	5,844	28
			109	73	0
			TOTAL	5,917	-
289	SR 19 & Groom Rd	Actuated	288	5,766	0
			294	96	0
			608	0	0
			TOTAL	5,862	-
562	US 61 & Thomas Rd	Actuated	291	5,829	0
			616	0	0
			8562	0	0
			TOTAL	5,829	-
104	SR 10 & SR 951	Actuated	287	5,749	0
			289	0	0
			607	0	0
			TOTAL	5,749	-

Table J-2. Sample Simulation Model Input

Link Number	Vehicles Entering Network on this Link	Directional Preference	Destination Nodes	Destination Capacity
1	415	N	8562	1,596
100	173	N	8615	3,396
			8508	3,396
			8060	1,698
193	253	NE	8615	3,396
			8152	1,698
			8508	3,396
287	189	SE	8562	1,596
372	10	W	8653	1,698
			8537	3,810
			8641	5,508
429	20	SW	8537	3,810
			8641	5,508
495	54	S	8537	3,810
			8641	5,508
546	108	SE	8615	3,396
			8152	1,698
			8508	3,396
637	140	SE	8615	3,396
			8152	1,698
746	83	SW	8562	1,596
			8537	3,810
			8641	5,508

Table J-3. Selected Model Outputs for the Evacuation of the Entire EPZ (Region R03)

Scenario	1	2	3	4	5	6	7	8	9	10	11	12
Network-Wide Average Travel Time (Min/Veh-Mi)	2.0	2.2	2.0	2.3	2.0	2.1	2.3	2.1	2.5	2.0	3.3	2.2
Network-Wide Average Speed (mph)	30.2	27.1	29.6	26.4	30.3	28.6	25.8	28.3	24.4	29.8	18.5	27.5
Total Vehicles Exiting Network	31,173	31,345	28,513	28,674	23,643	32,365	32,563	29,895	30,072	23,988	49,082	31,171

Table J-5. Simulation Model Outputs at Network Exit Links for Region R03, Scenario 1

EPZ Exit Link	Elapsed Time (hours)				
	1	2	3	4	5
	Cumulative Vehicles Discharged by the Indicated Time				
	Cumulative Percent of Vehicles Discharged by the Indicated Time				
70	589	1,390	2,230	3,135	3,450
	9	8	9	10	11
335	213	1,067	1,734	2,060	2,153
	3	6	7	7	7
342	1,601	4,032	5,499	5,766	5,829
	24	22	21	19	19
552	549	1,758	2,587	3,045	3,165
	8	10	10	10	10
574	448	1,221	1,549	1,659	1,686
	7	7	6	6	5
582	1,487	3,560	5,023	5,457	5,519
	22	20	19	18	18
685	0	0	0	0	0
	0	0	0	0	0
726	1,333	3,113	4,448	4,769	4,817
	20	17	17	16	15
760	100	463	765	805	816
	1	3	3	3	3
806	462	1,420	2,406	3,389	3,737
	7	8	9	11	12

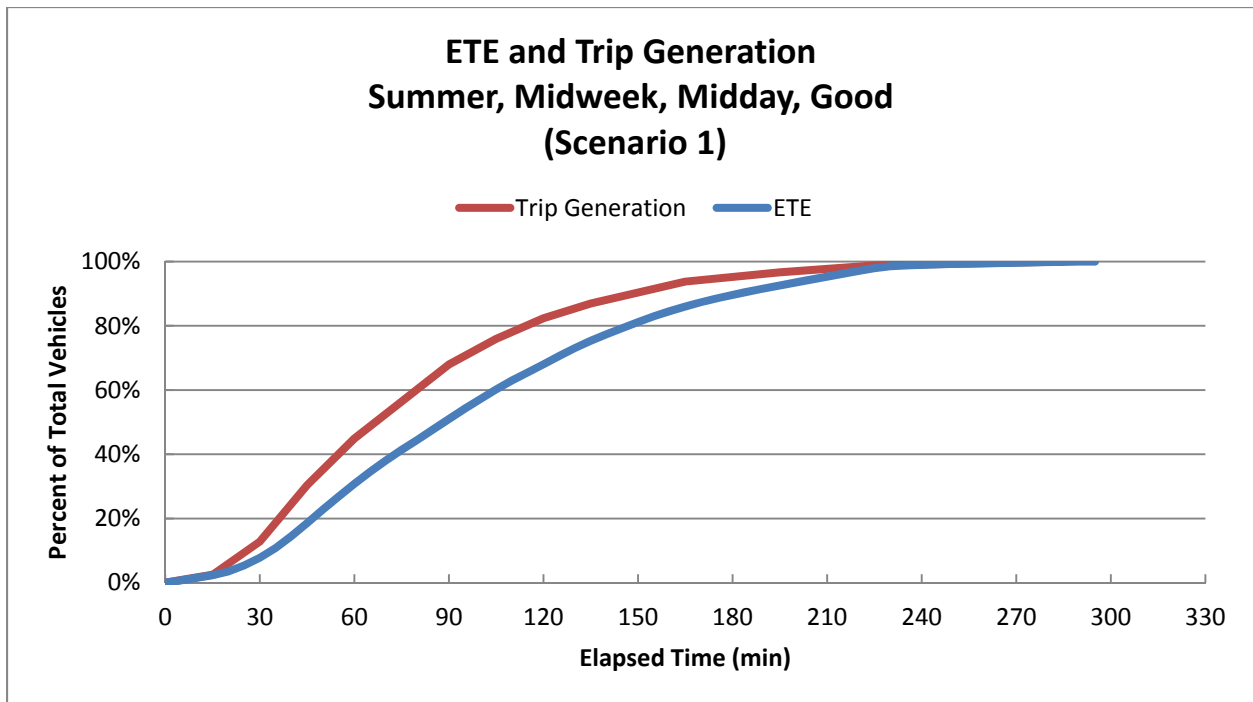


Figure J-1. ETE and Trip Generation: Summer, Midweek, Midday, Good Weather (Scenario 1)

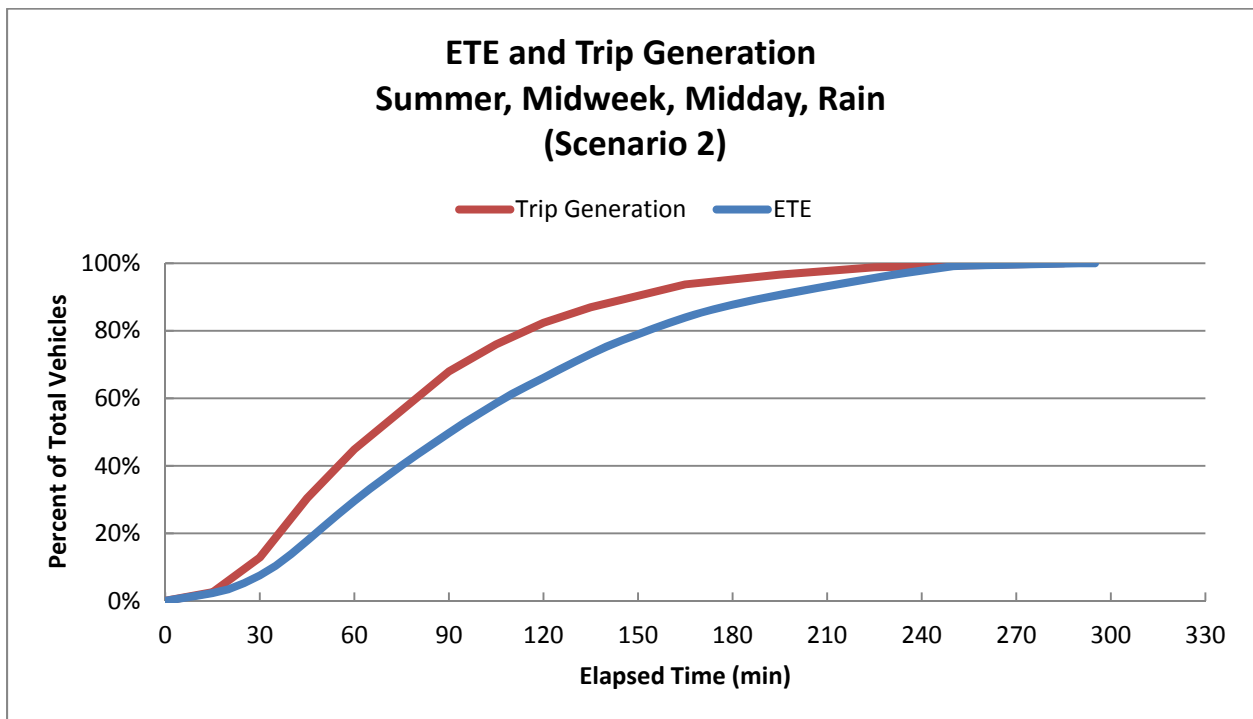


Figure J-2. ETE and Trip Generation: Summer, Midweek, Midday, Rain (Scenario 2)

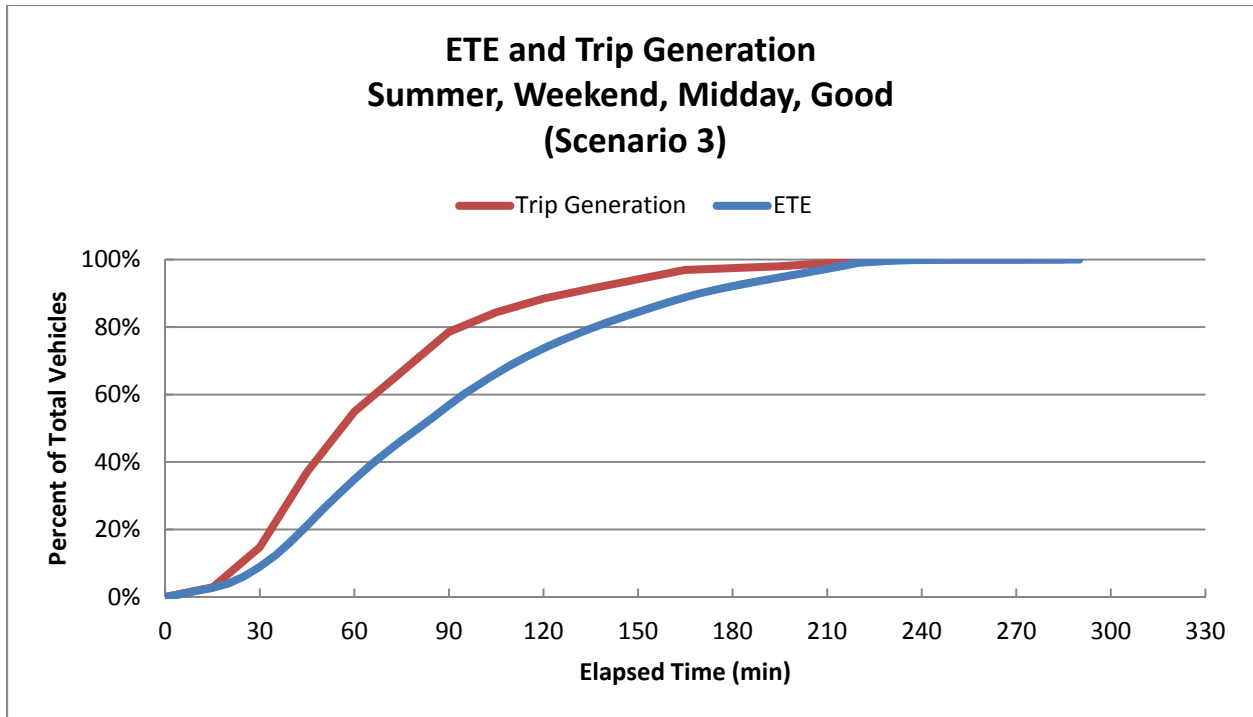


Figure J-3. ETE and Trip Generation: Summer, Weekend, Midday, Good Weather (Scenario 3)

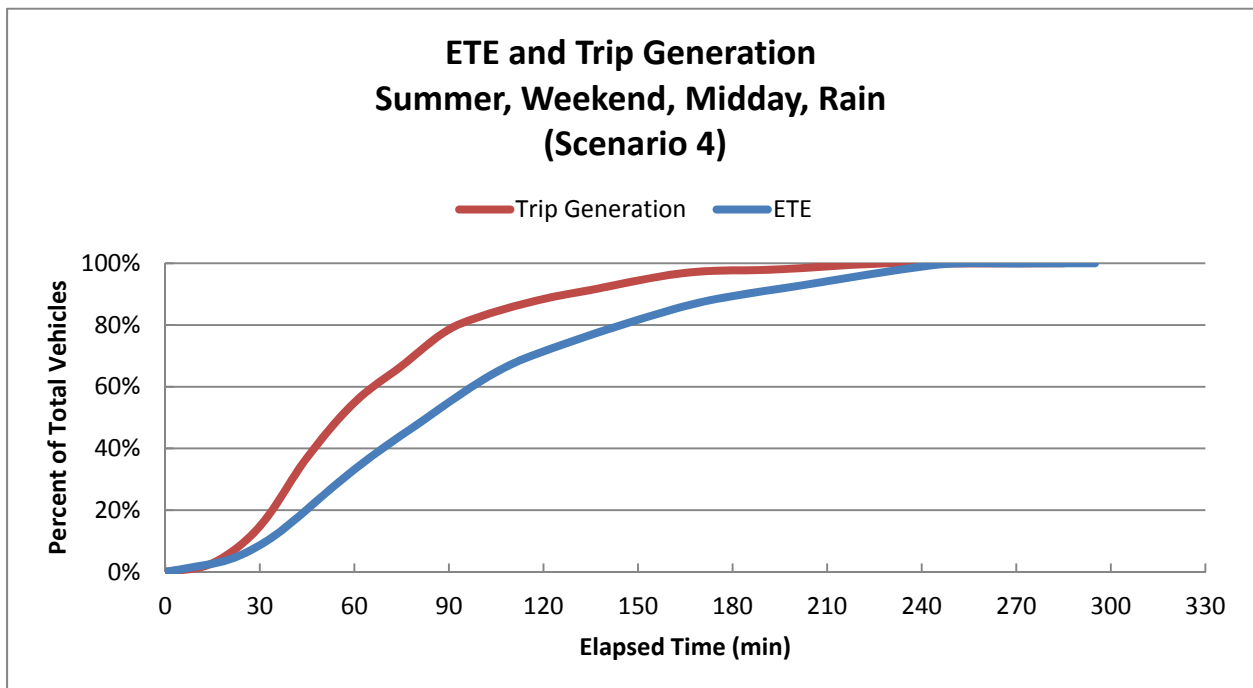


Figure J-4. ETE and Trip Generation: Summer, Weekend, Midday, Rain (Scenario 4)

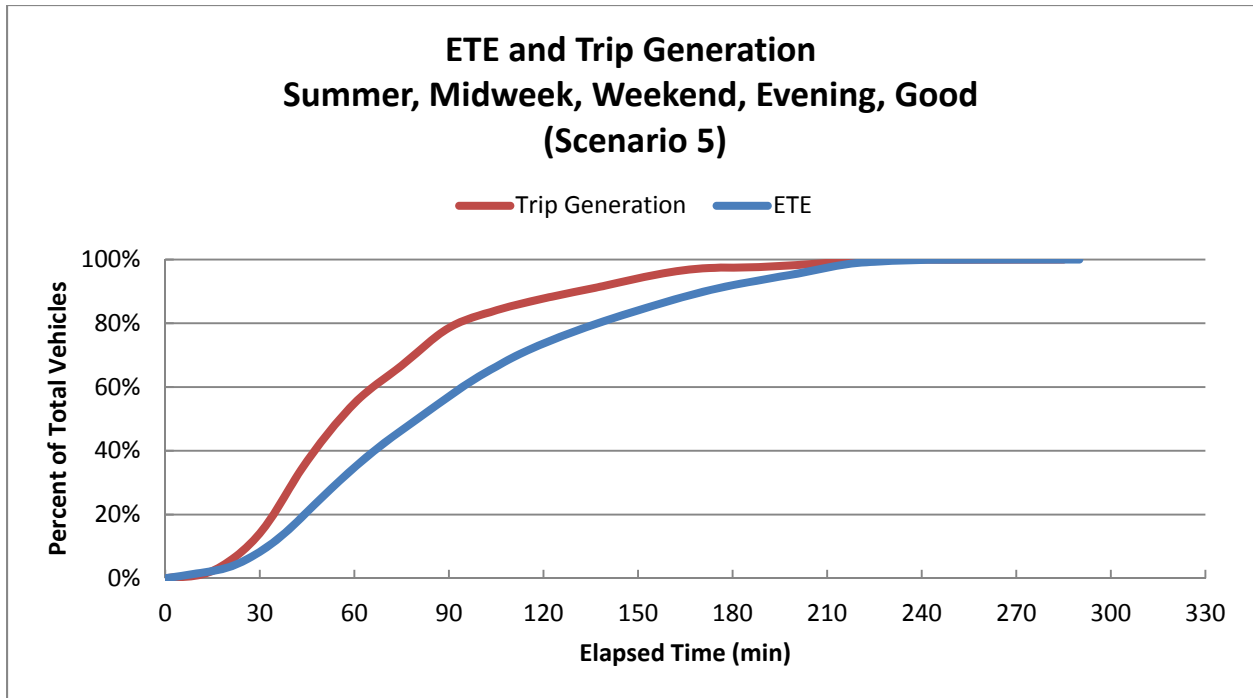


Figure J-5. ETE and Trip Generation: Summer, Midweek, Weekend, Evening, Good Weather (Scenario 5)

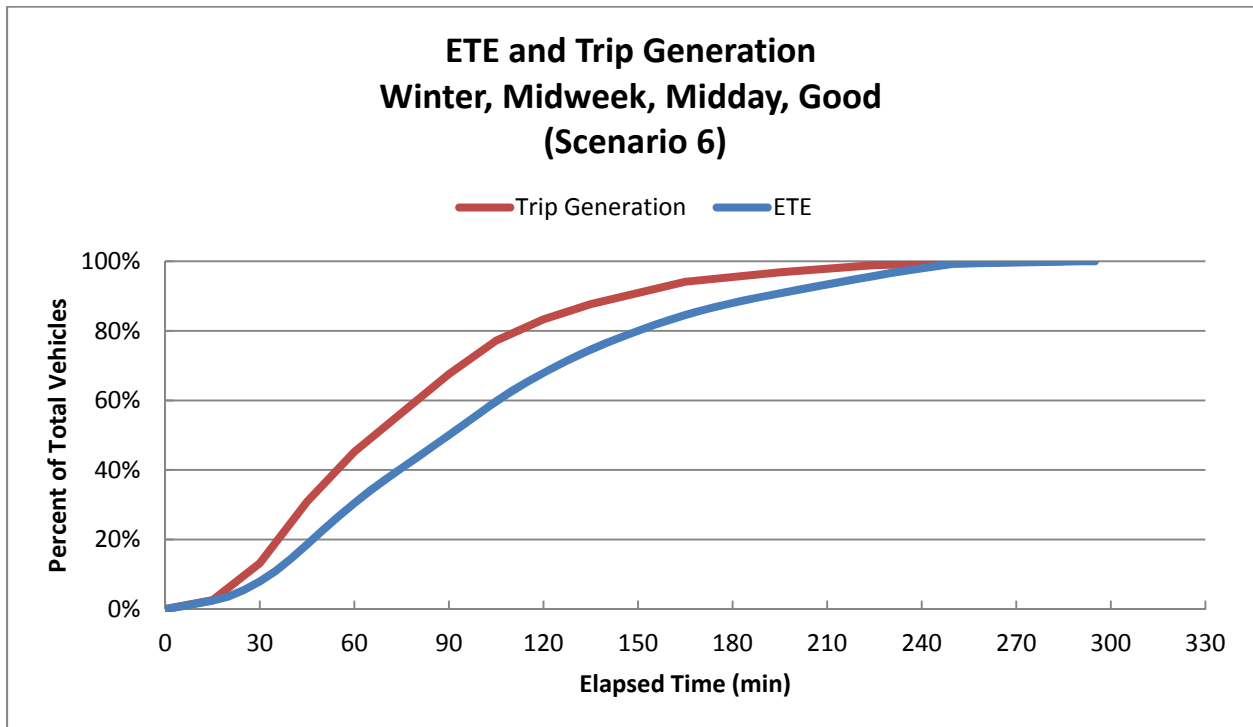


Figure J-6. ETE and Trip Generation: Winter, Midweek, Midday, Good Weather (Scenario 6)

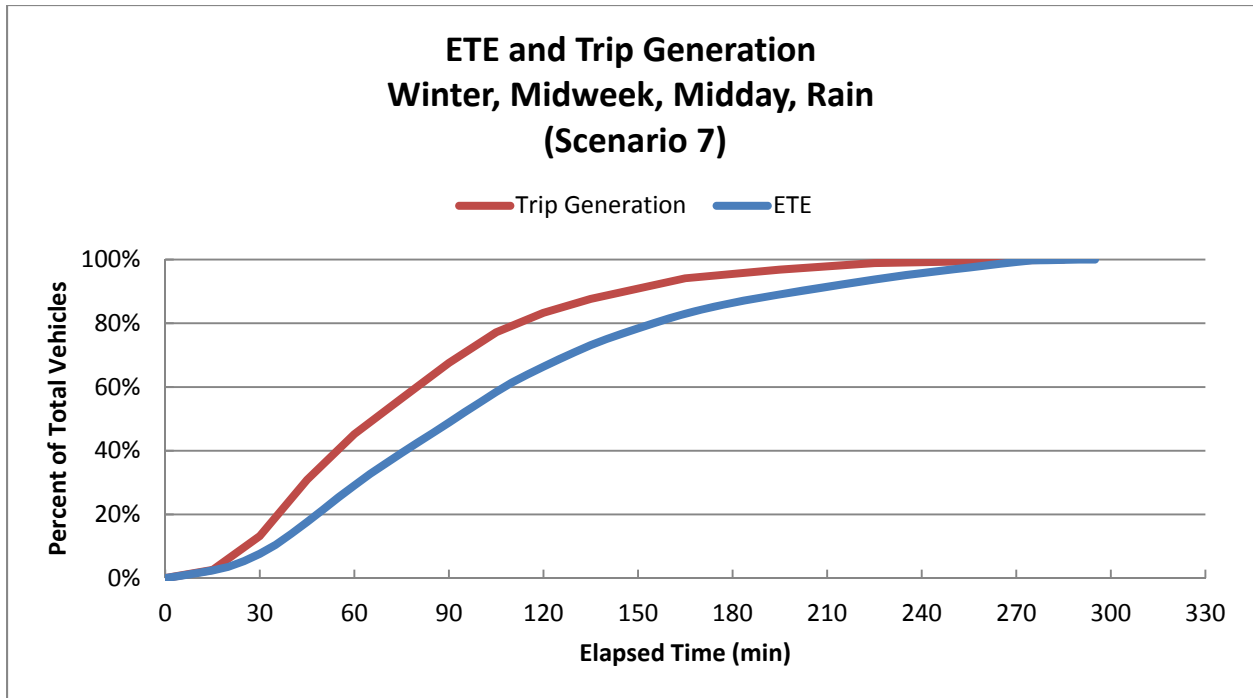


Figure J-7. ETE and Trip Generation: Winter, Midweek, Midday, Rain (Scenario 7)

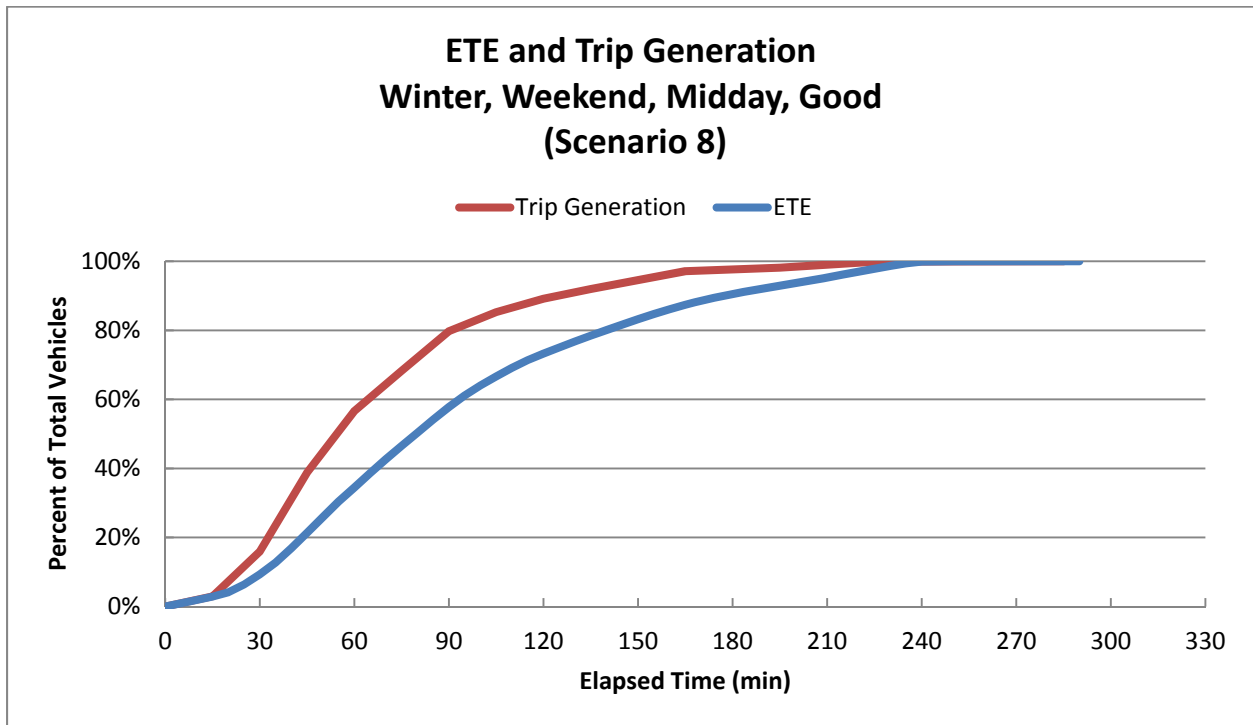


Figure J-8. ETE and Trip Generation: Winter, Weekend, Midday, Good Weather (Scenario 8)

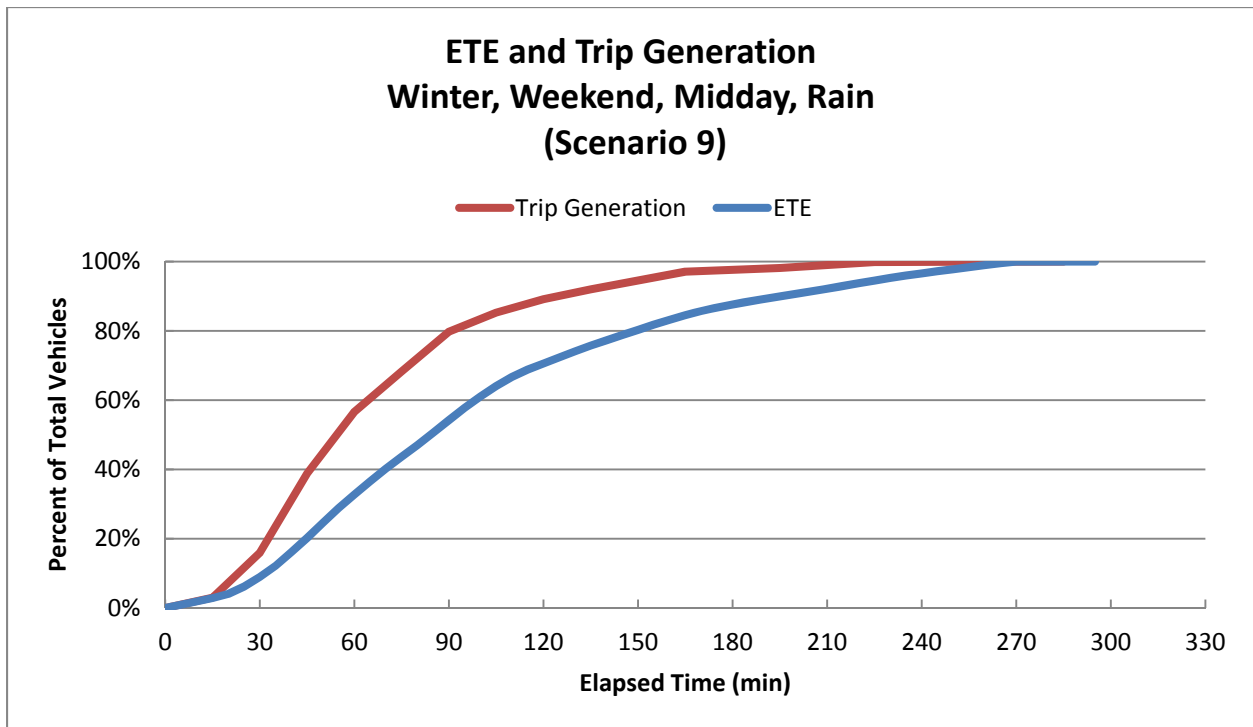


Figure J-9. ETE and Trip Generation: Winter, Weekend, Midday, Rain (Scenario 9)

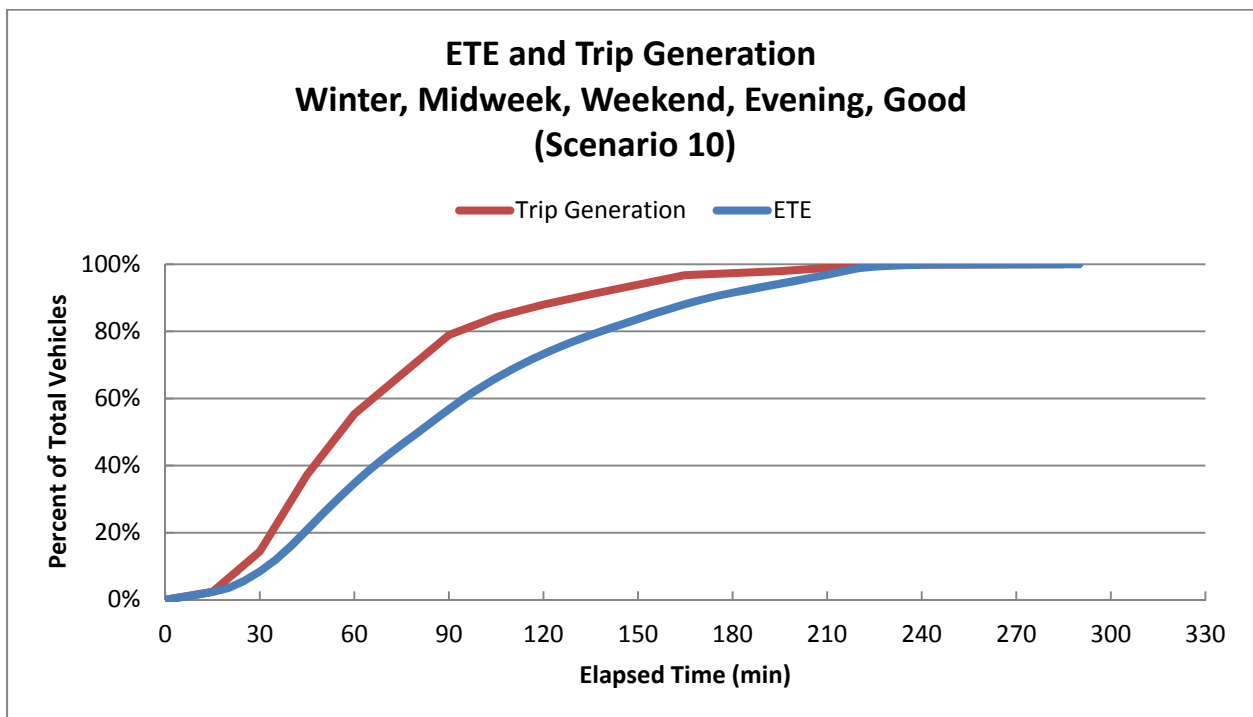


Figure J-10. ETE and Trip Generation: Winter, Weekend, Evening, Good Weather (Scenario 10)

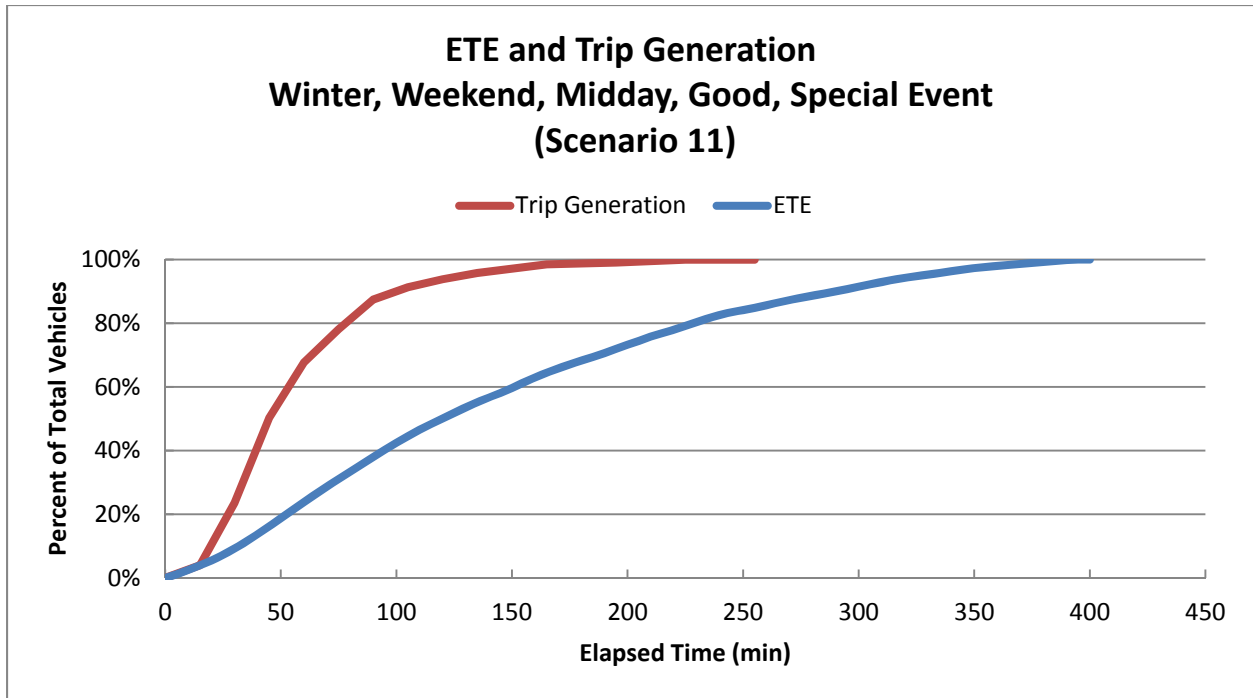


Figure J-11. ETE and Trip Generation: Winter, Weekend, Midday, Good Weather, Special Event (Scenario 11)

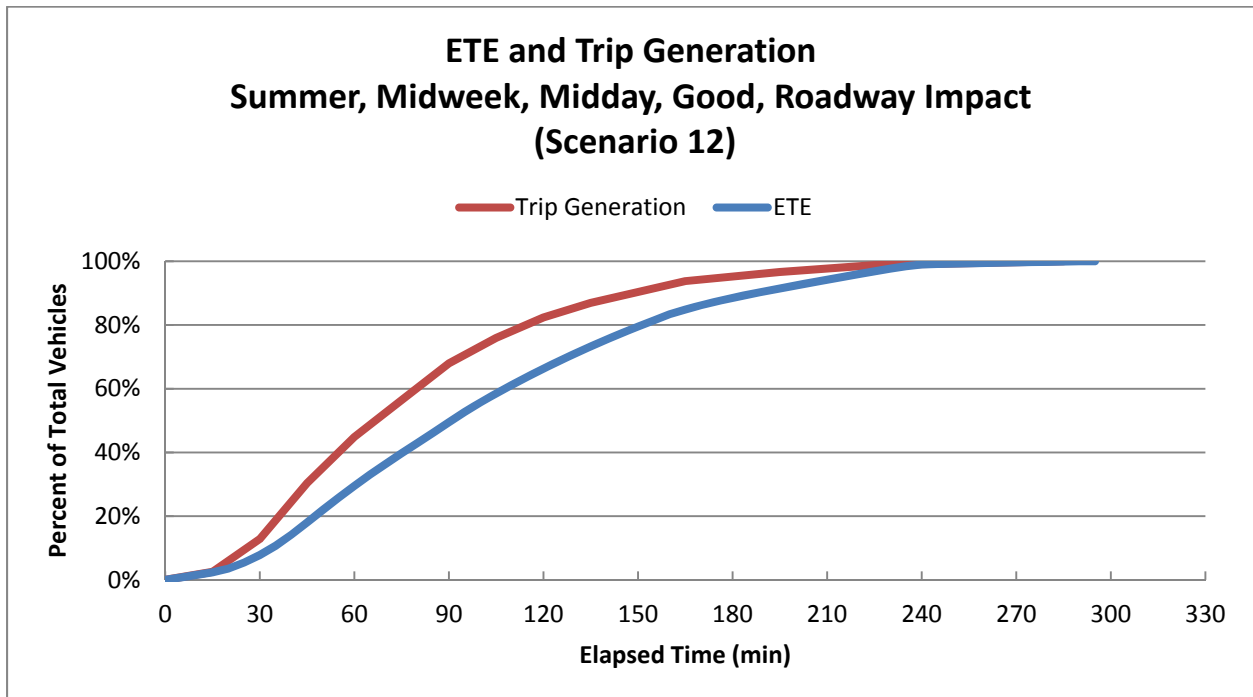


Figure J-12. ETE and Trip Generation: Summer, Midweek, Midday, Good Weather, Roadway Impact (Scenario 12)

K. EVACUATION ROADWAY NETWORK

As discussed in Section 1.3, a link-node analysis network was constructed to model the roadway network within the study area. Figure K-1 provides an overview of the link-node analysis network. The figure has been divided up into 35 more detailed figures (Figure K-2 through Figure K-36) which show each of the links and nodes in the network.

The analysis network was calibrated using the observations made during the field survey conducted in March 2012. Table K-1 lists the characteristics of each roadway section modeled in the ETE analysis. Each link is identified by its road name and the upstream and downstream node numbers. The geographic location of each link can be observed by referencing the grid map number provided in Table K-1. The roadway type identified in Table K-1 is generally based on the following criteria:

- Freeway: limited access highway, 2 or more lanes in each direction, high free flow speeds
- Freeway ramp: ramp on to or off of a limited access highway
- Minor arterial: 2 or more lanes in each direction
- Collector: single lane in each direction
- Local roadways: single lane in each direction, local roads with low free flow speeds

The term, “No. of Lanes” in Table K-1 identifies the number of lanes that extend throughout the length of the link. Many links have additional lanes on the immediate approach to an intersection (turn pockets); these have been recorded and entered into the input stream for the DYNEV II System.

As discussed in Section 1.3, lane width and shoulder width were not physically measured during the road survey. Rather, estimates of these measures were based on visual observations and recorded images.

Table K-2 identifies each node in the network that is controlled and the type of control (stop sign, yield sign, pre-timed signal, actuated signal, traffic control point) at that node. Uncontrolled nodes are not included in Table K-2. The location of each node can be observed by referencing the grid map number provided.

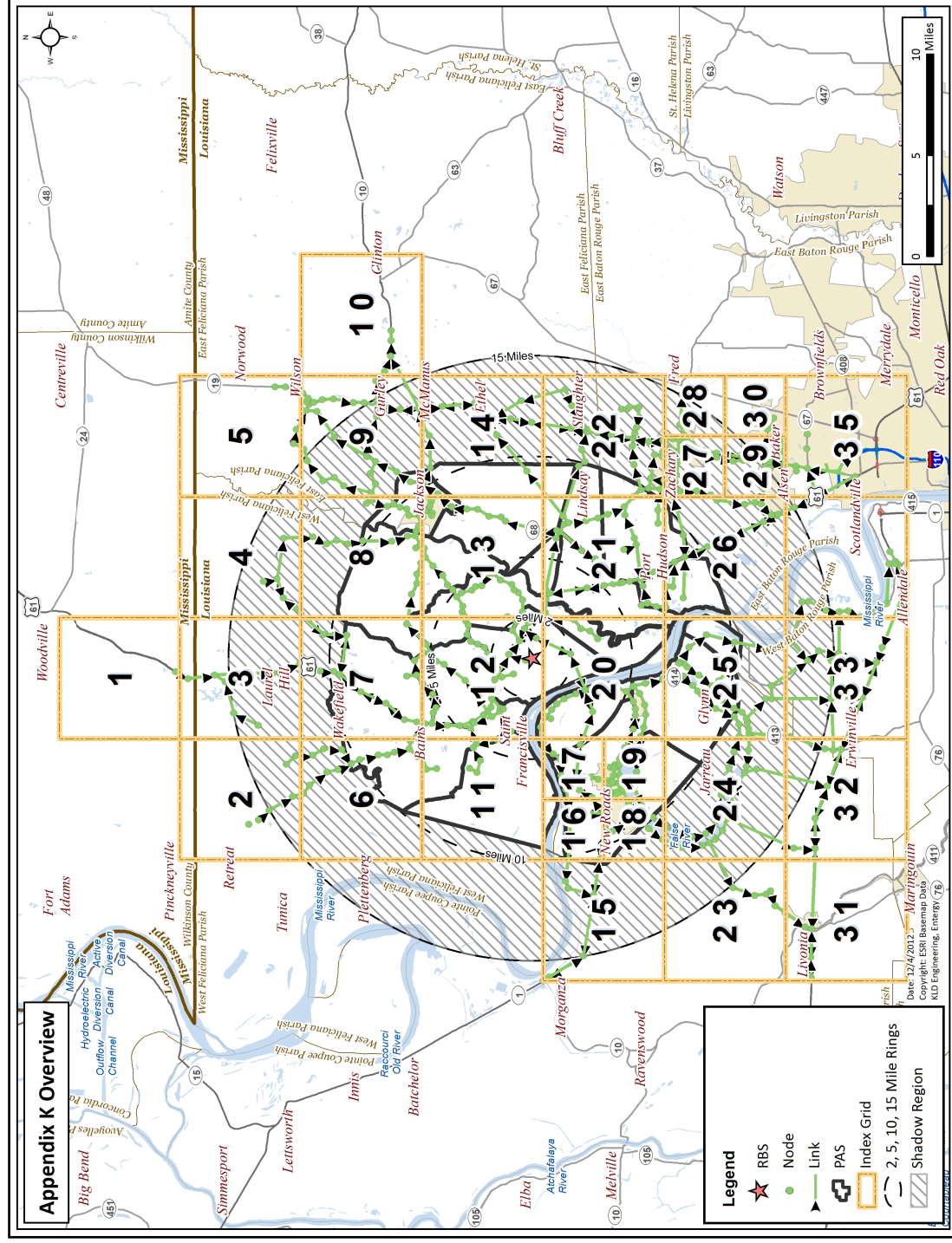


Figure K-1. RBS Link-Node Analysis Network

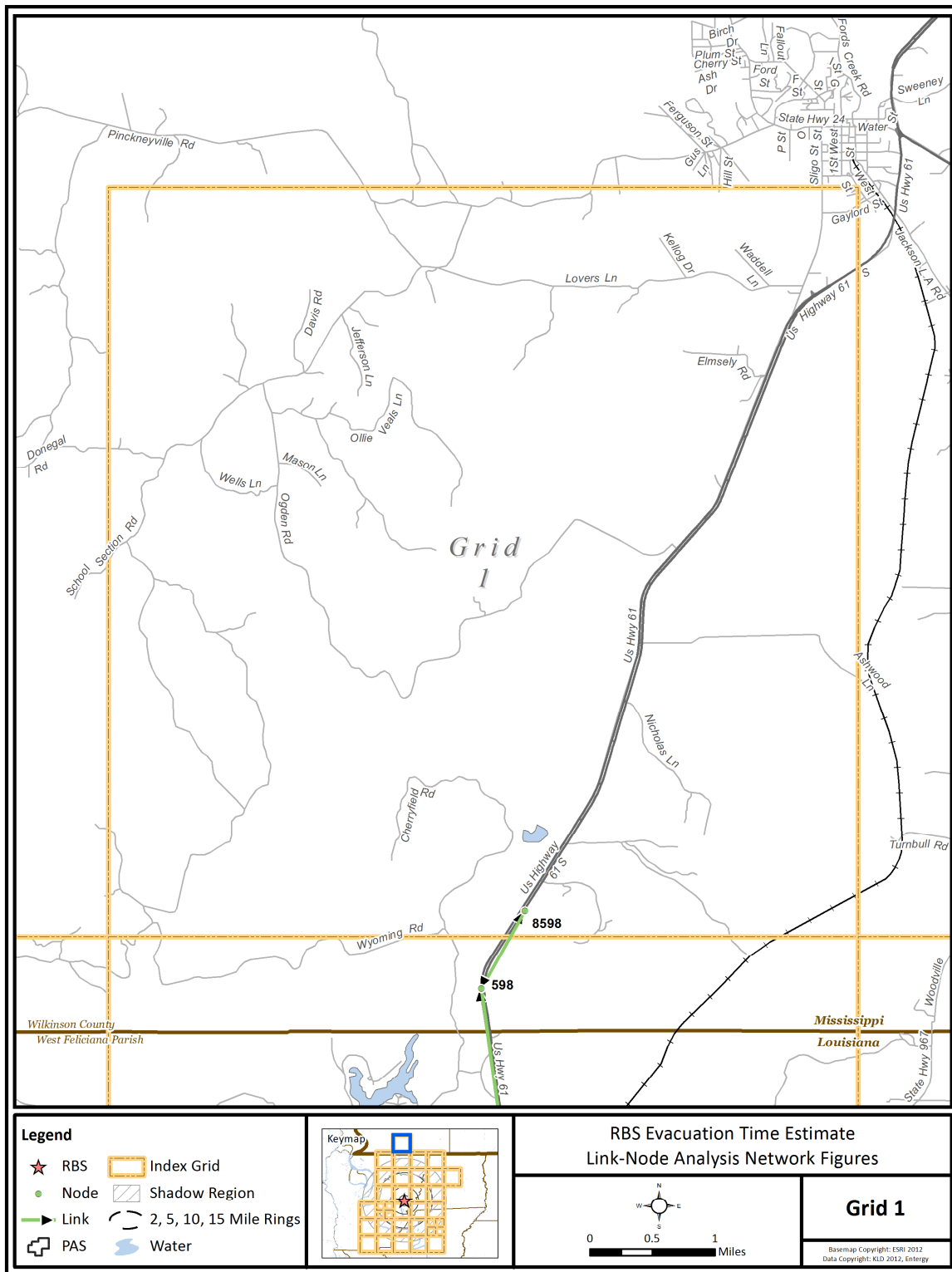


Figure K-2. Link-Node Analysis Network – Grid 1

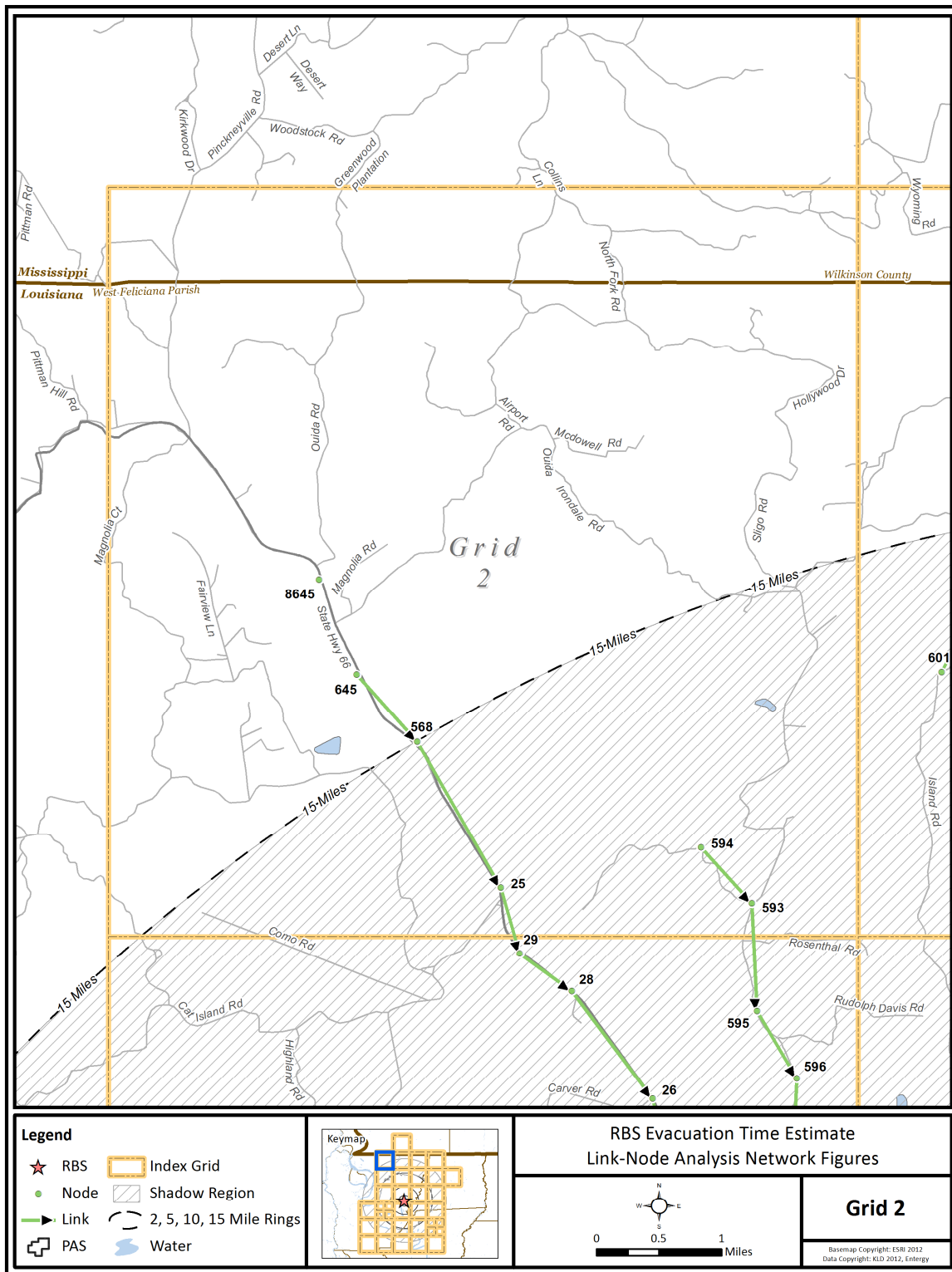


Figure K-3. Link-Node Analysis Network – Grid 2

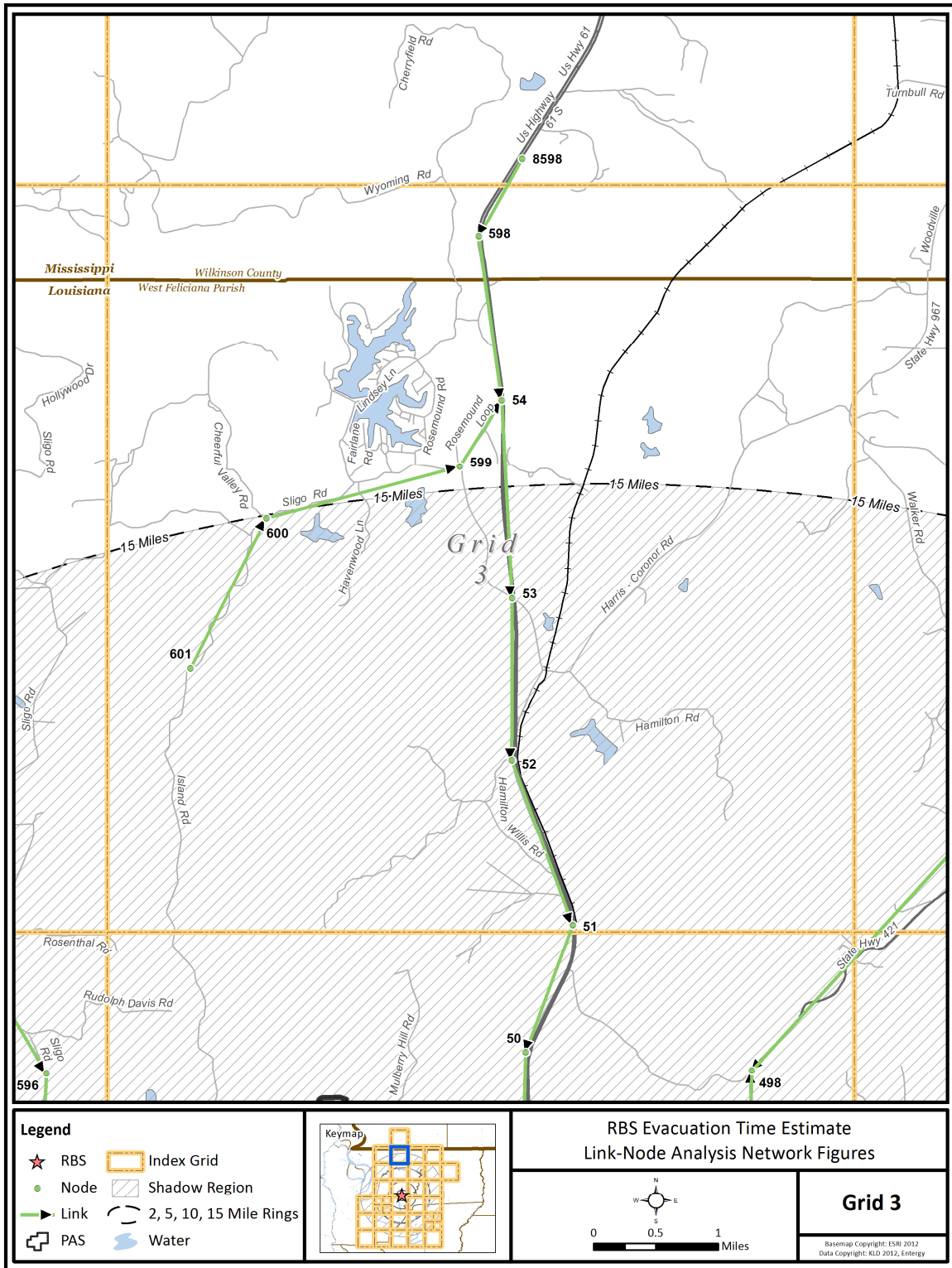


Figure K-4. Link-Node Analysis Network – Grid 3

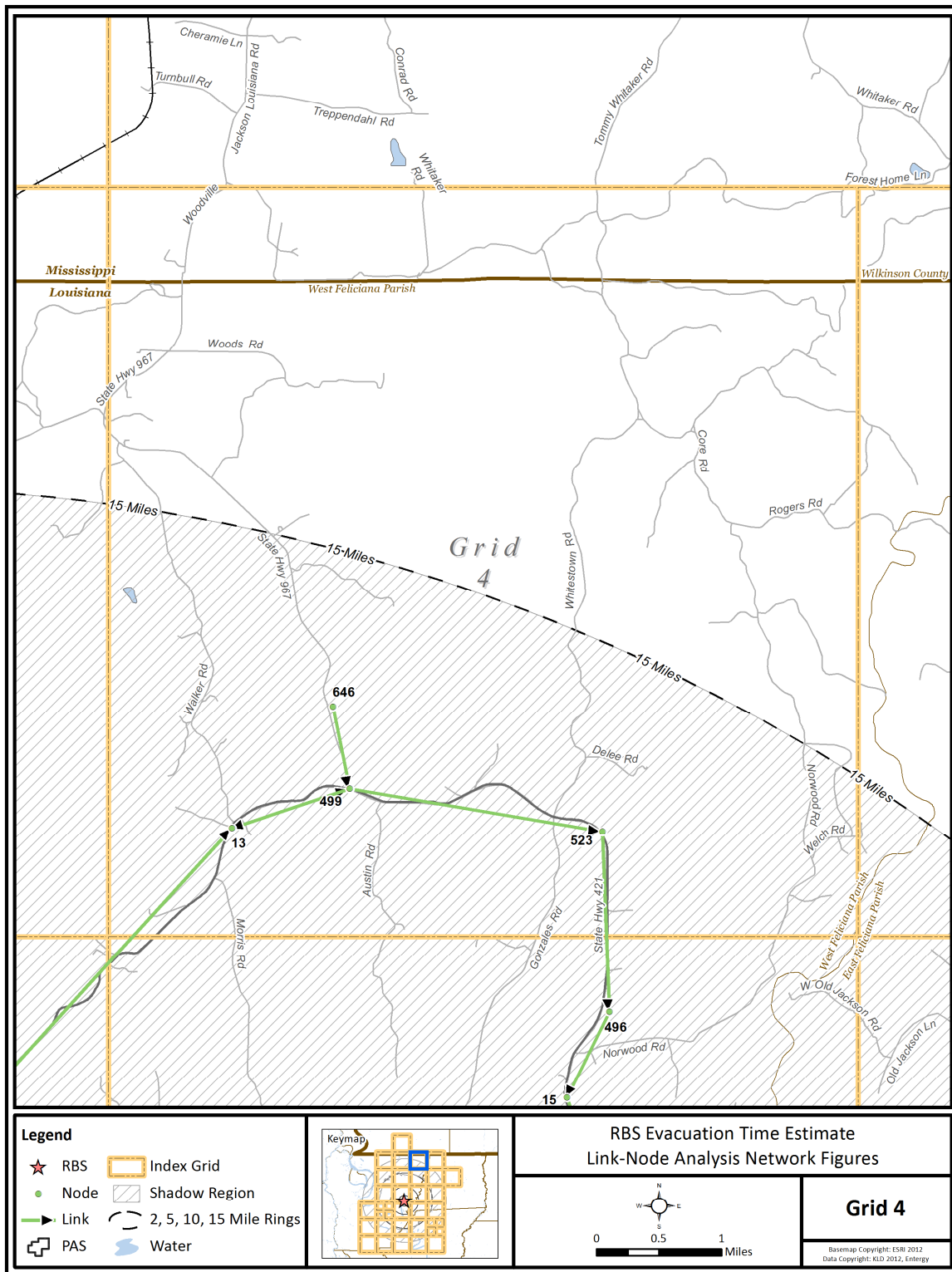


Figure K-5. Link-Node Analysis Network – Grid 4

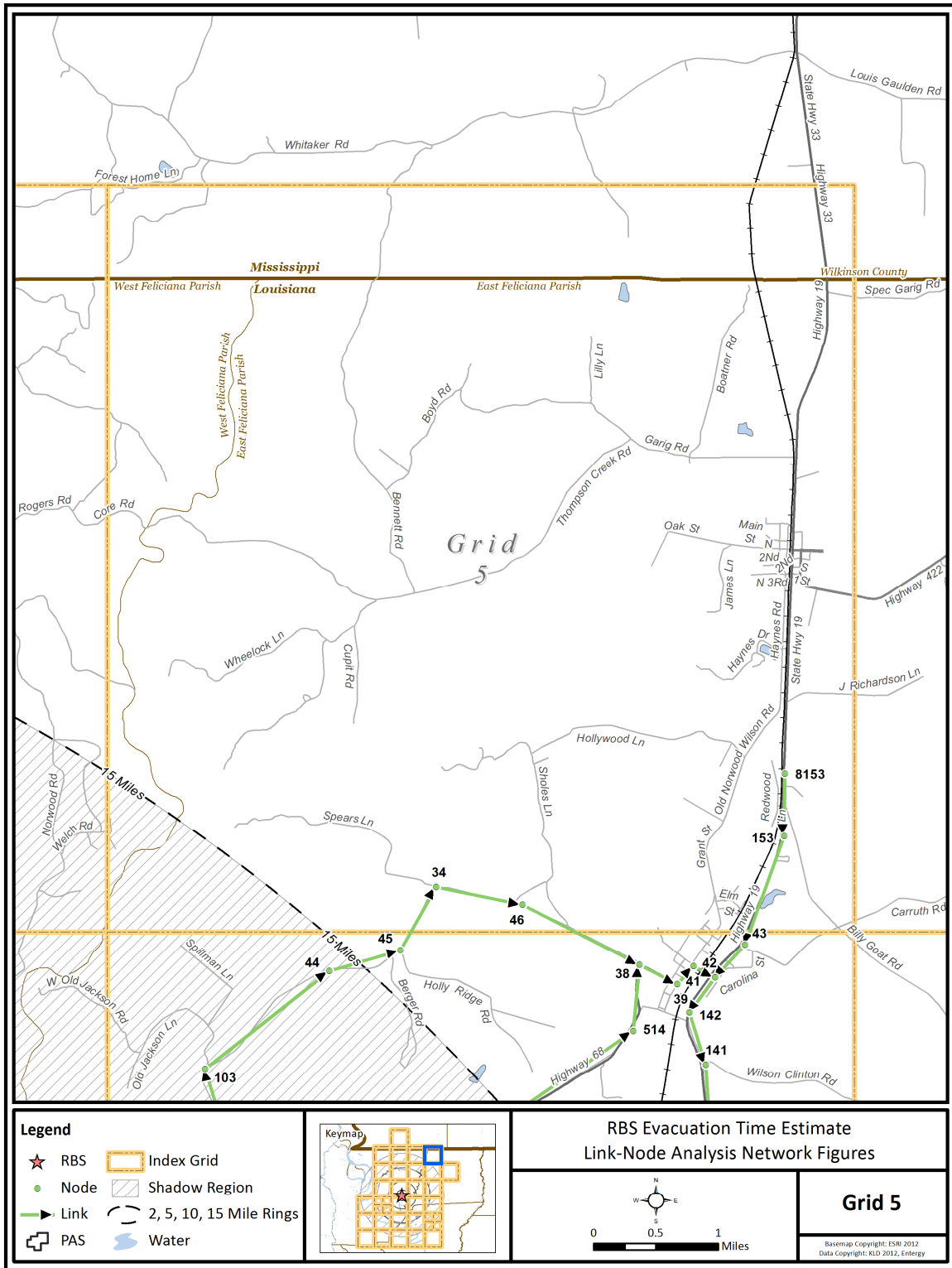


Figure K-6. Link-Node Analysis Network – Grid 5

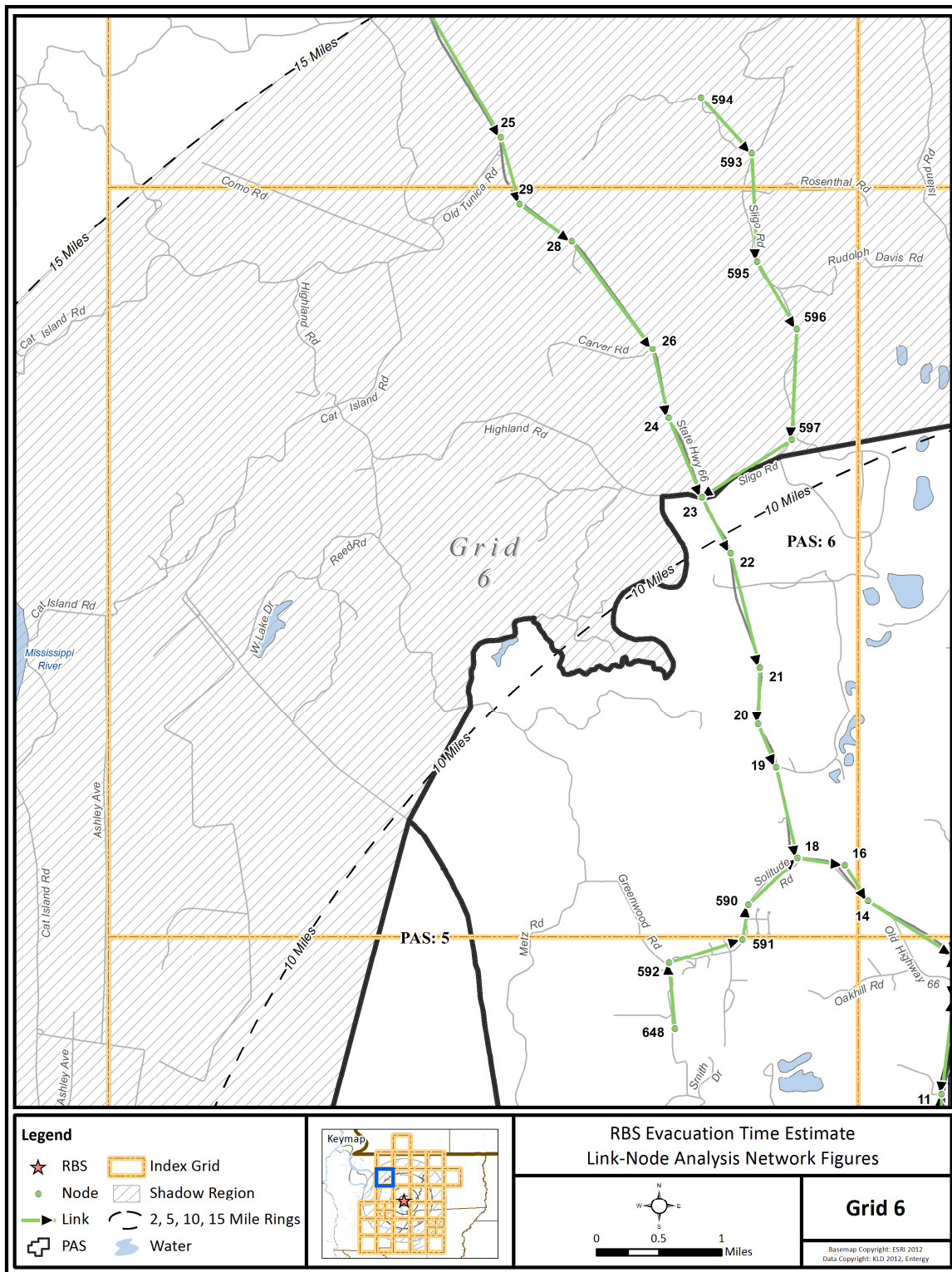


Figure K-7. Link-Node Analysis Network – Grid 6

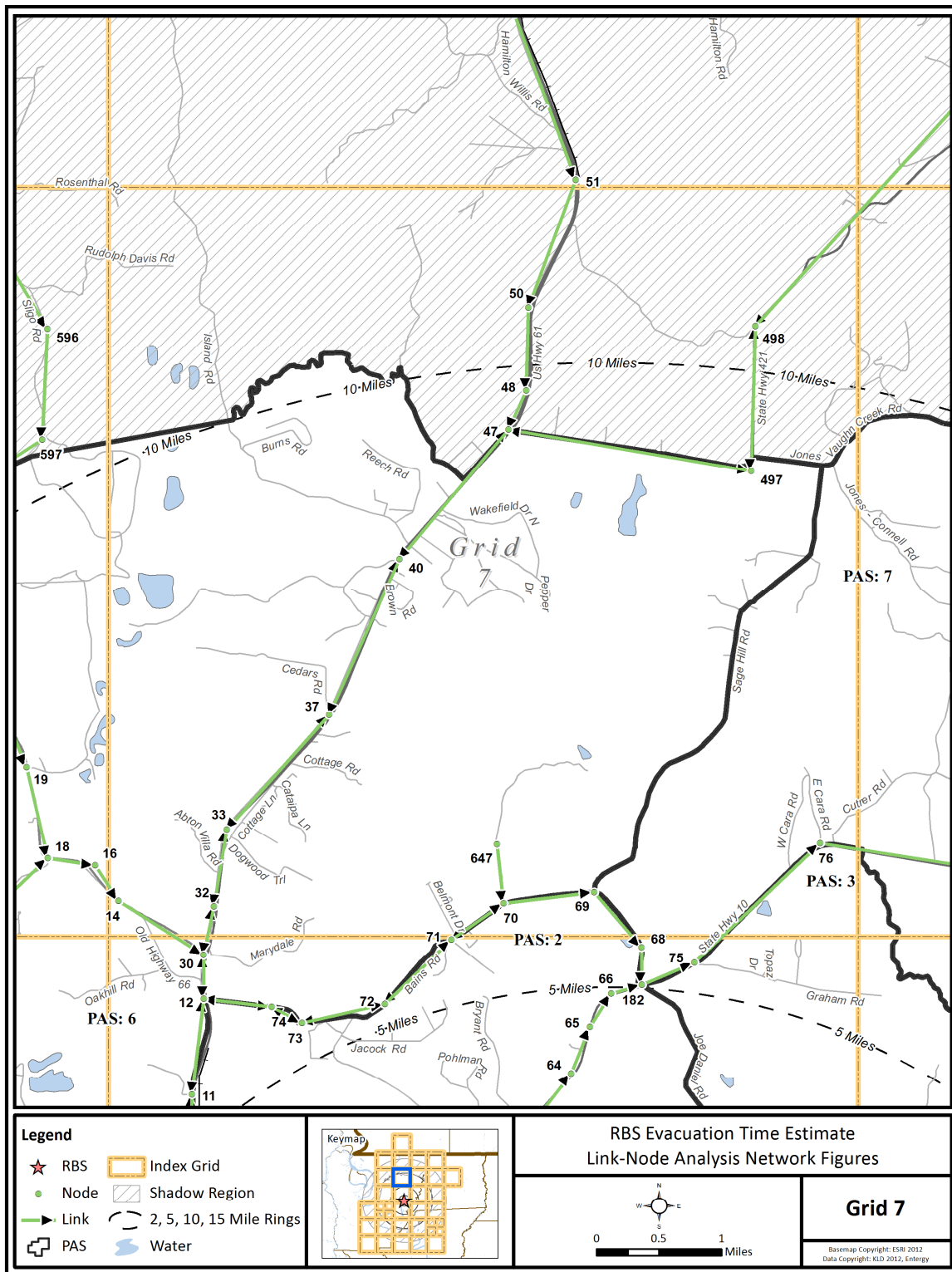


Figure K-8. Link-Node Analysis Network – Grid 7

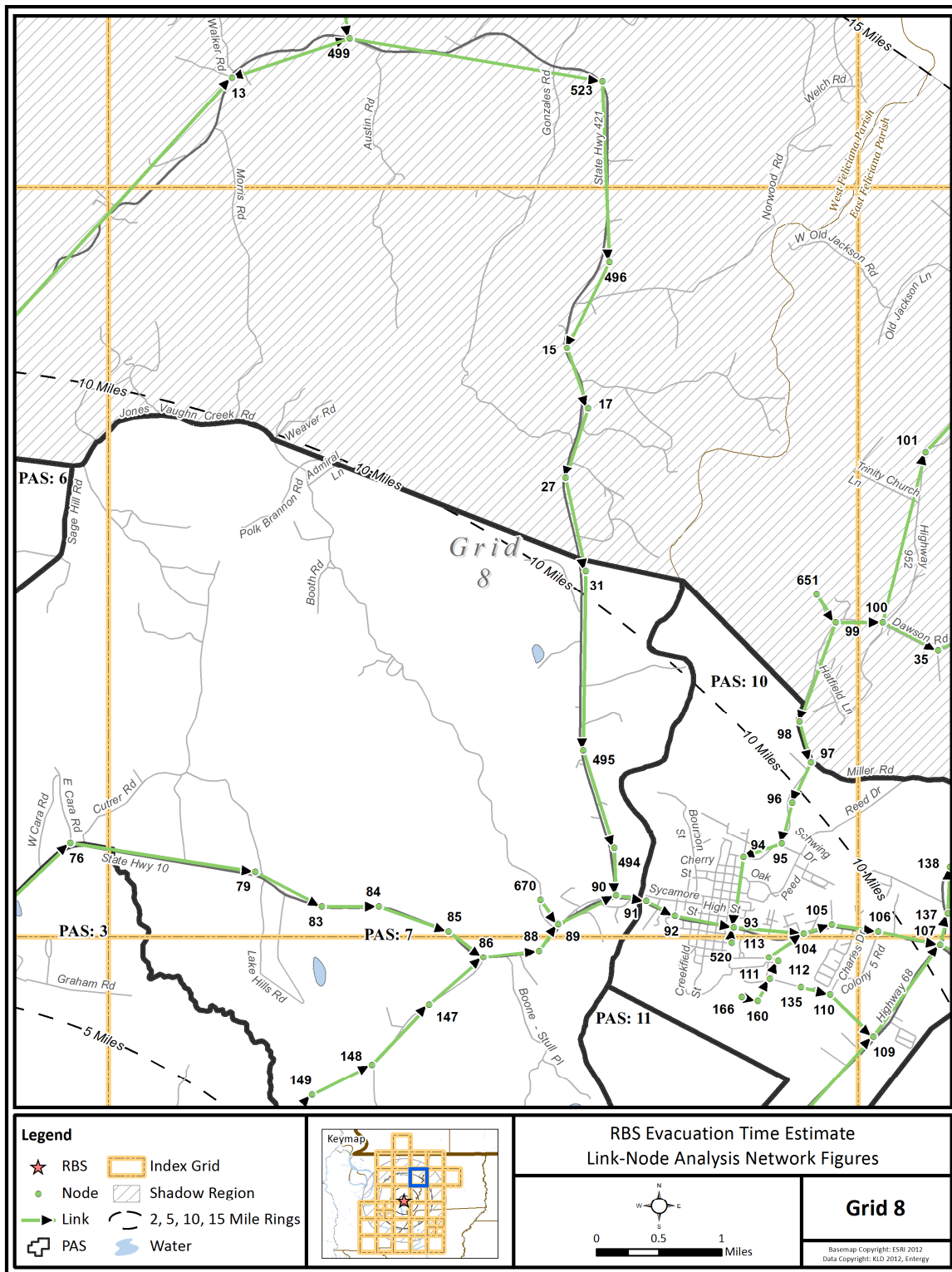
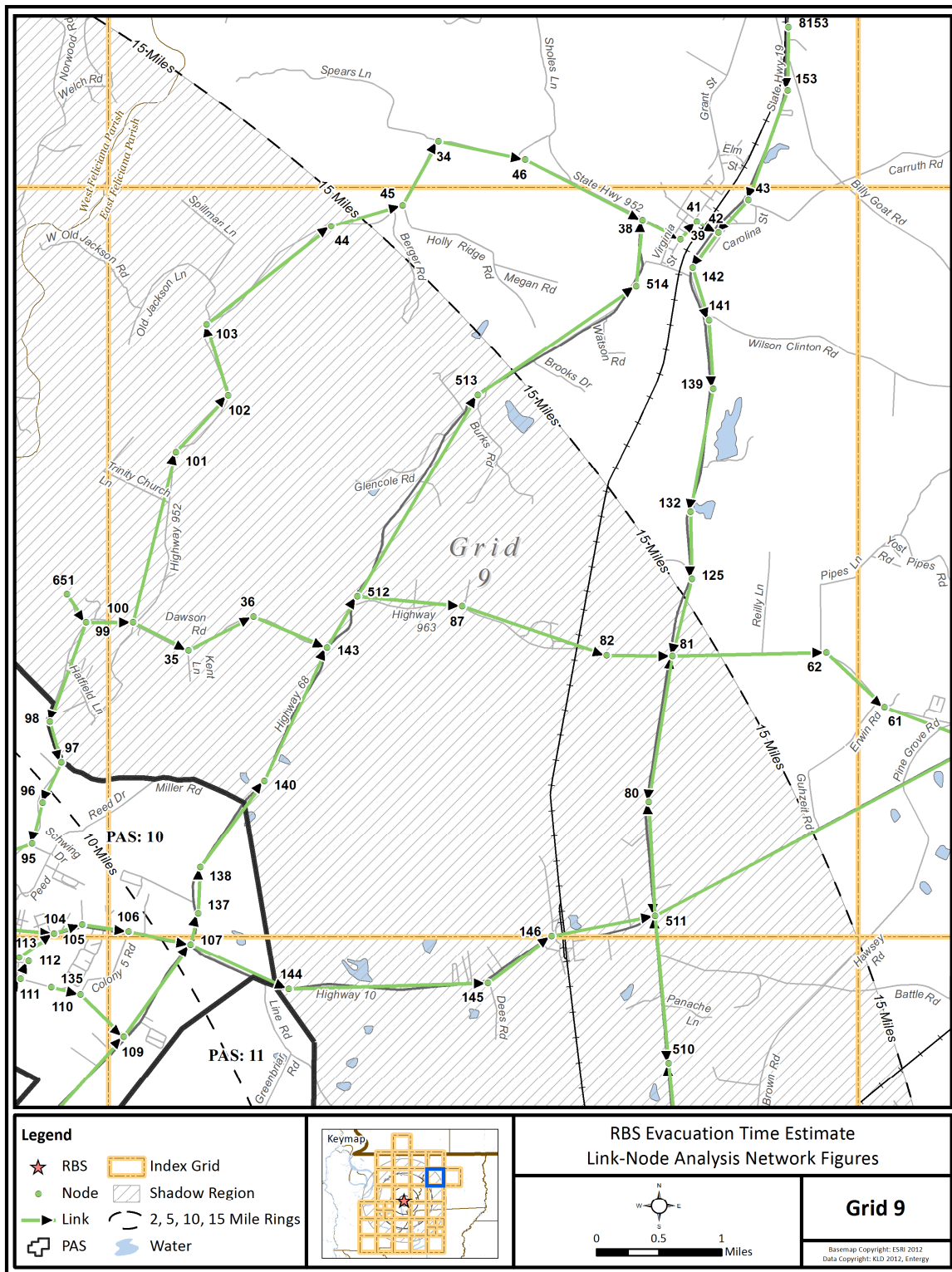


Figure K-9. Link-Node Analysis Network – Grid 8



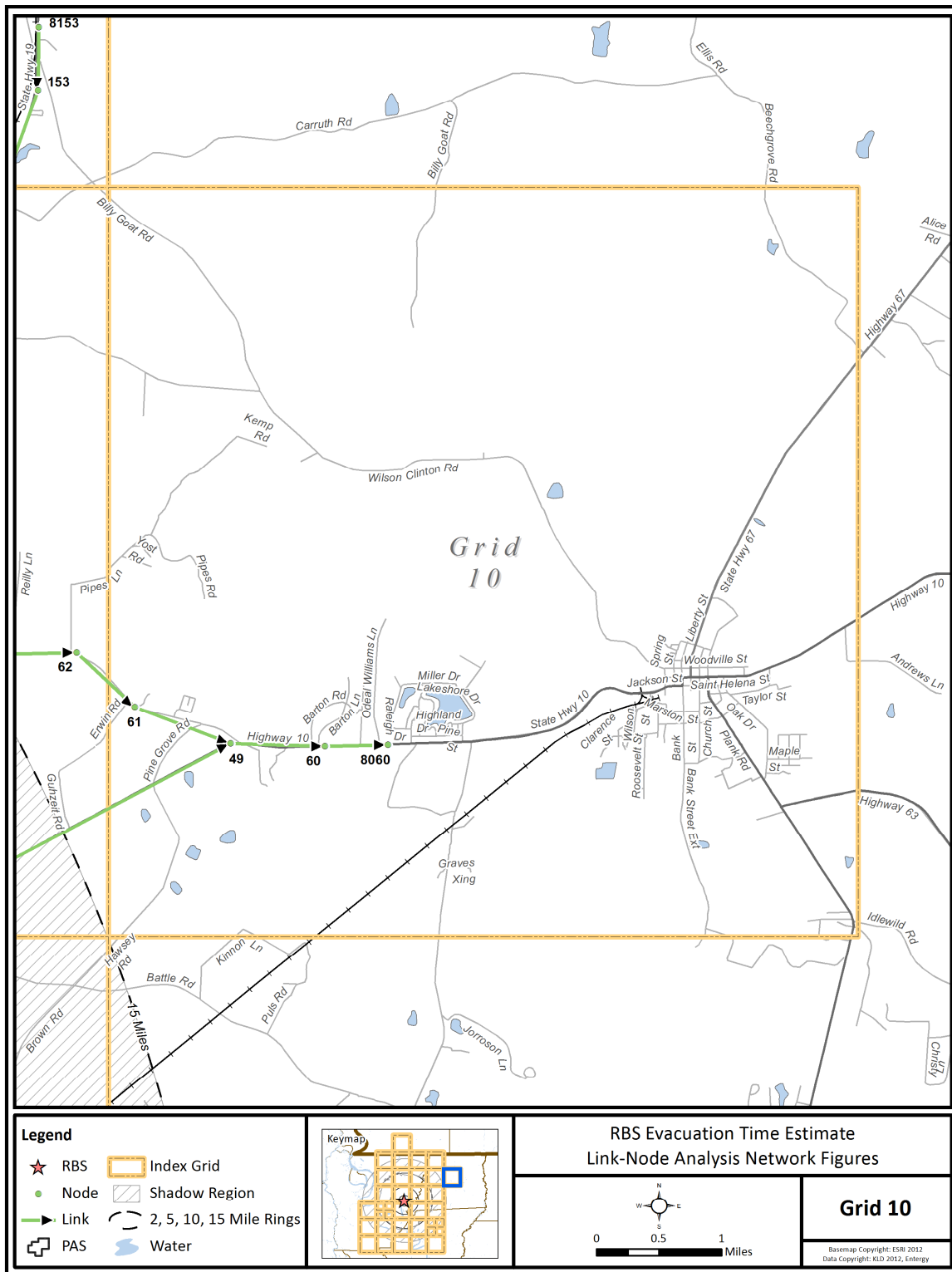


Figure K-11. Link-Node Analysis Network – Grid 10

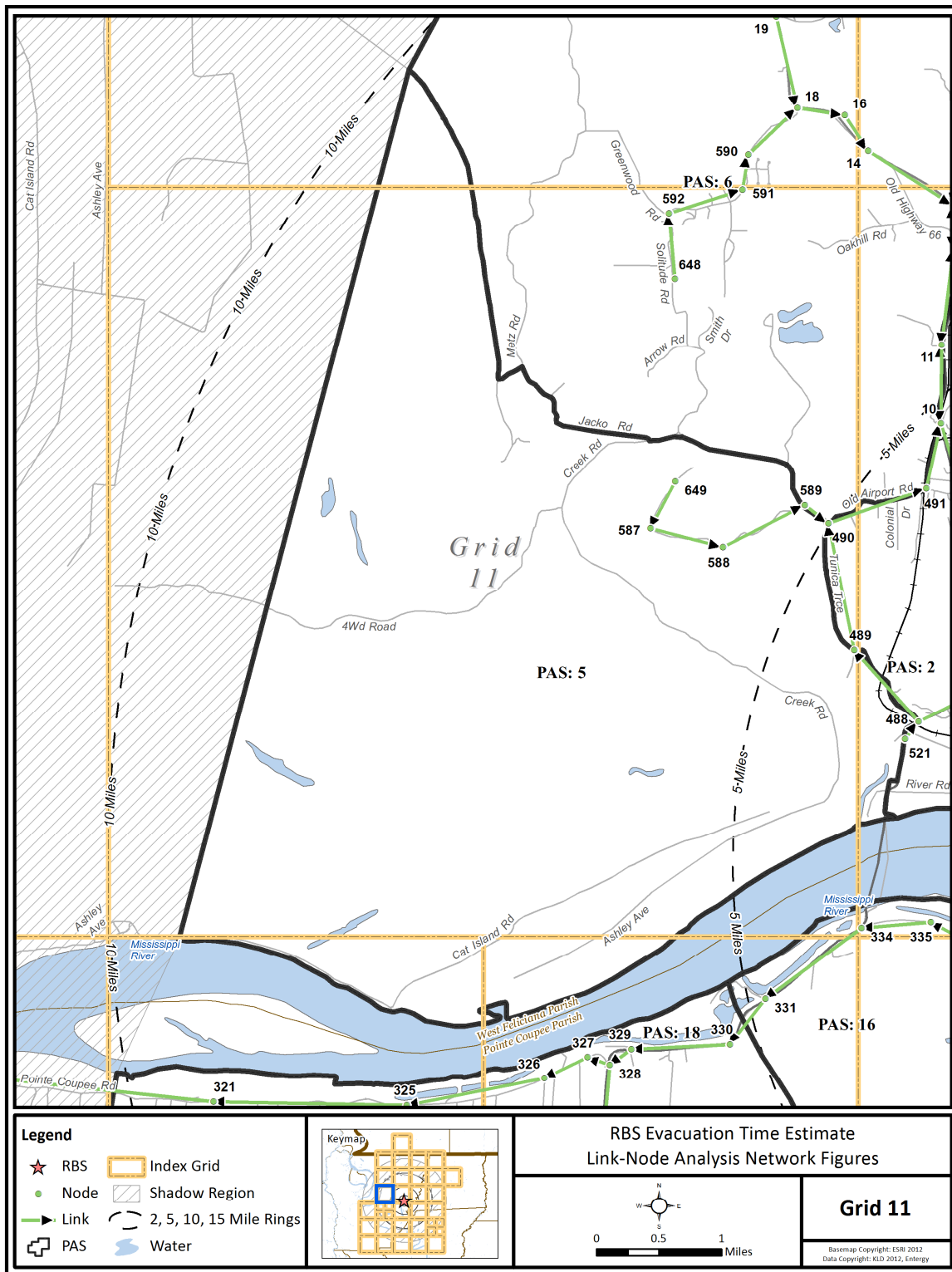


Figure K-12. Link-Node Analysis Network – Grid 11

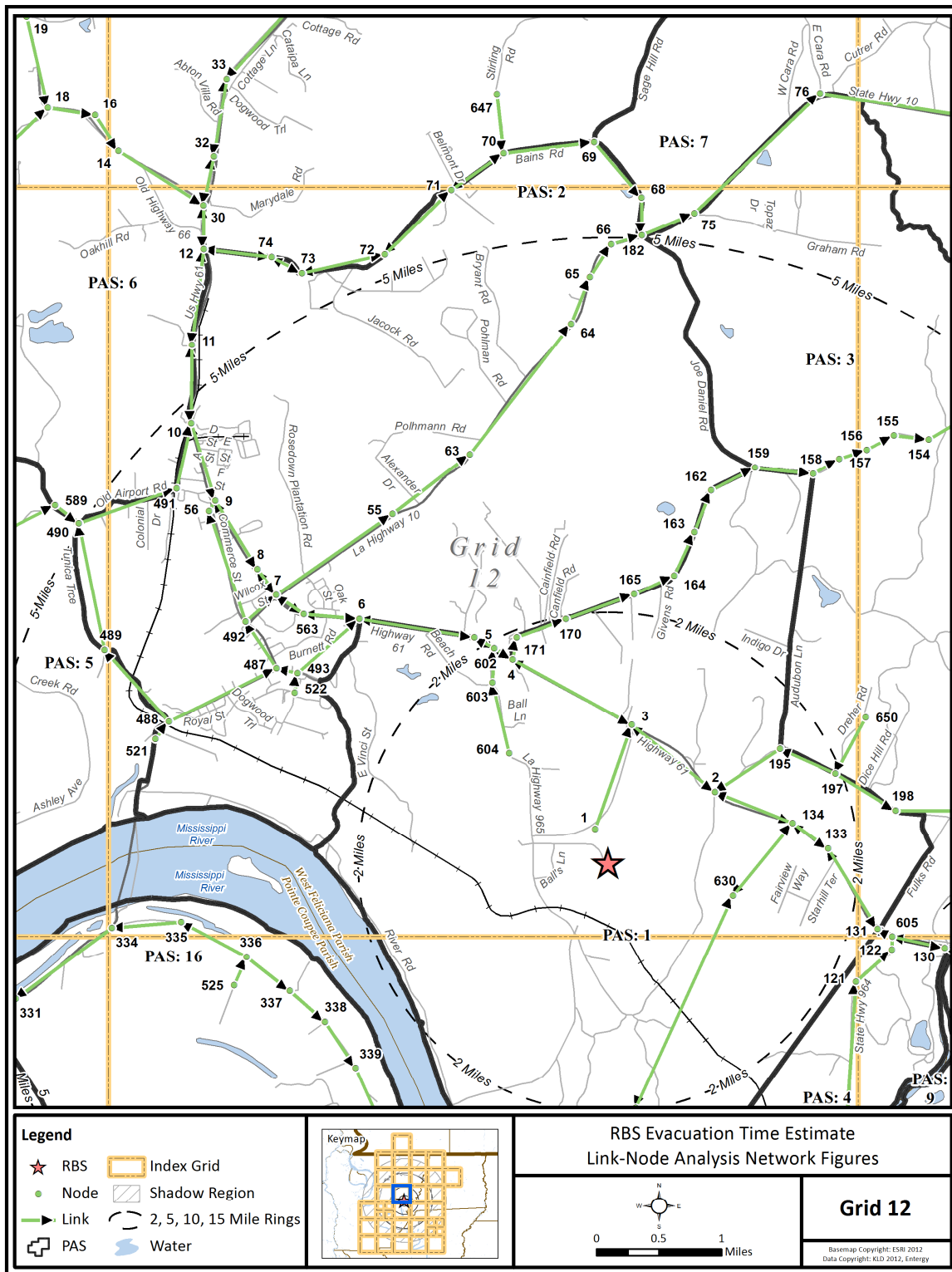


Figure K-13. Link-Node Analysis Network – Grid 12

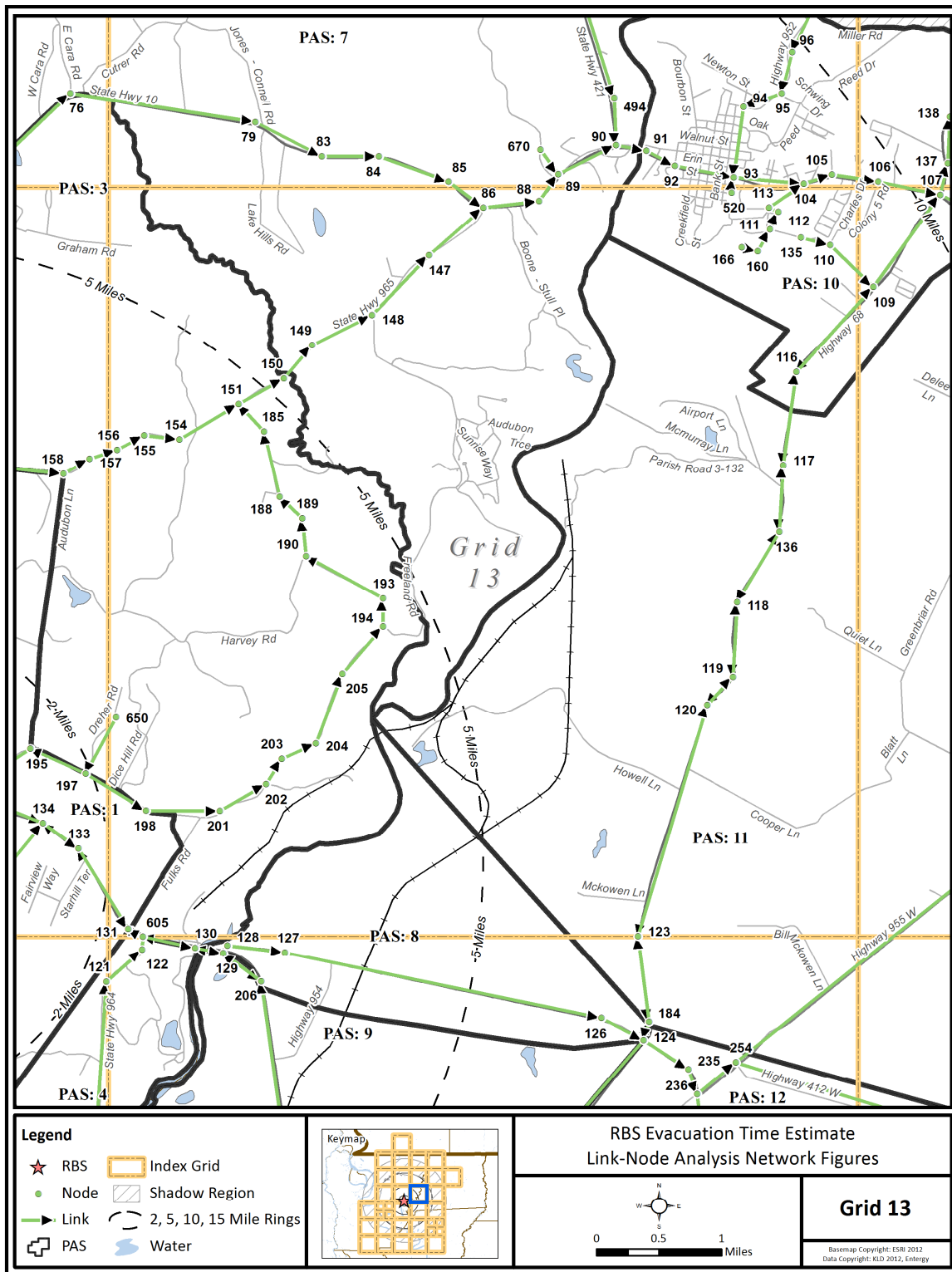


Figure K-14. Link-Node Analysis Network – Grid 13

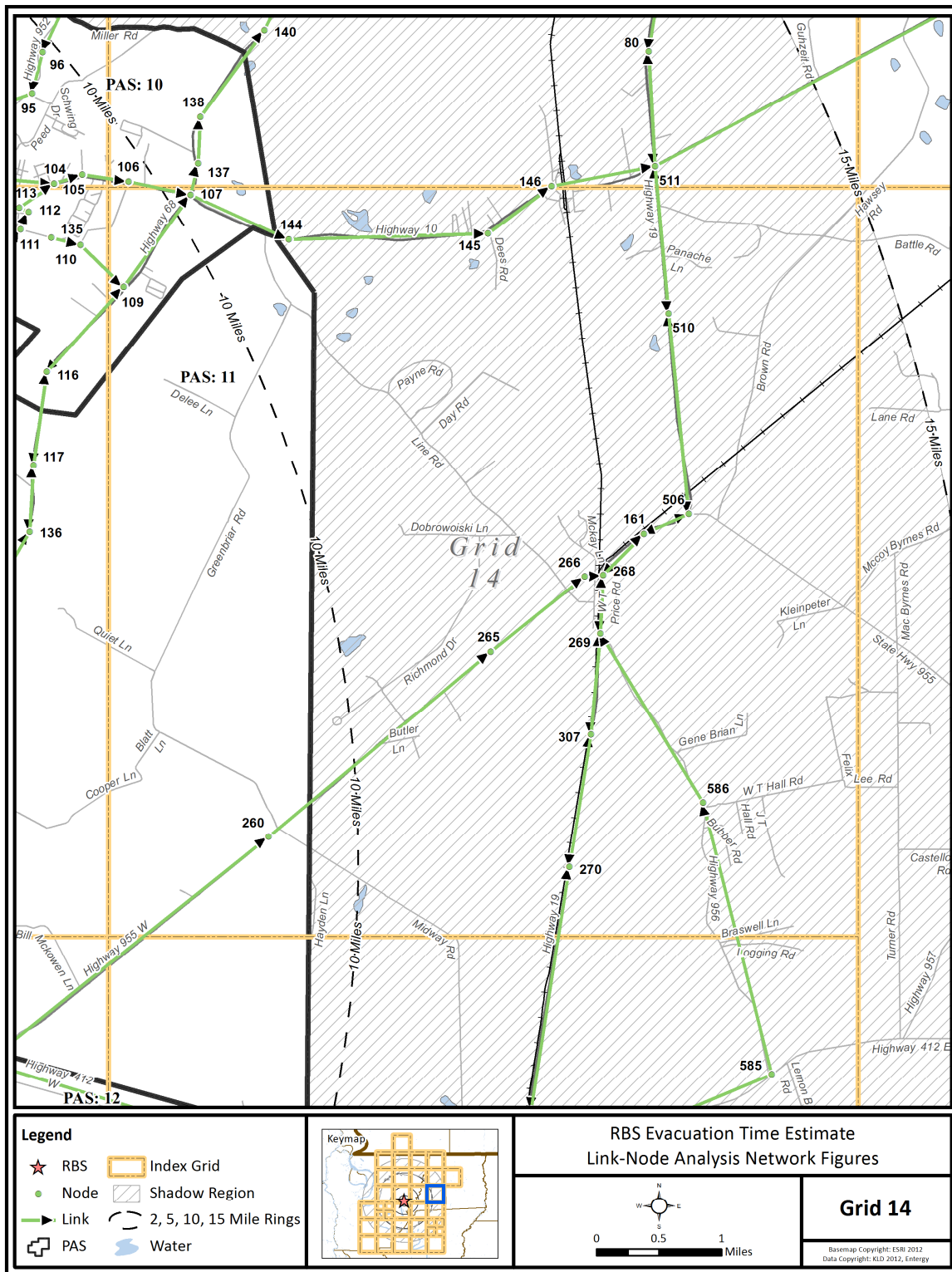


Figure K-15. Link-Node Analysis Network – Grid 14

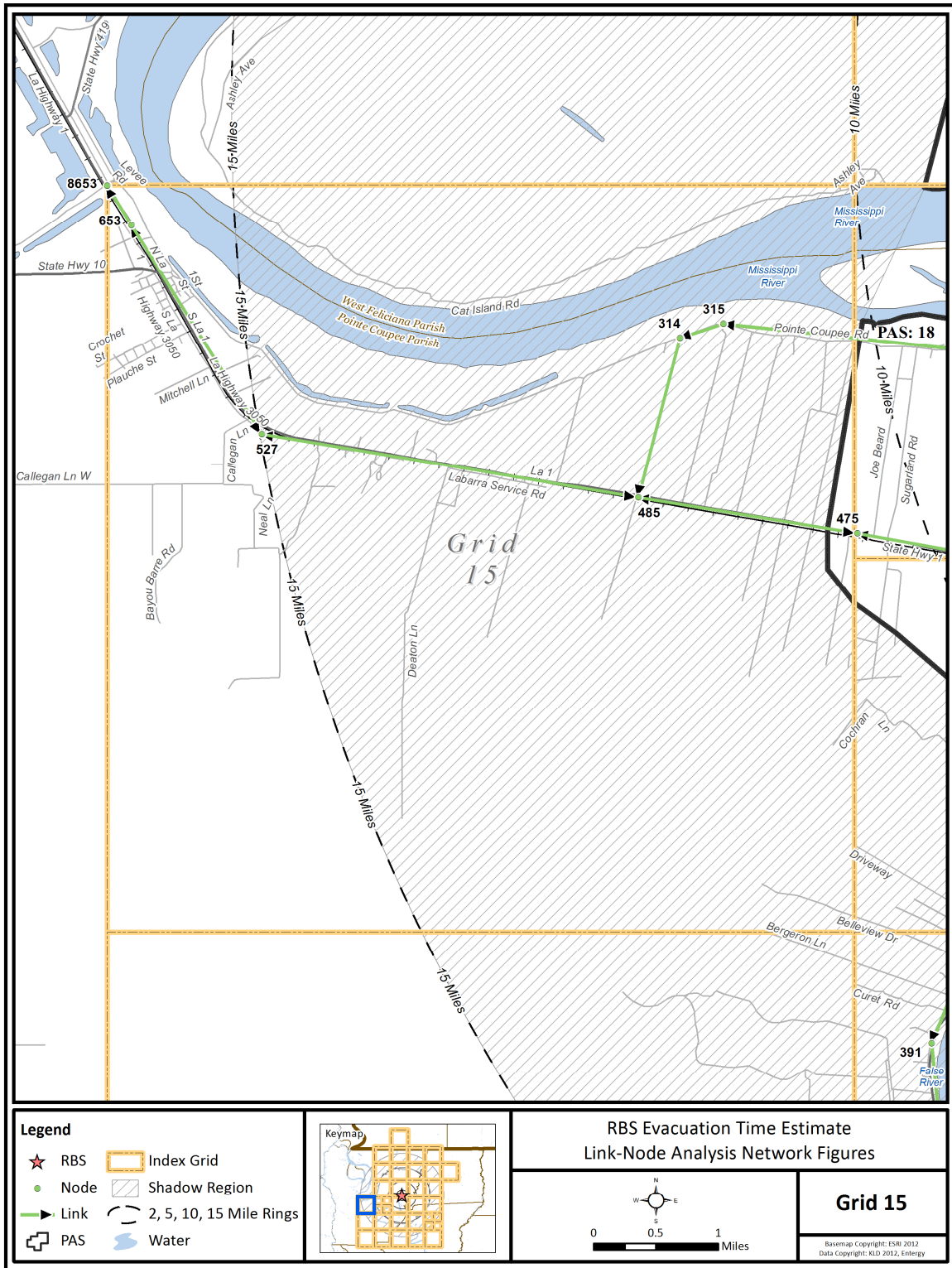


Figure K-16. Link-Node Analysis Network – Grid 15

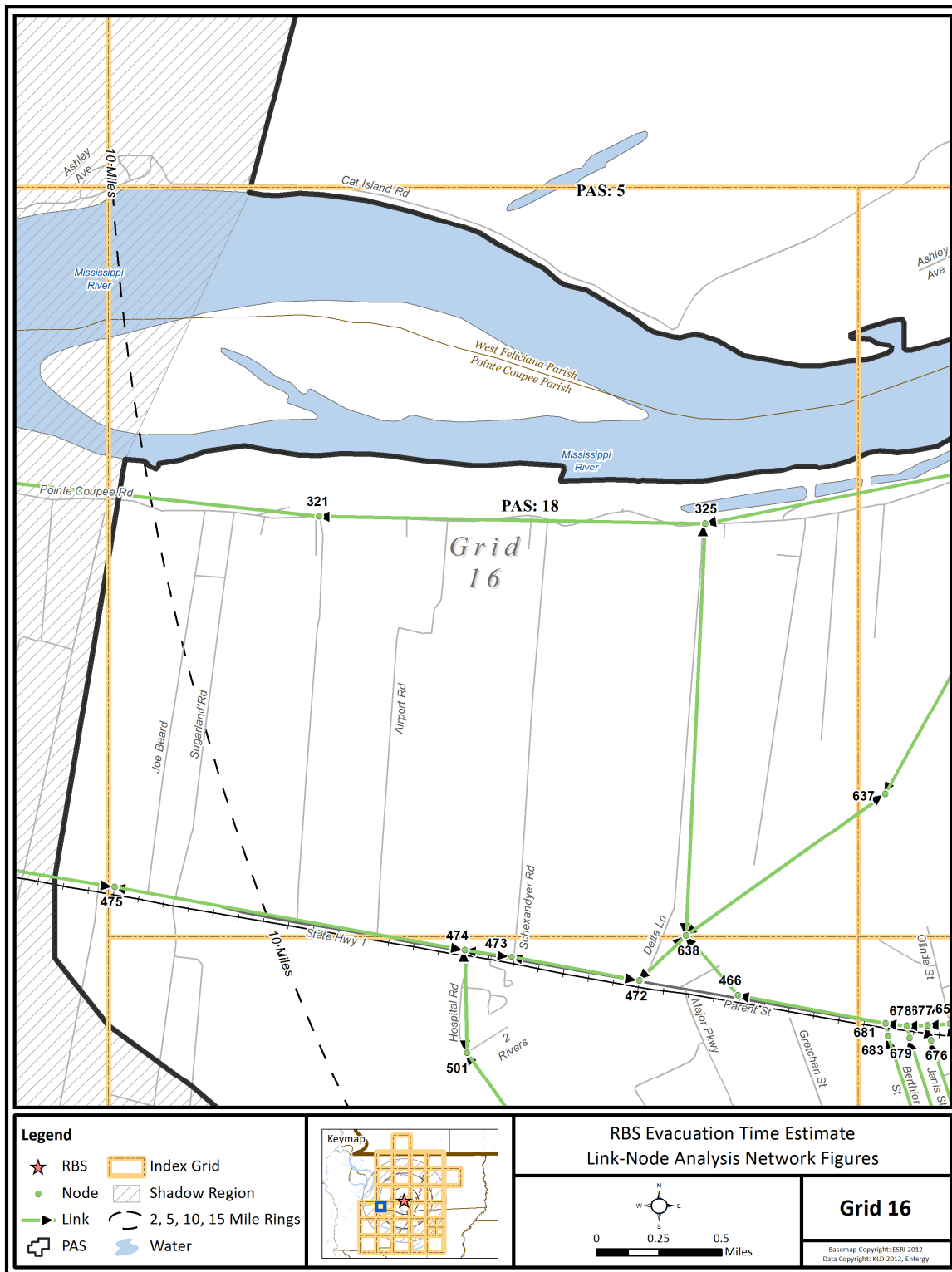


Figure K-17. Link-Node Analysis Network – Grid 16

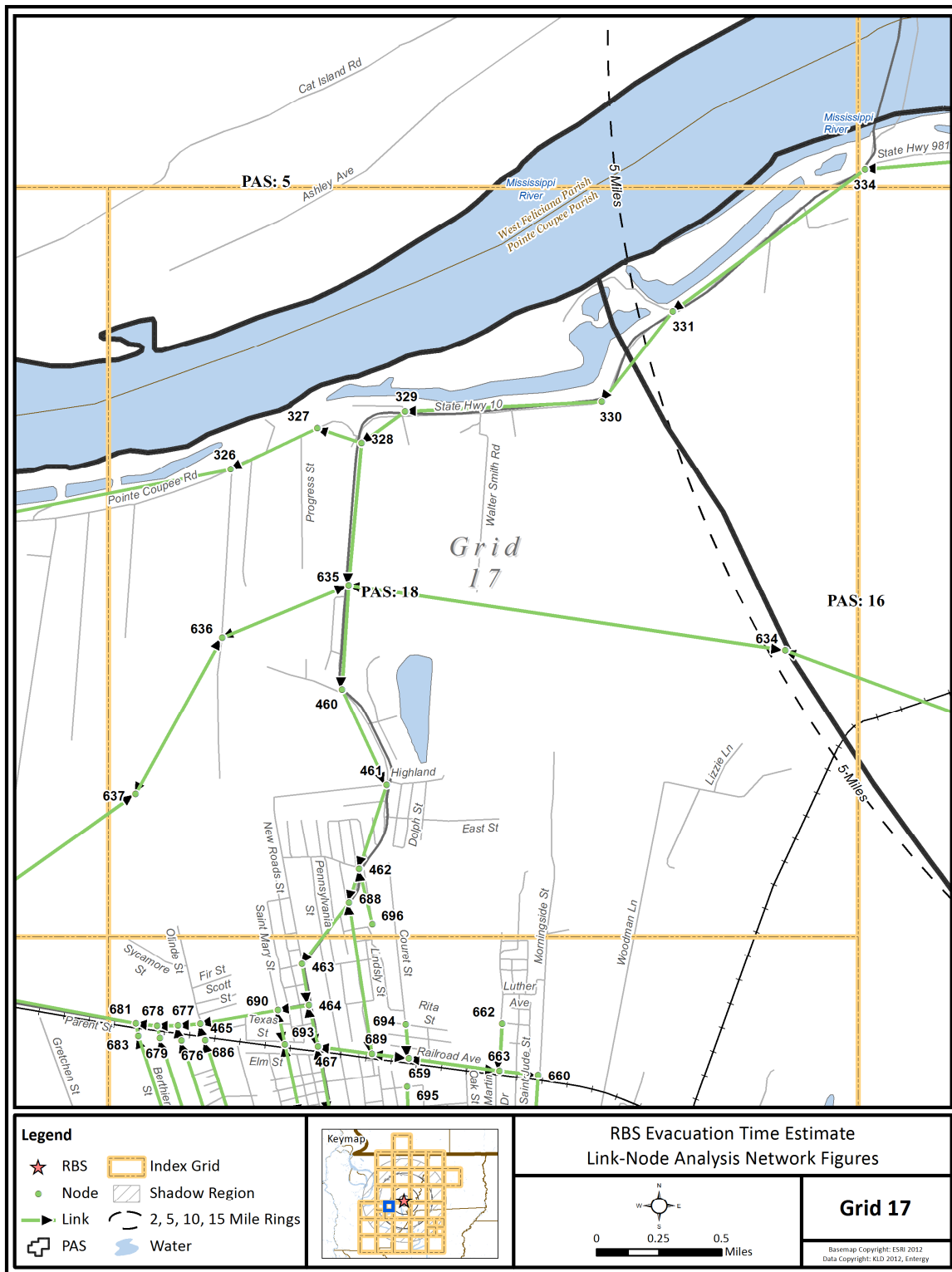


Figure K-18. Link-Node Analysis Network – Grid 17

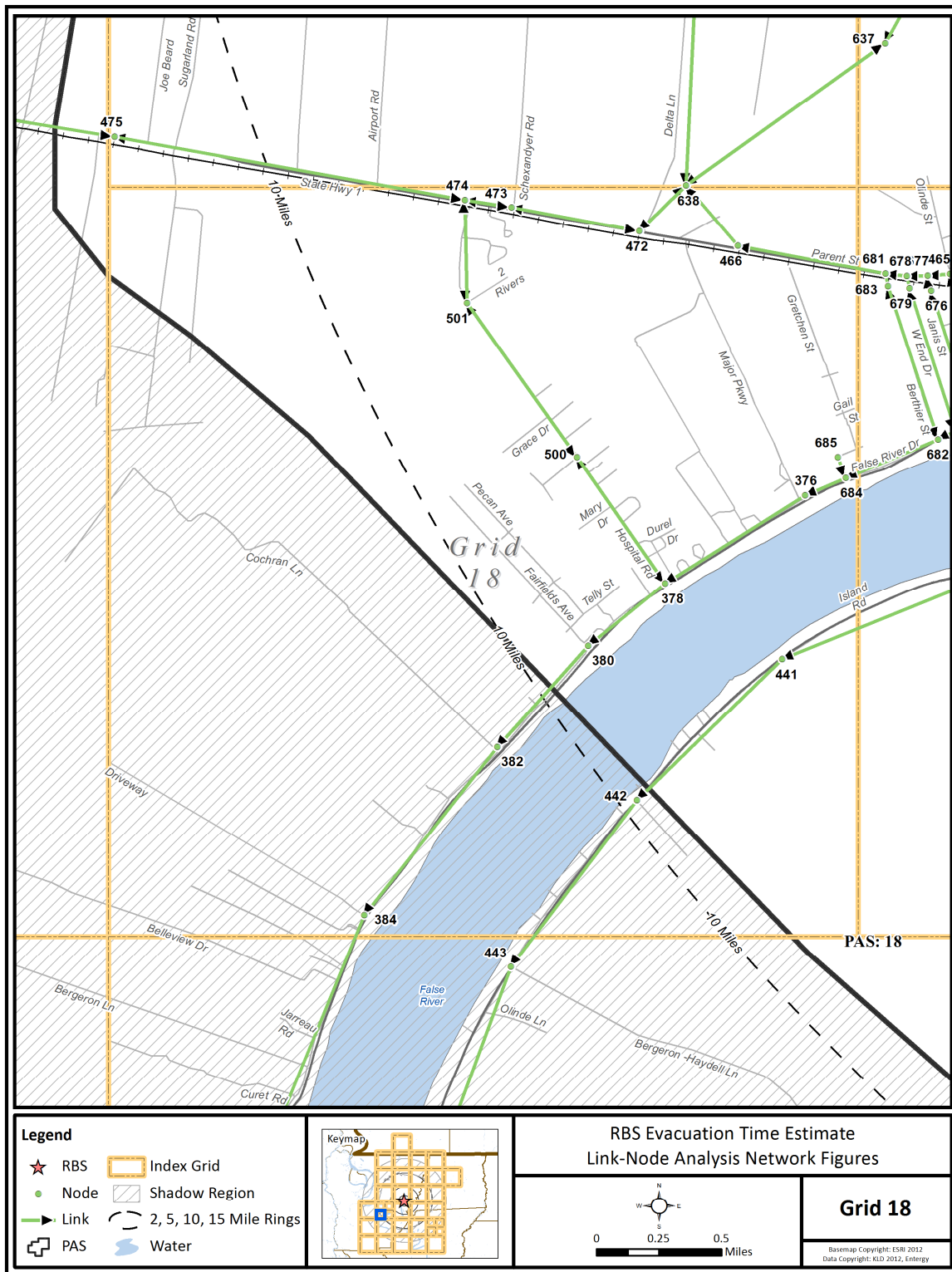


Figure K-19. Link-Node Analysis Network – Grid 18

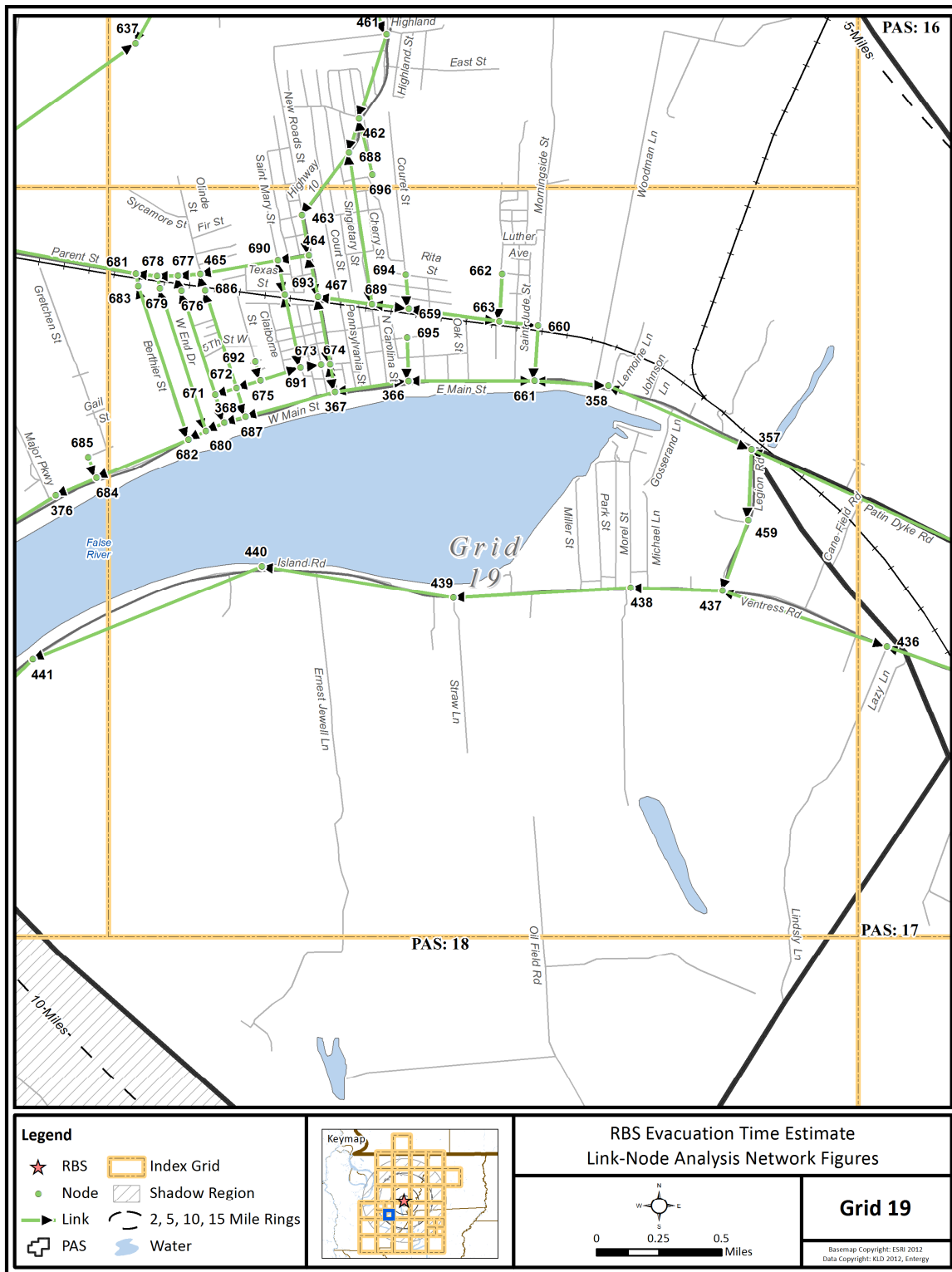


Figure K-20. Link-Node Analysis Network – Grid 19

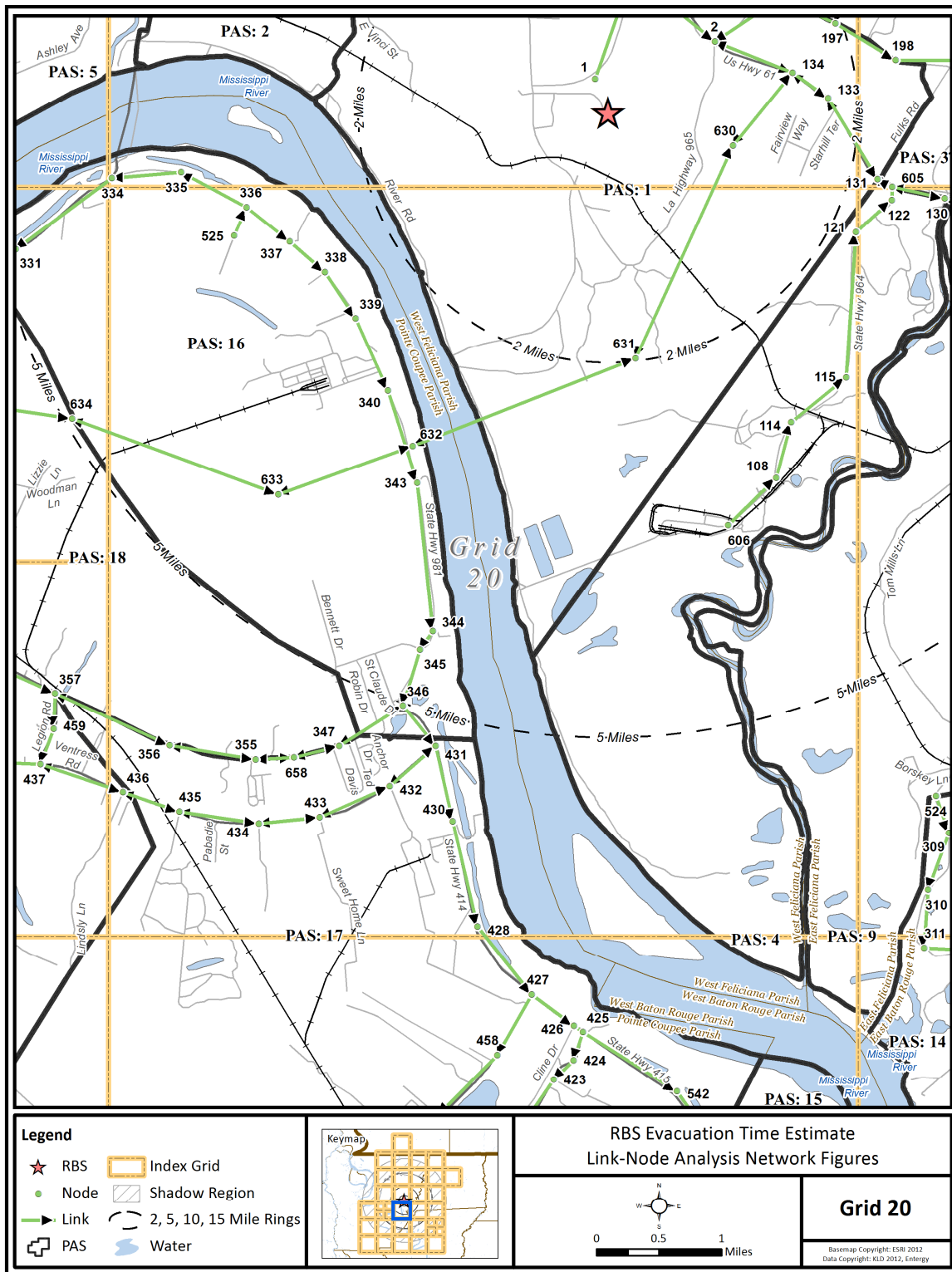


Figure K-21. Link-Node Analysis Network – Grid 20

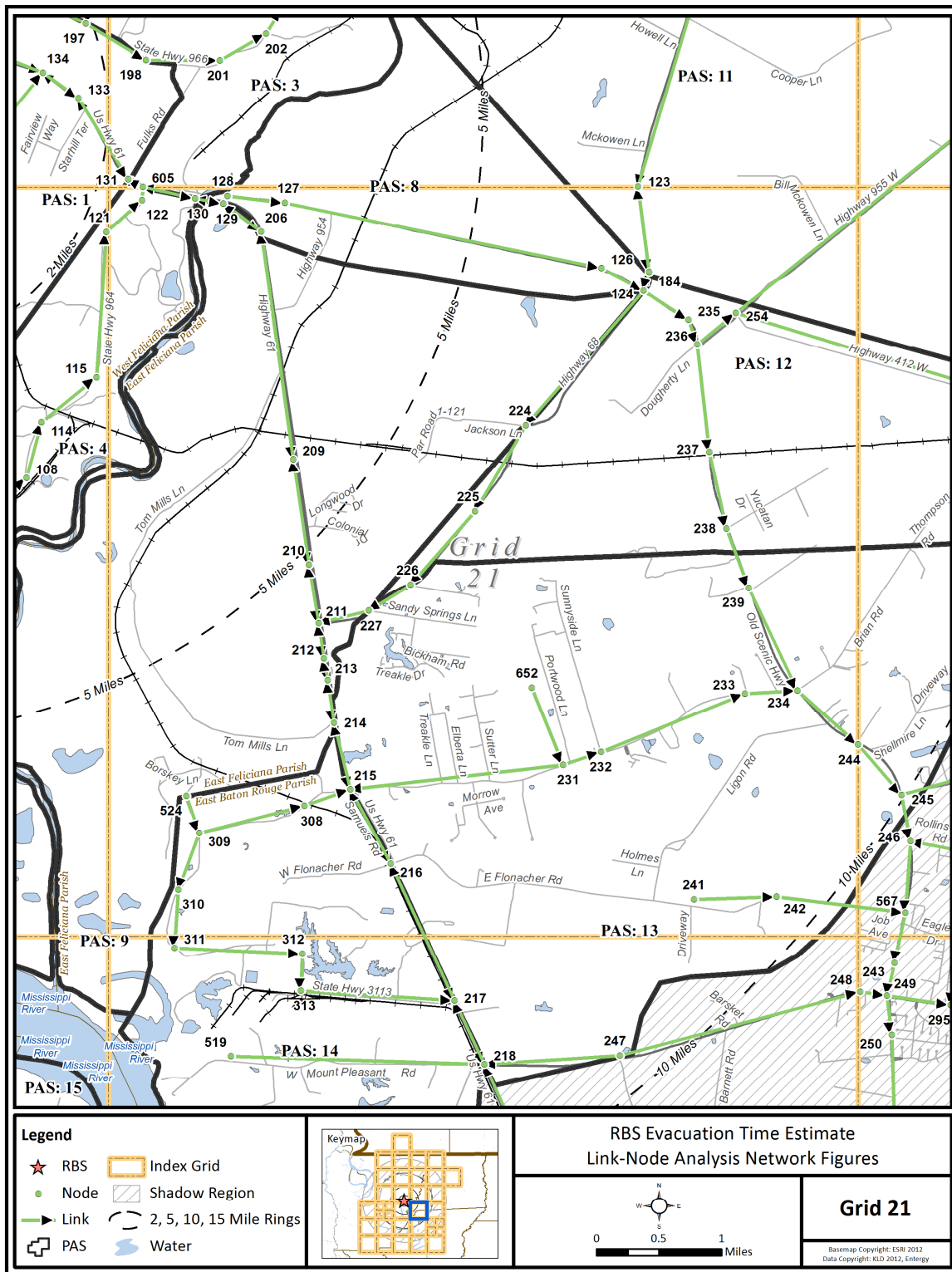


Figure K-22. Link-Node Analysis Network – Grid 21

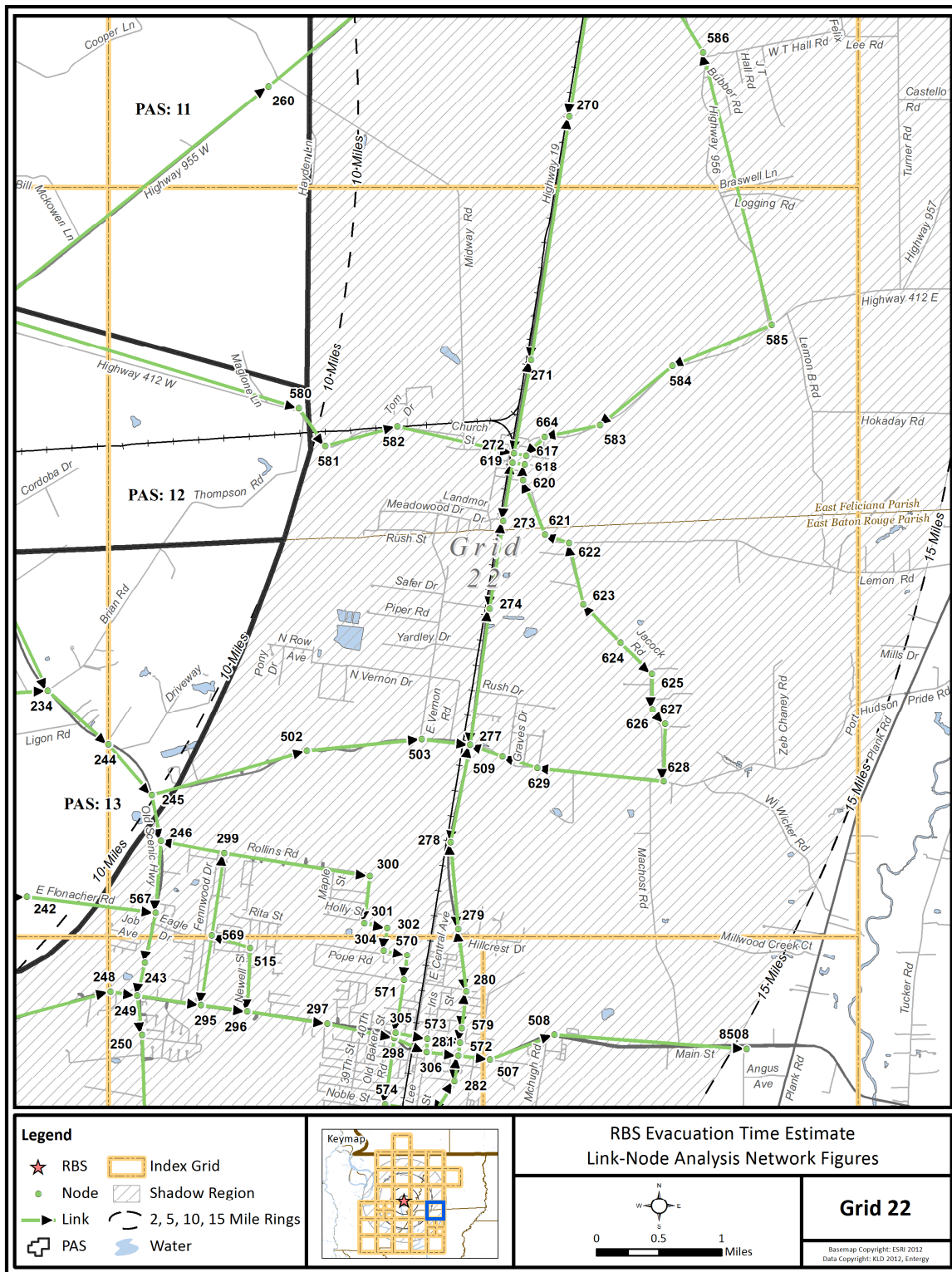


Figure K-23. Link-Node Analysis Network – Grid 22

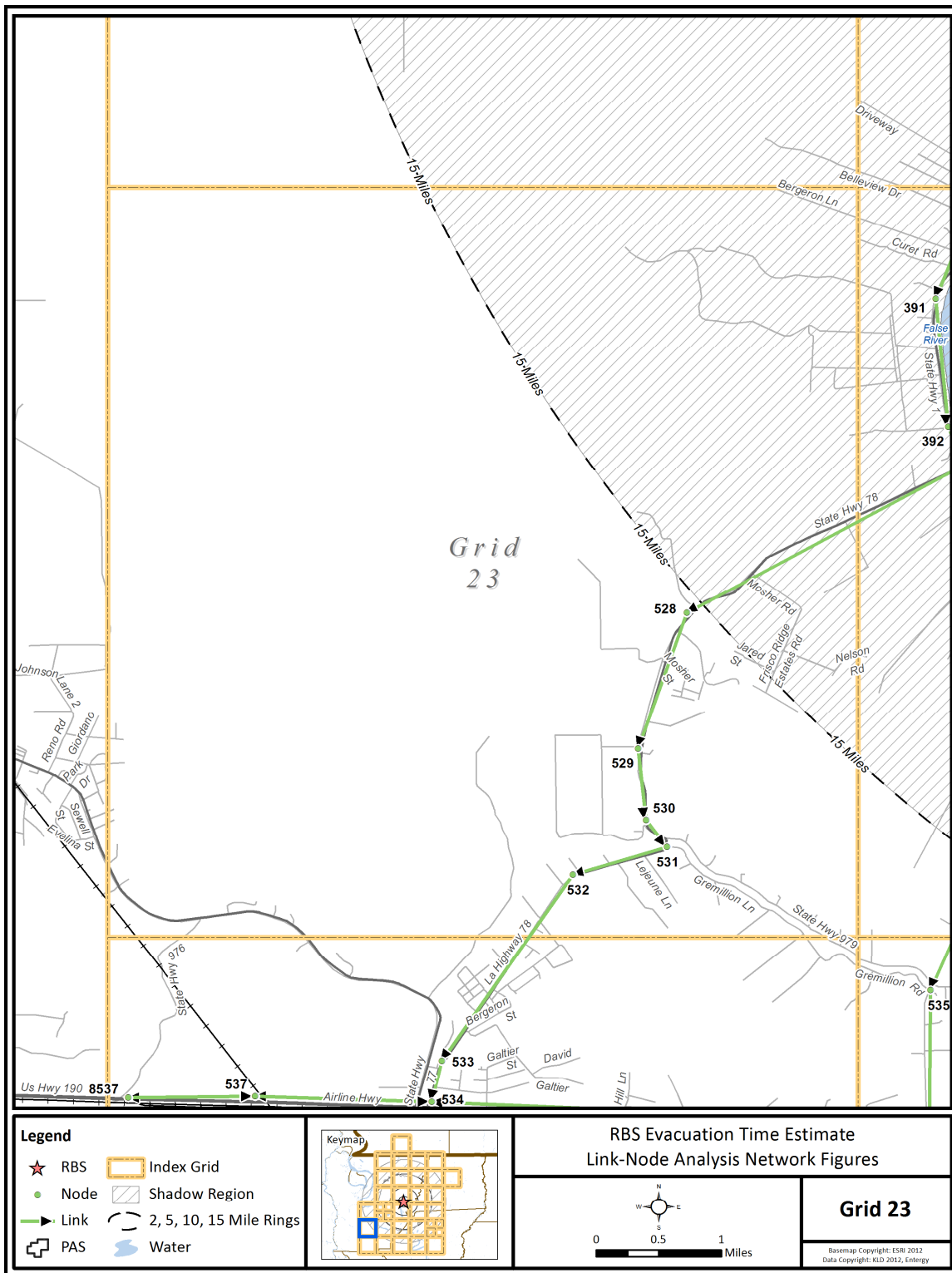


Figure K-24. Link-Node Analysis Network – Grid 23

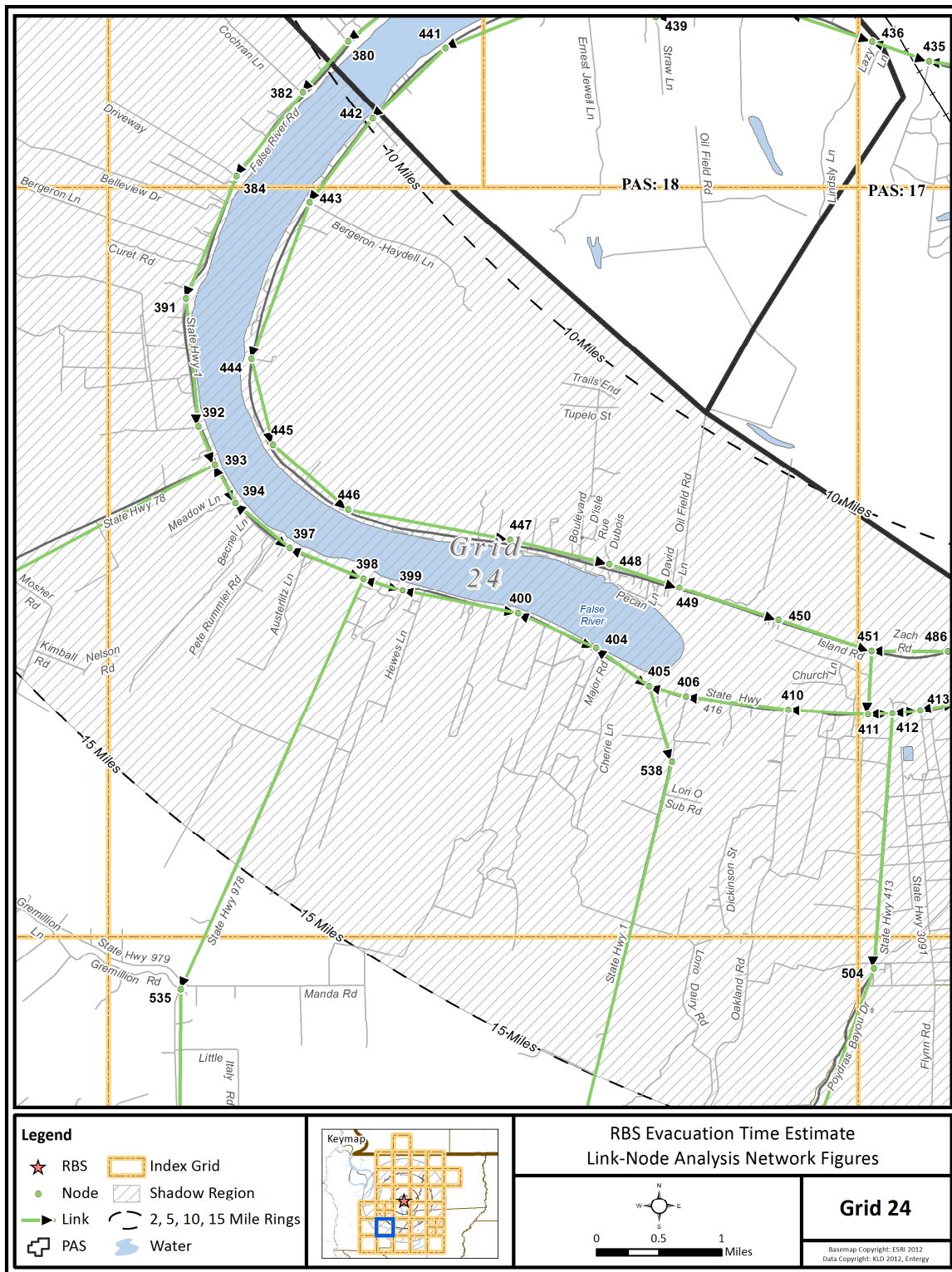


Figure K-25. Link-Node Analysis Network – Grid 24

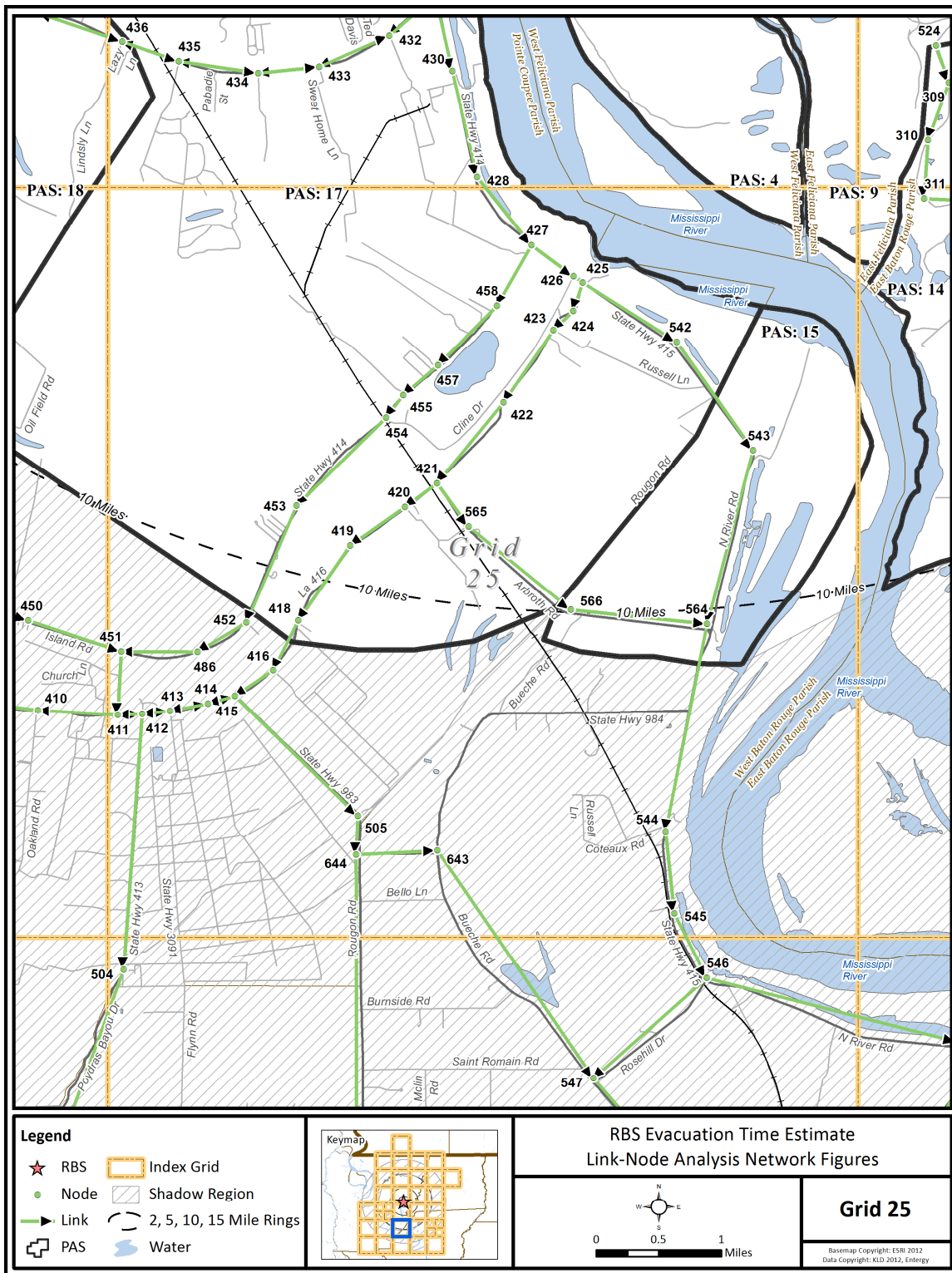


Figure K-26. Link-Node Analysis Network – Grid 25

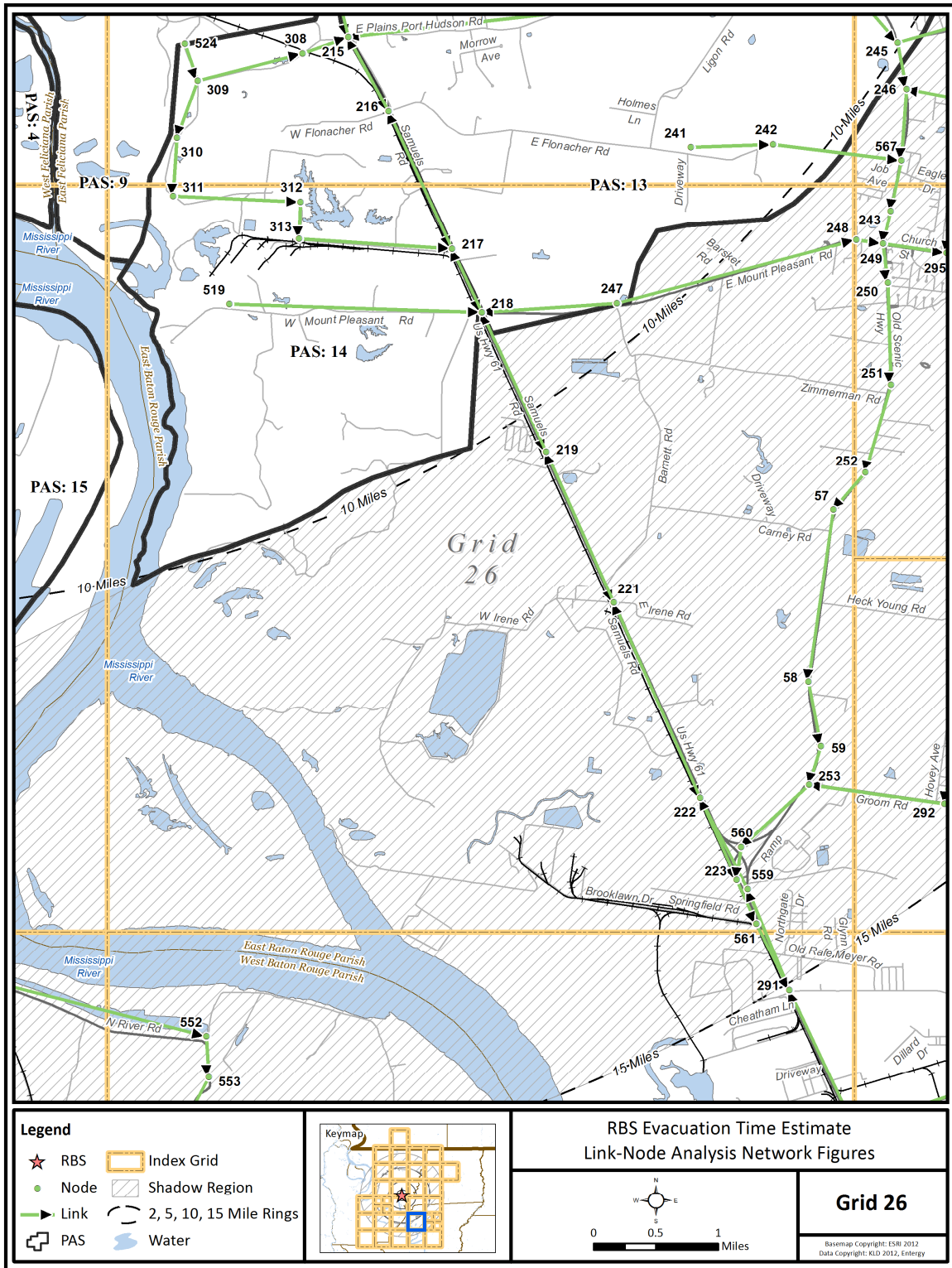


Figure K-27. Link-Node Analysis Network – Grid 26

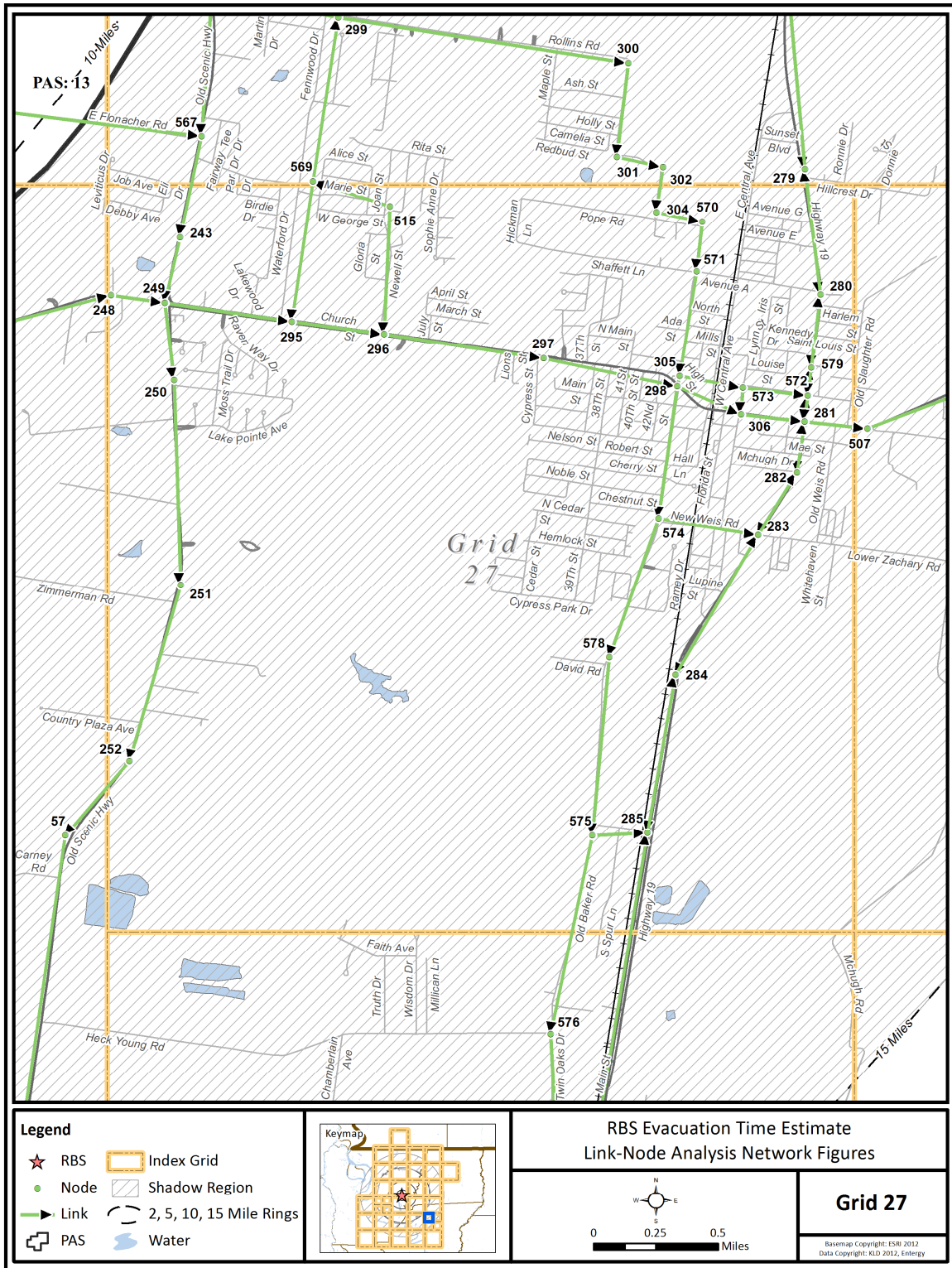


Figure K-28. Link-Node Analysis Network – Grid 27

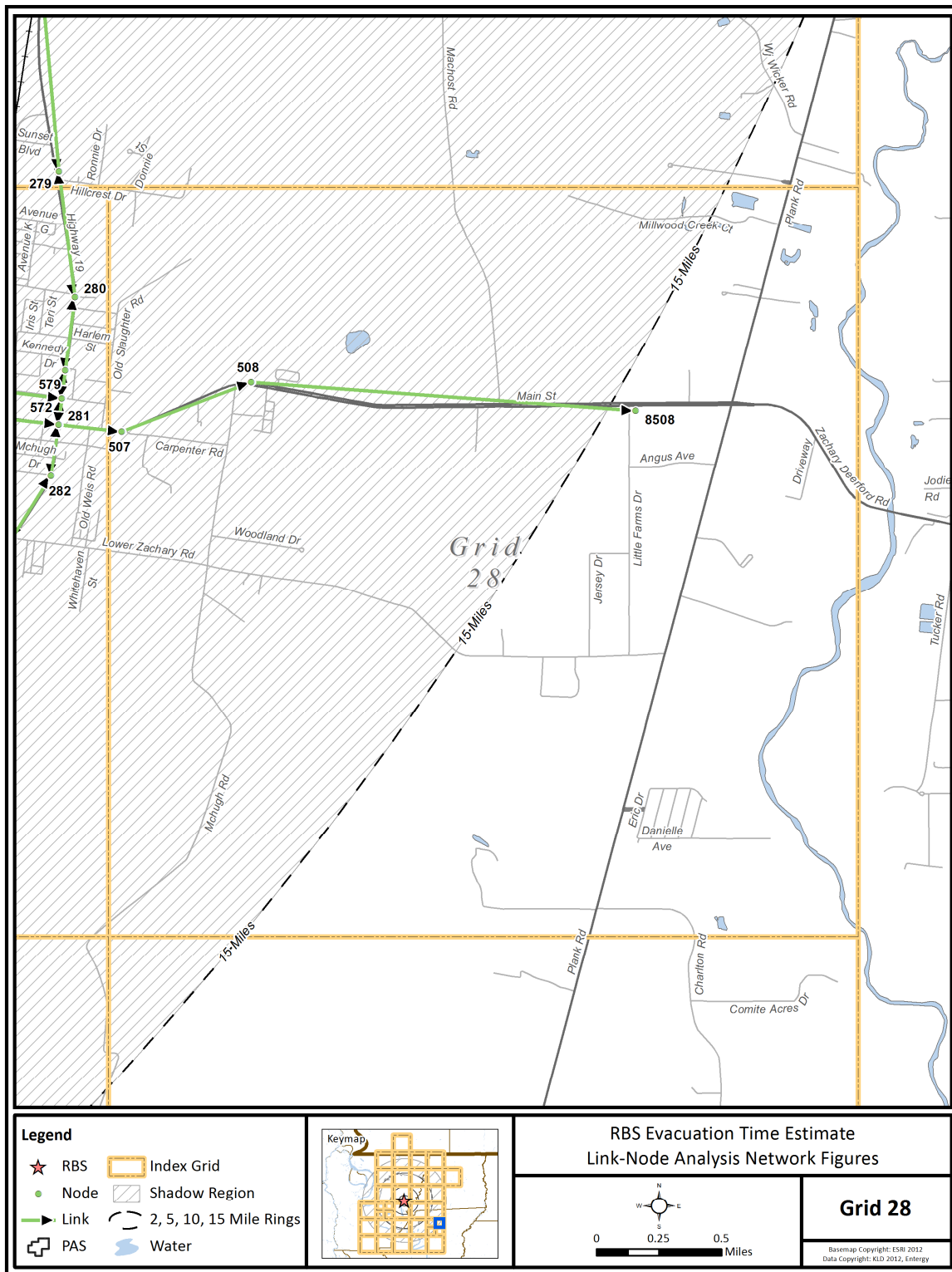


Figure K-29. Link-Node Analysis Network – Grid 28

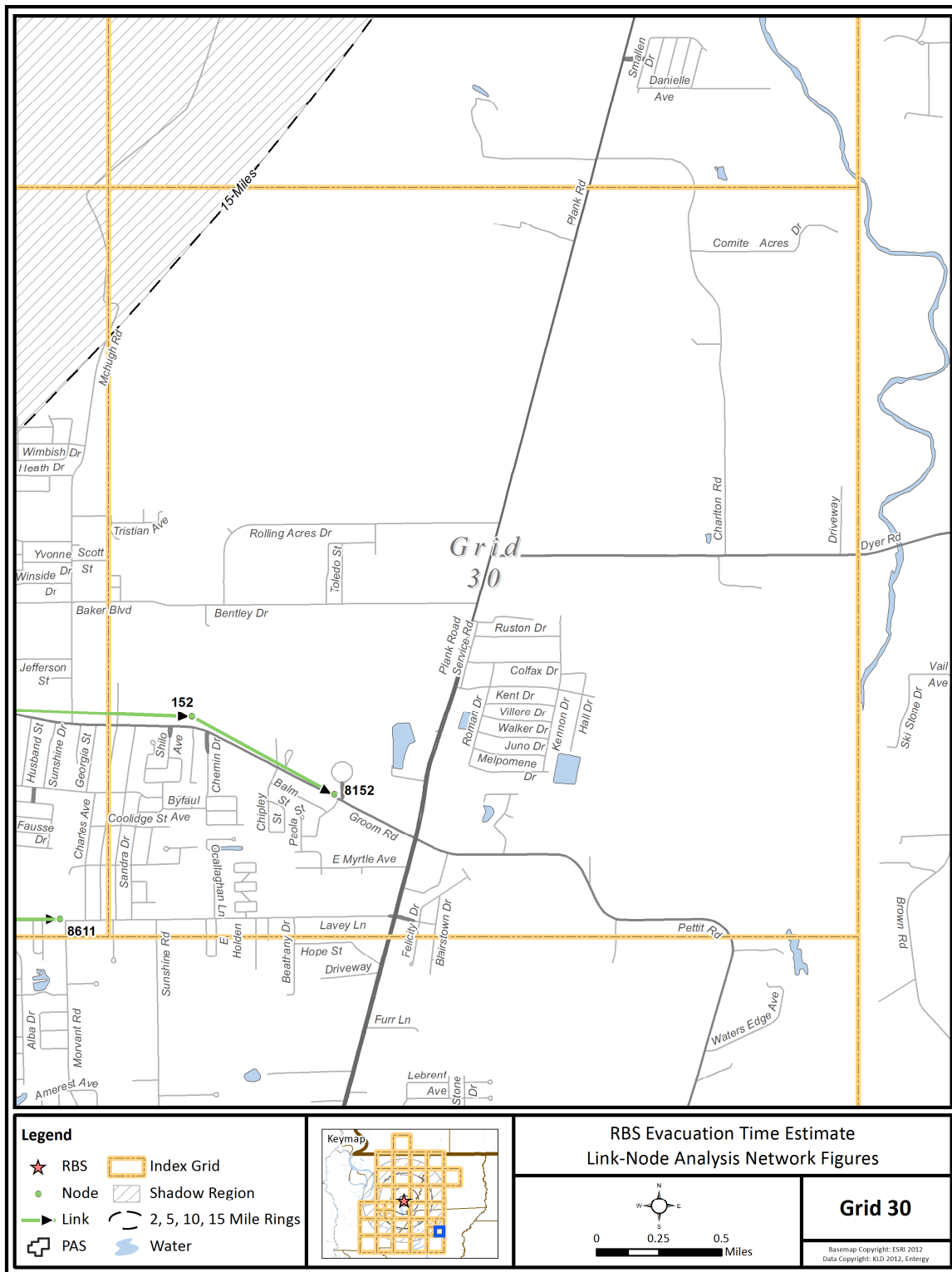


Figure K-31. Link-Node Analysis Network – Grid 30

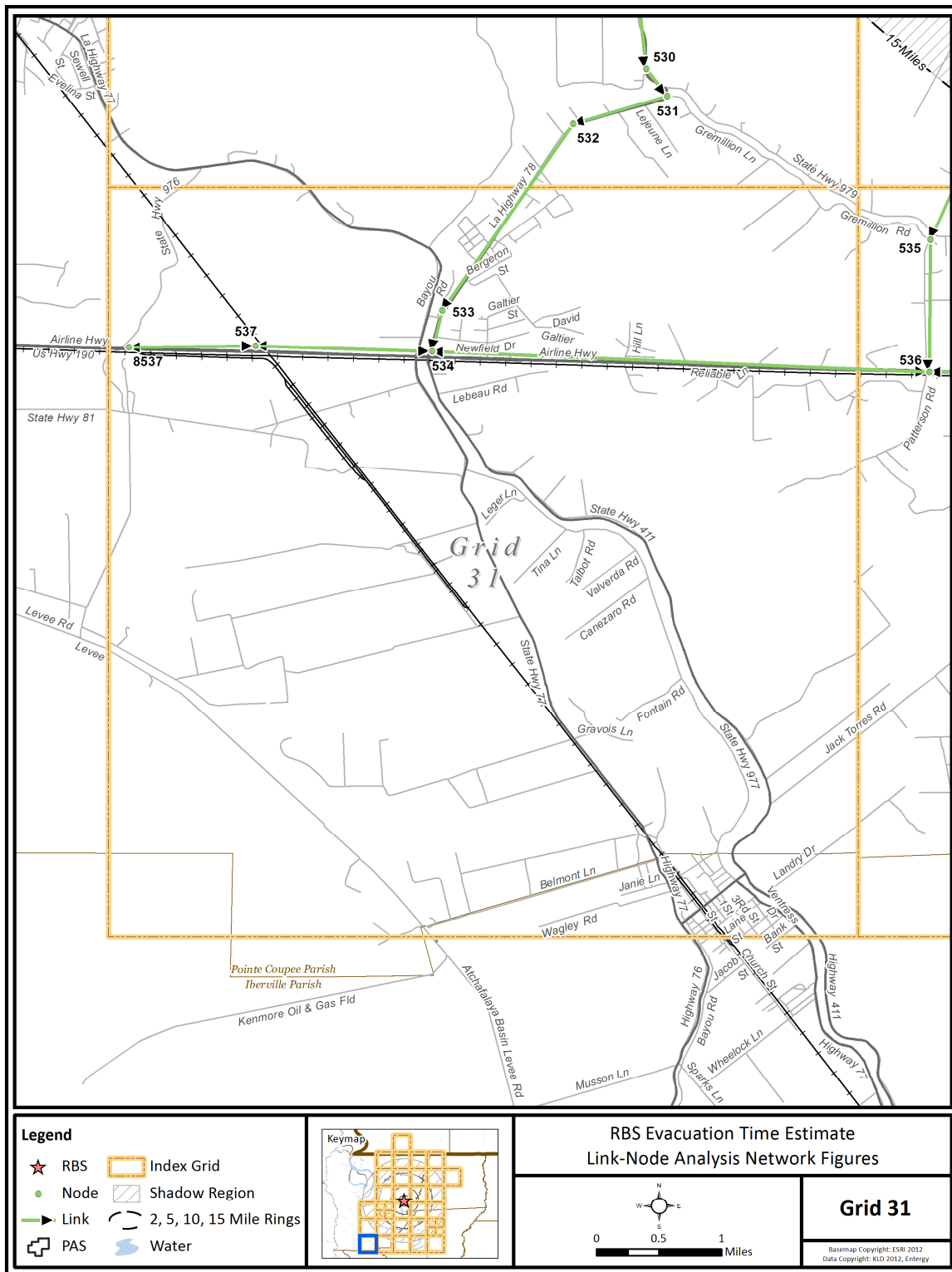


Figure K-32. Link-Node Analysis Network – Grid 31

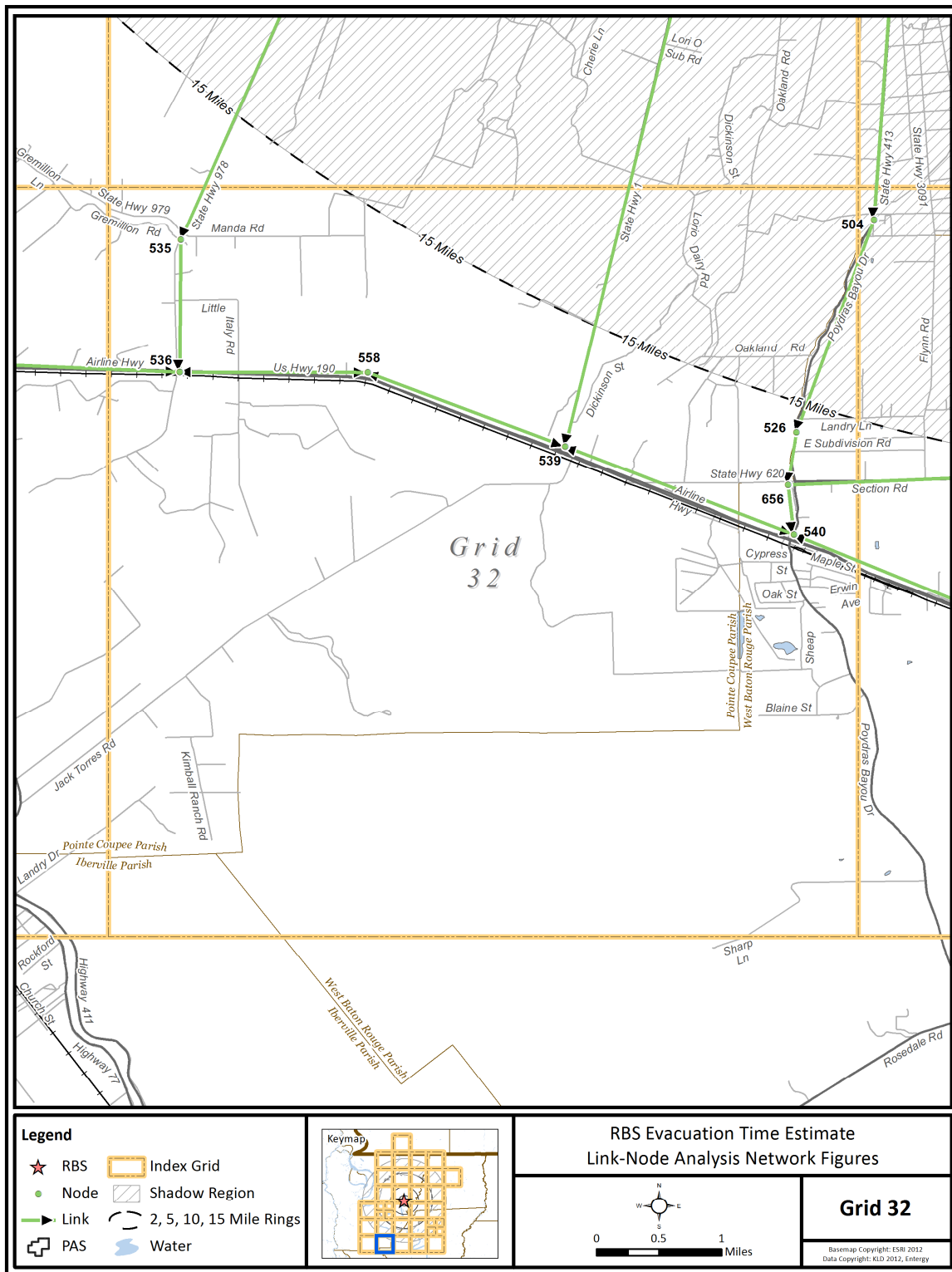


Figure K-33. Link-Node Analysis Network – Grid 32

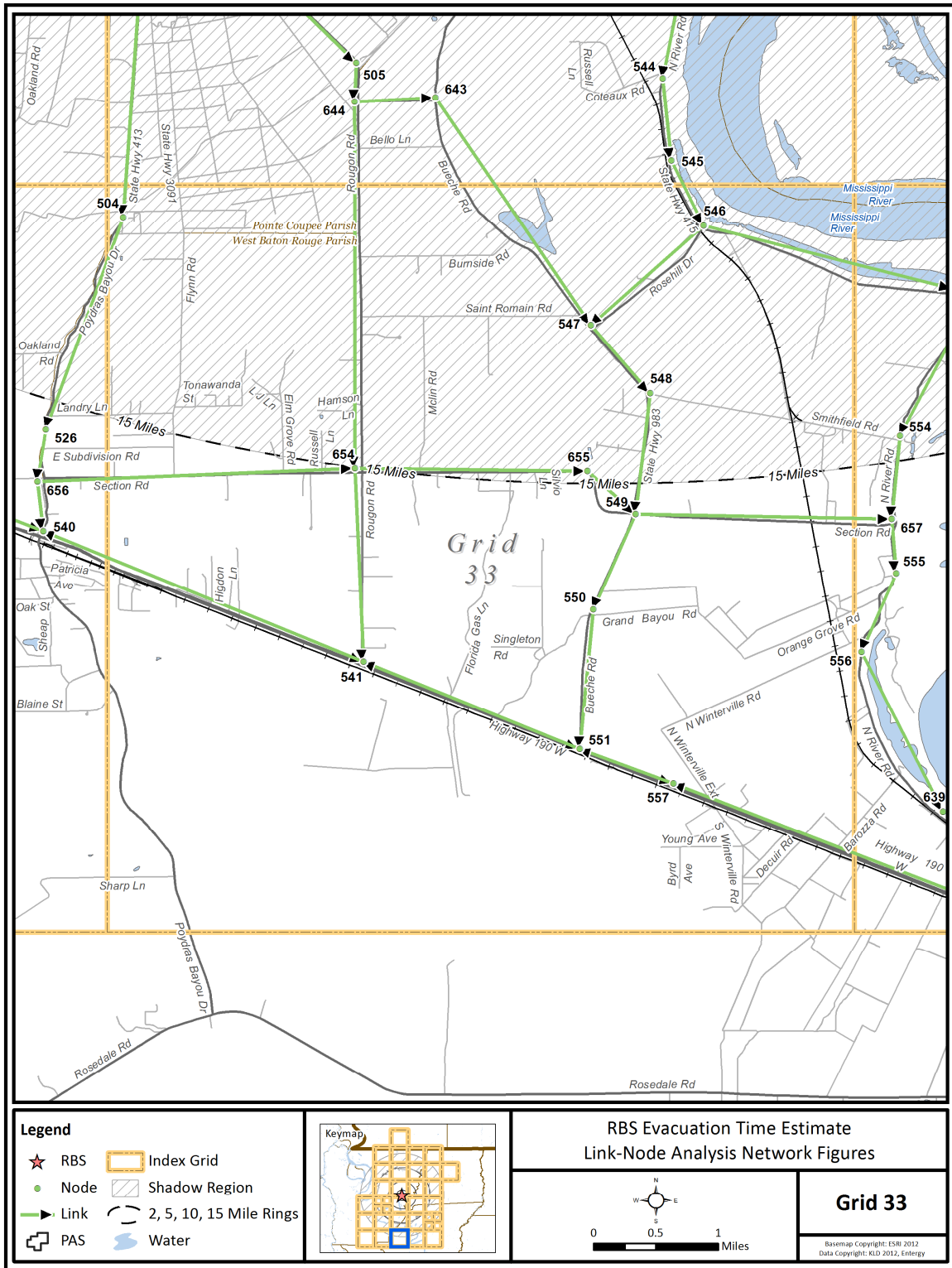


Figure K-34. Link-Node Analysis Network – Grid 33

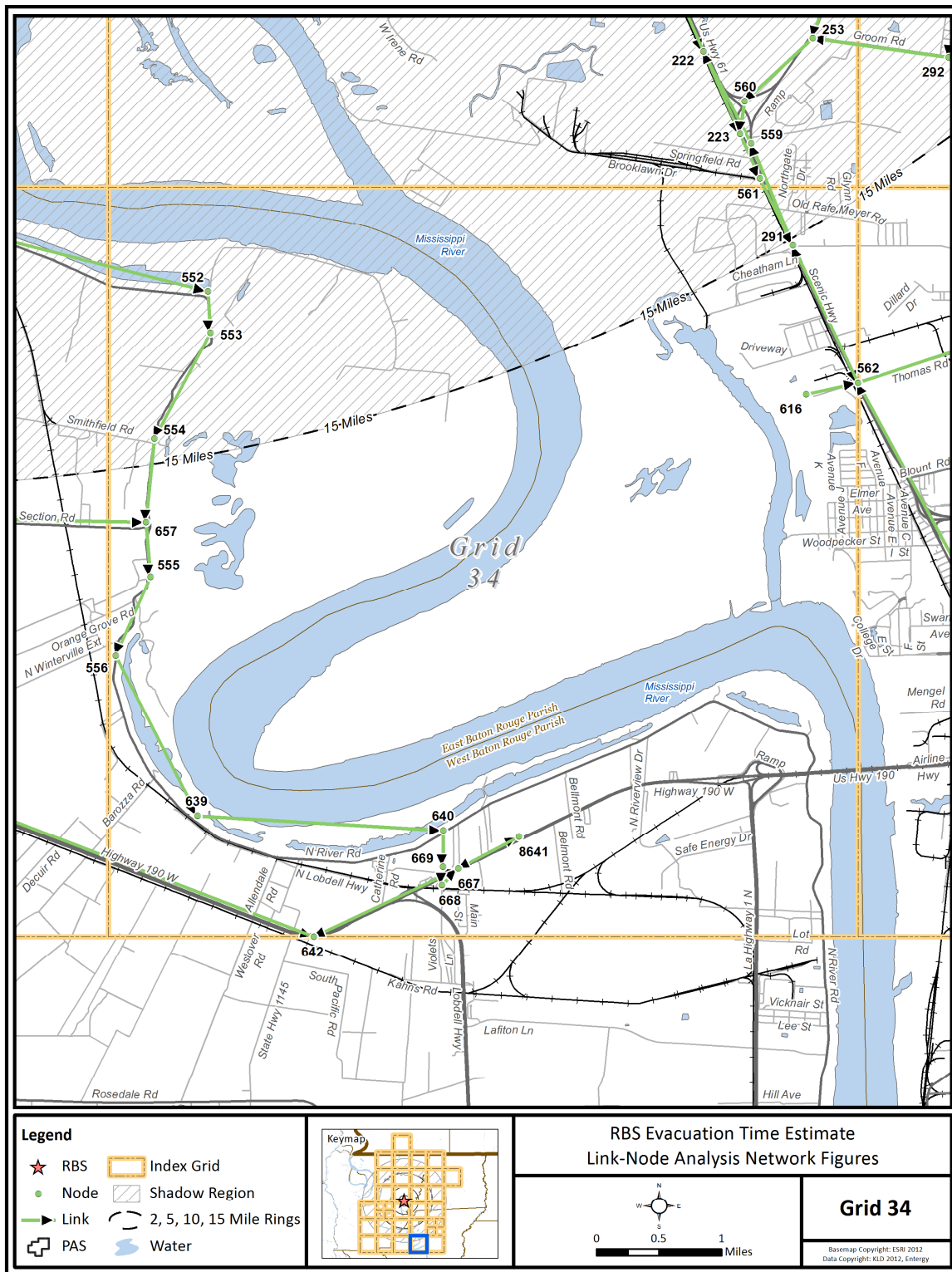


Figure K-35. Link-Node Analysis Network – Grid 34

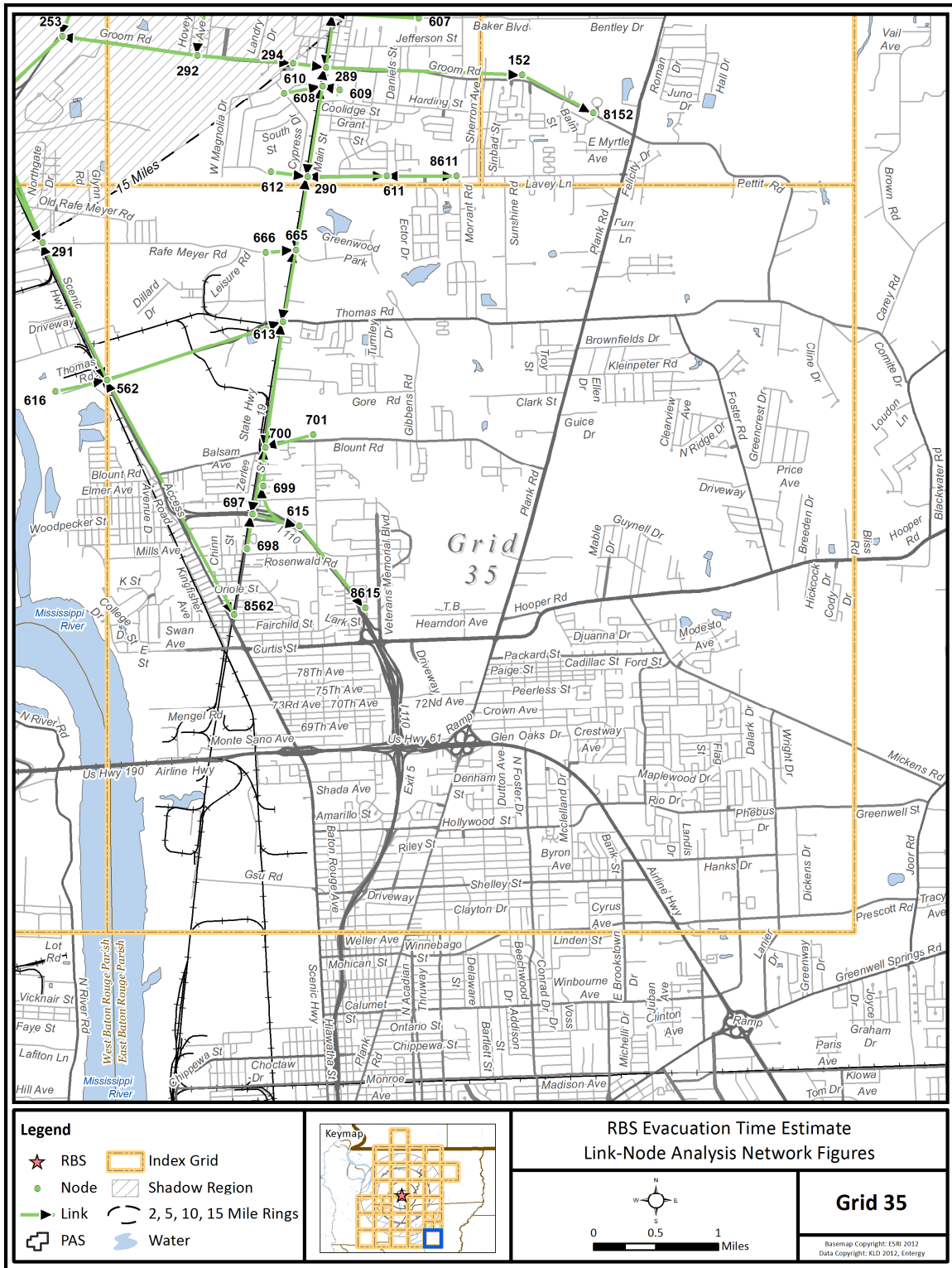


Figure K-36. Link-Node Analysis Network – Grid 35

Table K-1. Evacuation Roadway Network Characteristics

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
1	1	3	RIVER BEND ACCESS RD	COLLECTOR	4698	1	12	1	1750	40	12
2	2	3	US 61	MINOR ARTERIAL	4610	2	12	1	1750	50	12
3	2	134	US 61	MINOR ARTERIAL	3532	2	12	1	1750	50	12
4	3	2	US 61	MINOR ARTERIAL	4602	2	12	1	1900	50	12
5	3	4	US 61	MINOR ARTERIAL	5746	2	12	1	1900	50	12
6	4	3	US 61	MINOR ARTERIAL	5746	2	12	1	1750	50	12
7	4	171	SR 965	COLLECTOR	935	1	12	1	1700	55	12
8	4	602	US 61	MINOR ARTERIAL	900	2	12	1	1900	50	12
9	5	6	US 61	MINOR ARTERIAL	4918	2	12	1	1750	50	12
10	5	602	US 61	MINOR ARTERIAL	958	2	12	1	1900	50	12
11	6	5	US 61	MINOR ARTERIAL	4918	2	12	1	1900	50	12
12	6	563	US 61	MINOR ARTERIAL	2369	2	12	1	1900	45	12
13	7	8	US 61	MINOR ARTERIAL	1341	2	12	1	1900	45	12
14	7	55	SR 10	COLLECTOR	5980	1	12	1	1700	45	12
15	7	563	US 61	MINOR ARTERIAL	1420	2	12	1	1900	45	12
16	8	7	US 61	MINOR ARTERIAL	1341	2	12	1	1750	45	12
17	8	9	US 61	MINOR ARTERIAL	3400	2	12	1	1900	45	12
18	9	8	US 61	MINOR ARTERIAL	3400	2	12	1	1900	45	12
19	9	10	US 61	MINOR ARTERIAL	3432	2	12	1	1900	55	12
20	10	9	US 61	MINOR ARTERIAL	3432	2	12	1	1900	55	12
21	10	11	US 61	MINOR ARTERIAL	3318	2	12	1	1900	55	12
22	11	10	US 61	MINOR ARTERIAL	3318	2	12	1	1900	55	12
23	11	12	US 61	MINOR ARTERIAL	4148	2	12	1	1750	55	12
24	12	11	US 61	MINOR ARTERIAL	4095	2	12	1	1900	55	12

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
25	12	30	US 61	MINOR ARTERIAL	1857	2	12	1	1750	50	12
26	12	74	BAINS RD	COLLECTOR	2891	1	12	1	1575	35	12
27	13	498	SR 421	COLLECTOR	14228	1	12	1	1700	40	8
28	13	499	SR 421	COLLECTOR	5235	1	12	4	1700	40	4
29	14	30	SR 66	COLLECTOR	4258	1	12	1	1750	50	7
30	15	17	SR 421	COLLECTOR	2714	1	12	1	1700	55	8
31	16	14	SR 66	COLLECTOR	1798	1	12	1	1700	50	6
32	17	27	SR 421	COLLECTOR	3116	1	12	1	1700	55	8
33	18	16	SR 66	COLLECTOR	2026	1	12	1	1700	40	6
34	19	18	SR 66	COLLECTOR	3952	1	12	2	1700	55	6
35	20	19	SR 66	COLLECTOR	1974	1	12	2	1700	55	6
36	21	20	SR 66	COLLECTOR	2384	1	12	2	1700	55	6
37	22	21	SR 66	COLLECTOR	4984	1	12	2	1700	55	6
38	23	22	SR 66	COLLECTOR	2626	1	12	2	1700	55	6
39	24	23	SR 66	COLLECTOR	3669	1	12	2	1700	55	6
40	25	29	SR 66	COLLECTOR	2902	1	12	2	1700	55	2
41	26	24	SR 66	COLLECTOR	2985	1	12	2	1700	55	6
42	27	31	SR 421	COLLECTOR	4006	1	12	1	1700	55	8
43	28	26	SR 66	COLLECTOR	5674	1	12	2	1700	55	6
44	29	28	SR 66	COLLECTOR	2725	1	12	2	1700	55	6
45	30	12	US 61	MINOR ARTERIAL	1857	2	12	1	1750	50	12
46	30	32	US 61	MINOR ARTERIAL	2095	2	12	1	1900	50	7
47	31	495	SR 421	COLLECTOR	7584	1	12	1	1700	55	8
48	32	30	US 61	MINOR ARTERIAL	2095	2	12	1	1750	50	7
49	32	33	US 61	MINOR ARTERIAL	3320	2	12	1	1900	50	7

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
50	33	32	US 61	MINOR ARTERIAL	3320	2	12	1	1900	50	7
51	33	37	US 61	MINOR ARTERIAL	6477	2	12	1	1900	50	7
52	34	46	SR 952	COLLECTOR	3739	1	12	1	1700	55	5
53	35	36	DAWSONS RD	COLLECTOR	3121	1	12	1	1700	45	9
54	36	143	DAWSONS RD	COLLECTOR	3384	1	12	1	1700	45	9
55	37	33	US 61	MINOR ARTERIAL	6477	2	12	1	1900	50	7
56	37	40	US 61	MINOR ARTERIAL	7218	2	12	1	1900	50	7
57	38	39	BAY ST	COLLECTOR	1805	1	12	1	1700	40	9
58	39	41	GRANT ST	COLLECTOR	1028	1	12	1	1700	40	9
59	40	37	US 61	MINOR ARTERIAL	7218	2	12	1	1900	50	7
60	40	47	US 61	MINOR ARTERIAL	7156	2	12	1	1900	50	7
61	41	42	SYCAMORE ST	COLLECTOR	1028	1	12	1	1700	40	9
62	42	142	SR 19	COLLECTOR	1838	1	12	1	1700	45	9
63	43	42	SR 19	COLLECTOR	1883	1	12	1	1700	45	9
64	44	45	SR 952	COLLECTOR	3151	1	12	1	1700	55	9
65	45	34	SR 952	COLLECTOR	3090	1	12	1	1700	55	5
66	46	38	SR 952	COLLECTOR	5579	1	12	1	1700	55	9
67	47	40	US 61	MINOR ARTERIAL	7156	2	12	1	1900	50	7
68	47	497	SR 421	COLLECTOR	10408	1	12	4	1700	40	7
69	48	47	US 61	MINOR ARTERIAL	1814	2	12	1	1900	50	7
70	49	60	SR 10	COLLECTOR	3995	1	12	1	1700	45	10
71	50	48	US 61	MINOR ARTERIAL	3520	2	12	1	1900	50	7
72	51	50	US 61	MINOR ARTERIAL	5768	2	12	1	1900	50	7
73	52	51	US 61	MINOR ARTERIAL	7441	2	12	1	1900	50	3
74	53	52	US 61	MINOR ARTERIAL	6870	2	12	1	1900	50	3

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
75	54	53	US 61	MINOR ARTERIAL	8387	2	12	1	1900	50	3
76	55	63	SR 10	COLLECTOR	4135	1	12	1	1700	45	12
77	56	9	SR 3057	COLLECTOR	517	1	12	1	1700	40	12
78	57	58	SR 964	COLLECTOR	7335	1	12	1	1700	55	26
79	58	59	SR 964	COLLECTOR	2797	1	12	1	1700	55	26
80	59	253	SR 964	COLLECTOR	1687	1	12	1	1700	55	26
81	61	49	SR 963	COLLECTOR	4337	1	12	1	1700	45	10
82	62	61	SR 963	COLLECTOR	3362	1	12	1	1700	45	9
83	63	64	SR 10	COLLECTOR	6996	1	12	1	1700	45	12
84	64	65	SR 10	COLLECTOR	2119	1	12	1	1700	45	12
85	65	66	SR 10	COLLECTOR	1658	1	12	1	1700	45	12
86	66	182	SR 10	COLLECTOR	1344	1	12	1	1750	45	12
87	68	182	BAINS RD	COLLECTOR	1581	1	12	1	1575	35	12
88	69	68	BAINS RD	COLLECTOR	3092	1	12	1	1575	35	7
89	70	69	BAINS RD	COLLECTOR	3846	1	12	1	1575	35	7
90	70	71	BAINS RD	COLLECTOR	2697	1	12	1	1575	35	7
91	71	70	BAINS RD	COLLECTOR	2697	1	12	1	1575	35	7
92	71	72	BAINS RD	COLLECTOR	3910	1	12	1	1575	35	12
93	72	71	BAINS RD	COLLECTOR	3910	1	12	1	1575	35	12
94	72	73	BAINS RD	COLLECTOR	3659	1	12	1	1575	35	12
95	73	72	BAINS RD	COLLECTOR	3599	1	12	1	1575	35	12
96	73	74	BAINS RD	COLLECTOR	1436	1	12	1	1575	35	12
97	74	12	BAINS RD	COLLECTOR	2892	1	12	1	1750	35	12
98	74	73	BAINS RD	COLLECTOR	1436	1	12	1	1575	35	12
99	75	76	SR 10	COLLECTOR	7337	1	12	1	1700	45	7

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
100	76	79	SR 10	COLLECTOR	7916	1	12	1	1700	45	8
101	79	83	SR 10	COLLECTOR	3161	1	12	1	1700	45	8
102	80	81	SR 19	COLLECTOR	6225	1	12	1	1700	55	9
103	80	511	SR 19	COLLECTOR	4846	1	12	1	1750	55	9
104	81	62	SR 963	COLLECTOR	6506	1	12	1	1700	45	9
105	81	80	SR 19	COLLECTOR	6225	1	12	1	1700	55	9
106	82	81	SR 963	COLLECTOR	2784	1	12	1	1700	45	9
107	83	84	SR 10	COLLECTOR	2407	1	12	1	1700	45	8
108	84	85	SR 10	COLLECTOR	3126	1	12	1	1700	45	8
109	85	86	SR 10	COLLECTOR	1843	1	12	1	1750	45	13
110	86	88	SR 10	COLLECTOR	2370	1	12	1	1700	55	13
111	87	82	SR 963	COLLECTOR	6448	1	12	1	1700	45	9
112	88	89	SR 10	COLLECTOR	1399	1	12	1	1750	55	13
113	89	90	SR 10	COLLECTOR	2883	1	12	1	1750	55	8
114	90	91	SR 10	COLLECTOR	1298	1	12	1	1700	45	8
115	91	92	SR 10	COLLECTOR	1362	1	12	1	1700	45	8
116	92	93	SR 10	COLLECTOR	2540	1	12	1	1750	25	8
117	93	104	SR 10	COLLECTOR	3019	1	12	1	1750	40	8
118	94	93	SR 952	COLLECTOR	3004	1	12	1	1750	25	8
119	95	94	SR 952	COLLECTOR	1882	1	12	1	1125	25	8
120	96	95	SR 952	COLLECTOR	1789	1	12	1	1700	45	8
121	97	96	SR 952	COLLECTOR	1872	1	12	1	1700	45	8
122	98	97	SR 952	COLLECTOR	1766	1	12	1	1700	45	8
123	99	98	SR 952	COLLECTOR	4460	1	12	1	1700	45	8
124	99	100	SR 952	COLLECTOR	2031	1	12	1	1700	45	9

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
125	100	35	DAWSONS RD	COLLECTOR	2628	1	12	1	1700	45	9
126	100	101	SR 952	COLLECTOR	7626	1	12	1	1700	55	9
127	101	102	SR 952	COLLECTOR	3261	1	12	1	1700	55	9
128	102	103	SR 952	COLLECTOR	3202	1	12	1	1700	55	9
129	103	44	SR 952	COLLECTOR	6703	1	12	1	1700	55	9
130	104	105	SR 10	COLLECTOR	1250	1	12	1	1700	40	8
131	105	106	SR 10	COLLECTOR	1976	1	12	1	1700	40	8
132	106	107	SR 10	COLLECTOR	2677	1	12	1	1750	45	14
133	107	137	SR 68	COLLECTOR	1360	1	12	1	1700	45	9
134	107	144	SR 10	COLLECTOR	4564	1	12	1	1700	45	14
135	108	114	SR 964	COLLECTOR	2529	1	12	1	1700	45	20
136	109	107	SR 68	COLLECTOR	4801	1	12	1	1750	45	14
137	109	116	SR 68	COLLECTOR	4839	1	12	4	1700	40	13
138	110	109	SR 951	COLLECTOR	2533	1	12	1	1750	45	13
139	111	112	SR 951	COLLECTOR	825	1	12	1	1575	35	13
140	112	113	SR 951	COLLECTOR	430	1	12	1	1575	35	13
141	113	104	SR 951	COLLECTOR	1789	1	12	1	1750	35	13
142	114	115	SR 964	COLLECTOR	3012	1	12	1	1700	45	20
143	115	121	SR 964	COLLECTOR	6155	1	12	1	1700	45	20
144	116	109	SR 68	COLLECTOR	4860	1	12	1	1750	45	13
145	116	117	SR 68	COLLECTOR	3997	1	12	1	1700	45	13
146	117	116	SR 68	COLLECTOR	3996	1	12	1	1700	45	13
147	117	136	SR 68	COLLECTOR	2818	1	12	1	1700	45	13
148	118	119	SR 68	COLLECTOR	3149	1	12	1	1700	45	13
149	118	136	SR 68	COLLECTOR	3468	1	12	1	1700	45	13

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
150	119	118	SR 68	COLLECTOR	3173	1	12	1	1700	45	13
151	119	120	SR 68	COLLECTOR	1603	1	12	1	1700	45	13
152	120	119	SR 68	COLLECTOR	1603	1	12	1	1700	45	13
153	120	123	SR 68	COLLECTOR	10216	1	12	1	1700	45	13
154	121	122	SR 964	COLLECTOR	2039	1	12	1	1700	45	21
155	122	605	SR 964	COLLECTOR	567	1	12	1	1700	40	21
156	123	120	SR 68	COLLECTOR	10216	1	12	1	1700	45	13
157	123	184	SR 68	COLLECTOR	3649	1	12	4	1700	45	21
158	124	184	SR 68	COLLECTOR	797	1	12	1	1700	45	21
159	124	224	SR 68	COLLECTOR	7655	1	12	1	1700	55	21
160	124	235	SR 964	COLLECTOR	2263	1	12	1	1700	55	21
161	125	81	SR 19	COLLECTOR	3369	1	12	1	1700	55	9
162	126	124	SR 964	COLLECTOR	2006	1	12	1	1700	55	21
163	127	126	SR 964	COLLECTOR	13665	1	12	1	1700	55	21
164	128	127	SR 964	COLLECTOR	2439	1	12	1	1700	55	21
165	129	128	SR 964	COLLECTOR	373	1	12	1	1700	55	21
166	129	130	US 61	MINOR ARTERIAL	1214	2	12	1	1900	50	21
167	129	206	US 61	MINOR ARTERIAL	2103	2	12	1	1900	50	21
168	130	129	US 61	MINOR ARTERIAL	1214	2	12	1	1900	50	21
169	130	605	US 61	MINOR ARTERIAL	2265	2	12	1	1900	50	21
170	131	133	US 61	MINOR ARTERIAL	4000	2	12	1	1900	50	12
171	131	605	US 61	MINOR ARTERIAL	697	2	12	1	1900	50	13
172	132	125	SR 19	COLLECTOR	2817	1	12	1	1700	55	9
173	133	131	US 61	MINOR ARTERIAL	4000	2	12	1	1900	50	12
174	133	134	US 61	MINOR ARTERIAL	1847	2	12	1	1750	50	12

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
175	134	2	US 61	MINOR ARTERIAL	3532	2	12	1	1900	50	12
176	134	133	US 61	MINOR ARTERIAL	1847	2	12	1	1900	50	12
177	134	630	SR 10	COLLECTOR	4013	1	12	1	1700	55	12
178	135	110	SR 951	COLLECTOR	1321	1	12	1	1575	35	13
179	136	117	SR 68	COLLECTOR	2818	1	12	1	1700	45	13
180	136	118	SR 68	COLLECTOR	3469	1	12	1	1700	45	13
181	137	138	SR 68	COLLECTOR	1968	1	12	1	1700	45	9
182	138	140	SR 68	COLLECTOR	4535	1	12	1	1700	45	9
183	139	132	SR 19	COLLECTOR	5295	1	12	1	1700	55	9
184	140	143	SR 68	COLLECTOR	6223	1	12	1	1700	45	9
185	141	139	SR 19	COLLECTOR	2912	1	12	1	1700	55	9
186	142	141	SR 19	COLLECTOR	2317	1	12	1	1700	45	9
187	143	512	SR 68	COLLECTOR	2500	1	12	1	1700	45	9
188	144	145	SR 10	COLLECTOR	8413	1	12	1	1700	45	14
189	145	146	SR 10	COLLECTOR	3352	1	12	1	1700	45	14
190	146	511	SR 10	COLLECTOR	4461	1	12	1	1750	45	9
191	147	86	SR 965	COLLECTOR	3044	1	12	1	1750	55	13
192	148	147	SR 965	COLLECTOR	3496	1	12	1	1700	55	13
193	149	148	SR 965	COLLECTOR	2830	1	12	1	1700	55	13
194	150	149	SR 965	COLLECTOR	1850	1	12	1	1700	55	13
195	151	150	SR 965	COLLECTOR	2191	1	12	1	1700	55	13
196	153	43	SR 19	COLLECTOR	4910	1	12	1	1700	45	5
197	154	151	SR 965	COLLECTOR	2925	1	12	1	1700	55	13
198	155	154	SR 965	COLLECTOR	1493	1	12	1	1700	55	13
199	156	155	SR 965	COLLECTOR	1289	1	12	1	1700	55	13

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
200	157	156	SR 965	COLLECTOR	1236	1	12	1	1700	55	12
201	158	157	SR 965	COLLECTOR	1264	1	12	1	1700	55	12
202	159	158	SR 965	COLLECTOR	2475	1	12	1	1700	55	12
203	160	111	SR 951	COLLECTOR	1068	1	12	1	1700	40	13
204	161	268	SR 19	COLLECTOR	2449	1	12	1	1700	55	14
205	161	506	SR 19	COLLECTOR	2082	1	12	1	1700	55	14
206	162	159	SR 965	COLLECTOR	2082	1	12	1	1700	55	12
207	163	162	SR 965	COLLECTOR	1899	1	12	1	1700	55	12
208	164	163	SR 965	COLLECTOR	2029	1	12	1	1700	55	12
209	165	164	SR 965	COLLECTOR	1867	1	12	1	1700	55	12
210	166	160	SR 951	COLLECTOR	715	1	12	1	1700	40	13
211	170	165	SR 965	COLLECTOR	3066	1	12	1	1700	55	12
212	171	170	SR 965	COLLECTOR	2220	1	12	1	1700	55	12
213	182	75	SR 10	COLLECTOR	2404	1	12	1	1700	45	12
214	184	123	SR 68	COLLECTOR	3649	1	12	1	1700	45	21
215	184	124	SR 68	COLLECTOR	796	1	12	4	1700	45	21
216	185	151	SR 966	COLLECTOR	1585	1	12	1	1700	55	13
217	188	185	SR 966	COLLECTOR	2853	1	12	1	1700	55	13
218	189	188	SR 966	COLLECTOR	1311	1	12	1	1700	55	13
219	190	189	SR 966	COLLECTOR	1604	1	12	1	1700	55	13
220	193	190	SR 966	COLLECTOR	3709	1	12	1	1700	45	13
221	194	193	SR 966	COLLECTOR	1197	1	12	1	1700	45	13
222	195	2	SR 966	COLLECTOR	3291	1	12	1	1700	55	12
223	197	195	SR 966	COLLECTOR	2563	1	12	1	1700	55	12
224	197	198	SR 966	COLLECTOR	3017	1	12	1	1700	55	13

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
225	198	201	SR 966	COLLECTOR	3130	1	12	1	1700	55	13
226	201	202	SR 966	COLLECTOR	2257	1	12	1	1700	55	13
227	202	203	SR 966	COLLECTOR	1255	1	12	1	1700	55	13
228	203	204	SR 966	COLLECTOR	1569	1	12	1	1700	55	13
229	204	205	SR 966	COLLECTOR	3147	1	12	1	1700	55	13
230	205	194	SR 966	COLLECTOR	2636	1	12	1	1700	45	13
231	206	129	US 61	MINOR ARTERIAL	2117	2	12	1	1900	50	21
232	206	209	US 61	MINOR ARTERIAL	9721	2	12	1	1900	50	21
233	209	206	US 61	MINOR ARTERIAL	9721	2	12	1	1900	50	21
234	209	210	US 61	MINOR ARTERIAL	4496	2	12	1	1900	50	21
235	210	209	US 61	MINOR ARTERIAL	4496	2	12	1	1900	50	21
236	210	211	US 61	MINOR ARTERIAL	2510	2	12	1	1900	50	21
237	211	210	US 61	MINOR ARTERIAL	2511	2	12	1	1900	50	21
238	211	212	US 61	MINOR ARTERIAL	1502	2	12	1	1900	65	21
239	212	211	US 61	MINOR ARTERIAL	1502	2	12	1	1900	65	21
240	212	213	US 61	MINOR ARTERIAL	927	2	12	1	1900	65	21
241	213	212	US 61	MINOR ARTERIAL	927	2	12	1	1900	65	21
242	213	214	US 61	MINOR ARTERIAL	1816	2	12	1	1900	65	21
243	214	213	US 61	MINOR ARTERIAL	1816	2	12	1	1900	65	21
244	214	215	US 61	MINOR ARTERIAL	2890	2	12	1	1900	65	21
245	215	214	US 61	MINOR ARTERIAL	2890	2	12	1	1900	65	21
246	215	216	US 61	MINOR ARTERIAL	3577	2	12	1	1900	65	21
247	216	215	US 61	MINOR ARTERIAL	3577	2	12	1	1900	65	21
248	216	217	US 61	MINOR ARTERIAL	6401	2	12	1	1900	65	21
249	217	216	US 61	MINOR ARTERIAL	6400	2	12	1	1900	65	21

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
250	217	218	US 61	MINOR ARTERIAL	2964	2	12	1	1750	65	26
251	218	217	US 61	MINOR ARTERIAL	2964	2	12	1	1900	65	26
252	218	219	US 61	MINOR ARTERIAL	6535	2	12	1	1900	50	26
253	219	218	US 61	MINOR ARTERIAL	6536	2	12	1	1750	50	26
254	219	221	US 61	MINOR ARTERIAL	7002	2	12	1	1900	50	26
255	221	219	US 61	MINOR ARTERIAL	7002	2	12	1	1900	50	26
256	221	222	US 61	MINOR ARTERIAL	9026	2	12	1	1900	50	26
257	222	221	US 61	MINOR ARTERIAL	9026	2	12	1	1900	50	26
258	222	223	US 61	MINOR ARTERIAL	3813	2	12	1	1900	50	26
259	223	561	US 61	MINOR ARTERIAL	2049	3	12	1	1900	50	26
260	224	225	SR 68	COLLECTOR	4219	1	12	1	1700	55	21
261	225	226	SR 68	COLLECTOR	4117	1	12	1	1700	55	21
262	226	227	SR 68	COLLECTOR	2092	1	12	1	1700	55	21
263	227	211	SR 68	COLLECTOR	2185	1	12	1	1700	55	21
264	231	215	E PORT HUDSON PLAINS RD	COLLECTOR	9116	1	12	1	1700	55	21
265	231	232	E PORT HUDSON PLAINS RD	COLLECTOR	1694	1	12	1	1700	55	21
266	232	233	E PORT HUDSON PLAINS RD	COLLECTOR	6586	1	12	1	1700	55	21
267	233	234	E PORT HUDSON PLAINS RD	COLLECTOR	2219	1	12	1	1700	55	21
268	234	244	SR 964	COLLECTOR	3437	1	12	1	1700	55	21
269	235	236	SR 964	COLLECTOR	1109	1	12	1	1700	55	21
270	236	237	SR 964	COLLECTOR	4581	1	12	1	1700	55	21
271	236	254	SR 955	COLLECTOR	2110	1	12	1	1575	35	21
272	237	238	SR 964	COLLECTOR	3317	1	12	1	1700	55	21
273	238	239	SR 964	COLLECTOR	2683	1	12	1	1700	55	21
274	239	234	SR 964	COLLECTOR	4786	1	12	1	1700	55	21

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
275	241	242	E FLONACHER RD	COLLECTOR	3522	1	12	1	1700	55	21
276	242	567	E FLONACHER RD	COLLECTOR	5494	1	12	1	1700	40	21
277	243	249	SR 964	COLLECTOR	1420	2	12	1	1750	45	27
278	244	245	SR 964	COLLECTOR	3216	1	12	1	1700	55	22
279	245	246	SR 964	COLLECTOR	1997	1	12	1	1700	55	22
280	245	502	PORT HUDSON PRIDE RD	COLLECTOR	6804	1	12	1	1700	45	22
281	246	567	SR 964	COLLECTOR	3041	1	12	1	1700	45	22
282	247	218	SR 64	COLLECTOR	5751	1	12	1	1750	40	26
283	247	248	SR 64	COLLECTOR	10494	1	12	1	1700	45	26
284	248	249	SR 64	MINOR ARTERIAL	1149	2	12	1	1750	45	27
285	249	250	SR 964	COLLECTOR	1654	2	12	1	1900	45	27
286	249	295	SR 64	MINOR ARTERIAL	2727	2	12	1	1900	45	27
287	250	251	SR 964	COLLECTOR	4350	1	12	1	1700	55	27
288	251	252	SR 964	COLLECTOR	3882	1	12	1	1700	55	27
289	252	57	SR 964	COLLECTOR	2081	1	12	1	1700	55	26
290	253	560	SR 964	FREEWAY RAMP	4032	1	12	1	1700	45	26
291	254	260	SR 955	COLLECTOR	15275	1	12	1	1700	55	22
292	254	580	SR 412	COLLECTOR	13835	1	12	1	1700	45	22
293	260	265	SR 955	COLLECTOR	12215	1	12	1	1700	55	14
294	265	266	SR 955	COLLECTOR	5088	1	12	1	1575	35	14
295	266	268	SR 955	COLLECTOR	773	1	12	1	1575	35	14
296	268	161	SR 19	COLLECTOR	2449	1	12	1	1700	55	14
297	268	269	SR 19	COLLECTOR	2469	1	12	1	1700	55	14
298	269	268	SR 19	COLLECTOR	2469	1	12	1	1700	55	14
299	269	307	SR 19	COLLECTOR	4279	1	12	1	1700	55	14

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
300	270	271	SR 19	COLLECTOR	10396	1	12	1	1700	55	22
301	270	307	SR 19	COLLECTOR	5657	1	12	1	1700	55	14
302	271	270	SR 19	COLLECTOR	10396	1	12	1	1700	55	22
303	271	272	SR 19	COLLECTOR	4010	1	12	1	1750	55	22
304	272	271	SR 19	COLLECTOR	4010	1	12	1	1700	55	22
305	272	619	SR 19	COLLECTOR	400	1	12	1	1700	45	22
306	273	274	SR 19	COLLECTOR	3761	1	12	1	1700	45	22
307	273	619	SR 19	COLLECTOR	2503	1	12	1	1700	45	22
308	274	273	SR 19	COLLECTOR	3761	1	12	1	1700	45	22
309	274	277	SR 19	COLLECTOR	5794	1	12	1	1750	55	22
310	277	274	SR 19	COLLECTOR	5794	1	12	1	1700	55	22
311	277	278	SR 19	COLLECTOR	4199	1	12	1	1700	55	22
312	278	277	SR 19	COLLECTOR	4199	1	12	1	1750	55	22
313	278	279	SR 19	COLLECTOR	3682	1	12	1	1700	55	22
314	279	278	SR 19	COLLECTOR	3681	1	12	1	1700	55	22
315	279	280	SR 19	COLLECTOR	2674	1	12	1	1700	40	27
316	280	279	SR 19	COLLECTOR	2674	1	12	1	1700	40	27
317	280	579	SR 19	COLLECTOR	1561	1	12	1	1700	40	27
318	281	282	SR 19	MINOR ARTERIAL	1103	2	12	1	1900	40	27
319	281	507	SR 64	MINOR ARTERIAL	1341	2	12	1	1900	45	27
320	281	572	SR 19	MINOR ARTERIAL	556	2	12	1	1900	40	27
321	282	281	SR 19	MINOR ARTERIAL	1103	2	12	1	1750	40	27
322	282	283	SR 19	MINOR ARTERIAL	1549	2	12	1	1750	40	27
323	283	282	SR 19	MINOR ARTERIAL	1549	2	12	1	1900	40	27
324	283	284	SR 19	MINOR ARTERIAL	3434	2	12	1	1900	55	27

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
325	284	283	SR 19	MINOR ARTERIAL	3434	2	12	1	1750	40	27
326	284	285	SR 19	MINOR ARTERIAL	3398	2	12	1	1900	55	27
327	285	284	SR 19	MINOR ARTERIAL	3399	2	12	1	1900	55	27
328	285	286	SR 19	MINOR ARTERIAL	6934	2	12	1	1900	65	29
329	286	285	SR 19	MINOR ARTERIAL	6934	2	12	1	1900	65	29
330	286	287	SR 19	MINOR ARTERIAL	1733	2	12	1	1900	65	29
331	287	286	SR 19	MINOR ARTERIAL	1733	2	12	1	1900	65	29
332	287	288	SR 19	MINOR ARTERIAL	2208	2	12	1	1750	55	29
333	288	287	SR 19	MINOR ARTERIAL	2208	2	12	1	1900	55	29
334	288	289	SR 19	MINOR ARTERIAL	2297	2	12	1	1900	45	29
335	289	152	GROOM RD	COLLECTOR	8329	1	12	1	1700	45	29
336	289	288	SR 19	MINOR ARTERIAL	2298	2	12	1	1750	45	29
337	289	608	SR 19	MINOR ARTERIAL	798	2	12	1	1750	45	29
338	290	608	SR 19	MINOR ARTERIAL	3887	2	12	1	1750	45	29
339	290	611	LAVEY LN	LOCAL ROADWAY	3359	1	12	1	1575	35	29
340	290	665	SR 19	MINOR ARTERIAL	3156	2	12	1	1750	50	35
341	291	559	US 61	MINOR ARTERIAL	4649	2	12	1	1900	50	34
342	291	562	US 61	MINOR ARTERIAL	6424	2	12	1	1750	50	34
343	292	253	GROOM RD	COLLECTOR	5792	1	12	1	1575	35	29
344	292	294	GROOM RD	COLLECTOR	4070	1	12	1	1575	35	29
345	293	292	CHAMBERLAIN AVE	LOCAL ROADWAY	2290	1	12	1	1125	25	29
346	294	289	GROOM RD	COLLECTOR	1407	1	12	1	1575	35	29
347	295	296	SR 64	MINOR ARTERIAL	1975	2	12	1	1750	45	27
348	296	297	SR 64	MINOR ARTERIAL	3420	2	12	1	1900	45	27
349	297	298	SR 64	MINOR ARTERIAL	2909	2	12	1	1750	45	27

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
350	298	306	SR 64	MINOR ARTERIAL	1519	2	12	1	1750	45	27
351	298	574	BAKER RD	COLLECTOR	2841	1	12	1	1700	40	27
352	299	246	ROLLIN RD	COLLECTOR	2728	1	12	1	1700	40	22
353	299	300	ROLLIN RD	COLLECTOR	6228	1	12	1	1700	40	22
354	300	301	ROLLINS RD	COLLECTOR	1999	1	12	1	1700	40	22
355	301	302	ROLLINS RD	COLLECTOR	997	1	12	1	1700	40	22
356	302	304	ROLLINS RD	COLLECTOR	963	1	12	1	1700	40	27
357	304	570	POPE RD	COLLECTOR	993	1	12	1	1700	40	27
358	305	298	ROLLINS RD	MINOR ARTERIAL	226	1	12	1	1750	35	27
359	305	573	CHURCH ST	COLLECTOR	1358	1	12	1	1575	35	27
360	306	281	SR 64	MINOR ARTERIAL	1354	2	12	1	1750	45	27
361	307	269	SR 19	COLLECTOR	4279	1	12	1	1700	55	14
362	307	270	SR 19	COLLECTOR	5658	1	12	1	1700	55	14
363	308	215	W PORT HUDSON PLAINS RD	COLLECTOR	2057	1	12	1	1350	30	21
364	309	308	W PORT HUDSON PLAINS RD	COLLECTOR	4589	1	12	1	1350	30	21
365	309	310	PORT HICKEY RD	COLLECTOR	2678	1	12	1	1350	30	21
366	310	311	PORT HICKEY RD	COLLECTOR	2493	1	12	1	1350	30	21
367	311	312	PORT HICKEY RD	COLLECTOR	5401	1	12	1	1350	30	26
368	312	313	SR 3113	COLLECTOR	1558	1	12	1	1350	30	26
369	313	217	SR 3113	COLLECTOR	6494	1	12	1	1700	45	26
370	314	485	SR 420	COLLECTOR	7020	1	12	1	1700	55	15
371	315	314	SR 420	COLLECTOR	1936	1	12	1	1700	45	15
372	321	315	SR 420	COLLECTOR	10057	1	12	1	1700	55	15
373	325	321	SR 420	COLLECTOR	8164	1	12	1	1700	55	16
374	325	638	DELTA PLACE RD	COLLECTOR	8695	1	12	1	1750	30	16

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
375	326	325	SR 420	COLLECTOR	5995	1	12	1	1700	55	16
376	327	326	SR 420	COLLECTOR	2029	1	12	1	1700	40	17
377	328	327	SR 420	COLLECTOR	989	1	12	1	1700	40	17
378	328	635	FERRY RD	COLLECTOR	3014	1	12	1	1750	55	17
379	329	328	FERRY RD	COLLECTOR	1140	1	12	1	1575	35	17
380	330	329	FERRY RD	COLLECTOR	4161	1	12	1	1575	35	17
381	331	330	FERRY RD	COLLECTOR	2434	1	12	1	1575	35	17
382	334	331	FERRY RD	COLLECTOR	5045	1	12	1	1575	35	17
383	335	334	SR 981	COLLECTOR	2944	1	12	1	1700	45	12
384	336	335	SR 981	COLLECTOR	3137	1	12	1	1700	45	20
385	336	337	SR 981	COLLECTOR	2325	1	12	1	1700	45	20
386	337	338	SR 981	COLLECTOR	1970	1	12	1	1700	45	20
387	338	339	SR 981	COLLECTOR	2334	1	12	1	1700	45	20
388	339	340	SR 981	COLLECTOR	3346	1	12	1	1700	45	20
389	340	343	SR 981	COLLECTOR	4106	1	12	1	1700	55	20
390	343	344	SR 981	COLLECTOR	6294	1	12	1	1700	55	20
391	344	345	SR 981	COLLECTOR	951	1	12	1	1700	45	20
392	345	346	SR 981	COLLECTOR	2457	1	12	1	1350	35	20
393	346	347	SR 415	COLLECTOR	3185	1	12	1	1700	45	20
394	346	431	SR 415	COLLECTOR	2209	1	12	1	1700	55	20
395	347	346	SR 415	COLLECTOR	3185	1	12	1	1700	45	20
396	347	658	SR 415	COLLECTOR	1977	1	12	1	1700	45	20
397	355	356	SR 415	COLLECTOR	3690	1	12	1	1700	45	20
398	355	658	SR 415	COLLECTOR	1620	1	12	1	1700	45	20
399	356	355	SR 415	COLLECTOR	3676	1	12	1	1700	45	20

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
400	356	357	SR 415	COLLECTOR	5322	1	12	1	1700	45	20
401	357	356	SR 415	COLLECTOR	5322	1	12	1	1700	45	20
402	357	358	SR 415	COLLECTOR	3314	1	12	1	1700	45	19
403	357	459	SR 413	COLLECTOR	1503	1	12	1	1700	40	19
404	358	357	SR 415	COLLECTOR	3314	1	12	1	1700	45	19
405	358	661	SR 415	COLLECTOR	1559	1	12	1	1125	25	19
406	366	367	SR 415	COLLECTOR	1565	1	12	1	1750	25	19
407	366	661	SR 415	COLLECTOR	2666	1	12	1	1125	25	19
408	367	366	SR 415	COLLECTOR	1565	1	12	1	1125	25	19
409	367	674	NEW ROADS ST	COLLECTOR	592	1	12	1	1575	35	19
410	367	687	SR 1	COLLECTOR	1963	1	12	1	1125	25	19
411	368	680	SR 1	COLLECTOR	429	1	12	1	1700	40	19
412	376	378	SR 1	COLLECTOR	3490	1	12	1	1750	40	18
413	378	380	SR 1	COLLECTOR	2091	1	12	1	1700	40	18
414	378	500	SR 3131	COLLECTOR	3250	1	12	1	1700	45	18
415	380	382	SR 1	COLLECTOR	2875	1	12	1	1700	40	18
416	382	384	SR 1	COLLECTOR	4526	1	12	1	1700	50	18
417	384	391	SR 1	COLLECTOR	5587	1	12	1	1700	50	24
418	391	392	SR 1	COLLECTOR	5447	1	12	1	1700	55	24
419	392	393	SR 1	COLLECTOR	1752	1	12	1	1750	55	24
420	393	394	SR 1	COLLECTOR	1849	1	12	1	1700	55	24
421	393	528	SR 78	COLLECTOR	13277	1	12	1	1700	55	23
422	394	393	SR 1	COLLECTOR	1849	1	12	1	1750	55	24
423	394	397	SR 1	COLLECTOR	2969	1	12	1	1700	55	24
424	397	394	SR 1	COLLECTOR	2969	1	12	1	1700	55	24

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
425	397	398	SR 1	COLLECTOR	3385	1	12	1	1700	55	24
426	398	397	SR 1	COLLECTOR	3385	1	12	1	1700	55	24
427	398	399	SR 1	COLLECTOR	1714	1	12	1	1700	55	24
428	398	535	SR 978	COLLECTOR	19000	1	12	1	1700	55	24
429	399	398	SR 1	COLLECTOR	1714	1	12	1	1700	55	24
430	399	400	SR 1	COLLECTOR	4989	1	12	1	1700	55	24
431	400	399	SR 1	COLLECTOR	4989	1	12	1	1700	55	24
432	400	404	SR 1	COLLECTOR	3599	1	12	1	1700	55	24
433	404	400	SR 1	COLLECTOR	3599	1	12	1	1700	55	24
434	404	405	SR 1	COLLECTOR	2762	1	12	1	1700	55	24
435	405	404	SR 1	COLLECTOR	2762	1	12	1	1700	55	24
436	405	538	SR 1	COLLECTOR	3329	1	12	1	1700	50	24
437	406	405	SR 416	COLLECTOR	1618	1	12	1	1700	45	24
438	410	406	SR 416	COLLECTOR	4356	1	12	1	1700	45	24
439	411	410	SR 416	COLLECTOR	3372	1	12	1	1700	45	24
440	411	412	SR 416	COLLECTOR	1040	1	12	1	1700	45	25
441	412	411	SR 416	COLLECTOR	1040	1	12	1	1700	35	25
442	412	413	SR 416	COLLECTOR	1174	1	12	1	1700	45	25
443	412	504	SR 413	COLLECTOR	10850	1	12	1	1700	45	25
444	413	412	SR 416	COLLECTOR	1174	1	12	1	1700	45	25
445	413	414	SR 416	COLLECTOR	1637	1	12	1	1700	45	25
446	414	413	SR 416	COLLECTOR	1637	1	12	1	1700	45	25
447	414	415	SR 416	COLLECTOR	1179	1	12	1	1700	45	25
448	415	414	SR 416	COLLECTOR	1179	1	12	1	1700	45	25
449	415	505	SR 984	COLLECTOR	7236	1	12	1	1700	55	25

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
450	416	415	SR 416	COLLECTOR	1955	1	12	1	1700	45	25
451	418	416	SR 416	COLLECTOR	2344	1	12	1	1700	45	25
452	419	418	SR 416	COLLECTOR	3857	1	12	1	1700	45	25
453	420	419	SR 416	COLLECTOR	2819	1	12	1	1700	45	25
454	421	420	SR 416	COLLECTOR	1686	1	12	1	1700	45	25
455	421	565	SR 982	COLLECTOR	2258	1	12	1	1700	40	25
456	422	421	SR 416	COLLECTOR	4425	1	12	1	1700	45	25
457	423	422	SR 416	COLLECTOR	3714	1	12	1	1700	45	25
458	424	423	SR 416	COLLECTOR	1165	1	12	1	1700	40	25
459	425	424	SR 416	COLLECTOR	1259	1	12	1	1700	40	25
460	425	542	SR 415	COLLECTOR	4707	1	12	1	1700	55	25
461	426	425	SR 415	COLLECTOR	453	1	12	1	1700	55	25
462	427	426	SR 415	COLLECTOR	2220	1	12	1	1700	55	25
463	427	458	SR 414	COLLECTOR	2941	1	12	1	1700	45	25
464	428	427	SR 415	COLLECTOR	3681	1	12	1	1700	55	25
465	430	428	SR 415	COLLECTOR	4583	1	12	1	1700	55	20
466	431	430	SR 415	COLLECTOR	3245	1	12	1	1700	55	20
467	431	432	SR 414	COLLECTOR	2573	1	12	1	1700	45	20
468	432	431	SR 414	COLLECTOR	2572	1	12	1	1700	45	20
469	432	433	SR 414	COLLECTOR	3238	1	12	1	1700	45	20
470	433	432	SR 414	COLLECTOR	3238	1	12	1	1700	45	20
471	433	434	SR 414	COLLECTOR	2590	1	12	1	1700	45	20
472	434	433	SR 414	COLLECTOR	2590	1	12	1	1700	45	20
473	434	435	SR 414	COLLECTOR	3394	1	12	1	1700	45	20
474	435	434	SR 414	COLLECTOR	3394	1	12	1	1700	45	20

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
475	435	436	SR 414	COLLECTOR	2526	1	12	1	1700	45	20
476	436	435	SR 414	COLLECTOR	2526	1	12	1	1700	45	20
477	436	437	SR 414	COLLECTOR	3667	1	12	1	1700	45	19
478	437	436	SR 414	COLLECTOR	3667	1	12	1	1700	45	19
479	437	438	SR 413	COLLECTOR	1940	1	12	1	1700	45	19
480	438	439	SR 413	COLLECTOR	3749	1	12	1	1700	45	19
481	439	440	SR 413	COLLECTOR	4103	1	12	1	1700	45	19
482	440	441	SR 413	COLLECTOR	5226	1	12	1	1700	45	19
483	441	442	SR 413	COLLECTOR	4270	1	12	1	1700	45	18
484	442	443	SR 413	COLLECTOR	4426	1	12	1	1700	45	18
485	443	444	SR 413	COLLECTOR	7067	1	12	1	1700	45	24
486	444	445	SR 413	COLLECTOR	3749	1	12	1	1700	45	24
487	445	446	SR 413	COLLECTOR	4206	1	12	1	1700	45	24
488	446	447	SR 413	COLLECTOR	6953	1	12	1	1700	45	24
489	447	448	SR 413	COLLECTOR	4314	1	12	1	1700	45	24
490	448	449	SR 413	COLLECTOR	3128	1	12	1	1700	45	24
491	449	450	SR 413	COLLECTOR	4415	1	12	1	1700	45	24
492	450	451	SR 413	COLLECTOR	4137	1	12	1	1700	45	24
493	451	411	SR 413	COLLECTOR	2677	1	12	1	1700	45	25
494	452	486	SR 414	COLLECTOR	2396	1	12	1	1700	45	25
495	453	452	SR 414	COLLECTOR	5373	1	12	1	1700	45	25
496	454	453	SR 414	COLLECTOR	5304	1	12	1	1700	45	25
497	455	454	SR 414	COLLECTOR	1205	1	12	1	1700	40	25
498	457	455	SR 414	COLLECTOR	1938	1	12	1	1700	45	25
499	458	457	SR 414	COLLECTOR	3535	1	12	1	1700	45	25

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
500	459	437	SR 413	COLLECTOR	1585	1	12	1	1700	40	19
501	460	461	FERRY RD	COLLECTOR	2213	1	12	1	1700	50	17
502	461	462	FERRY RD	COLLECTOR	1876	1	12	1	1700	50	17
503	462	688	FERRY RD	COLLECTOR	740	1	12	1	1700	55	17
504	463	464	FERRY RD	COLLECTOR	875	1	12	1	1750	45	19
505	464	467	NEW ROADS ST	COLLECTOR	893	1	12	1	1575	35	19
506	464	690	SR 1	COLLECTOR	660	1	12	1	1350	30	19
507	465	677	SR 1	COLLECTOR	473	1	12	1	1700	40	19
508	466	638	SR 1	COLLECTOR	1678	1	12	1	1750	40	18
509	467	464	NEW ROADS ST	COLLECTOR	893	1	12	1	1750	35	19
510	467	674	NEW ROADS ST	COLLECTOR	1452	1	12	1	1750	35	19
511	472	473	SR 1	COLLECTOR	2746	1	12	1	1700	45	18
512	472	638	SR 10	COLLECTOR	1381	1	12	1	1750	55	18
513	473	472	SR 10	COLLECTOR	2746	1	12	1	1700	40	18
514	473	474	SR 1	COLLECTOR	994	1	12	1	1750	45	18
515	474	473	SR 10	COLLECTOR	994	1	12	1	1700	30	18
516	474	475	SR 1	COLLECTOR	7523	1	12	1	1700	45	16
517	474	501	SR 3131	COLLECTOR	2171	1	12	1	1700	45	18
518	475	474	SR 1	COLLECTOR	7523	1	12	1	1750	45	16
519	475	485	SR 1	COLLECTOR	9409	1	12	1	1700	45	15
520	485	475	SR 1	COLLECTOR	9409	1	12	1	1700	45	15
521	485	527	SR 1	COLLECTOR	16184	1	12	1	1700	45	15
522	486	451	SR 414	COLLECTOR	3216	1	12	1	1700	45	25
523	487	492	SR 3057	COLLECTOR	2372	1	12	1	1350	30	12
524	488	487	SR 1258	COLLECTOR	5075	1	12	1	1750	30	12

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
525	488	489	CR 225	COLLECTOR	4070	1	12	1	1700	40	12
526	489	490	CR 225	COLLECTOR	5574	1	12	1	1700	40	11
527	490	491	AIRPORT RD	COLLECTOR	4434	1	12	1	1700	40	12
528	491	10	MYRTLES LN	COLLECTOR	2841	1	12	1	1700	40	12
529	492	7	SR 10	COLLECTOR	1711	1	12	1	1750	55	12
530	492	56	SR 3057	COLLECTOR	4954	1	12	1	1700	40	12
531	493	6	SR 3057	COLLECTOR	3901	1	12	1	1750	30	12
532	493	487	SR 3057	COLLECTOR	904	1	12	1	1750	30	12
533	494	90	SR 421	COLLECTOR	2004	1	12	1	1750	55	8
534	495	494	SR 421	COLLECTOR	4319	1	12	1	1700	55	8
535	496	15	SR 421	COLLECTOR	4041	1	12	1	1700	55	8
536	497	47	SR 421	COLLECTOR	10408	1	12	1	1700	40	7
537	497	498	SR 421	COLLECTOR	6142	1	12	4	1700	40	7
538	498	13	SR 421	COLLECTOR	14187	1	12	4	1700	40	8
539	498	497	SR 421	COLLECTOR	6143	1	12	1	1700	40	7
540	499	13	SR 421	COLLECTOR	5235	1	12	1	1700	40	4
541	499	523	SR 421	COLLECTOR	10939	1	12	1	1700	55	4
542	500	378	SR 3131	COLLECTOR	3250	1	12	1	1750	45	18
543	500	501	SR 3131	COLLECTOR	4012	1	12	1	1700	45	18
544	501	474	SR 3131	COLLECTOR	2171	1	12	1	1750	45	18
545	501	500	SR 3131	COLLECTOR	4012	1	12	1	1700	45	18
546	502	503	PORT HUDSON PRIDE RD	COLLECTOR	4886	1	12	1	1700	45	22
547	503	277	PORT HUDSON PRIDE RD	COLLECTOR	2058	1	12	1	1750	45	22
548	504	526	SR 413	COLLECTOR	9578	1	12	1	1700	45	32
549	505	644	SR 984	COLLECTOR	1645	1	12	1	1700	55	25

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
550	506	161	SR 19	COLLECTOR	2082	1	12	1	1700	55	14
551	506	510	SR 19	COLLECTOR	8536	1	12	1	1700	55	14
552	507	508	SR 64	MINOR ARTERIAL	2926	2	12	1	1900	45	28
553	509	277	PORT HUDSON PRIDE RD	COLLECTOR	1449	1	12	1	1750	45	22
554	510	506	SR 19	COLLECTOR	8536	1	12	1	1700	55	14
555	510	511	SR 19	COLLECTOR	6243	1	12	1	1750	55	14
556	511	49	SR 10	COLLECTOR	15554	1	12	1	1700	45	9
557	511	80	SR 19	COLLECTOR	4846	1	12	1	1700	55	9
558	511	510	SR 19	COLLECTOR	6243	1	12	1	1700	55	14
559	512	87	SR 963	COLLECTOR	4448	1	12	1	1700	45	9
560	512	513	SR 68	COLLECTOR	9918	1	12	1	1700	45	9
561	513	514	SR 68	COLLECTOR	8132	1	12	1	1700	45	9
562	514	38	SR 68	COLLECTOR	2807	1	12	1	1700	25	9
563	515	296	NEWELL ST	COLLECTOR	2703	1	12	1	1750	35	27
564	515	569	W GEORGE ST	COLLECTOR	1713	1	12	1	1575	35	27
565	519	218	W MT PLEASANT ZACHARY RD	COLLECTOR	10713	1	12	1	1750	40	26
566	520	93	COLLEGE ST	COLLECTOR	651	1	12	1	1750	35	8
567	521	488	FERDINAND ST	LOCAL ROADWAY	1074	1	12	1	1350	30	12
568	522	493	CR 432	LOCAL ROADWAY	832	1	12	1	1125	25	12
569	523	496	SR 421	COLLECTOR	7639	1	12	1	1700	40	4
570	524	309	PORT HICKEY RD	COLLECTOR	1641	1	12	1	1350	30	21
571	525	336	MAJOR EMPLOYER ENTRANCE	LOCAL ROADWAY	1297	1	12	1	1700	30	20
572	526	656	SR 413	COLLECTOR	2261	1	12	1	1750	45	32
573	527	485	SR 1	COLLECTOR	16184	1	12	1	1700	45	15
574	527	653	SR 1	COLLECTOR	10450	1	12	1	1700	40	15

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
575	528	529	SR 78	COLLECTOR	6086	1	12	1	1700	45	23
576	529	530	SR 78	COLLECTOR	3018	1	12	1	1575	35	23
577	530	531	SR 78	COLLECTOR	1586	1	12	1	1125	25	23
578	531	532	SR 78	COLLECTOR	4147	1	12	1	1575	35	23
579	532	533	SR 78	COLLECTOR	9611	1	12	1	1575	35	31
580	533	534	SR 78	COLLECTOR	1783	1	12	1	1750	35	31
581	534	536	US 190	MINOR ARTERIAL	21033	2	12	1	1900	65	31
582	534	537	US 190	MINOR ARTERIAL	7461	2	12	1	1900	65	31
583	535	536	SR 978	COLLECTOR	5593	1	12	1	1700	55	32
584	536	534	US 190	MINOR ARTERIAL	21033	2	12	1	1750	65	31
585	536	558	US 190	MINOR ARTERIAL	7944	2	12	1	1900	65	32
586	537	534	US 190	MINOR ARTERIAL	7461	2	12	1	1750	65	31
587	538	539	SR 1	COLLECTOR	18926	1	12	1	1700	45	32
588	539	540	US 190	MINOR ARTERIAL	10356	2	12	1	1750	65	32
589	539	558	US 190	MINOR ARTERIAL	8914	2	12	1	1900	65	32
590	540	539	US 190	MINOR ARTERIAL	10356	2	12	1	1900	65	32
591	540	541	US 190	MINOR ARTERIAL	14669	2	12	1	1900	65	33
592	541	540	US 190	MINOR ARTERIAL	14669	2	12	1	1750	65	33
593	541	551	US 190	MINOR ARTERIAL	9876	2	12	1	1900	65	33
594	542	543	SR 415	COLLECTOR	5598	1	12	1	1700	55	25
595	543	564	SR 415	COLLECTOR	7574	1	12	1	1700	55	25
596	544	545	SR 415	COLLECTOR	3496	1	12	1	1700	45	25
597	545	546	SR 415	COLLECTOR	3065	1	12	1	1700	45	33
598	546	547	SR 985	COLLECTOR	6381	1	12	1	1700	40	33
599	546	552	SR 415	COLLECTOR	10919	1	12	1	1700	55	33

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
600	547	548	SR 983	COLLECTOR	3841	1	12	1	1700	50	33
601	548	549	SR 983	COLLECTOR	5177	1	12	1	1700	50	33
602	549	550	SR 983	COLLECTOR	4412	1	12	1	1700	55	33
603	549	657	SR 620	COLLECTOR	10858	1	12	1	1700	55	33
604	550	551	SR 983	COLLECTOR	5929	1	12	1	1700	55	33
605	551	541	US 190	MINOR ARTERIAL	9876	2	12	1	1900	65	33
606	551	557	US 190	MINOR ARTERIAL	4237	2	12	1	1900	65	33
607	552	553	SR 415	COLLECTOR	1742	1	12	1	1350	30	34
608	553	554	SR 415	COLLECTOR	5068	1	12	1	1700	55	34
609	554	657	SR 415	COLLECTOR	3571	1	12	1	1700	40	34
610	555	556	SR 415	COLLECTOR	3633	1	12	1	1700	45	34
611	556	639	SR 415	COLLECTOR	7812	1	12	1	1700	45	34
612	557	551	US 190	MINOR ARTERIAL	4237	2	12	1	1900	65	33
613	557	642	US 190	MINOR ARTERIAL	17527	2	12	1	1900	65	34
614	558	536	US 190	MINOR ARTERIAL	7944	2	12	1	1900	65	32
615	558	539	US 190	MINOR ARTERIAL	8914	2	12	1	1900	65	32
616	559	222	US 61	MINOR ARTERIAL	4374	2	12	1	1900	50	26
617	560	223	SR 964	FREEWAY RAMP	1670	1	12	1	1700	45	26
618	561	291	US 61	MINOR ARTERIAL	3154	2	12	1	1900	50	34
619	562	291	US 61	MINOR ARTERIAL	6424	2	12	1	1900	50	34
620	562	613	THOMAS RD	COLLECTOR	7859	1	12	1	1750	35	35
621	563	6	US 61	MINOR ARTERIAL	2369	2	12	1	1750	45	12
622	563	7	US 61	MINOR ARTERIAL	1420	2	12	1	1750	45	12
623	564	544	SR 415	COLLECTOR	8918	1	12	1	1700	45	25
624	565	566	SR 982	COLLECTOR	5560	1	12	1	1700	40	25

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
625	566	564	SR 982	COLLECTOR	5788	1	12	1	1700	40	25
626	567	243	SR 964	COLLECTOR	2182	1	12	1	1700	45	27
627	568	25	SR 66	COLLECTOR	7104	1	12	2	1700	55	2
628	569	295	FENNWOOD DR	COLLECTOR	2999	1	12	1	1575	35	27
629	569	299	FENNWOOD DR	COLLECTOR	3507	1	12	1	1700	40	22
630	570	571	ROLLINS RD	COLLECTOR	1058	1	12	1	1700	40	27
631	571	305	ROLLINS RD	COLLECTOR	2246	1	12	1	1575	35	27
632	572	281	SR 19	MINOR ARTERIAL	556	2	12	1	1750	40	27
633	572	579	SR 19	COLLECTOR	601	1	12	1	1700	40	27
634	573	306	LEE ST	COLLECTOR	564	1	12	1	1750	35	27
635	573	572	CHURCH ST	COLLECTOR	1389	1	12	1	1575	35	27
636	574	283	NEW WEIS RD	COLLECTOR	2134	1	12	1	1750	35	27
637	574	578	BAKER RD	COLLECTOR	3111	1	12	1	1700	40	27
638	575	285	SPUR LN	COLLECTOR	1177	1	12	1	1575	35	27
639	575	576	BAKER RD	COLLECTOR	4306	1	12	1	1700	40	29
640	576	577	BAKER RD	COLLECTOR	2604	1	12	1	1700	40	29
641	577	286	BAKER RD	COLLECTOR	764	1	12	1	1700	40	29
642	578	575	BAKER RD	COLLECTOR	3790	1	12	1	1700	40	27
643	579	280	SR 19	COLLECTOR	1561	1	12	1	1700	40	27
644	579	572	SR 19	MINOR ARTERIAL	601	2	12	1	1900	40	27
645	580	581	SR 412	COLLECTOR	1939	1	12	1	1350	30	22
646	581	582	SR 412	COLLECTOR	3160	1	12	1	1350	30	22
647	582	272	SR 412	COLLECTOR	5052	1	12	1	1750	45	22
648	583	664	SR 412	COLLECTOR	2412	1	12	1	1575	35	22
649	584	583	SR 412	COLLECTOR	3972	1	12	1	1700	45	22

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
650	585	584	SR 412	COLLECTOR	4551	1	12	1	1700	45	22
651	585	586	SR 956	COLLECTOR	11841	1	12	1	1700	45	22
652	586	269	SR 956	COLLECTOR	8345	1	12	1	1700	40	14
653	587	588	CR 225	COLLECTOR	3159	1	12	1	1700	45	11
654	588	589	CR 225	COLLECTOR	3927	1	12	1	1700	40	11
655	589	490	CR 225	COLLECTOR	1261	1	12	1	1700	40	11
656	590	18	CR 334	COLLECTOR	2864	1	12	1	1700	40	6
657	591	590	CR 334	COLLECTOR	1492	1	12	1	1700	45	6
658	592	591	CR 334	COLLECTOR	3259	1	12	1	1700	45	11
659	593	595	CR 330	COLLECTOR	4568	1	12	1	1700	45	6
660	594	593	CR 330	COLLECTOR	3201	1	12	1	1700	45	2
661	595	596	CR 330	COLLECTOR	3297	1	12	1	1700	45	6
662	596	597	CR 330	COLLECTOR	4697	1	12	1	1700	45	6
663	597	23	CR 330	COLLECTOR	4523	1	12	1	1700	40	6
664	598	54	US 61	MINOR ARTERIAL	7020	2	12	1	1900	50	3
665	599	54	ROSEMOUND LOOP	COLLECTOR	3319	1	12	1	1700	40	3
666	600	599	SILGO RD	COLLECTOR	8547	1	12	1	1700	45	3
667	601	600	ISLAND RD	COLLECTOR	7128	1	12	1	1700	45	3
668	602	4	US 61	MINOR ARTERIAL	900	2	12	1	1900	50	12
669	602	5	US 61	MINOR ARTERIAL	958	2	12	1	1900	50	12
670	603	602	SR 965	COLLECTOR	1513	1	12	1	1700	40	12
671	604	603	SR 965	COLLECTOR	3079	1	12	1	1700	45	12
672	605	130	US 61	MINOR ARTERIAL	2265	2	12	1	1900	50	21
673	605	131	US 61	MINOR ARTERIAL	697	2	12	1	1900	50	13
674	606	108	SR 964	COLLECTOR	2838	1	12	1	1700	45	20

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
675	607	288	BAKERS BLVD	COLLECTOR	3600	1	12	1	1750	30	29
676	608	289	SR 19	MINOR ARTERIAL	798	2	12	1	1900	45	29
677	608	290	SR 19	MINOR ARTERIAL	3887	2	12	1	1750	45	29
678	609	608	TRUMAN ST	COLLECTOR	729	1	12	1	1750	30	29
679	610	608	RAY WEILAND DR	COLLECTOR	1725	1	12	1	1750	30	29
680	611	290	LAVEY LN	LOCAL ROADWAY	3359	1	12	1	1750	30	29
681	612	290	MANGOLIA DR	LOCAL ROADWAY	1588	1	12	1	1750	30	29
682	613	665	SR 19	MINOR ARTERIAL	3073	2	12	1	1750	50	35
683	613	700	SR 19	MINOR ARTERIAL	5383	2	12	1	1750	50	35
684	615	699	OFF RAMP I-110	FREEWAY RAMP	2527	1	12	4	1700	45	35
685	616	562	THOMAS RD	COLLECTOR	2244	1	12	1	1750	35	34
686	617	272	SR 412	COLLECTOR	521	1	12	1	1750	35	22
687	617	618	EAST AVE	LOCAL ROADWAY	382	1	12	1	1125	25	22
688	618	617	EAST AVE	LOCAL ROADWAY	382	1	12	1	1125	25	22
689	618	619	MAIN ST	LOCAL ROADWAY	524	1	12	1	1125	25	22
690	619	272	SR 19	COLLECTOR	400	1	12	1	1750	45	22
691	619	273	SR 19	COLLECTOR	2503	1	12	1	1700	45	22
692	620	618	LEMON RD	LOCAL ROADWAY	704	1	12	1	1125	25	22
693	621	620	LEMON RD	LOCAL ROADWAY	2459	1	12	1	1350	30	22
694	622	621	LEMON RD	LOCAL ROADWAY	1149	1	12	1	1350	30	22
695	623	622	JACOCK RD	COLLECTOR	2664	1	12	1	1700	45	22
696	624	623	JACOCK RD	COLLECTOR	2253	1	12	1	1700	45	22
697	624	625	JACOCK RD	COLLECTOR	1855	1	12	1	1575	35	22
698	625	626	JACOCK RD	COLLECTOR	1505	1	12	1	1575	35	22
699	626	627	JACOCK RD	COLLECTOR	822	1	12	1	1700	50	22

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
700	627	628	JACOCK RD	COLLECTOR	2412	1	12	1	1700	50	22
701	628	629	PORT HUDSON PRIDE RD	COLLECTOR	5387	1	12	1	1700	45	22
702	629	509	PORT HUDSON PRIDE RD	COLLECTOR	1608	1	12	1	1700	45	22
703	630	134	SR 10	COLLECTOR	4004	1	12	1	1750	55	12
704	630	631	SR 10	COLLECTOR	9883	1	12	1	1700	55	20
705	631	630	SR 10	COLLECTOR	9887	1	12	1	1700	55	20
706	631	632	SR 10	COLLECTOR	10126	2	12	1	1900	55	20
707	632	631	SR 10	COLLECTOR	10126	2	12	1	1900	55	20
708	632	633	SR 10	COLLECTOR	6048	1	12	1	1700	55	20
709	633	632	SR 10	COLLECTOR	6048	1	12	1	1700	55	20
710	633	634	SR 10	COLLECTOR	9416	1	12	1	1700	55	20
711	634	633	SR 10	COLLECTOR	9465	1	12	1	1700	55	20
712	634	635	SR 10	COLLECTOR	9363	1	12	1	1750	55	17
713	635	460	FERRY RD	COLLECTOR	2201	1	12	1	1700	55	17
714	635	634	SR 10	COLLECTOR	9352	1	12	1	1700	55	17
715	635	636	SR 10	COLLECTOR	2911	1	12	1	1700	55	17
716	636	635	SR 10	COLLECTOR	2922	1	12	1	1750	55	17
717	636	637	SR 10	COLLECTOR	3767	1	12	1	1700	55	17
718	637	636	SR 10	COLLECTOR	3767	1	12	1	1700	55	17
719	637	638	SR 10	COLLECTOR	5163	1	12	1	1750	55	16
720	638	325	DELTA PLACE RD	COLLECTOR	8695	1	12	1	1350	30	16
721	638	472	SR 10	COLLECTOR	1381	1	12	1	1700	55	18
722	638	637	SR 10	COLLECTOR	5163	1	12	1	1700	55	16
723	639	640	SR 415	COLLECTOR	10791	1	12	1	1700	45	34
724	640	669	PLANTATION RD	LOCAL ROADWAY	1541	1	12	1	1575	35	34

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
725	642	557	US 190	MINOR ARTERIAL	17527	2	12	1	1900	65	34
726	642	667	US 190	MINOR ARTERIAL	6754	2	12	1	1900	65	34
727	643	547	SR 983	COLLECTOR	11762	1	12	1	1700	50	33
728	644	643	ROUGON RD	COLLECTOR	3434	1	12	1	1350	30	25
729	644	654	SR 984	COLLECTOR	15554	1	12	1	1700	45	33
730	645	568	SR 66	COLLECTOR	3827	1	12	2	1700	55	2
731	646	499	SR 967	COLLECTOR	3539	1	12	1	1575	35	4
732	647	70	STIRLING RD	LOCAL ROADWAY	2517	1	12	1	1575	35	7
733	648	592	CR 334	COLLECTOR	2753	1	12	1	1700	45	11
734	649	587	CR 225	COLLECTOR	2237	1	12	1	1700	45	11
735	650	197	DREHER RD	LOCAL ROADWAY	2698	1	12	1	1125	25	12
736	651	99	STICKS SCHOOLHOUSE LN	LOCAL ROADWAY	1432	1	12	1	1700	45	8
737	652	231	PORTWOOD LN	COLLECTOR	3444	1	12	1	1700	40	21
738	653	527	SR 1	COLLECTOR	10450	1	12	1	1700	40	15
739	654	541	SR 984	COLLECTOR	8174	1	12	1	1700	45	33
740	654	655	SR 620	COLLECTOR	9857	1	12	1	1700	55	33
741	655	549	SR 620	COLLECTOR	2730	1	12	1	1700	40	33
742	656	540	SR 413	COLLECTOR	2061	1	12	1	1750	45	32
743	656	654	SR 620	COLLECTOR	13477	1	12	1	1700	55	33
744	657	555	SR 415	COLLECTOR	2277	1	12	1	1700	40	34
745	658	347	SR 415	COLLECTOR	1977	1	12	1	1700	45	20
746	658	355	SR 415	COLLECTOR	1620	1	12	1	1700	45	20
747	659	663	RAILROAD AVE	COLLECTOR	1934	1	12	4	1350	30	19
748	659	689	RAILROAD AVE	COLLECTOR	785	1	12	1	1350	30	19
749	660	661	MORNINGSIDE ST	LOCAL ROADWAY	1177	1	12	1	1125	25	19

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
750	661	358	SR 415	COLLECTOR	1559	1	12	1	1125	25	19
751	661	366	SR 415	COLLECTOR	2664	1	12	1	1700	40	19
752	662	663	MARTIN DR	LOCAL ROADWAY	991	1	12	1	1125	25	19
753	663	659	RAILROAD AVE	COLLECTOR	1934	1	12	1	1350	30	19
754	663	660	RAILROAD AVE	COLLECTOR	823	1	12	1	1350	30	19
755	664	617	SR 412	COLLECTOR	1246	1	12	1	1575	35	22
756	665	290	SR 19	MINOR ARTERIAL	3156	2	12	1	1750	50	35
757	665	613	SR 19	MINOR ARTERIAL	3073	2	12	1	1750	50	35
758	666	665	NEW RAFF MEYER RD	LOCAL ROADWAY	1303	1	12	1	1750	25	35
759	667	642	US 190	MINOR ARTERIAL	6754	2	12	1	1900	65	34
760	668	667	ON RAMP US 190	FREEWAY RAMP	1015	1	12	1	1700	45	34
761	669	668	ON RAMP US 190	FREEWAY RAMP	1143	1	12	1	1350	30	34
762	670	89	JONES VAUGHN CREEK RD	LOCAL ROADWAY	1277	1	12	1	1750	30	8
763	671	368	JANIS ST	LOCAL ROADWAY	621	1	8	0	1125	25	19
764	671	676	JANIS ST	LOCAL ROADWAY	2315	1	8	0	1125	25	19
765	672	671	NAPOLEON ST	LOCAL ROADWAY	473	1	10	0	1125	25	19
766	672	686	OLINDE ST	LOCAL ROADWAY	2172	1	8	0	1125	25	19
767	672	687	OLINDE ST	LOCAL ROADWAY	637	1	8	0	1125	25	19
768	673	674	NAPOLEON ST	LOCAL ROADWAY	193	1	10	0	1125	25	19
769	674	367	NEW ROADS ST	COLLECTOR	592	1	12	1	1750	35	19
770	674	467	NEW ROADS ST	COLLECTOR	1452	1	12	1	1575	35	19
771	675	672	NAPOLEON ST	LOCAL ROADWAY	531	1	10	0	1125	25	19
772	675	691	NAPOLEON ST	LOCAL ROADWAY	890	1	12	4	1125	25	19
773	676	677	JANIS ST	LOCAL ROADWAY	321	1	8	0	1125	25	19
774	677	678	SR 1	COLLECTOR	443	1	12	1	1700	40	19

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
775	678	679	WESTEND	LOCAL ROADWAY	264	1	8	0	1125	25	19
776	678	681	SR 1	COLLECTOR	449	1	12	1	1700	40	19
777	679	678	WESTEND	LOCAL ROADWAY	264	1	8	0	1125	25	19
778	679	680	WESTEND	LOCAL ROADWAY	3169	1	8	0	1125	25	19
779	680	679	WESTEND	LOCAL ROADWAY	3169	1	8	0	1125	25	19
780	680	682	SR 1	COLLECTOR	407	1	12	1	1700	40	19
781	681	466	SR 1	COLLECTOR	3153	1	12	1	1700	40	18
782	681	683	BERTHIER ST	LOCAL ROADWAY	267	1	8	0	1125	25	19
783	682	683	BERTHIER ST	LOCAL ROADWAY	3410	1	8	0	1125	25	19
784	682	684	SR 1	COLLECTOR	2111	1	12	1	1700	40	19
785	683	681	BERTHIER ST	LOCAL ROADWAY	267	1	8	0	1125	25	19
786	683	682	BERTHIER ST	LOCAL ROADWAY	3410	1	8	0	1125	25	19
787	684	376	SR 1	COLLECTOR	946	1	12	1	1700	40	18
788	685	684	GISELE ST	LOCAL ROADWAY	475	1	10	0	1125	25	18
789	686	465	OLINDE ST	LOCAL ROADWAY	357	1	10	0	1125	25	19
790	687	368	SR 1	COLLECTOR	470	1	12	1	1125	25	19
791	688	463	FERRY RD	COLLECTOR	1610	1	12	1	1700	55	17
792	688	689	SINGLETTARY ST	LOCAL ROADWAY	3230	1	8	0	1125	25	19
793	689	467	RAILROAD AVE	COLLECTOR	1147	1	12	1	1350	30	19
794	689	659	RAILROAD AVE	COLLECTOR	785	1	12	4	1350	30	19
795	689	688	SINGLETTARY ST	LOCAL ROADWAY	3230	1	8	0	1125	25	19
796	690	465	SR 1	COLLECTOR	1669	1	12	1	1350	30	19
797	690	693	POYDRAS ST	LOCAL ROADWAY	738	1	8	0	1125	25	19
798	691	673	NAPOLEON ST	LOCAL ROADWAY	434	1	12	4	1125	25	19
799	691	693	POYDRAS ST	LOCAL ROADWAY	1579	1	8	0	1125	25	19

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
800	692	675	CLAIBRONE ST	LOCAL ROADWAY	415	1	8	0	1125	25	19
801	693	690	POYDRAS ST	LOCAL ROADWAY	738	1	8	0	1125	25	19
802	693	691	POYDRAS ST	LOCAL ROADWAY	1579	1	8	0	1125	25	19
803	694	659	CURET ST	LOCAL ROADWAY	712	1	8	0	1125	25	19
804	695	366	LEJEUNE ST	LOCAL ROADWAY	933	1	8	0	1125	25	19
805	696	462	BAYOU RUN RD	LOCAL ROADWAY	1205	1	8	0	1125	25	17
806	697	615	RAMP I-110	FREEWAY RAMP	423	2	12	4	1700	45	35
807	698	697	SR 19	COLLECTOR	1472	1	12	4	1750	30	35
808	699	700	OFF RAMP I-110	FREEWAY RAMP	1665	2	12	4	1750	50	35
809	700	613	BLOUNT RD	LOCAL ROADWAY	5383	2	12	4	1750	50	35
810	700	697	SR 19	MINOR ARTERIAL	2904	2	12	1	1750	45	35
811	701	700	BLOUNT RD	LOCAL ROADWAY	2097	1	12	4	1750	30	35
812	8153	153	SR 19	COLLECTOR	2657	1	12	1	1700	55	5
813	8537	537	US 190	MINOR ARTERIAL	5347	2	12	1	1900	65	31
814	8562	562	SR 19	MINOR ARTERIAL	11327	2	12	1	1750	30	35
815	8598	598	US 61	MINOR ARTERIAL	3776	2	12	1	1900	50	3
816	8611	611	LAVEY LN	LOCAL ROADWAY	2958	1	12	1	1575	35	29
818	8641	667	US 190	MINOR ARTERIAL	2893	2	12	1	1900	65	34
Exit Link	152	8152	GROOM RD	COLLECTOR	3421	1	12	1	1700	45	30
Exit Link	615	8615	I-110	FREEWAY	4451	2	12	4	2250	70	35
Exit Link	611	8611	LAVEY LN	LOCAL ROADWAY	2957	1	12	1	1575	35	29
Exit Link	653	8653	SR 1	COLLECTOR	1970	1	12	1	1700	40	15
Exit Link	60	8060	SR 10	COLLECTOR	2651	1	12	1	1700	45	10
Exit Link	508	8508	SR 64	MINOR ARTERIAL	8145	2	12	1	1900	45	28
Exit Link	537	8537	US 190	MINOR ARTERIAL	5347	2	12	1	1900	65	31

Link #	Up-Stream Node	Down-Stream Node	Roadway Name	Roadway Type	Length (ft.)	No. of Lanes	Lane Width (ft.)	Shoulder Width (ft.)	Saturation Flow Rate (pcphpl)	Free Flow Speed (mph)	Grid Number
Exit Link	667	8641	US 190	MINOR ARTERIAL	2893	2	12	1	1900	65	34
Exit Link	562	8562	US 61	MINOR ARTERIAL	11327	2	12	1	1900	30	35

Table K-2. Nodes in the Link-Node Analysis Network which are Controlled

Node	X Coordinate (ft)	Y Coordinate (ft)	Control Type	Grid Map Number
2	3285826	823965	Stop	12
3	3282308	826797	Actuated	12
6	3270800	831264	Actuated	12
7	3267274	832277	TCP - Actuated	12
9	3264698	836254	Stop	12
10	3263685	839533	Stop	12
12	3264223	846887	TCP - Actuated	12
18	3257628	852842	Stop	6
23	3253597	868059	Stop	6
30	3264210	848744	TCP - Actuated	12
38	3346116	879801	Stop	9
39	3347724	878981	Stop	9
41	3348416	879741	Stop	9
42	3349326	879264	Stop	9
47	3277098	870939	Stop	7
49	3360395	857685	Stop	10
50	3277931	876109	TCP - Uncontrolled	7
70	3276895	850933	Stop	7
81	3347388	861378	Stop	9
86	3307715	848634	TCP - Actuated	13
89	3310882	850049	TCP - Actuated	8
90	3313322	851264	TCP - Actuated	8
93	3318298	849919	TCP - Actuated	8
94	3318710	852895	Stop	8
99	3322600	862786	Stop	8
104	3321256	849654	TCP - Actuated	8
107	3327015	849180	TCP - Actuated	14
109	3324190	845298	TCP - Actuated	14
134	3289107	822656	Actuated	12
143	3332785	861737	Stop	9
151	3297374	840344	Stop	13
182	3282730	847477	TCP - Actuated	12
197	3290908	824733	Stop	12
211	3300749	799395	Stop	21
215	3302089	792394	Stop	21
217	3306489	783445	Stop	26
218	3307759	780767	TCP - Actuated	26
223	3318562	756705	Yield	26
231	3311082	793434	Stop	21

Node	X Coordinate (ft)	Y Coordinate (ft)	Control Type	Grid Map Number
234	3320982	796562	Stop	21
245	3325387	792168	TCP - Uncontrolled	22
246	3325766	790207	Stop	22
249	3324768	783658	Actuated	27
253	3321643	760752	Stop	26
260	3330310	822072	TCP - Uncontrolled	14
268	3344453	833110	Stop	14
269	3344341	830643	Stop	14
272	3340691	806584	Stop	22
277	3338841	794264	Actuated	22
281	3338337	781134	Actuated	27
283	3337349	778730	Actuated	27
285	3335006	772430	Stop	27
286	3333852	765593	Stop	29
288	3333165	761713	Actuated	29
289	3332830	759440	Actuated	29
290	3332047	754820	TCP - Actuated	29
292	3327378	759940	Stop	29
295	3327465	783259	Stop	27
296	3329421	782989	Actuated	27
298	3335634	781883	Actuated	27
299	3328445	789691	Stop	22
300	3334597	788722	Stop	22
304	3335193	785569	Stop	27
306	3336991	781285	Actuated	27
309	3295705	790565	Stop	21
325	3241119	810711	Stop	16
328	3249694	812418	Stop	17
336	3266025	816966	Stop	20
346	3272630	795932	Stop	20
366	3250688	797894	Stop	19
367	3249140	797665	Actuated	19
368	3246796	797014	Stop	19
378	3240274	793617	Actuated	18
393	3233005	774415	Actuated	24
405	3251367	765069	Stop	24
411	3260610	763876	Stop	25
431	3274022	794216	Stop	20
437	3257324	793458	Stop	19

Node	X Coordinate (ft)	Y Coordinate (ft)	Control Type	Grid Map Number
464	3248584	800548	Actuated	19
465	3246289	800154	Stop	19
467	3248779	799677	Stop	19
474	3236043	801718	Actuated	18
485	3219352	804562	Stop	15
487	3267298	829186	Actuated	12
490	3258934	835296	Stop	11
493	3268178	828980	Stop	12
499	3302060	887460	Stop	4
510	3347229	844178	TCP - Uncontrolled	14
511	3346655	850395	TCP - Actuated	9
534	3210506	747534	Actuated	31
536	3231520	746653	Stop	32
539	3247810	743507	Stop	32
540	3257475	739787	Actuated	32
541	3271061	734255	Stop	33
547	3280696	748535	Stop	33
549	3282596	740502	Stop	33
551	3280224	730570	Stop	33
562	3323546	746202	TCP - Actuated	34
564	3285504	767713	Stop	25
567	3325551	787174	Stop	22
568	3241564	889438	TCP - Uncontrolled	2
572	3338404	781686	Actuated	27
573	3337025	781849	Stop	27
580	3331600	808481	TCP - Uncontrolled	22
635	3249426	809416	Actuated	17
638	3240715	802025	Actuated	16
654	3270698	742428	Stop	33
656	3257232	741873	Stop	32
657	3293452	740293	Stop	34
659	3250695	799430	Stop	19
661	3253354	797898	Stop	19
663	3252611	799164	Stop	19
664	3341985	807280	TCP - Uncontrolled	22
665	3331552	751703	Actuated	35
668	3305965	724977	Stop	34
671	3246604	797605	Stop	19
674	3249032	798247	Stop	19

Node	X Coordinate (ft)	Y Coordinate (ft)	Control Type	Grid Map Number
675	3247563	797903	Stop	19
676	3245890	799806	Stop	19
677	3245818	800119	Stop	19
678	3245375	800113	Stop	19
679	3245440	799856	Stop	19
680	3246405	796838	Stop	19
681	3244928	800162	Stop	19
682	3246040	796658	Stop	19
683	3244982	799900	Stop	19
684	3244094	795840	Stop	18
686	3246394	799813	Stop	19
687	3247249	797137	Stop	19
688	3249435	802720	Stop	17
689	3249916	799526	Stop	19
690	3247932	800445	Stop	19
691	3248410	798178	Stop	19
693	3248079	799722	Stop	19
697	3329717	740495	Actuated	35
700	3330264	743347	Actuated	35
602	3276498	830022	Stop	12
605	3293317	817841	Stop	13
608	3332690	758654	Actuated	29
613	3331004	748679	Actuated	35
618	3341142	806109	Stop	22
619	3340625	806190	Stop	22
622	3343020	802780	Stop	22
628	3347013	792733	Stop	22

¹Coordinates are in the North American Datum of 1983 State Plane Zone Louisiana South

APPENDIX L

PAS Boundaries

L. PAS BOUNDARIES

West Feliciana Parish

- PAS 1 Defined as the area within the following boundary: Bounded by Mississippi River on the west, by St. Francisville town's southern border on the north, Commerce street (LA HWY 3057) to US 61, US 61 south to LA HWY 965, east on LA HWY 965 to Audubon Ln, south on Audubon Ln to LA HWY 966, LA HWY 966 to Folkes Rd, Folkes Rd south to US 61, then follows a straight line path in southwest direction to the Mississippi River.
Includes River Bend Station Area, Star Hill and Audubon State Historic Site.
- PAS 2 Defined as the area within the following boundary: Bounded by the Mississippi River on the west, by St. Francisville town's southern border on the south, Commerce street (LA HWY 3057) to US 61, US 61 south to LA HWY 965, east on LA HWY 965 to Joe Daniel Rd, north on Joe Daniel Rd to LA HWY 10, Continue on Bains Rd west to US 61, south on US 61 to Myrtle Ln, south on Myrtle Ln to Airport Rd., west on Airport Rd to Mahoney Rd, south on Mahoney Rd to LA HWY 10, then west on LA HWY 10 to the Mississippi River.
Includes St. Francisville township, Harwood, Elm Park, Bains Road, Mahoney Road and Airport Road.
- PAS 3 Defined as the area within the following boundary: Bounded by West Feliciana Parish (WFP) boundary on the south, follows Hammer creek (LA HWY 11) going north on the eastern boundary until LA HWY 10, west on LA HWY 10 to Joe Daniel Rd/Bains Rd, south on Joe Daniel Rd to LA HWY 965, east on LA HWY 965 to Audubon Ln, south on Audubon Ln to LA HWY 966, LA HWY 966 to Folkes Rd, Folkes Rd south to US 61, then south on US 61 to WFP border.
Includes Carney and Freeland.
- PAS 4 Defined as the area within the following boundary: Bounded by the Mississippi River on the west, the southern boundary of PAS 1 on the north, by the WFP boundary on the south to US 61, then north on US 61 to Folkes Rd.
Includes Tembec and Riddle Area.
- PAS 5 Defined as the area within the following boundary: Bounded by the Mississippi River on the south to LA HWY 10, west on LA HWY 10 to Mahoney Rd, north on Mahoney Rd to Solitude Rd, north on Solitude Rd and continue on Jacko Rd to the 10-mile boundary, then follow a straight line path in the southwest direction to the Mississippi River.
Includes Tunica Swamp and Cat Island.

- PAS 6 Defined as the area within the following boundary: Bounded on the west by PAS 5, continues closely along 10-mile boundary, and then follows the Spring Branch and Little Bayou Sara Creek to Highland Rd, east on Highland Rd to LA HWY 66, continue east on Sligo Rd and follow Williams Creek to Mulberry Hill Rd, south on Mulberry Hill Rd to US 61, north on US 61 to Spillman Rd, east on Spillman Rd to Jones Vaughn Creek, east on Jones Vaughn Creek to Sage Hill Rd., southwest on Sage Hill Rd to Bains Rd, west on Bains Rd to US 61, south on US 61 to Myrtle Rd, south on Myrtle Rd to Airport Rd, then west on Airport Rd to the PAS 5 boundary.
- Includes Solitude, Wakefield, Whitman, Beachwood and Bains.
- PAS 7 Defined as the area within the following boundary: Bounded by the southeastern boundary of PAS 6 (Sage Hill Rd and Jones Vaughn Creek Road) to Bains Rd, south on Bains Rd to LA HWY 10, east on LA HWY 10 to Hammer Creek, follow Hammer Creek to WFP boundary, east along WFP boundary to Cason Creek, a straight line from Cason Creek to the Jones Vaughn Creek Rd/Weaver Rd intersection.
- Includes Jones Vaughn Creek Rd, Freeland Rd and LA Highway 10 between Carney and Jackson.
- East Feliciana Parish**
- PAS 8 Defined as the area within the following boundary: Bounded on north by the East Feliciana Parish (EFP) border between US 61 on the west and Hammer Creek on the east, a straight line between Hammer Creek and intersection of LA HWY 964 and LA HWY 68, a straight line on the south between the intersection of LA HWY 964 and LA HWY 68 and US 61.
- Includes Williams Gas Pipeline/Transco and sparsely populated area north of LA Highway 964 and west of LA Highway 68.
- PAS 9 Defined as the area within the following boundary: Bounded by the Mississippi River on the west, the EFP border on the south to US 61/LA HWY 68 intersection, east on LA HWY 68 to LA HWY 964, follow southern border of PAS 8 and the EFP border on north.
- Includes Delombre and Port Hudson State Historic Site.
- PAS 10 Defined as the area within the following boundary: Jackson Town Boundaries
- Includes Jackson and Centenary State Historic Site
- PAS 11 Defined as the area within the following boundary: Bounded by the southern boundary of PAS 10 and the EFP border on the north, PAS 8 on the west, straight line on the southwest from LA HWY 68/ LA HWY 964 intersection to Thomson Rd/LA HWY 412 intersection, straight line from there following the 10-mile boundary closely to LA HWY 10.
- Includes Asphodel, Green Briar Road, LA Highway 68 south of Jackson City limits to LA Highway 964, LA Highway 955 between Green Briar Road and LA Highway 412.

PAS 12 Defined as the area within the following boundary: Bounded by the EFP border on the south, the 10-mile boundary on the east, PAS 11 on the north, and PAS 9 on the west.

Includes Lindsay, LA Highway 68 south of LA Highway 964 to US Highway 61, LA Highway 412 from LA Highway 955 to Thompson Road

East Baton Rouge Parish

PAS 13 Defined as the area within the following boundary: Bounded by the East Baton Rouge Parish (EBRP) border on the north, the 10-mile boundary along the east and south to US 61, north on US 61 to the EBRP border.

Includes Plains and Flanacher Road.

PAS 14 Defined as the area within the following boundary: Bounded by the Mississippi River on the west, the EBRP border on the north, US 61 on the west, and the 10-mile border on the south.

Includes Port Hudson, Bonn, Mount Pleasant and Port Hickey.

West Baton Rouge Parish

PAS 15 Defined as the area within the following boundary: Bounded by the Mississippi River on the east, the West Baton Rouge Parish (WBRP) border on the north and a straight line south of Arbroth Rd. and parallel to Arbroth Rd. on the south side.

Includes Arbroth.

Pointe Coupee Parish

PAS 16 Defined as the area within the following boundary: Bounded by the Mississippi River on the north and east, and 5-mile ring along the west and south.

Includes Waterloo and Big Cajun No. 2.

PAS 17 Defined as the area within the following boundary: Bounded by the Mississippi River on the east, the Pointe Coupee Parish (PCP) border on the south, the 10-mile ring on the west to Oil Field Rd, northeast to LA HWY 414/Glenn Lane, then follow straight line northwest to LA HWY 413/ LA HWY 415 intersection, east on LA HWY 415 to the Mississippi River.

Includes Rougon, Chenal, Glynn, Hermitage, Island, Wickliffe, Anchor and Big Cajun No. 1.

PAS 18 Defined as the area within the following boundary: Bounded by PAS 17 on south, PAS 16 on east, the PCP border on the north and the 10-mile ring on the west.

Includes New Roads, Ventress, Patins, Leavel, Ploup, Brooks, Schexnayder and Beaud.

APPENDIX M

Evacuation Sensitivity Studies

M. EVACUATION SENSITIVITY STUDIES

This appendix presents the results of a series of sensitivity analyses. These analyses are designed to identify the sensitivity of the ETE to changes in some base evacuation conditions.

M.1 Effect of Changes in Trip Generation Times

A sensitivity study was performed to determine whether changes in the estimated trip generation time have an effect on the ETE for the entire EPZ. Specifically, if the tail of the mobilization distribution were truncated (i.e., if those who responded most slowly to the Advisory to Evacuate, could be persuaded to respond much more rapidly), how would the ETE be affected? The case considered was Scenario 7, Region 3 (winter, midweek, midday, raining) evacuation of the entire EPZ. Table M-1 presents the results of this study.

Table M-1. Evacuation Time Estimates for Trip Generation Sensitivity Study

Trip Generation Period	Evacuation Time Estimate for Entire EPZ	
	90 th Percentile	100 th Percentile
2 Hours 45 Minutes	3:00	4:30
3 Hours 45 Minutes	3:20	4:40
4 Hours 45 Minutes (Base)	3:20	4:55

Traffic congestion persists within the EPZ for about 4 hours and 30 minutes for Scenario 7. As such, the ETE for the 100th percentile are not primarily affected by the trip generation time, but by the time needed to clear the congestion within the EPZ. Reducing the trip generation time by 2 hours only reduces the 100th percentile by 25 minutes and the 90th percentile ETE by 20 minutes.

M.2 Effect of Changes in the Number of People in the Shadow Region Who Relocate

A sensitivity study was conducted to determine the effect on the ETE of changes in the percentage of people who decide to relocate from the Shadow Region. The case considered was Scenario 7, Region 3; a winter, midweek, midday, and raining evacuation for the entire EPZ. The movement of people in the Shadow Region has the potential to impede vehicles evacuating from an Evacuation Region within the EPZ. Refer to Sections 3.2 and 7.1 for additional information on population within the shadow region.

Table M-2 presents the evacuation time estimates for each of the cases considered. The results show that the ETE are not significantly impacted by shadow evacuation from 0% to 20%. Tripling the shadow percentage increases the ETE by only 25 minutes for the 90th percentile and 10 minutes for the 100th percentile.

Table M-2. Evacuation Time Estimates for Shadow Sensitivity Study

Percent Shadow Evacuation	Evacuating Shadow Vehicles	Evacuation Time Estimate for Entire EPZ	
		90 th Percentile	100 th Percentile
0	0	3:15	4:55
15	2,908	3:20	4:55
20 (Base)	3,877	3:20	4:55
60	11,631	3: 45	5:05

M.3 Effect of Changes in EPZ Resident Population

A sensitivity study was conducted to determine the effect on ETE of changes in the resident population within the study area (EPZ plus Shadow Region). As population in the study area changes over time, the time required to evacuate the public may increase, decrease, or remain the same. Since the ETE is related to the demand to capacity ratio present within the study area, changes in population will cause the demand side of the equation to change. The sensitivity study was conducted using the following planning assumptions:

1. The percent change in population within the study area was varied between $\pm 40\%$. Changes in population were applied to permanent residents only (as per federal guidance), in both the EPZ area and in the Shadow Region.
2. The transportation infrastructure remained fixed; the presence of new roads or highway capacity improvements were not considered.
3. The study was performed for the 2-Mile Region (R01), the 5-Mile Region (R02) and the entire EPZ (R03).
4. The winter scenario which yielded the highest ETE values was selected as the case to be considered in this sensitivity study (Scenario 7).

Table M-3 presents the results of the sensitivity study. Section IV of Appendix E to 10 CFR Part 50, and NUREG/CR-7002, Section 5.4, require licensees to provide an updated ETE analysis to the NRC when a population increase within the EPZ causes ETE values (for the 2-Mile Region, 5-Mile Region or entire EPZ) to increase by 25 percent or 30 minutes, whichever is less. Note that all of the base ETE values are greater than 2 hours; 25 percent of the base ETE is always greater than 30 minutes. Therefore, 30 minutes is the lesser and is the criterion for updating.

Those percent population changes which result in ETE changes greater than 30 minutes are highlighted in red below – a 30% increase in the EPZ population. Entergy will have to estimate the EPZ population on an annual basis. If the EPZ population increases by 30% or more an updated ETE analysis will be needed.

Table M-3. ETE Variation with Population Change

Resident Population	Base	Population Change				Base	Population Change		
		10%	20%	30%	40%		-10%	-20%	-30%
ETE for 90 th Percentile									
Region	Base	Population Change				Base	Population Change		
		10%	20%	30%	40%		-10%	-20%	-40%
2-MILE	2:15	2:20	2:20	2:20	2:20	2:15	2:15	2:15	2:15
5-MILE	2:25	2:25	2:30	2:35	2:45	2:25	2:25	2:25	2:20
FULL EPZ	3:20	3:30	3:35	3:45	3:50	3:20	3:15	3:10	2:55
ETE for 100 th Percentile									
Region	Base	Population Change				Base	Population Change		
		10%	20%	30%	40%		-10%	-20%	-40%
2-MILE	4:45	4:45	4:45	4:45	4:50	4:45	4:45	4:45	4:45
5-MILE	4:50	4:50	4:50	4:50	4:50	4:50	4:50	4:50	4:50
FULL EPZ	4:55	4:55	5:10	5:30	5:35	4:55	4:55	4:55	4:55

APPENDIX N

ETE Criteria Checklist

N. ETE CRITERIA CHECKLIST

Table N-1. ETE Review Criteria Checklist

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
1.0 Introduction			
a.	The emergency planning zone (EPZ) and surrounding area should be described.	Yes	Section 1
b.	A map should be included that identifies primary features of the site, including major roadways, significant topographical features, boundaries of counties, and population centers within the EPZ.	Yes	Figure 1-1
c.	A comparison of the current and previous ETE should be provided and includes similar information as identified in Table 1-1, "ETE Comparison," of NUREG/CR-7002.	Yes	Table 1-3
1.1 Approach			
a.	A discussion of the approach and level of detail obtained during the field survey of the roadway network should be provided.	Yes	Section 1.3
b.	Sources of demographic data for schools, special facilities, large employers, and special events should be identified.	Yes	Section 2.1 Section 3
c.	Discussion should be presented on use of traffic control plans in the analysis.	Yes	Section 1.3, Section 2.3, Section 9, Appendix G
d.	Traffic simulation models used for the analyses should be identified by name and version.	Yes	Section 1.3, Table 1-3, Appendix B, C and D

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
e.	Methods used to address data uncertainties should be described.	Yes	Section 3 – avoid double counting Section 5, Appendix F – 4.15% sampling error at 95% confidence interval for telephone survey
1.2 Assumptions			
a.	The planning basis for the ETE includes the assumption that the evacuation should be ordered promptly and no early protective actions have been implemented.	Yes	Section 2.3 – Assumption 1 Section 5.1
b.	Assumptions consistent with Table 1-2, “General Assumptions,” of NUREG/CR-7002 should be provided and include the basis to support their use.	Yes	Sections 2.2, 2.3
1.3 Scenario Development			
a.	The ten scenarios in Table 1-3, Evacuation Scenarios, should be developed for the ETE analysis, or a reason should be provided for use of other scenarios.	Yes	Tables 2-1, 6-2
1.3.1 Staged Evacuation			
a.	A discussion should be provided on the approach used in development of a staged evacuation.	Yes	Sections 5.4.2, 7.2
1.4 Evacuation Planning Areas			
a.	A map of EPZ with emergency response planning areas (ERPAs) should be included.	Yes	Figure 6-1
b.	A table should be provided identifying the ERPAs considered for each ETE calculation by downwind direction in each sector.	Yes	Table 6-1

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
c. A table similar to Table 1-4, "Evacuation Areas for a Staged Evacuation Keyhole," of NUREG/CR-7002 should be provided and includes the complete evacuation of the 2, 5, and 10 mile areas and for the 2 mile area/5 mile keyhole evacuations.	Yes	Table 7-5
2.0 Demand Estimation		
a. Demand estimation should be developed for the four population groups, including permanent residents of the EPZ, transients, special facilities, and schools.	Yes	Permanent residents, employees, transients – Section 3, Appendix E Special facilities, schools – Section 8, Appendix E
2.1 Permanent Residents and Transient Population		
a. The US Census should be the source of the population values, or another credible source should be provided.	Yes	Section 3.1
b. Population values should be adjusted as necessary for growth to reflect population estimates to the year of the ETE.	Yes	2010 used as the base year for analysis. No growth of population necessary.
c. A sector diagram should be included, similar to Figure 2-1, "Population by Sector," of NUREG/CR-7002, showing the population distribution for permanent residents.	Yes	Figure 3-2
2.1.1 Permanent Residents with Vehicles		
a. The persons per vehicle value should be between 1 and 2 or justification should be provided for other values.	Yes	1.65 persons per evacuating vehicle – Table 1-3
b. Major employers should be listed.	Yes	Appendix E – Table E-3
2.1.2 Transient Population		

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
a. A list of facilities which attract transient populations should be included, and peak and average attendance for these facilities should be listed. The source of information used to develop attendance values should be provided.	Yes	Sections 3.3, 3.4, Appendix E
b. The average population during the season should be used, itemized and totaled for each scenario.	Yes	Tables 3-4, 3-5 and Appendix E itemize the transient population and employee estimates. These estimates are multiplied by the scenario specific percentages provided in Table 6-3 to estimate transient population by scenario.
c. The percent of permanent residents assumed to be at facilities should be estimated.	Yes	Sections 3.3, 3.4
d. The number of people per vehicle should be provided. Numbers may vary by scenario, and if so, discussion on why values vary should be provided.	Yes	Sections 3.3, 3.4
e. A sector diagram should be included, similar to Figure 2-1 of NUREG/CR-7002, showing the population distribution for the transient population.	Yes	Figure 3-6 – transients Figure 3-8 – employees
2.2 Transit Dependent Permanent Residents		
a. The methodology used to determine the number of transit dependent residents should be discussed.	Yes	Section 8.1, Table 8-1
b. Transportation resources needed to evacuate this group should be quantified.	Yes	Section 8.1, Tables 8-5, 8-9
c. The county/local evacuation plans for transit dependent residents should be used in the analysis.	Yes	Sections 8.1, 8.4

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
d. The methodology used to determine the number of people with disabilities and those with access and functional needs who may need assistance and do not reside in special facilities should be provided. Data from local/county registration programs should be used in the estimate, but should not be the only set of data.	Yes	Section 8.5
e. Capacities should be provided for all types of transportation resources. Bus seating capacity of 50% should be used or justification should be provided for higher values.	Yes	Section 2.3 – Assumption 10 Sections 3.5, 8.1, 8.2, 8.3
f. An estimate of this population should be provided and information should be provided that the existing registration programs were used in developing the estimate.	Yes	Section 8-1, Table 8-1 – transit dependents Section 8.5 – special needs
g. A summary table of the total number of buses, ambulances, or other transport needed to support evacuation should be provided and the quantification of resources should be detailed enough to assure double counting has not occurred.	Yes	Table 8-5 Sections 8.1, 8.4, 8.5
2.3 Special Facility Residents		
a. A list of special facilities, including the type of facility, location, and average population should be provided. Special facility staff should be included in the total special facility population.	Yes	Appendix E, Tables E-2, E-8 – list facilities, type, location, and population
b. A discussion should be provided on how special facility data was obtained.	Yes	Sections 3.5, 8.3

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
c.	The number of wheelchair and bed-bound individuals should be provided.	Yes	Section 3.5
d.	An estimate of the number and capacity of vehicles needed to support the evacuation of the facility should be provided.	Yes	Section 8.3 Tables 8-4, 8-5
e.	The logistics for mobilizing specially trained staff (e.g., medical support or security support for prisons, jails, and other correctional facilities) should be discussed when appropriate.	Yes	Section 3.5
2.4 Schools			
a.	A list of schools including name, location, student population, and transportation resources required to support the evacuation, should be provided. The source of this information should be provided.	Yes	Tables 8-2, E-1, E-2 Section 8.2
b.	Transportation resources for elementary and middle schools should be based on 100% of the school capacity.	Yes	Table 8-2
c.	The estimate of high school students who will use their personal vehicle to evacuate should be provided and a basis for the values used should be discussed.	Yes	Section 8.2
d.	The need for return trips should be identified if necessary.	Yes	There are sufficient resources to evacuate schools in a single wave.

2.5.1 Special Events

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
a.	A complete list of special events should be provided and includes information on the population, estimated duration, and season of the event.	Yes	Section 3.7
b.	The special event that encompasses the peak transient population should be analyzed in the ETE.	Yes	Section 3.7
c.	The percent of permanent residents attending the event should be estimated.	Yes	Section 3.7
2.5.2 Shadow Evacuation			
a.	A shadow evacuation of 20 percent should be included for areas outside the evacuation area extending to 15 miles from the NPP.	Yes	Section 2.2 – Assumption 5 Figure 2-1 Section 3.2
b.	Population estimates for the shadow evacuation in the 10 to 15 mile area beyond the EPZ are provided by sector.	Yes	Section 3.2 Figure 3-4 Table 3-3
c.	The loading of the shadow evacuation onto the roadway network should be consistent with the trip generation time generated for the permanent resident population.	Yes	Section 5 – Table 5-9 footnote
2.5.3 Background and Pass Through Traffic			
a.	The volume of background traffic and pass through traffic is based on the average daytime traffic. Values may be reduced for nighttime scenarios.	Yes	Section 3.6 Table 3-6 Section 6 Table 6-3

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
b.	Pass through traffic is assumed to have stopped entering the EPZ about two hours after the initial notification.	Yes	Section 2.3 – Assumption 5 Section 3.6
2.6 Summary of Demand Estimation			
a.	A summary table should be provided that identifies the total populations and total vehicles used in analysis for permanent residents, transients, transit dependent residents, special facilities, schools, shadow population, and pass-through demand used in each scenario.	Yes	Tables 3-7, 3-8
3.0 Roadway Capacity			
a.	The method(s) used to assess roadway capacity should be discussed.	Yes	Section 4
3.1 Roadway Characteristics			
a.	A field survey of key routes within the EPZ has been conducted.	Yes	Section 1.3
b.	Information should be provided describing the extent of the survey, and types of information gathered and used in the analysis.	Yes	Section 1.3
c.	A table similar to that in Appendix A, “Roadway Characteristics,” of NUREG/CR-7002 should be provided.	Yes	Appendix K, Table K-1
d.	Calculations for a representative roadway segment should be provided.	Yes	Section 4

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
e. A legible map of the roadway system that identifies node numbers and segments used to develop the ETE should be provided and should be similar to Figure 3-1, "Roadway Network Identifying Nodes and Segments," of NUREG/CR-7002.	Yes	Appendix K, Figures K-1 through K-36 present the entire link-node analysis network at a scale suitable to identify all links and nodes
3.2 Capacity Analysis		
a. The approach used to calculate the roadway capacity for the transportation network should be described in detail and identifies factors that should be expressly used in the modeling.	Yes	Section 4
b. The capacity analysis identifies where field information should be used in the ETE calculation.	Yes	Section 1.3, Section 4
3.3 Intersection Control		
a. A list of intersections should be provided that includes the total number of intersections modeled that are unsignalized, signalized, or manned by response personnel.	Yes	Appendix K, Table K-2
b. Characteristics for the 10 highest volume intersections within the EPZ are provided including the location, signal cycle length, and turn lane queue capacity.	Yes	Table J-1
c. Discussion should be provided on how signal cycle time is used in the calculations.	Yes	Section 4.1, Appendix C.
3.4 Adverse Weather		

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
a.	The adverse weather condition should be identified and the effects of adverse weather on mobilization time should be considered.	Yes	Tables 2-1, 2-2 Section 2.3 – Assumption 9
b.	The speed and capacity reduction factors identified in Table 3-1, “Weather Capacity Factors,” of NUREG/CR-7002 should be used or a basis should be provided for other values.	Yes	Table 2-2 – based on HCM 2010. The factors provided in Table 3-1 of NUREG/CR-7002 are from HCM 2000.
c.	The study identifies assumptions for snow removal on streets and driveways, when applicable.	Yes	No snow scenarios
4.0 Development of Evacuation Times			
4.1 Trip Generation Time			
a.	The process used to develop trip generation times should be identified.	Yes	Section 5
b.	When telephone surveys are used, the scope of the survey, area of survey, number of participants, and statistical relevance should be provided.	Yes	Appendix F
c.	Data obtained from telephone surveys should be summarized.	Yes	Appendix F
d.	The trip generation time for each population group should be developed from site specific information.	Yes	Section 5, Appendix F
4.1.1 Permanent Residents and Transient Population			

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
a. Permanent residents are assumed to evacuate from their homes but are not assumed to be at home at all times. Trip generation time includes the assumption that a percentage of residents will need to return home prior to evacuating.	Yes	Section 5 discusses trip generation for households with and without returning commuters. Table 6-3 presents the percentage of households with returning commuters and the percentage of households either without returning commuters or with no commuters. Appendix F presents the percent households who will await the return of commuters.
b. Discussion should be provided on the time and method used to notify transients. The trip generation time discusses any difficulties notifying persons in hard to reach areas such as on lakes or in campgrounds.	Yes	Section 5.4.3
c. The trip generation time accounts for transients potentially returning to hotels prior to evacuating.	Yes	Section 5, Figure 5-1
d. Effect of public transportation resources used during special events where a large number of transients should be expected should be considered.	Yes	Section 3.7
e. The trip generation time for the transient population should be integrated and loaded onto the transportation network with the general public.	Yes	Section 5, Table 5-9, Figure 5-4
4.1.2 Transit Dependent Residents		

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
a. If available, existing plans and bus routes should be used in the ETE analysis. If new plans should be developed with the ETE, they have been agreed upon by the responsible authorities.	Yes	Section 8.3 – page 8-7. Pre-established bus routes do not exist. Basic bus routes were developed for the ETE analysis – see Figure 8-2, Table 8-10.
b. Discussion should be included on the means of evacuating ambulatory and non-ambulatory residents.	Yes	Sections 8.4, 8.5
c. The number, location, and availability of buses, and other resources needed to support the demand estimation should be provided.	Yes	Section 8.4 Table 8-5
d. Logistical details, such as the time to obtain buses, brief drivers, and initiate the bus route should be provided.	Yes	Section 8.4 Figure 8-1
e. Discussion should identify the time estimated for transit dependent residents to prepare and travel to a bus pickup point, and describes the expected means of travel to the pickup point.	Yes	Sections 8.4, 8.5
f. The number of bus stops and time needed to load passengers should be discussed.	Yes	Sections 8.3, 8.5
g. A map of bus routes should be included.	Yes	Figure 8-2
h. The trip generation time for non-ambulatory persons includes the time to mobilize ambulances or special vehicles, time to drive to the home of residents, loading time, and time to drive out of the EPZ should be provided.	Yes	Section 8.5

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
i. Information should be provided to supports analysis of return trips, if necessary.	Yes	Return trips should not be necessary – there are sufficient resources. Figure 8-1, Section 8.4 Tables 8-11 through 8-12
4.1.3 Special Facilities		
a. Information on evacuation logistics and mobilization times should be provided.	Yes	Sections 8-3, 8-4, 8.6 Tables 8-4, 8-12, 8-13, 8-15
b. Discussion should be provided on the inbound and outbound speeds.	Yes	Sections 8.4, 8.6
c. The number of wheelchair and bed-bound individuals should be provided, and the logistics of evacuating these residents should be discussed.	Yes	Tables 8-4, 8-12 through 8-14
d. Time for loading of residents should be provided	Yes	Section 8.4, 8-6
e. Information should be provided that indicates whether the evacuation can be completed in a single trip or if additional trips should be needed.	Yes	Section 8.4, Table 8-4, 8-5
f. If return trips should be needed, the destination of vehicles should be provided.	Yes	Section 8.4 Figure 10-1
g. Discussion should be provided on whether special facility residents are expected to pass through the reception center prior to being evacuated to their final destination.	Yes	Section 8.4
h. Supporting information should be provided to quantify the time elements for the return trips.	Yes	Section 8.4

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
4.1.4 Schools		
a. Information on evacuation logistics and mobilization time should be provided.	Yes	Section 8.4 Tables 8-7, 8-8
b. Discussion should be provided on the inbound and outbound speeds.	Yes	School bus routes are presented in Table 8-6. School bus speeds are presented in Tables 8-7 (good weather), and 8-8 (rain). Outbound speeds are defined as the minimum of the evacuation route speed and the State school bus speed limit. Inbound speeds are limited to the State school bus speed limit.
c. Time for loading of students should be provided.	Yes	Tables 8-7 through 8-8, Discussion in Section 8.4
d. Information should be provided that indicates whether the evacuation can be completed in a single trip or if additional trips are needed.	Yes	Section 8.4 Table 8-5 shows sufficient resources.
e. If return trips are needed, the destination of school buses should be provided.	Yes	Section 8.4 Figure 10-1
f. If used, reception centers should be identified. Discussion should be provided on whether students are expected to pass through the reception center prior to being evacuated to their final destination.	Yes	Table 8-3. Students are evacuated to reception centers where they will be picked up by parents or guardians.

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
g. Supporting information should be provided to quantify the time elements for the return trips.		Yes	Tables 8-7 and 8-8 provide time needed to arrive at care center, which could be used to compute a second wave evacuation if necessary
4.2 ETE Modeling			
a. General information about the model should be provided and demonstrates its use in ETE studies.		Yes	DYNEV II (Ver. 4.0.15.0). Section 1.3, Table 1-3, Appendix B, Appendix C.
b. If a traffic simulation model is not used to conduct the ETE calculation, sufficient detail should be provided to validate the analytical approach used. All criteria elements should have been met, as appropriate.		No	Not applicable as a traffic simulation model was used.
4.2.1 Traffic Simulation Model Input			
a. Traffic simulation model assumptions and a representative set of model inputs should be provided.		Yes	Appendices B and C describe the simulation model assumptions and algorithms Table J-2
b. A glossary of terms should be provided for the key performance measures and parameters used in the analysis.		Yes	Appendix A Tables C-1, C-2
4.2.2 Traffic Simulation Model Output			
a. A discussion regarding whether the traffic simulation model used must be in equilibration prior to calculating the ETE should be provided.		Yes	Appendix B

NRC Review Criteria	Criterion Addressed in ETE Analysis	Comments
b. The minimum following model outputs should be provided to support review: <ol style="list-style-type: none"> 1. Total volume and percent by hour at each EPZ exit node. 2. Network wide average travel time. 3. Longest queue length for the 10 intersections with the highest traffic volume. 4. Total vehicles exiting the network. 5. A plot that provides both the mobilization curve and evacuation curve identifying the cumulative percentage of evacuees who have mobilized and exited the EPZ. 6. Average speed for each major evacuation route that exits the EPZ. 	Yes	<ol style="list-style-type: none"> 1. Table J-5. 2. Table J-3. 3. Table J-1. 4. Table J-3. 5. Figures J-1 through J-12 (one plot for each scenario considered). 6. Table J-4. Network wide average speed also provided in Table J-3.
c. Color coded roadway maps should be provided for various times (i.e., at 2, 4, 6 hrs., etc.) during a full EPZ evacuation scenario, identifying areas where long queues exist including level of service (LOS) “E” and LOS “F” conditions, if they occur.	Yes	Figures 7-3 through 7-9
4.3 Evacuation Time Estimates for the General Public		
a. The ETE should include the time to evacuate 90% and 100% of the total permanent resident and transient population	Yes	Tables 7-1, 7-2

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
b.	The ETE for 100% of the general public should include all members of the general public. Any reductions or truncated data should be explained.	Yes	Section 5.4 – truncating survey data to eliminate statistical outliers Table 7-2 – 100 th percentile ETE for general public
c.	Tables should be provided for the 90 and 100 percent ETEs similar to Table 4-3, “ETEs for Staged Evacuation Keyhole,” of NUREG/CR-7002.	Yes	Tables 7-3, 7-4
d.	ETEs should be provided for the 100 percent evacuation of special facilities, transit dependent, and school populations.	Yes	Sections 8.2, 8-3, 8.4, 8-5, 8-6 Tables 8-4, 8-7 through 8-8 Tables 8-10 through 8-15
5.0 Other Considerations			
5.1 Development of Traffic Control Plans			
a.	Information that responsible authorities have approved the traffic control plan used in the analysis should be provided.	Yes	Section 9, Appendix G
b.	A discussion of adjustments or additions to the traffic control plan that affect the ETE should be provided.	Yes	Appendix G
5.2 Enhancements in Evacuation Time			
a.	The results of assessments for improvement of evacuation time should be provided.	Yes	Appendix M
b.	A statement or discussion regarding presentation of enhancements to local authorities should be provided.	Yes	Results of the ETE study were formally presented to local authorities at the final project meeting. Recommended enhancements were discussed.

NRC Review Criteria		Criterion Addressed in ETE Analysis	Comments
5.3 State and Local Review			
a.	A list of agencies contacted and the extent of interaction with these agencies should be discussed.	Yes	Table 1-1
b.	Information should be provided on any unresolved issues that may affect the ETE.	Yes	There are no unresolved issues
5.4 Reviews and Updates			
a.	A discussion of when an updated ETE analysis is required to be performed and submitted to the NRC.	Yes	Appendix M, Section M.3
5.5 Reception Centers and Congregate Care Center			
a.	A map of congregate care centers and reception centers should be provided.	Yes	Figure 10-1
b.	If return trips are required, assumptions used to estimate return times for buses should be provided.	Yes	Section 8.3 discusses a multi-wave evacuation procedure. Figure 8-1
c.	It should be clearly stated if it is assumed that passengers are left at the reception center and are taken by separate buses to the congregate care center.	Yes	Section 2.3 – Assumption 7h Section 10

Technical Reviewer _____

Date _____

Supervisory Review _____

Date _____