WNP-1, 2 TEN MILE EPZ EVACUATION TIME ASSESSMENT STUDY

Prepared by Robert D. Mogle

April 1987

Revision 2A

WASHINGTON PUBLIC POWER
SUPPLY SYSTEM

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Evacuation Time Assessment Study
April 1987
Revision 2

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EXECUTIVE SUMMARY

This document provides the evacuation time estimates and other pertinent demographic data utilized in WNP-2's Emergency Plan (FSAR, Volume 13) and, therefore, comes under the annual review requirement as set forth in NUREG-0654, Section II, Part P., Item 4. This review requirement is specifically incorporated by WNP-2's Emergency Plan Implementing Procedure, Volume 13.14.9, Appendix A, Items 16 and 17.

The need for this revision was based on several factors. The primary influencing factor was the change in population values in conjunction with changes in population distribution. Along with significant roadway modifications and earlier discussions with FEMA concerning their preliminary evaluations of these changes (FEMA utilizing a new computer model found their time estimates differing widely from our original times), it is felt in the best interest of the Supply System to commit to a remodeling. The revision was performed on FEMA's new state-of-the-art I-DYNEV computer modeling program. FEMA provided access to this model by allowing the State, thus the Supply System, to link to the Integrated Emergency Management Information System (IEMIS) in Washington, D. C. Therefore, pursuant to guidance given in NUREG-0654, Appendix 4, this document was revised.

To meet future review requirements the empirical data solicited during the annual 25% population poll of EBS radio holders will be examined. Further revisions will primarily be based on this annual review, however, revisions are not expected to be needed any more frequently than on a four year basis. By that time approximately 100% of the 10-Mile EPZ will have been routinely surveyed and a decision will be made as to whether a reassessment will be necessary.

The attached table, Summary of Results of Evacuation Times Analysis, presents the key findings and data useful in developing protective action recommendations (PAR's).

DESCRIPTION	TOTAL WITHIN 2 MILES	AREAS WITHIN 5 MILES				AREAS WITHIN 10 MILES			
		I	II	III	TOTAL	I	II	III	TOTAL
PERMANENT POPULATION	—	45	38	—	83	600	945	435	1,980
PERMANENT POPULATION VEHICLES	—	15	13	—	28	200	316	145	661
TRANSIENT POPULATION	1,125	992	470	644	2,971	1,685	2,388	8,011	12,949
TRANSIENT POPULATION VEHICLES	964	306	212	398	1,763	561	880	5,999	8,262
GENERAL POPULATION	1,125	1,037	508	644	3,054	2,285	3,333	8,446	14,929
TOTAL VEHICLES	964	321	225	398	1,791	761	1,196	6,144	8,923
NOTIFICATION TIME MINUTES	15	30	30	30	30	30	30	30	30
PERMANENT POPULATION EVAC. TIME NORMAL CONDITIONS HOURS MINUTES	—	1:00	1:00	—	1:00	1:30	1:30	1:30	1:30
GENERAL POPULATION EVAC. TIME NORMAL CONDITIONS HOURS MINUTES	1:00	1:00	1:00	1:30	1:30	1:30	1:20	2:15	2:15
PERMANENT POPULATION EVAC. TIME ADVERSE CONDITIONS HOURS MINUTES	—	1:00	1:00	—	1:00	1:30	1:30	1:30	1:30
GENERAL POPULATION EVAC. TIME ADVERSE CONDITIONS HOURS MINUTES	1:30	1:00	1:00	2:00	2:00	1:30	1:30	2:30	2:30
CONFIRMATION TIME MINUTES	30	60	60	60	60	60	60	60	60

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SUMMARY OF RESULTS OF EVACUATION TIMES ANALYSIS

SECTION I - INTRODUCTION

A. Site Location & Emergency Planning Zone (EPZ)

Washington Public Power Supply System leases 1089 acres of land north of Richland, Washington, on the Hanford Reservation. This land is under the control of Department of Energy (DOE). The Supply System's portion is approximately 3 miles west of the Columbia River and 12 miles north of the populated area of Richland. Figure 1 shows the Ten-Mile Plume Exposure Emergency Planning Zone Map. This Ten-Mile Emergency Planning Zone (EPZ) is the study area for which evacuation time estimates have been made.

The DOE is recognized as being responsible for the coordination of a Hanford site-wide evacuation. The Supply System, as company landlord for its specific area, is responsible for internal evacuation needs. This evacuation plan has been discussed with DOE and Benton/Franklin County Department of Emergency Management emergency planning representatives. A final copy will be provided to DOE. The strategy herein is provided as the optimum evacuation plan for a Supply System evacuation protective action recommendation. Future changes in this study that could impact the DOE will be brought to the agency's attention.

B. General Assumptions

The evacuation analysis is based on the following assumptions:

- Initial notification times, both Supply System-to-county and county-to-populace, through the early warning system generally equals a maximum of 30 minutes total (see IV.A for discussion).

- No significant changes in population land use are expected in Franklin County over the next several years.

- No significant change in population land use is expected on the Hanford Reservation. No permanent population will reside there.

- The unincorporated area near Horn Rapids Dam in the SSW sector is expected to be the primary growth area.

- Evacuation is based on general radial dispersion by the populace. In Franklin County personnel north of the plant will evacuate north toward Mesa/Connell and those in the opposite direction south towards Kennewick/Pasco.

- Inner sections would evacuate simultaneously with the outer sections.

- Initial road vehicle population is free of traffic and set at zero.

- One hour loading period for all populations, even for site industrial workers (which would normally be much quicker).

- Occupancy loading was assumed to be 3 persons per vehicle for categories other than transient industrial, schools and the ORV Park.

- Based on the size of the average household, households will evacuate as a unit, using only one vehicle per family.

- Schools are part of the general population for purposes of evacuation time estimates.

- Buses to be used for school evacuation will be dispatched within the one-hour loading time frame.

- Vehicle occupancy of 35 persons per school bus.

- Evacuation is occurring on a weekday with school in session, during months (April-June) when an additional 100 children of migratory agricultural workers are present.

- Evacuation is occurring during the workday for areas with high transient worker populations.

- o Evacuation is occurring during the day on a weekend for areas with high numbers of transient recreationists.

- o Evacuation is occurring when WNP-2 is staffed at fully operational levels and the Plant Support Facility is manned (3/87 values).

- o All persons have transportation available to them.

- o Adverse weather conditions reduce both free-flow speeds and roadway capacities by 30% each. (Snow conditions; roads open; side streets passable).

- o Evacuation is complete when the model has concluded that vehicle trips have not changed for more than one time-interval.

- o Confirmation time estimates were not calculated in the model but are estimated as a maximum of one hour (see V.A for discussion). The calculated evacuation time estimate by the model starts at the time of the announcement over the EBS (Emergency Broadcast System) to begin evacuation and runs until the evaucation is complete (last vehicle is out of the Ten-Mile EPZ or at an assembly area).

C. Methodology

This assessment is a complete revision using I-DYNEV (An adaptation of TRAFLOW Level II), a computer program supplied by the Federal Emergency Management Agency (FEMA) through their Integrated Emergency Management Information System (IEMIS).

1. Traffic Assessment Model[3]

The traffic assignment program which is employed in this study is an elabroation of an existing model developed by Dr. Sang Nguyen. This model is an equilibrium assignment model which employs mathematical programming methodology to search for, and attain, a global optimum solution. The term, "optimum", implies that the solution is unique and that it minimizes a specified cost function.

This cost function, in our application, is expressed directly in terms of aggregate travel time. That is, the model formulation relates travel time to the assigned volumes on each network link according to the following formulation:

$$T_i = T_{o,i} \left[1 + a \left(\frac{V_1}{C_i} \right)^b \right]$$

where

T_i = Travel time on link, i,sec
$T_{o,i}$ = Specified free-flow (zero delay) travel time on link,i,sec
V_i = Volume of traffic on a link,i, vph
C_i = Capacity of link,i, vph
a,b = Specified calibration parameters

The cost function, then, is formulated in terms of travel time along each path from each origin to each respective destination. Minimizing this path-specific travel time (i.e. the so-called User Optimization), all vehicles are assured of being routed along the shortest (in travel time) possible path to their respective destinations.

The computational algorithm assigns traffic over the network in such a way as to iminimize this aggregate cost. That is, the allocation of volumes, V, to the network links, i=1,2..., N is accomplished in such a way as to:

- Satisfy all specified origin-destination demands,

- Satisfy the minimum-cost (travel time) objective,

- Satisfy any specified control treatment and turn restrictions designed to:
  - Expedite the evacuation process
  - Minimize radiation exposure of the vehicle occupants.

Most applications of traffic assignment employ constant, estimated, values of link capacity, C_i. It is well known, however, that link capacity is a function of many factors including the (unknown) turn volumes on all links serviced by a common intersection. Consequently, the assumption of constant link capacity compromises the efficacy of the assignment results.

To resolve this problem, KLD expanded the existing TRAFFIC model to incorporate a model, named the TRAFLO CAPACITY model. This model computes accurate estimates of capacity, C_i, that are always consistent with the assigned volumes, V_i, on each link. This capacity model consists of three integrated components.

- A formulation which calculates the service rates for through and left-turning vehicles in a lane, given, among other data, the proportion of left-turners in the lane,
- Another formulation for through and right-turner service rates,
- A formulation which calculates the lateral deployment of traffic on an approach, yielding the proportion of through and turning vehicles in each lane.

These three components are exercised in an iterative manner to produce accurate and self-consistent estimates of service rates for approaches of general configuration and for all types of control devices. Many tests have confirmed that this solution procedure is rapid, accurate and unconditionally convergent.

In summary, the Traffic Assignment Model used in this project represents the latest state-of-the-art and provides accurate estimates of link volumes, stratified by turn movement at the downstream node (intersection). These turn volumes on each link are subsequently input into the Traffic Simulation Program.

Another output provided by the Traffic Assignment model is the estimated travel times on each link. These estimates are not particularly accurate--they are usually optimistic--but they do identify the "hot spots" in the network: those links which are severely congested. This permits the analyst to identify candidate solutions to relieve the congestions and to expedite the flow of traffic.

2. Traffic Simulation Model: I-DYNEV

A model, named I-DYNEV, is an adaptation of the TRAFLO Level II simulation model, developed by KLD for the Federal Highway Administration (FHWA), with extensions in scope to accommodate all types of facilities. This model produces an extensive set of output measures of effectiveness (MOE).

The traffic stream is described in terms of a set of link-specific statistical flow histograms. These histograms describe the platoon structure of the traffic stream on each network link. The simulation logic identifies five types of histograms:

- The ENTRY historgram which describes the platoon flow at the upstream end of the subject link. This histogram is simply an aggregation of the appropriate OUTPUT turn-movement-specific histograms of all feeder links.

- The INPUT histograms which describe the platoon flow pattern arriving at the stop line. These are obtained by first disaggregating the ENTRY histogram into turn-movement-specific component ENTRY historgrams. Each such component is modified to account for the platoon dispersion which results as traffic traverses the link. The resulting INPUT histograms reflect the specified turn percentages for the subject link.

- The SERVICE histrogram which describe the service rates for each turn movement. These service rates reflect the type of control device servicing traffic on this approach; if it is a signal, then this histogram reflects the specified movement-specific signal phasing. A separate model was developed to estimate service rates for each turn movement, given that the control is GO.

- The QUEUE histograms which describe the time-varying ebb and growth of the queue formation at the stop line. These histograms are derived from the interaction of the respective IN histograms with the SERVICE histograms.

- The OUT histograms which describe the pattern of traffic discharging from the subject link. Each of the IN histograms is transformed into an OUT histogram by the control applied to the subject link. Each of these OUT histograms is added into the (aggregate) ENTRY histogram of its receiving link.

Measures of Effectiveness output by I-DYNEV:

Measure	Units
Travel	Vehicles-Miles and Vehicle-Trips
Moving time	Vehicle-Minutes
Delay time	Vehicle-Minutes
Total travel time	Vehicle-Minutes
Efficiency: moving time/ total travel time	Percent
Mean travel time per vehicle	Seconds
Mean delay per vehicle	Seconds
Mean delay per vehicle-mile	Seconds/Mile
Mean occupancy	Vehicles
Mean saturation	Percent
Vehicle stops	Percent

These data are provided for each network link and are also aggregated over the entire network.

3. Specific Application to the Supply System Site on DOE's Hanford Reservation

This model required developing the 10-Mile EPZ road network into link-node diagrams (see Figures 2 and Table 6). These link-nodes were utilized as evaluation schemes for data handling. The 10-Mile EPZ is divided into the sixteen 22-1/2° compass sectors around the center point located midway between Washington Nuclear Projects #1, #2, and #4 (WNP-1, -2, and -4). This center point is 2800 feet east of WNP-2 and has coordinates of longitude 119° 19'18" west, latitude 46° 28'19" north. The assessment considers four approximately 90° sections around the site; the Columbia River, forming a natural boundary between Benton and Franklin Counties, was used for one division and the other division is almost perpendicular to the river. The south-southeast 22-1/2° sector, with populations on both sides of the Columbia River, was divided nto two separate areas by this divisioning.

Figure 3 illustrates the evacuation routes, access control points, traffic control points, and assistance centers for the Hanford Site (see Section III, Traffic Capacity, for discussion). Some, but not all of these routes were used to develop the necessary evacuation link-node diagrams. A link-node diagram is a system for connecting road segments to an assembly point or to an exit from the EPZ. Each road link in the evacuation link-node diagram interacts only with other road links connected in that diagram. The evacuation time estimate calculated for a single link-node system may or may not determine the evacuation time estimate for an entire section. The longest evacuation time estimate for a particular section is determined by comparing the times for all the link-node systems within the section and selecting the link-node system which took the longest time to clear that section.

SECTION II - DEMAND ESTIMATION

Figure 4 presents the compass sector population estimates for 1987; this same information is also presented in Tables 2 through 5. Estimates were made relative to the center of the triangle formed by the three reactors. Initial 1980 figures were taken from the WNP-2 Environmental Report[7] where references and basis are given. Values within the EPZ were since updated by data provided by the Benton County Department of Emergency Management from their radio survey questionnaires. Additionally, updated data was provided by the DOE or DOE contractors for contractor facilities under DOE's jurisdiction on or near the Hanford Site.

A. Permanent Residents

Permanent residents included all people residing in the area, but excluded occupants of institutions (schools). The ten-mile radius around the site is shown in Figure 1. In 1987 an estimated 1980 people were living within the Ten-Mile EPZ. The nearest inhabitants occupy farms which are located east of the Columbia River and are thinly spread over five compass sectors. There are no permanent residents located within three miles of the site. Only about 83 persons reside between the three-mile and the five-mile radii; these are all located east of the Columbia River.

Of the 1980 people residing in the Ten-Mile EPZ, about 1545 live in Franklin County and about 435 in Benton County. None of the residents live in incorporated cities.

There are no significant changes in land use expected in Franklin County over the next several years and, as it is currently irrigated to about the maximum amount practicable, little population increase is foreseen. No significant change in land use on the Hanford Reservation is expected, and no foreseeable population will reside there; however, the unincorporated area near the Horn Rapids Dam on the Yakima River in the SSW sector is expected to be the primary growth area within the Ten-Mile EPZ. Population growth within this area is projected to be about 6% per annum.

Public transportation, although not specifically identified as being needed, is available to the public in a portion of the 10-Mile EPZ. A partial survey (24 percent) of the permanent residents within the 10-Mile EPZ indicated that all of those surveyed had transportation available to them. Transportation was via their own private vehicles, with neighbors providing an alternate means. The survey was performed by the Benton County Department of Emergency Management and validated by the Benton Franklin Government Confer- ence. In addition, the public information brochure provides telephone numbers for points of contact for those persons needing transportation assistance during an emergency. Also, the Benton and Franklin Counties Fixed Nuclear Facility Emergency Response Plan contains a procedure whereby, through a memorandum of understanding, the school administrations will provide school buses for general and specific evacuation purposes. For purposes of this study, it is therefore assumed that all permanent residents of the 10-Mile EPZ have transportation available to them.

B. Transient Population

The transient population is divided into three main subgroups: 1) industrial employees, 2) migratory agricultural workers, and 3) recreationists. Figure 5 illustrates this population location graphically.

1. Industrial Employees

Industrial employees in the Ten-Mile EPZ total 7,581. These are all located in Benton County and form the main population to be evacuated in Benton County.

About 15% of the total industrial employees work at WNP-1, WNP-2, and at the Plant Support Facility. The size of this work force (approximately 1,125) varies considerably with time; as many as 12,000 workers were employeed in June 1981 prior to completion of WNP-2, the preservation of WNP-1 and the termination of WNP-4. With WNP-2 operational, day-shift staff employment at WNP-2 is approximate 700, with an additional 165 staff assigned to the Plant Support Facility. Typically, on back-shifts and on weekends at the site there is a maximum of about 10% of the total work force present.

Industrial employement in the Ten-Mile EPZ includes:

WNP-2 (3/87 Operational dayshift value)	700
WNP-1 (3/87 Preservation phase value)	260
Plant Suport Facility (3/87)	165
DOE 400 Area, FFTF, Fast Flux Test Facility (3/87)	644
Advanced Nuclear Fuels Inc., Horn Rapids Road (3/87)	750
DOE 300 Area (3/87)	2,427
DOE 3000 Area, Pacific Northwest Laboratory and other contractors in POB area	2,373
Supply System, Downtwon Complex (3/87)	262
TOTAL	7,581

The majority of these employees work days but there may be some shift workers in the DOE figures. Credit is not deducted from the population values due to emergency personnel remaining in place. Therefore, the planning figure of 7,581 to be evacuated is conservatively high.

2. Migratory Agricultural Workers

There may be up to approximately 2,818 migratory farm workers in the Ten-Mile EPZ. The peak season for these workers is May and June; the next highest employment season is during the fall harvest. These workers consist of both permanent and temporary residents of the Tri-Cities area, some living within the Ten-Mile EPZ. The numbers shown on Figure 5 and Table 3 reflect their work locations in Franklin County within the Ten-Mile EPZ, not their residences. Care was taken to avoid double-counting where possible and cost-effective. The small amount of error generated by this double-counting was felt justifiable to alleviate the necessity of an expensive one-on-one poll of each individual to separate the differences. Most migrants who work in the Ten-Mile EPZ live in Pasco. The number of migrants living in the EPZ is minimal based on surveys in the area.

3. Recreationists

Recreationists, consisting of hunters, fishermen, boaters, and off-road sports enthusiasts, enjoy activities throughout various parts of the Ten-Mile EPZ. The primary fishing season is from June through November; the main hunting season being October through January. The heaviest use of the area by recreationists is on weekends and holidays, usually in the early morning hours. On the average, 50 fisherman and 10 hunters are present in the Franklin County portion of the Ten-Mile EPZ during the weekdays. This increases to about 100 fishermen and 50 hunters on weekends and holidays. Recreationists also use the Yakima River with an estimated maximum of 50 at any time in this area. Additionally, there could be about 1500 recreationists at the Horn Rapids Off-Road Vehicle Park for any given event. During peak fishing, hunting, or sports events, up to 2,550 recreationists may be located within the Ten-Mile EPZ.

The main concentration of recreationists fishing are located just south of the Ringold Fish Hatchery spillway on the Franklin County side of the Columbia River. Hunting consists of both water fowl, hunted at the Wahluke Hunting Area on the Franklin County side of the Columbia River, and upland game birds hunted inland on the farm land of Franklin County. To model this part of the transient population from a potential evacuation standpoint, 400 recreationists were assigned to the sector containing the Ringold Fish Hatchery and the Wahluke Hunting Area and the rest distributed inland. Of the total recreationists, 1000 are assigned to Franklin County and 1550 to Benton County (primarily at the Off-Road Vehicle Park).

An automobile occupancy factor of 3, the same as used for permanent residents and non-industrial transients, was used for most recreationists, except for the ORV Park where a factor of 2 was utilized.

C. Special Facility Population

There are no individuals within the Ten-Mile EPZ confined to institutions such as hospitals, nursing homes, or penal institutions. There are three schools all in section 2; the Edwin Markham Elementary School, the Cypress Gardens School, and the Country Christian Center, with a total population of approximately 455 (students and faculty). Although most of these live within the Ten-Mile EPZ, the total amount was added to the general population for this study. Care was taken to avoid double-counting where possible. This study was not looking at precise numbers in terms of absolute accuracy and fixed values. Again, due to the fluxuations in the large transient industrial and agricultural worker populations, this small amount of error by double-counting should not exceed the anticipated variation of the entire study. Buses which would be used for the evaucation are located at the district bus lot in north Pasco.

D. Emergency Planning Zone and Sub-Areas

Sub-areas considered in this study were:

Radius	Area
0-2 miles	entire circumference
0-5 miles	three approximately 90° sections
0-10 miles	three approximately 90° sections
0-10 miles	entire EPZ

The 2-mile radius was not subdivided because it contains no residential population and the only general populations are industrial transients all working in section 3, on continguous Supply System properties. Only three of the four sections were examined because the fourth section, entirely on the Hanford Reservation, contains no residential, transient nor special populations. These sections are graphically shown on Figures 2 and 3. The Columbia River, as a natural border between Benton and Franklin Counties, was used to form the division between section 2 and section 3. Franklin County was divided, approximately in half, as it was assumed that those north of the plant location would evacuate north toward Mesa/Connell and those in the opposite direction, south towards Pasco.

When making time estimates for the portions of outer sections, it was modeled that the inner portions of the section were being simultaneously evacuated.

SECTION III - TRAFFIC CAPACITY

Figure 3 illustrates the evacuation routes, barricades and assistance centers for the Hanford Site. These routes have been designated as primary, secondary and additional secondary, based on discussions with local traffic and emergency planning officials. These routes were identified as those over which the endangered population could be most expeditiously evacuated to the centers where they may be assisted.

In choosing the traffic flow direction for the computer model, as illustrated in Figures 2 and 3, populations were evacuated toward the closest primary, secondary or additional secondary road in decreasing priority that was headed radially away from the plant. The analyses were simplified due to the rural area and low population values. Permanent resident passenger vehicle numbers and total passenger vehicle numbers are shown in Figures 6 and 7 respectively.

A. Evacuation Roadway Networks

1. Section 1

The primary evacuation route is Russell Road, east to old State Road 17, and north into Mesa. From Mesa, evacuees may continue by:

- Taking State Highway 17 north to Hendricks, then east on Hendricks Road to Connell.
- Taking U.S. Highway 395 northeast to Connell.
- Taking U.S. Highway 395 south to Pasco.

The secondary evacuation route is Route 170 east through Basin City to Mesa.

Additional Secondary Evacuation Routes are:

Mountain Vista Road/Hollingsworth Road
Basin Hill Road
Klamath Road
Ironwood Road

2. Section 2

The primary evacuation route is Eltopia West Road to Glade North Road then south towards Pasco or east to Eltopia and Highway 395.

The secondary evacuation route is Taylor Flats Road south towards Pasco.

Additional Secondary Evacuation Routes are:

Ringold Road
Elm Road
Sagemoor Road
Road 68

3. Section 3 - Residential Traffic

The primary evacuation route for the residents in this section is Harrington Road and Yakima River Drive or Grosscup Road, to Van Giesen and then south and east into Kennewick via Bombing Range Road to Highway 12, to Leslie Road, to Keene Road, to Gage Ropad, to Quinault, to Columbia Center Boulevard, north on Columbia Center Boulevard to Canal Drive east on Canal Drive to Edison, south on Edison to Kamiakin High School, the assistance center.

The advantage of this route is that it provides direct movement from the Ten-Mile EPZ for residents and would avoid the traffic congestion created by industrial transients.

The secondary evacuation route is Harrington Road and Yakima River Drive, or Grosscup Road to Van Giesen, then to Benton City and the Kiona-Benton Assistance Center via Highway 224 or continue east to Kennewick via Highway 12, continuing as before to Kamiakin High School assistance center. The main advantage of this route is the same as for the primary evacuation route in that it avoids the transient traffic. In addition, this route provides for hard surface access into Kennewick. The disadvantage of this route is that it is much longer than the primary route.

Additional Secondary Evacuation Routes are:

Highway 240 (either towards Benton City or Richland). This route's main disadvantage is that it initially leads deeper into the Ten-Mile EPZ.

Van Giesen (in towards Richland). This route's main disadvantage is that it leads directly into Highway 240 Bypass across traffic created by industrial transients.

4. Section 3 - Transient Traffic

Two primary transient evacuation routes exist for this area - George Washington Way and Stevens Drive.

A portion of the normal daily traffic coming from the Hanford Reservation routinely uses Stevens Drive to the Richland Bypass Highway 240, and on to Highway 240/12 into Kennewick. The other often utilized route into Kennewick is George Washington Way south to the Richland Bypass Highway 240, and to Highway 240/12. These same routes would be used during an emergency evacuation.

Additional Secondary Evacuation Routes are:

- Highway 240 (toward Richland or Yakima).
- Horn Rapids west to Highway 240, then southwest on Highway 240 to Richland (Advanced Nuclear Fuels Inc. recommended to evacuate this direction to optimize evacuation time.)

- o Van Giesen (towards Benton City).
- o North on Route 4 South via the Wye Barricade then either north on Route 2 South or northwest on Route 4 south towards Yakima for WNP-1 and 2 and FFTF transients (possibly used if winds are from northeast to southwest with release immenent or occurring).

- o FFTF Access Route west to Route 10 south, south on Horn Rapids to Benton City or southeast on 240 to Richland (FFTF recommended to evacuate this direction vs. east to Route 4 South to optimize evacuation time.)

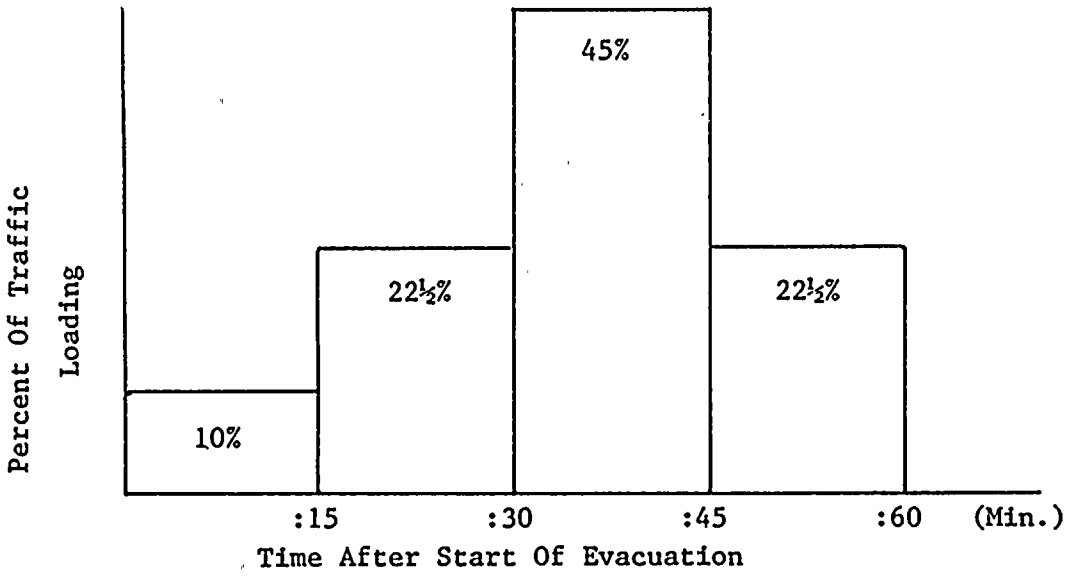
B. Roadway Segment Characteristics

Table 6 indicates link-node characterisitcs for all roadway segments used in the evacuation assessment.

In the congested traffic environment which is characteristic of an evacuation process, travel time on a roadway section is, to a large extent, determined by the capacity of that section. Roadway capacities were based upon the type of roadway considered and the presence of traffic control. The following table presents the per-lane capacities utilized:

Roadway Type	Per-lane Capacity (Veh/hr)
Freeway	1800
Arterial/Rural Road	1500
Local Street	1200

This study also required a set of baseline conditions. Included in these conditions is an assumed one-hour loading period. This loading period is considered to be a conservative estimate and includes preparation times. At each source point, traffic is introduced to the evacuation network in accordance with the following histogram:



C. Assistance Centers

Assistance centers have been selected by local emergency planning officers.[6] Criteria for selection included that these locations be at least 15 miles from the plants, in the path of normal travel, having adequate facilities, and readily available.

Residents evacuated from the Ten-Mile EPZ would be sent to the centers for registration, assistance in obtaining meals and lodging and to receive updated information.

Assistance Centers include:

1. Mesa Elementary School, Mesa

This school is located on Highway 17, approximately seventeen miles from the plants. The school has adequate facilities for the number of persons in Section I but parking is limited.

2. Connell High School, Connell

This facility could be used as an alternate assistance center for the northern area. The Connell High School, is approximately 28 miles from the Hanford site. Adequate facilities and parking are available.

Motels available in this direction include the M & M Motel and the Tumbleweed Motel, both in Connell, with a combined capacity of 70 rooms and over 250 beds.

Section 2

1. Isaac Stevens Junior High School, Pasco

Isaac Stevens Junior High School, located at 1120 North 22nd, Pasco, can be used as an assistant center for evacuees.

Motels in Pasco have a combined total capacity of 804 rooms and 1,729 beds.

Section 3

1. Kamiakin High School, Kennewick

This shcool is located on Edison and Metaline, approximately 21 miles from the Hanford site.

Kennewick motels have a combined capacity of 726 rooms and 1,741 beds. An addition of 400 motel beds is projected by the end of 1981 which could result in a total capacity for 2,141 evacuees.

In addition, the Kennewick School System has a potential for sheltering over 9,000 persons and the Pasco School System over 7,000, for a combined capacity of at least 15,000 persons.

If an extended evacuation was warranted, Columbia Center, a large shopping mall in Kennewick, located on Columbia Center Boulevard, could serve as a staging area. The paved parking area can hold 4,600 cars and an additional 5,000 cars could be parked in adjacent areas.

2. Kiona-Benton City School District No. 52, Benton City

The schools in this district serving as an assistance center for evacuees are located in Benton City, approximately 16 miles from the Hanford site.

D. Other Considerations

Yakima or Walla Walla could serve as host areas with ample motel and school facilities to house the entire evacuated populations. Massive use of such facilities appears highly unlikely. Past evacuations demonstrated that relatively few people use rooms provided by assistance centers, preferring instead to stay with friends or relatives.

If employees or their vehicles at the site were contaminated, they would, radiological conditions permitting, be decontaminated prior to evacuation. If this was not possible because of pending hazardous situations, then remote decontamination would take place at either the old Hanford town site, located in the north section of Section 4, or at the DOE contractor's bus barn located on Stevens Drive (1100 Area). These areas provide adequate space for the monitoring and decontamination of vehicles evacuated from within the 2-mile area.

SECTION IV - ANALYSIS OF EVACUATION TIMES

A. Time Estimates

The Supply System has provided an early warning system capable of notifying the public within the Ten-Mile EPZ to take protective measures during an emergency. This system was designed to enable the county to notify the public within 15 minutes from the time the decision to evacuate is made by county officials. The Supply System has established procedures to notify the county officials within 15 minutes of an incident which would require protective actions by the public. After the completion of the traffic assignment, the simulation studies were begun. Two scenarios were developed for presentation here:

Case 1: Good weather, one-hour loading period.

Case 2: Adverse weather, one-hour loading period.

Other "what if" cases were looked at and are stored on the computer system for additional real situational decision making assistance depending on variables at that time.

Evacuation time estimates for the Supply System Hanford site are shown in Table 7. The Figure 8 series illustrates "S-Curves" for various evacuation populations and conditions. Notification time generally varies from 15 minutes for Supply System facilities to 30 minutes for the general populace. Confirmation time is estimated at 30 minutes for Supply System employees and 60 minutes for the general populace (see V.A. for discussion).

B. Adverse Weather

Table 7 presents evacuation time estimates under two conditions: normal and adverse weather. Severe weather conditions such as blizzards, heavy rain storms, flooding, fog, or high winds could hamper evacuation. However, historical records indicate that severe conditions of this nature have occurred rarely in the past.

Because of the effect of weather on the capacity of roadway and the fact that capacity is a controlling factor in deriving evacuation times, it is necessary to adjust capacity figures to represent estimated road conditions during adverse weather. Based on limited empirical data, weather conditions such as heavy rain reduce the values of capacity for the highways utilized as evacuation routes by approximately 20 percent. For adverse conditions during the winter months, we have estimated capacity reductions and free-flow speed reductions of 30 percent each, relative to normal weather conditions.

A wind-direction-effects computer test run was conducted. A wind direction and resultant plume vector were assumed which would require the use of a secondary evacuation route for the Supply System site under good weather conditions. The secondary evacuation route time for general population (2 hr:30 min) did not differ significantly from the primary evacuation route time (2 hr:15 min); therefore, it is concluded that wind direction does not adversely effect the evacuation. Meteorological data will be available to those responsible for the decision process such that secondary evacuation routes will be a viable alternative.

It was assumed that only a few of the secondary routes were utilized at any one time. Inclusion of more of these secondary routes in the computer model could lower the evacuation time estimate.

SECTION V - OTHER REQUIREMENTS

A. Evacuation Confirmation Times

Visual confirmation of evacuation will be made by local sheriff's departments for permanent residents. Counties estimated that this can be accomplished within one hour. The Supply System will be responsible for personnel accountability at Supply System facilities. It is estimated that this will take a maximum of 30 minutes.

B. Recommendations

It was assumed that the road network was initially free of traffic in the areas of the evacuation. This would generally be true. If a Supply System evacuation was required during a shift change at DOE's facilities on the Hanford Site but outside the 10 Mile EPZ, this could place many additional vehicles vying for space on Route 4 south. DOE has agreed not to send transient vehicles into the 10 Mile EPZ during a Supply System evacuation situation. Vehicles could be re-directed at the Wye Barricade (or sooner).

- FFTF for optimum time cost, it is recommended that FFTF be directed to evacuate west to Route 10 South verses accessing Route 4 South. This decreases the loading through the always conjestive 300 Area.

- DOE 300 Area - Traffic control strategy suggests recommending an officer be stationed at the intersection of Route 4 South and the Main 300 Area Parking outlet onto Route 4 South to control traffic flow. DOE has been advised to balance outlet traffic volume going onto Stevens (Route 4 South) with traffic south out of the 300 Area onto George Washington Way.

- Advanced Nuclear Fuels, Inc. - To further decrease loading on Stevens, it is recommended that this facility be directed to evacuate west on Horn Rapids and then back into Richland by heading southeast on Highway 240 verses accessing Stevens Drive.

- o DOE 3000 Area - Battelle and other DOE contractors between George Washington Way and Stevens Drive should be directed to evacuate using Stevens Drive. The stationing of a traffic control officer is suggested at the Battelle Boulevard and Stevens Drive intersection.

- o Plans, implementing procedures, and public education documents should be revised to reflect the traffic control points as indicated in Figure 3.

C. Review of Study by State and Local Officials

The revision to this study was submitted for review to the principal state and local officials involved in emergency response for the site. Their comments were solicited and a copy of their response follows:

RICHARD J. THOMPSON
Director

STATE OF WASHINGTON
DEPARTMENT OF COMMUNITY DEVELOPMENT
DIVISION OF EMERGENCY MANAGEMENT
4220 E. Martin Way, PT-11 • Olympia, Washington 98504-8611 • (206) 753-5255 • SCAN 234-5255

May 21, 1987

Mr. Ronald A. Chitwood, Manager
Emergency Planning and
Environmental Programs
Washington Public Power Supply System
Post Office Box 968
3000 George Washington Way
Richland, Washington 99352

Dear Mr. Chitwood: Ron

My staff has reviewed the Hanford Site Evaluation Time Assessment, Revision 2, draft and find the document to meet all the requirements of NUREG 0654/FEMA REP 1.

Thank you for the opportunity to review this document.

Sincerely,

Hugh H. Fowler
Assistant Director
Division of Emergency Management

HHF:MAP:lf

BENTON COUNTY
DEPARTMENT OF EMERGENCY MANAGEMENT
Kennewick City Hall
P. O. Box 6144
Kennewick, Washington 99336-0144

June 2, 1987

R.A. Chitwood, Manager
Emergency Planning &
Environmental Programs
Washington Public Power Supply System
3000 George Washington Way
Richland, WA 99352.

Dear Mr. Chitwood:

I have reviewed the Hanford Site Evacuation Time Assessment Study, Revision 2, prepared by Robert D. Mogle.

Benton County Emergency Management concurs with the data, assumptions and methodology used. We have no comments.

Sincerely,

Donna J. Somers

Donna J. Somers
Director

DJS/clc

REFERENCES

1. Criteria for Preparation and Evaluation of Radiological Emergency Response Plans and Preparedness in Support of Nuclear Power Plants, NUREG-0654, FEMA-REP-1, Rev. 1, November 1980.

2. IEMIS User's Manual, PNL, Federal Emergency Management Agency.

3. Application of the I-DYNEV System, KLD Associates, Inc., and Argonne National Lab, Federal Emergency Management Agency REP-8, December 1984.

4. PREDYN/IDYNEV Training Guide, KLD Associates, Inc., prepared for Federal Emergency Management Agency.

5. Exercise Evaluation and Simulation Facility Evacuation Events Model, Part I, II, and III User's Manuals, KLD Associates, Inc., FEMA-REP-6 and 7 April 1984.

6. Feasibility of Ten-Mile Emergency Planning Zone Evacuation, Hanford Site, Warren Hanson & Associates, December 1980.

7. WNP-2 Environmental Report--Operating License Stage Amendment #5, July 17, 1981.

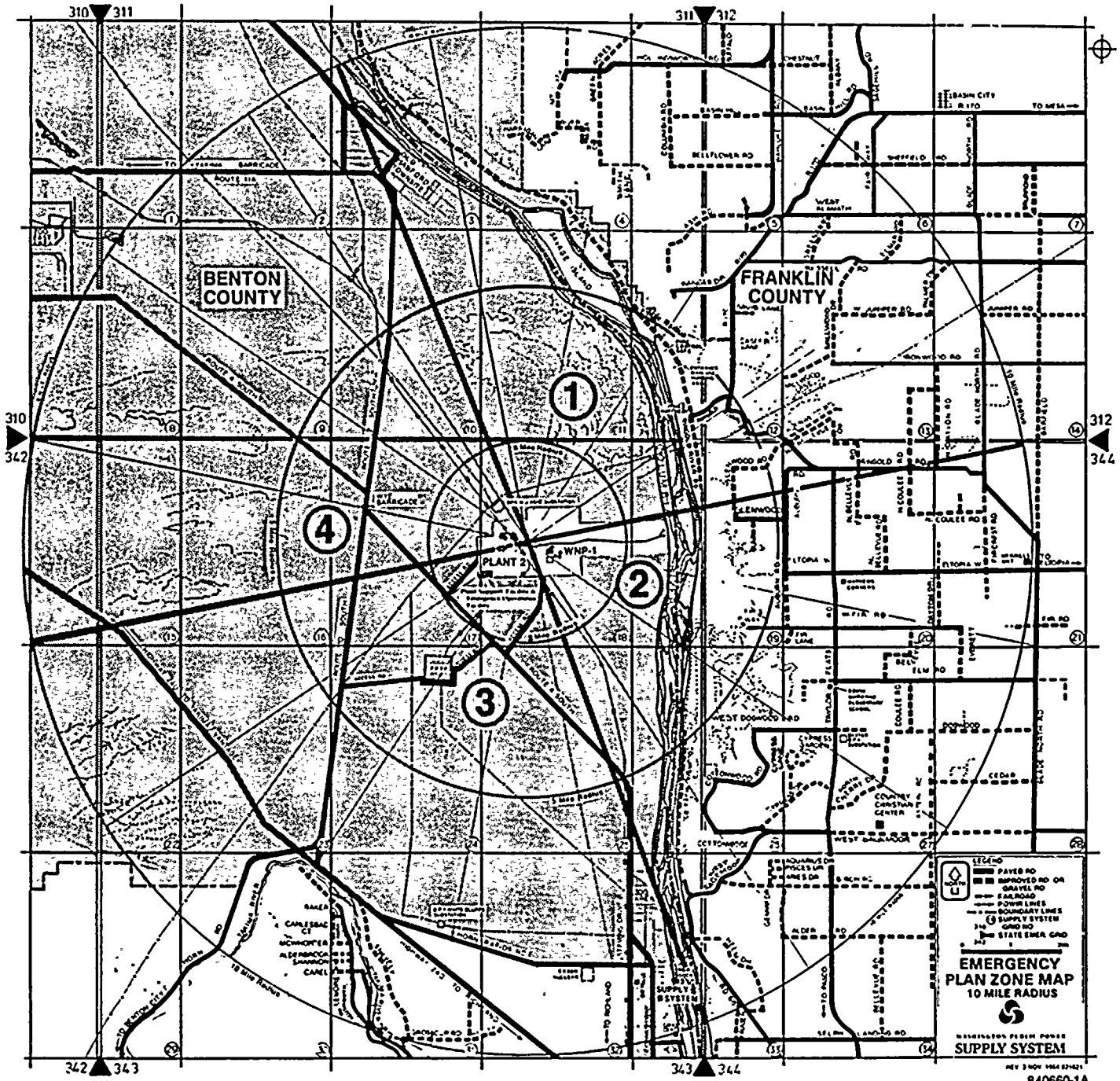


FIGURE 1 TEN MILE EMERGENCY PLANNING ZONE

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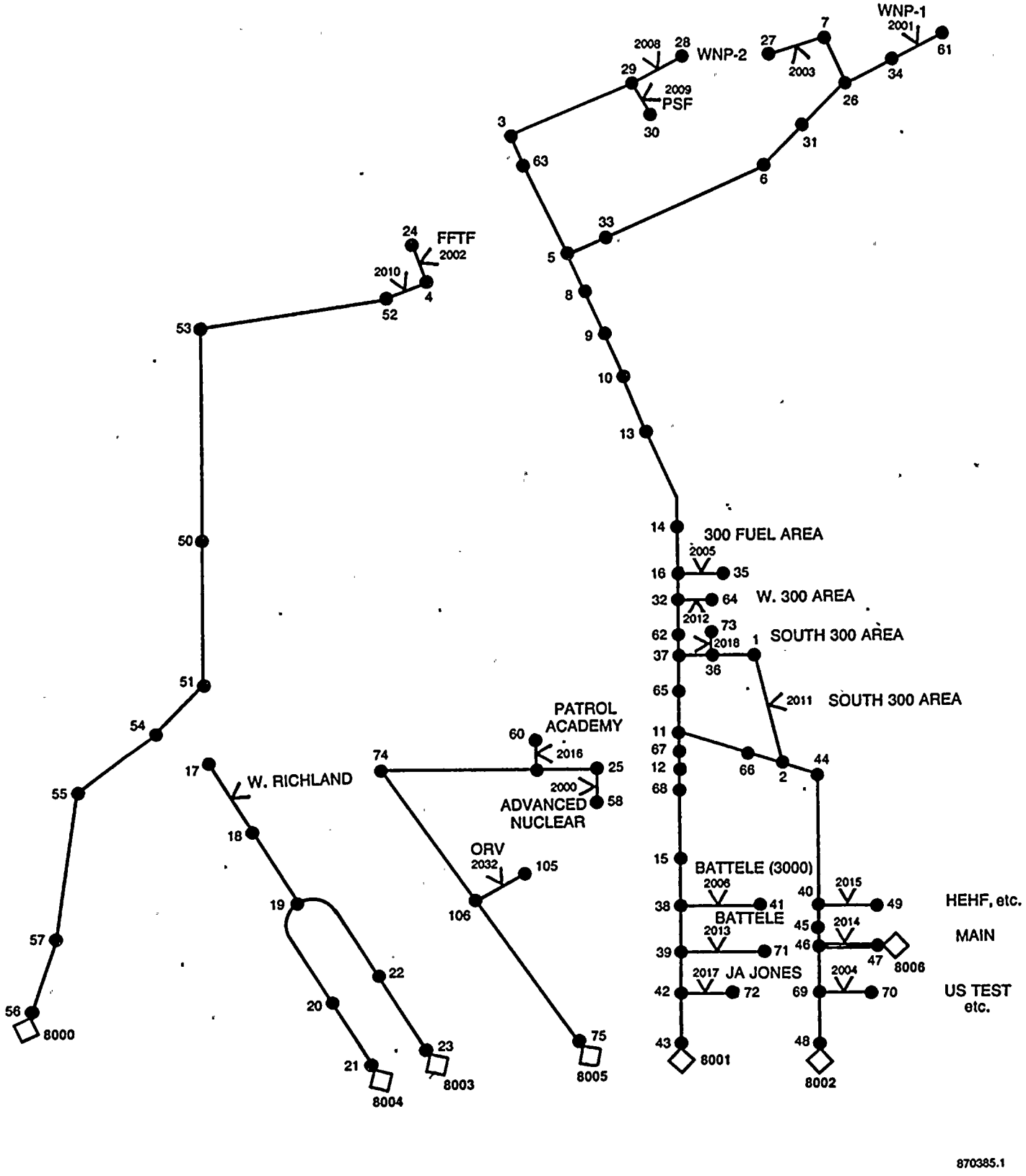

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FIGURE 2(a) BENTON COUNTY LINK-NODE DIAGRAMS

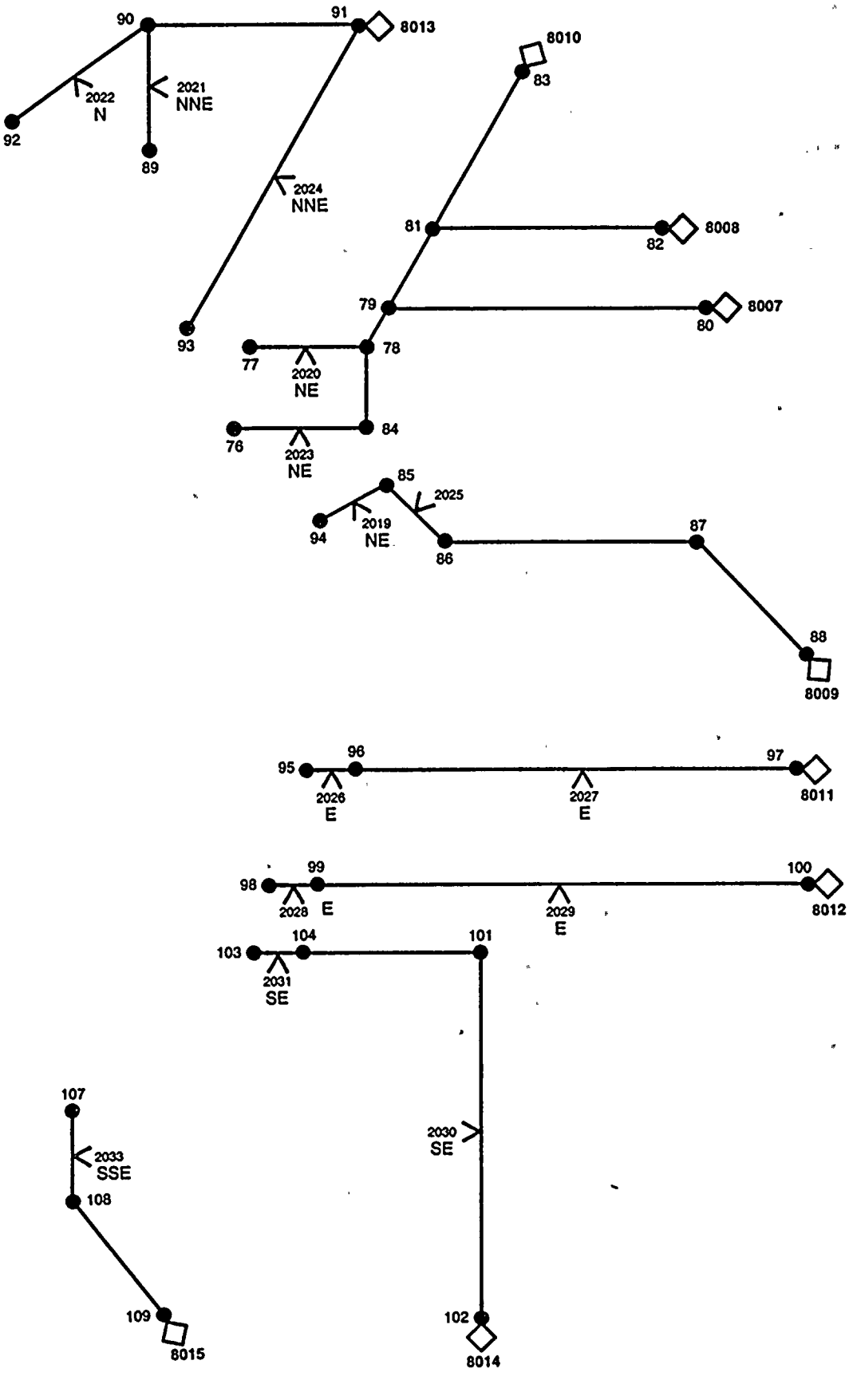

FIGURE 2(b) FRANKLIN COUNTY LINK-NODE DIAGRAMS

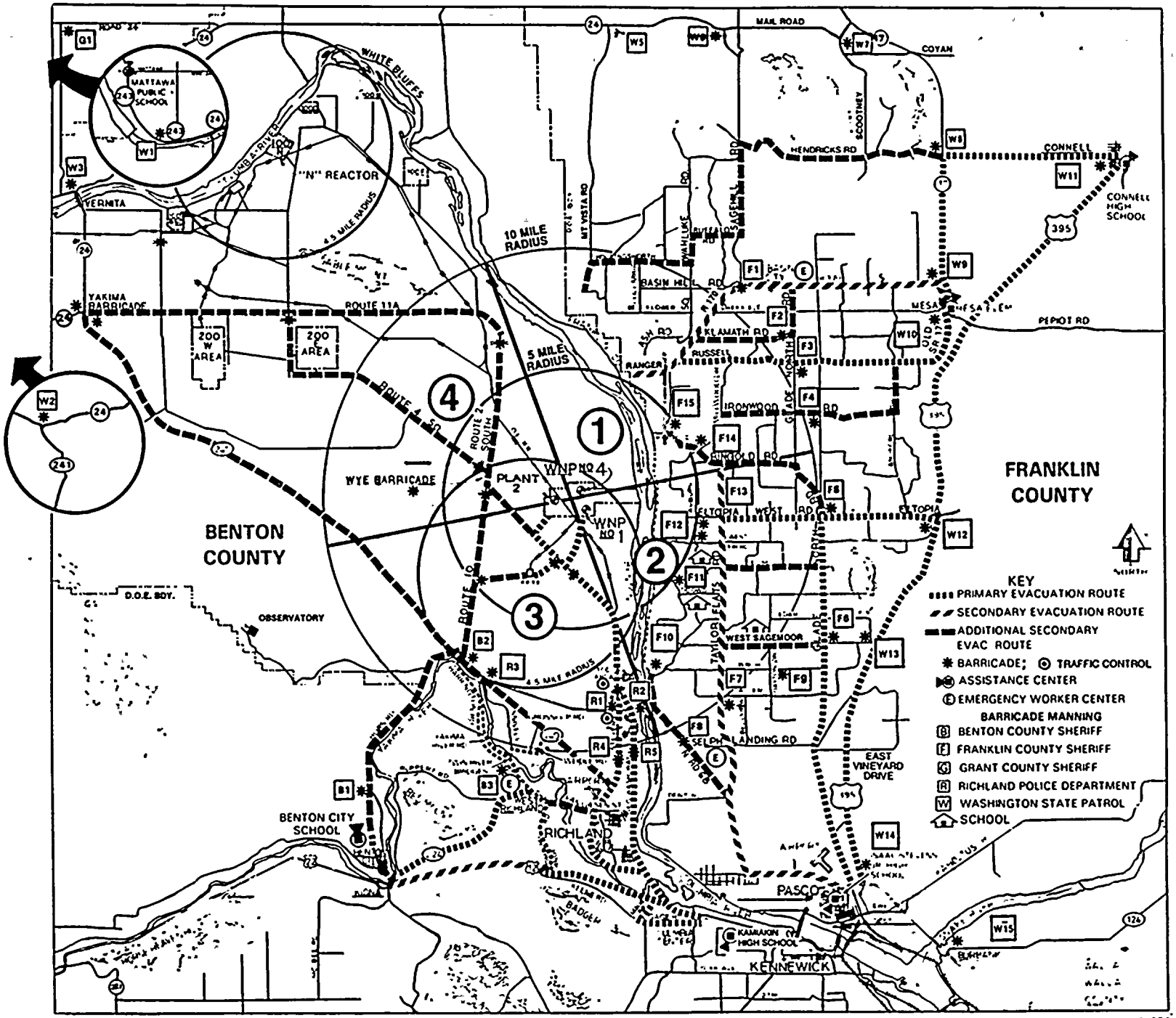

FIGURE 3 EVACUATION ROUTES, TRAFFIC CONTROL POINTS, ACCESS CONTROL POINTS AND ASSISTANCE CENTERS

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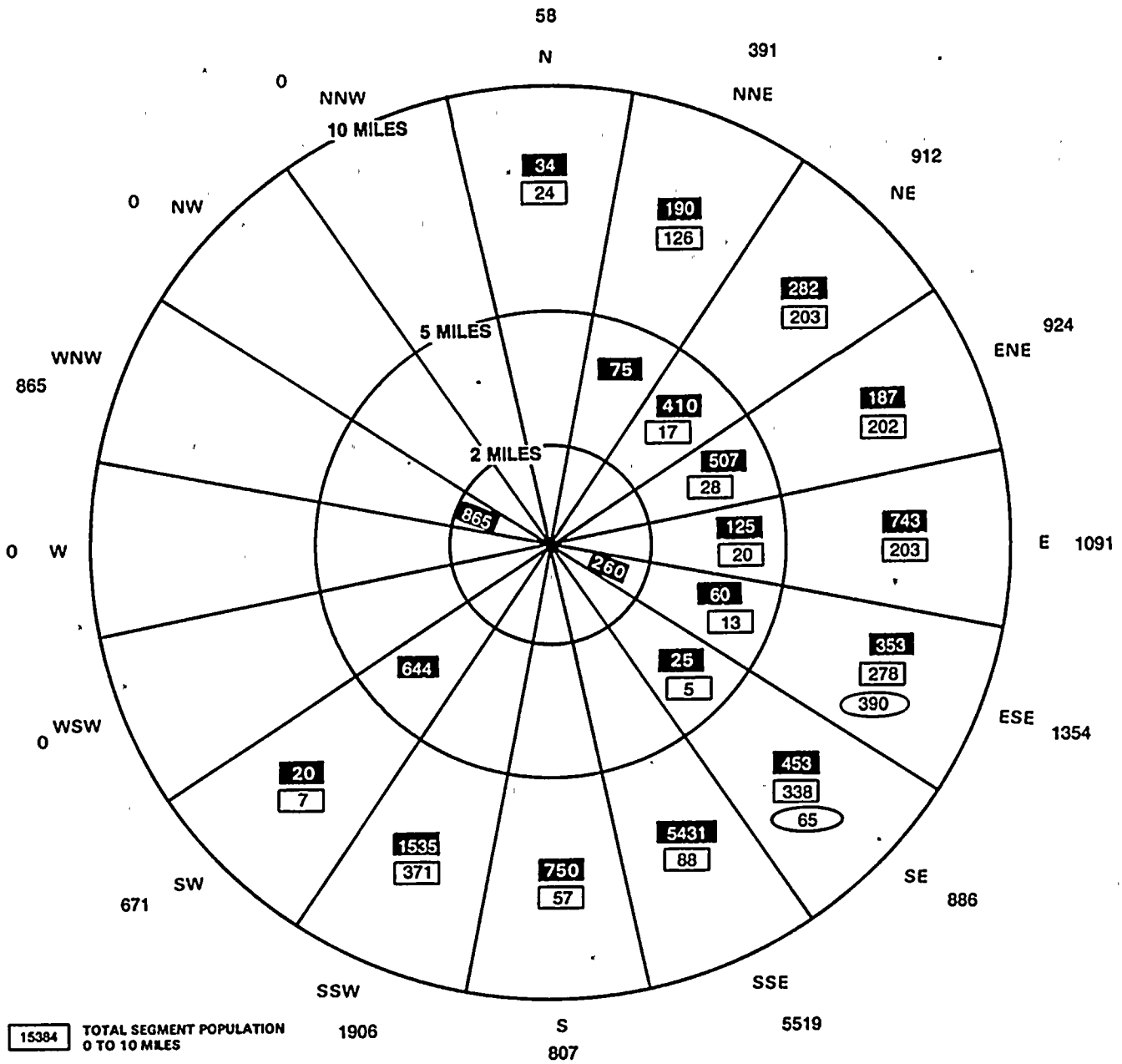

POPULATION TOTALS—PERMANENT			
RING, MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0–2	0	0–2	0
2–5	83	0–5	83
5–10	1897	0–10	1980

POPULATION TOTALS—TRANSIENT			
RING, MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0–2	1125	0–2	1125
2–5	1846	0–5	2971
5–10	9978	0–10	12949

POPULATION TOTALS—SPECIAL			
RING, MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0–2	0	0–2	0
2–5	0	0–5	0
5–10	455	0–10	455

POPULATION TOTALS			
RING MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0–2	1125	0–2	1125
2–5	1929	0–5	3054
5–10	12330	0–10	15384

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FIGURE 4 TOTAL POPULATION WITHIN THE 10 MILE EPZ BROKEN DOWN INTO CLASSIFICATIONS

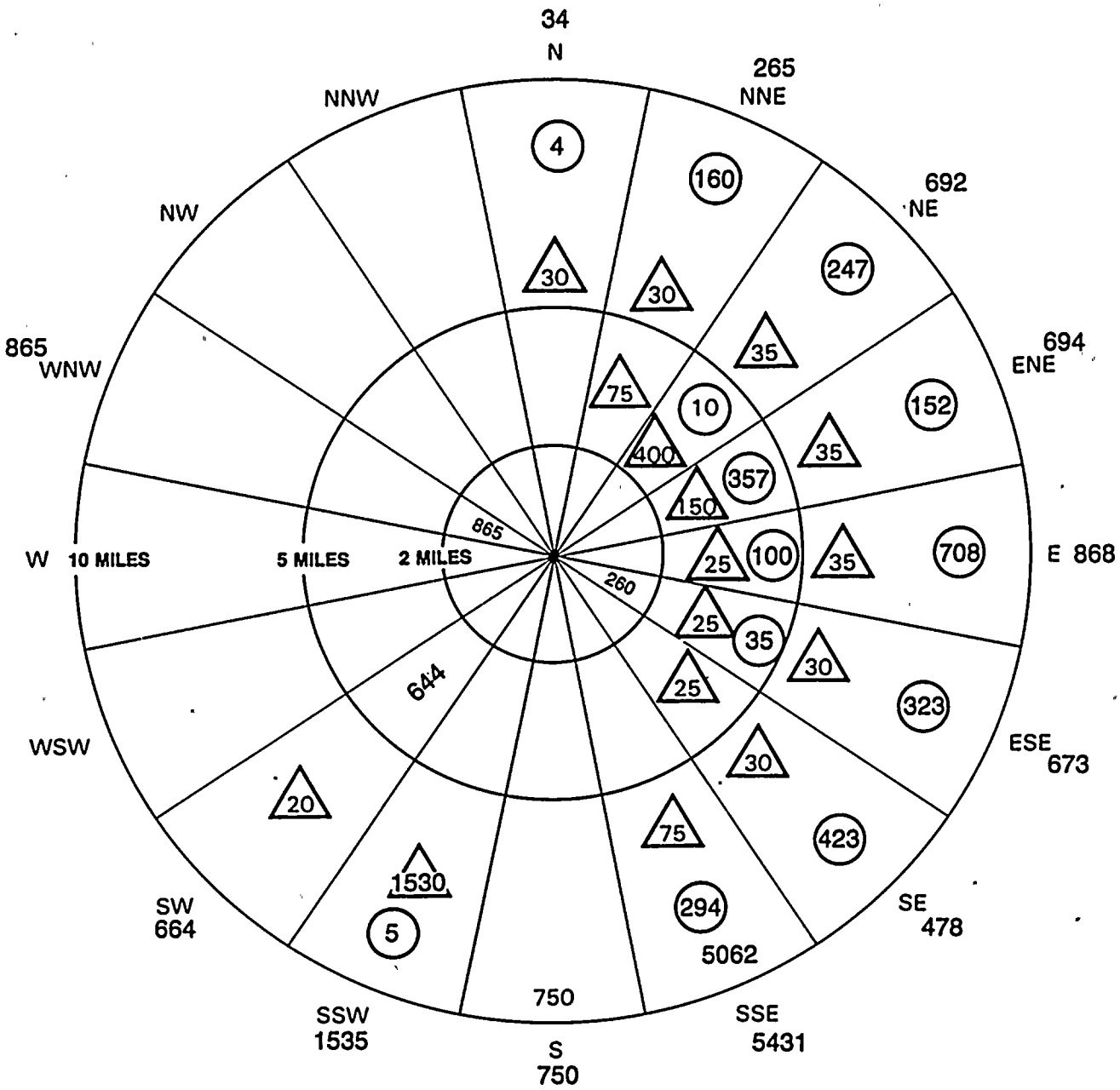

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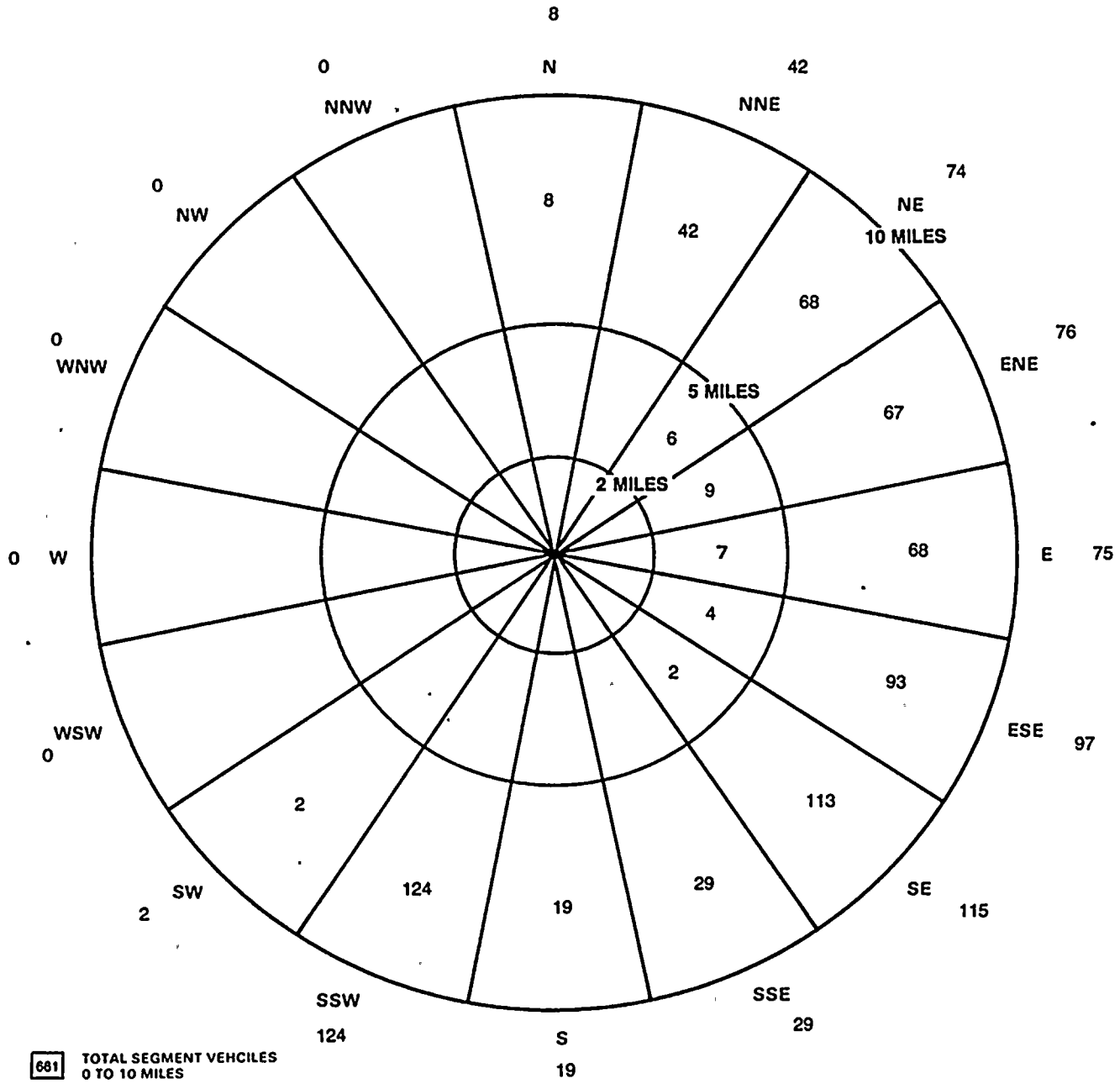
FIGURE 5 DISTRIBUTION OF TRANSIENT POPULATION WITHIN 10 MILE EPZ



PERMANENT VEHICLES			
RING MILES	RING VEHICLES	TOTAL MILES	CUMULATIVE VEHICLES
0 2	0	0 2	0
2 5	28	0-5	28
5- 10	633	0-10	661

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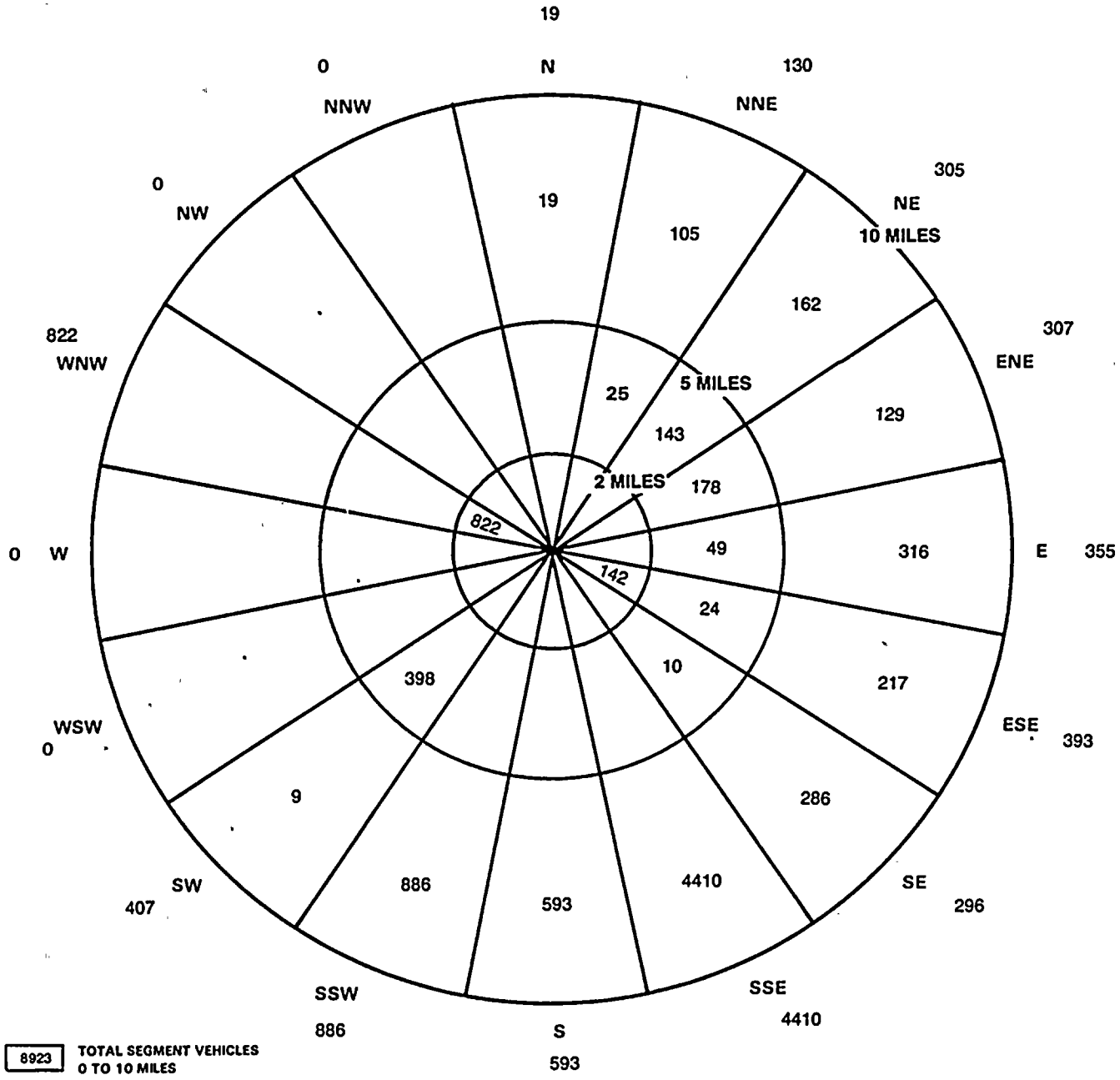
FIGURE 6 PERMANENT RESIDENT PASSENGER VEHICLES WITHIN 10 MILE EMERGENCY PLANNING ZONE



TOTAL VEHICLES			
RING MILES	RING VEHICLES	TOTAL MILES	CUMULATIVE VEHICLES
0–2	964	0–2	964
2–5	827	0–5	1791
5–10	7132	0–10	8923

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FIGURE 7 TOTAL VEHICLES WITHIN THE 10 MILE EMERGENCY PLANNING ZONE

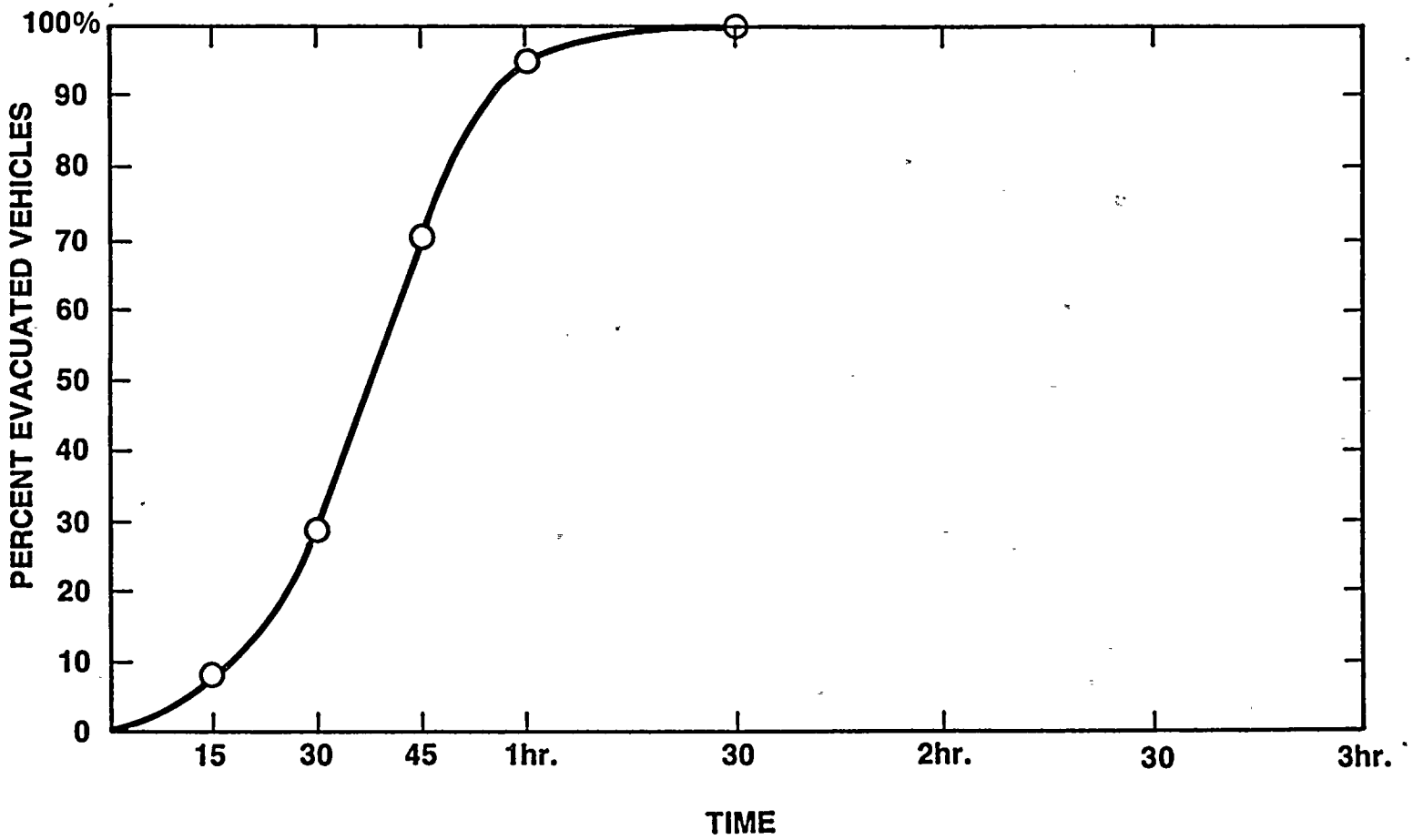

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FIGURE 8.A. PERMANENT POPULATION—NORMAL CONDITIONS

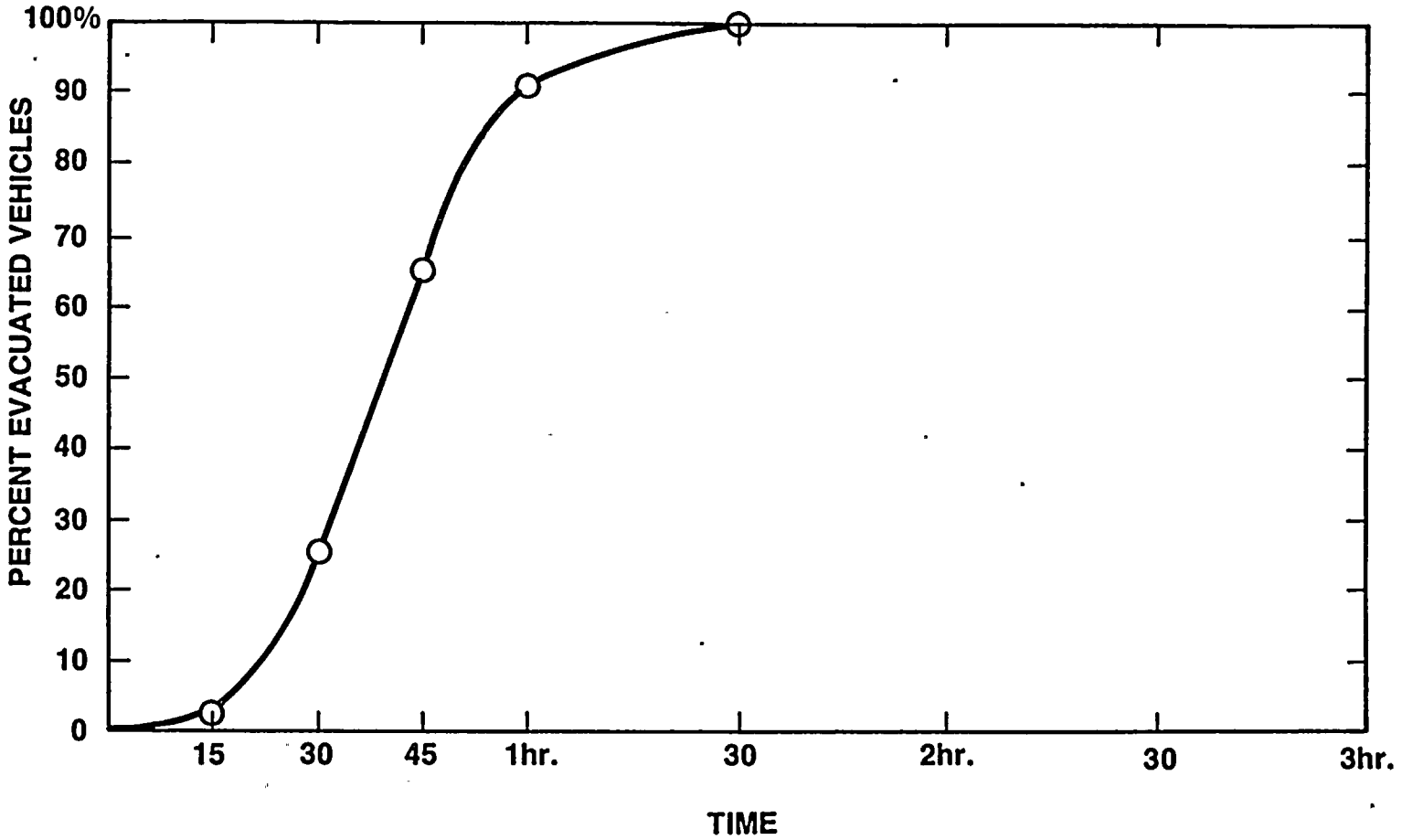

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FIGURE 8.B. PERMANENT POPULATION—ADVERSE CONDITIONS

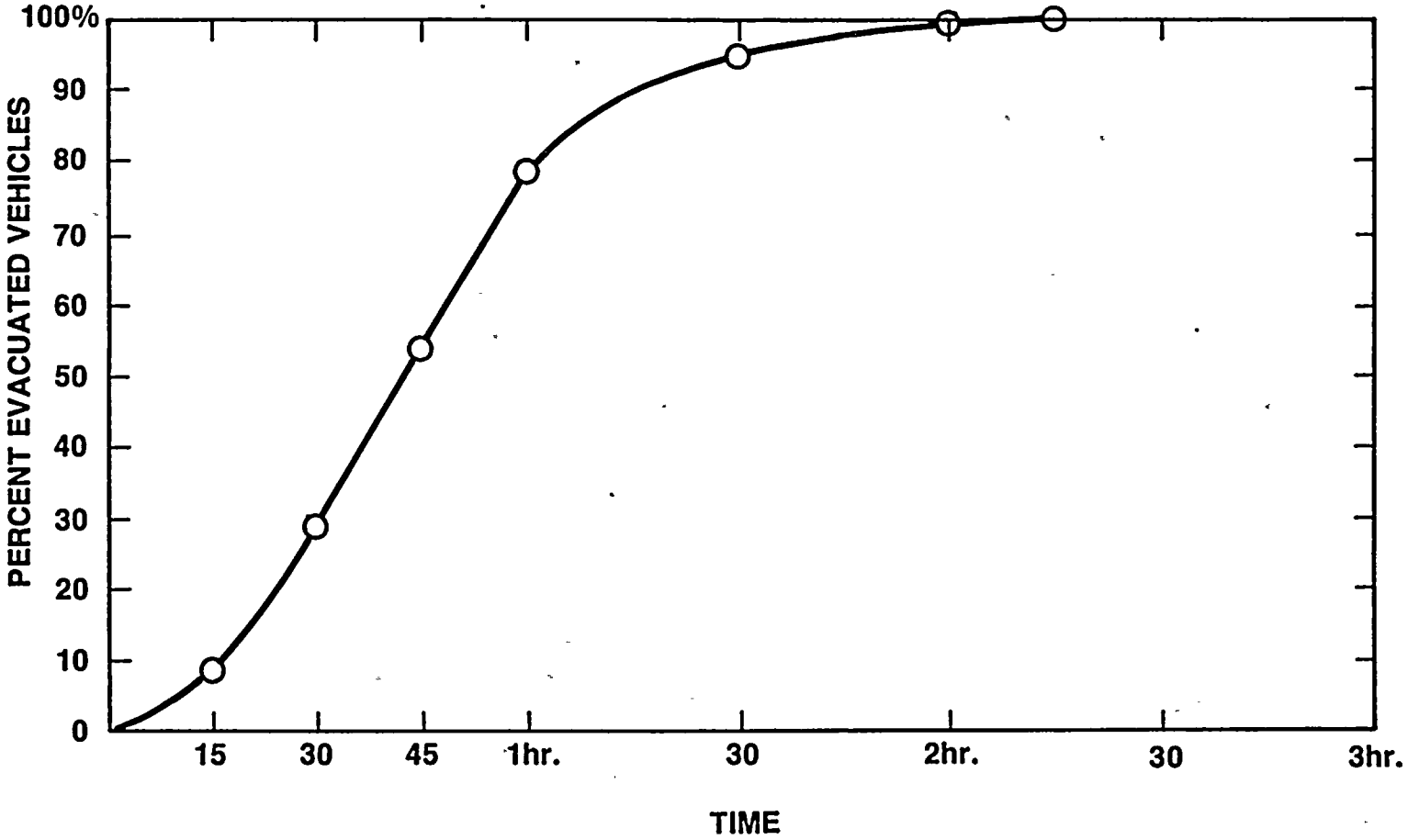

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FIGURE 8.C. GENERAL POPULATION—NORMAL CONDITIONS

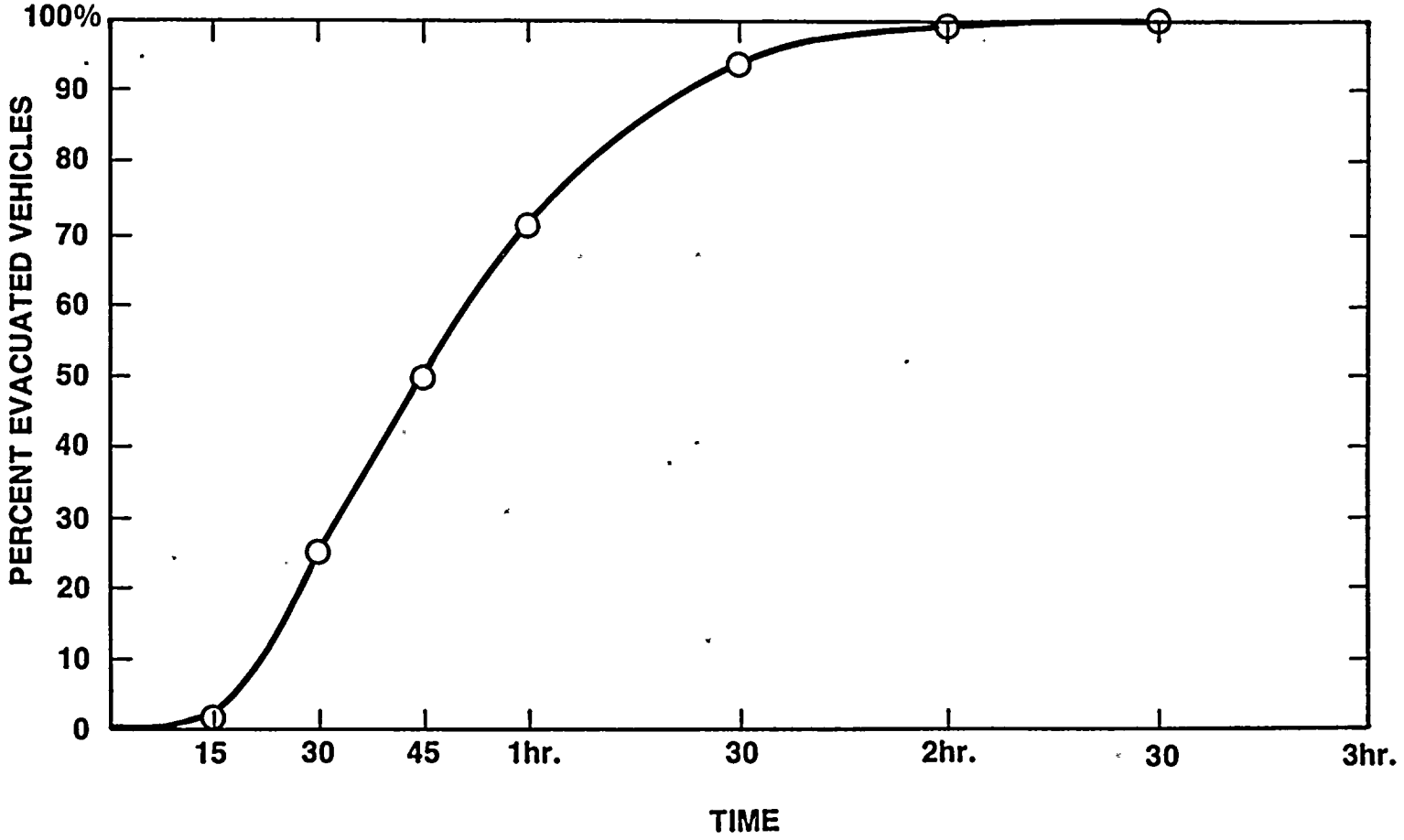

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FIGURE 8.D. GENERAL POPULATION—ADVERSE CONDITIONS

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	220
2001	(61, 34)	57
2002	(24, 4)	99
2003	(27, 7)	139
2004	(70, 69)	172
2005	(35, 16)	100
2006	(41, 38)	192
2007	(17, 18)	58
2008	(28, 29)	100
2009	(30, 29)	90
2010	(4, 52)	60
2011	(1, 2)	273
2012	(64, 32)	50
2013	(71, 39)	103
2014	(47, 46)	135
2015	(49, 40)	311
2016	(60, 59)	18
2017	(72, 42)	118
2018	(73, 36)	250
2019	(94, 85)	71
2020	(77, 78)	65
2021	(89, 90)	42
2022	(92, 90)	8
2023	(76, 84)	57
2024	(93, 91)	10
2025	(85, 86)	52
2026	(95, 96)	20
2027	(96, 97)	126
2028	(98, 99)	10
2029	(99, 100)	87
2030	(101, 102)	114
2031	(103, 104)	4
2032	(105, 106)	300
2033	(107, 108)	61

Table 1A

Source Rate Inputs for I-DYNEV

Case: General Population

Time Period 1 (1st 15 minutes)

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	494
2001	(61, 34)	128
2002	(24, 4)	223
2003	(27, 7)	312
2004	(70, 69)	388
2005	(35, 16)	225
2006	(41, 38)	431
2007	(17, 18)	131
2008	(28, 29)	225
2009	(30, 29)	203
2010	(4, 52)	135
2011	(1, 2)	614
2012	(64, 32)	112
2013	(71, 39)	232
2014	(47, 46)	303
2015	(49, 40)	699
2016	(60, 59)	40
2017	(72, 42)	266
2018	(73, 36)	563
2019	(94, 85)	160
2020	(77, 78)	146
2021	(89, 90)	95
2022	(92, 90)	17
2023	(76, 84)	129
2024	(93, 91)	23
2025	(85, 86)	116
2026	(95, 96)	44
2027	(96, 97)	284
2028	(98, 99)	22
2029	(99, 100)	195
2030	(101, 102)	257
2031	(103, 104)	9
2032	(105, 106)	675
2033	(107, 108)	137

Table 1B

Source Rate Inputs for I-DYNEV

Case: General Population

Time Periods 2 and 4 (2nd and 4th 15 minutes)

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	988
2001	(61, 34)	256
2002	(24, 4)	446
2003	(27, 7)	625
2004	(70, 69)	1125
2005	(35, 16)	450
2006	(41, 38)	862
2007	(17, 18)	261
2008	(28, 29)	450
2009	(30, 29)	405
2010	(4, 52)	270
2011	(1, 2)	1228
2012	(64, 32)	223
2013	(71, 39)	464
2014	(47, 46)	607
2015	(49, 40)	1399
2016	(60, 59)	79
2017	(72, 42)	531
2018	(73, 36)	1125
2019	(94, 85)	320
2020	(77, 78)	292
2021	(89, 90)	189
2022	(92, 90)	34
2023	(76, 84)	257
2024	(93, 91)	45
2025	(85, 86)	232
2026	(95, 96)	88
2027	(96, 97)	569
2028	(98, 99)	43
2029	(99, 100)	391
2030	(101, 102)	515
2031	(103, 104)	18
2032	(105, 106)	1350
2033	(107, 108)	274

Table 1C

Source Rate Inputs for I-DYNEV

Case: General Population

Time Period 3 (3rd 15 minutes)

Mile	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50		TOTAL
Sector N								3	7	14	138	194	675	826	454	526	2904	14968		20709
NNE						8	10	23	32	53	136	192	481	5278	732	2466	423	470		10304
NE				4	13	27	20	57	29	70	166	233	430	1585	355	295	130	796		4210
ENE				8	20	32	63	19	33	55	184	608	296	1421	90	331	100	113		3373
E				2	18	39	41	42	27	54	192	269	68	83	59	69	114	127		1204
ESE				5	8	40	48	72	53	65	80	112	69	84	77	90	280	584		1667
SE					5	14	84	50	84	106	547	3608	2762	3376	215	249	984	1100		13184
SSE							9	33	32	14	7588	41590	22902	1214	275	317	821	919		75714
S										57	25922	3021	84	103	567	4113	2050	14490		50407
SSW									120	249	1298	294	393	482	42	214	164	2446		5704
SW								4	3		494	2612	875	5290	219	254	199	222		10172
WSW											396	554	732	894	4478	17393	382	427		25256
W													536	655	1660	1918	6077	12438		23284
WNW													83	102	649	750	822	920		3326
NW													18	22	187	516	383	429		1555
NNW													82	100	318	1257	251	281		2289
Total				19	64	160	275	305	420	737	37141	53287	30486	21515	10377	30758	16084	50730		252358
Accumulated Total				19	83	243	518	823	1243	1980	39121	92408	122894	144409	154786	185544	201628	252358		

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TABLE 2 PERMANENT POPULATION DISTRIBUTION

Mile	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50		TOTAL
Sector N							30	1	3											34
NNE					75	20	10	1	70	89										265
NE				400	10	35	77	64	50	56										692
ENE				467	40	40	28	48	44	27										694
E				25	100	260	108	218	102	55										868
ESE	260			40	20	87	46	202	6	12										673
SE					25	70	262	21	50	50										478
SSE							165	2627	2377	262										5431
S									750											750
SSW									1500	35										1535
SW				644					10	10										664
WSW																				
W																				
WNW	865										1779	1361								4005
NW												993								993
NNW																				
Total	1125			1576	270	512	726	3182	4962	596	1779	2354								17082
Accumulated Total	1125			2701	2971	3483	4209	7391	12353	12949	14728	17082								

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TABLE 3 TRANSIENT POPULATION DISTRIBUTION

Sector \ Mile	1	2	3	4	5	6	7	8	9	10	TOTAL
N											
NNE											
NE											
ENE											
E											
ESE							390				390
SE							43	22			65
SSE											
S											
SSW											
SW											
WSW											
W											
WNW											
NW											
NNW											
Total							433	22			455
Accumulated Total							433	455			

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TABLE 4 SPECIAL FACILITY POPULATION DISTRIBUTION

Mile	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50		TOTAL
Sector N							30	4	10	14	138	194	675	826	454	526	2904	14968		20743
NNE					75	28	20	24	102	142	136	192	481	5278	732	2466	423	470		10569
NE				404	23	62	97	121	79	126	166	233	430	1585	355	295	130	796		4902
ENE				475	60	72	91	67	77	82	184	608	296	1421	90	331	100	113		4067
E				27	118	299	149	260	129	109	192	269	68	83	59	69	114	127		2072
ESE	260			45	28	127	484	274	59	77	80	112	69	84	77	90	280	584		2730
SE					30	89	389	93	134	156	547	3608	2762	3376	215	249	984	1100		13732
SSE							174	2660	2402	276	7588	41590	22902	1214	275	317	821	919		81138
S									750	57	25922	3021	84	103	567	4113	2050	14490		51157
SSW								2	1620	284	1298	294	393	482	42	214	164	2446		7239
SW				644				4	13	10	494	2612	875	5290	219	254	199	222		10836
WSW											396	554	732	894	4478	17393	382	427		25256
W													536	655	1660	1918	6077	12438		23284
WNW	865										1779	1361	83	102	649	750	822	920		7331
NW												993	18	22	187	516	383	429		2548
NNW													82	100	318	1257	251	281		2289
Total	1125			1595	334	677	1434	3509	5375	1333	38920	55641	30486	21515	10377	30758	16084	50730		269893
Accumulated Total	1125			2720	3054	3731	5165	8674	14049	15382	54302	109943	140429	161944	172321	203079	219163	269893		

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TABLE 5 TOTAL POPULATION DISTRIBUTION

DYNEV LINKS

LINK	LENGTH MI*100	PKT LENGTH FEET L	PKT LENGTH FEET R	FULL LANES	PKT LANES L	PKT LANES R	GRD	LANE CHAN 1	2	3	4	5	6	DESTINATION NODES LEFT	THRU	RGHT	DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPD MPH	RTOR CODE	PED CODE
(17, 18)	112	0	0	1	0	0	0	0	0	0	0	0	0	0	19	0	0	0	2.5*	4.8	30	0	0
(18, 19)	62	0	0	1	0	0	0	0	0	0	0	0	0	0	20	0	-22	0	2.5*	4.0	30	0	0
(19, 20)	62	0	0	1	0	0	0	0	0	0	0	0	0	0	21	0	0	0	2.5*	4.0	30	0	0
(20, 21)	100	0	0	1	0	0	0	0	0	0	0	0	0	0	8004	0	0	0	2.5*	4.0	30	0	0
(19, 22)	62	0	0	1	0	0	0	0	0	0	0	0	0	0	23	0	0	0	2.5*	4.0	30	0	0
(22, 23)	106	0	0	1	0	0	0	0	0	0	0	0	0	0	8003	0	0	0	2.5*	4.0	30	0	0
(26, 31)	10	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2.5*	2.2*	55	0	0
(28, 29)	38	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2.5*	2.2*	25	0	0
(30, 29)	26	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2.5*	2.2*	20	0	0
(34, 26)	20	0	0	2	0	0	0	0	0	0	0	0	0	0	31	0	0	0	2.5*	2.2*	45	0	0
(33, 5)	20	0	0	1	1	0	0	0	0	0	0	0	0	8	0	0	0	0	2.5*	2.2*	40	0	0
(24, 4)	42	0	0	1	0	0	0	0	0	0	0	0	0	0	0	52	0	0	2.5*	2.2*	25	0	1
(4, 52)	65	0	0	1	0	0	0	0	0	0	0	0	0	0	53	0	0	0	2.5*	2.2*	35	0	0
(1, 2)	36	0	0	1	0	0	0	0	0	0	0	0	0	44	0	0	0	0	2.5*	2.2*	35	0	0
(7, 26)	80	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	0	0	2.5*	2.2*	45	0	0
(5, 8)	10	0	0	2	2	0	0	0	0	0	0	0	0	0	9	0	0	0	2.5*	2.2*	55	0	0
(8, 9)	37	0	0	2	1	0	0	0	0	0	0	0	0	0	10	0	0	0	2.5*	2.2*	55	0	0
(9, 10)	51	0	0	2	0	0	0	0	0	0	0	0	0	0	13	0	0	0	2.5*	2.2*	55	0	0
(10, 13)	150	0	0	2	0	0	0	0	0	0	0	0	0	0	14	0	0	0	2.5*	2.2*	55	0	0
(13, 14)	150	0	0	2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	2.5*	2.2*	55	0	0
(14, 16)	70	0	0	2	0	0	0	0	0	0	0	0	0	0	32	0	0	0	2.5*	2.2*	55	0	0
(35, 16)	10	0	0	1	0	0	0	0	0	0	0	0	0	32	0	0	0	0	2.5*	2.2*	25	0	0
(15, 38)	25	0	0	2	0	0	0	0	0	0	0	0	0	0	39	0	0	0	2.5*	2.2*	55	0	0
(38, 39)	30	0	0	2	1	0	0	0	0	0	0	0	0	0	42	0	0	0	2.5*	2.2*	55	0	0
(41, 38)	33	0	0	1	0	0	0	0	0	0	0	0	0	39	0	0	0	0	2.5*	2.2*	35	0	0
(39, 42)	25	0	0	2	0	0	0	0	0	0	0	0	0	0	43	0	0	0	2.5*	2.2*	50	0	0
(42, 43)	40	0	0	2	0	0	0	0	0	0	0	0	0	0	8001	0	0	0	2.5*	2.2*	50	0	0
(44, 40)	42	0	0	2	0	0	0	0	0	0	0	0	0	0	45	0	0	0	2.5*	2.2*	50	0	0
(40, 45)	30	0	0	2	0	0	0	0	0	0	0	0	0	0	46	0	0	0	2.5*	2.2*	50	0	0
(45, 46)	10	0	0	2	1	0	0	0	0	0	0	0	0	47	69	0	0	0	2.5*	2.2*	50	0	0
(47, 46)	20	0	0	1	0	0	0	0	0	0	0	0	0	69	0	0	0	0	2.5*	2.2*	25	0	0
(49, 40)	20	0	0	1	0	0	0	0	0	0	0	0	0	45	0	0	0	0	2.5*	2.2*	25	0	0
(53, 50)	157	0	0	1	0	0	0	0	0	0	0	0	0	0	51	0	0	0	2.5*	2.2*	55	0	0
(50, 51)	138	0	0	1	0	0	0	0	0	0	0	0	0	0	54	0	0	0	2.5*	2.2*	55	0	0
(51, 54)	45	0	0	1	0	0	0	0	0	0	0	0	0	0	55	0	0	0	2.5*	2.2*	55	0	0
(54, 55)	257	0	0	1	0	0	0	0	0	0	0	0	0	0	57	0	0	0	2.5*	2.2*	55	0	0
(55, 57)	277	0	0	1	0	0	0	0	0	0	0	0	0	0	56	0	0	0	2.5*	2.2*	55	0	0
(57, 56)	92	0	0	1	0	0	0	0	0	0	0	0	0	0	8000	0	0	0	2.5*	2.2*	55	0	0
(58, 25)	10	0	0	1	0	0	0	0	0	0	0	0	0	59	0	0	0	0	2.5*	2.2*	15	0	0
(25, 59)	51	0	0	1	0	0	0	0	0	0	0	0	0	0	74	0	0	0	2.5*	2.2*	50	0	0
(60, 59)	50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	74	0	0	2.5*	2.2*	35	0	0
(27, 7)	45	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	2.5*	2.2*	25	0	0
(61, 34)	10	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	2.5*	2.2*	25	0	0
(3, 63)	20	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0	0	0	2.5*	2.2*	55	0	0
(63, 5)	152	0	0	2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2.5*	2.2*	55	0	0
(29, 3)	80	0	0	1	0	0	0	0	0	0	0	0	0	63	0	0	0	0	2.5*	2.2*	25	0	0
(6, 33)	148	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2.5*	2.2*	55	0	0
(31, 6)	22	0	0	1	0	0	0	0	0	0	0	0	0	0	33	0	0	0	2.5*	2.2*	55	0	0

TABLE 6. ROADWAY CHARACTERISTICS

LINK	LENGTH MI*100	PKT LENGTH FEET L	PKT LENGTH FEET R	FULL LANES	PKT LANES L	PKT LANES R	GRD	LANE CHAN 1	2	3	4	5	6	DESTINATION NODES LEFT	THRU	RGHT	DIAG	OPP. NODE	LOST TIME SEC	Q DIS HDWY. SEC	FREE SPD MPH	RTOR CODE	PED CODE
(16, 32)	40	0	0	2	1	0	0	0	0	0	0	0	0	0	62	0	0	0	2.5*	2.2*	55	0	0
(32, 62)	10	0	0	3	0	0	0	0	0	0	0	0	0	0	37	0	0	0	2.5*	2.2*	55	0	0
(64, 32)	18	0	0	1	0	0	0	0	0	0	0	0	0	62	0	0	0	0	2.5*	2.2*	15	0	0
(62, 37)	20	0	0	2	0	0	0	0	0	0	0	0	0	0	65	0	0	0	2.5*	2.2*	55	0	0
(37, 65)	30	0	0	2	2	0	0	0	0	0	0	0	0	0	11	0	0	0	2.5*	2.2*	55	0	0
(65, 11)	20	0	0	2	1	0	0	0	0	0	0	0	0	66	67	0	0	0	2.5*	2.2*	55	0	0
(11, 66)	50	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2.5*	2.2*	50	0	0
(66, 2)	12	0	0	2	0	0	0	0	0	0	0	0	0	0	44	0	0	0	2.5*	2.2*	50	0	0
(2, 44)	10	0	0	2	0	0	0	0	0	0	0	0	0	0	40	0	0	0	2.5*	2.2*	50	0	0
(12, 68)	10	0	0	2	1	1	0	0	0	0	0	0	0	0	15	0	0	0	2.5*	2.2*	55	0	0
(68, 15)	25	0	0	2	1	0	0	0	0	0	0	0	0	0	38	0	0	0	2.5*	2.2*	55	0	0
(11, 67)	46	0	0	2	0	0	0	0	0	0	0	0	0	0	12	0	0	0	2.5*	2.2*	55	0	0
(67, 12)	5	0	0	2	1	0	0	0	0	0	0	0	0	0	68	0	0	0	2.5*	2.2*	55	0	0
(52, 53)	156	0	0	1	0	0	0	0	0	0	0	0	0	50	0	0	0	0	2.5*	2.2*	50	0	0
(46, 69)	17	0	0	2	0	0	0	0	0	0	0	0	0	0	48	0	0	0	2.5*	2.2*	50	0	0
(69, 48)	28	0	0	2	0	0	0	0	0	0	0	0	0	0	8002	0	0	0	2.5*	2.2*	50	0	0
(70, 69)	22	0	0	1	0	0	0	0	0	0	0	0	0	48	0	0	0	0	2.5*	2.2*	25	0	0
(71, 39)	28	0	0	1	0	0	0	0	0	0	0	0	0	42	0	0	0	0	2.5*	2.2*	25	0	0
(72, 42)	20	0	0	1	0	0	0	0	0	0	0	0	0	43	0	0	0	0	2.5*	2.2*	25	0	0
(36, 1)	17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2.5*	2.2*	25	0	1
(36, 37)	20	0	0	1	1	0	0	0	0	0	0	0	0	65	0	0	0	0	2.5*	2.2*	25	0	1
(73, 36)	12	0	0	1	0	0	0	0	0	0	0	0	0	1	0	37	0	0	2.5*	2.2*	25	0	1
(59, 74)	353	0	0	1	0	0	0	0	0	0	0	0	0	106	0	0	0	0	2.5*	2.2*	50	0	0
(46, 47)	36	0	0	1	0	0	0	0	0	0	0	0	0	0	8006	0	0	0	2.5*	2.2*	25	0	0
(77, 78)	147	0	0	1	0	0	0	0	0	0	0	0	0	79	0	0	0	0	2.5*	2.2*	40	0	0
(78, 79)	56	0	0	1	0	0	0	0	0	0	0	0	0	0	81	0	80	0	2.5*	2.2*	40	0	0
(79, 80)	408	0	0	1	0	0	0	0	0	0	0	0	0	0	8007	0	0	0	2.5*	2.2*	45	0	0
(79, 81)	113	0	0	1	0	0	0	0	0	0	0	0	0	0	83	82	0	0	2.5*	2.2*	45	0	0
(81, 82)	301	0	0	1	0	0	0	0	0	0	0	0	0	0	8008	0	0	0	2.5*	2.2*	45	0	0
(81, 83)	235	0	0	1	0	0	0	0	0	0	0	0	0	0	8010	0	0	0	2.5*	2.2*	45	0	0
(84, 78)	102	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	79	0	2.5*	2.2*	45	0	0
(85, 86)	106	0	0	1	0	0	0	0	0	0	0	0	0	0	87	0	0	0	2.5*	2.2*	45	0	0
(86, 87)	322	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	88	0	2.5*	2.2*	30*	0	0
(87, 88)	198	0	0	1	0	0	0	0	0	0	0	0	0	0	8009	0	0	0	2.5*	2.2*	40	0	0
(76, 84)	152	0	0	1	0	0	0	0	0	0	0	0	0	78	0	0	0	0	2.5*	2.2*	30*	0	0
(89, 90)	166	0	0	1	0	0	0	0	0	0	0	0	0	0	0	91	0	0	2.5*	2.2*	30	0	0
(90, 91)	267	0	0	1	0	0	0	0	0	0	0	0	0	0	8013	0	0	0	2.5*	2.2*	45	0	0
(92, 90)	208	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	91	0	2.5*	2.2*	30	0	0
(93, 91)	451	0	0	1	0	0	0	0	0	0	0	0	0	0	8013	0	0	0	2.5*	2.2*	30	0	0
(94, 85)	97	0	0	1	0	0	0	0	0	0	0	0	0	0	0	86	0	0	2.5*	2.2*	30	0	0
(95, 96)	71	0	0	1	0	0	0	0	0	0	0	0	0	0	97	0	0	0	2.5*	2.2*	45	0	0
(96, 97)	556	0	0	1	0	0	0	0	0	0	0	0	0	0	8011	0	0	0	2.5*	2.2*	45	0	0
(98, 99)	37	0	0	1	0	0	0	0	0	0	0	0	0	0	100	0	0	0	2.5*	2.2*	30	0	0
(99, 100)	632	0	0	1	0	0	0	0	0	0	0	0	0	0	8012	0	0	0	2.5*	2.2*	45	0	0
(101, 102)	478	0	0	1	0	0	0	0	0	0	0	0	0	0	8014	0	0	0	2.5*	2.2*	50	0	0
(103, 104)	37	0	0	1	0	0	0	0	0	0	0	0	0	0	101	0	0	0	2.5*	2.2*	50	0	0
(104, 101)	237	0	0	1	0	0	0	0	0	0	0	0	0	0	0	102	0	0	2.5*	2.2*	50	0	0
(74, 106)	163	0	0	1	0	0	0	0	0	0	0	0	0	0	75	0	0	0	2.5*	2.2*	55	0	0
(105, 106)	22	0	0	1	0	0	0	0	0	0	0	0	0	75	0	0	0	0	2.5*	2.2*	25	0	0
(106, 75)	222	0	0	1	0	0	0	0	0	0	0	0	0	0	8005	0	0	0	2.5*	2.2*	55	0	0
(107, 108)	116	0	0	1	0	0	0	0	0	0	0	0	0	0	109	0	0	0	2.5*	2.2*	55	0	0
(108, 109)	152	0	0	1	0	0	0	0	0	0	0	0	0	0	8015	0	0	0	2.5*	2.2*	55	0	0

TABLE 6. (continued)

DESCRIPTION	TOTAL WITHIN 2 MILES	AREAS WITHIN 5 MILES				AREAS WITHIN 10 MILES			
		I	II	III	TOTAL	I	II	III	TOTAL
PERMANENT POPULATION	—	45	38	—	83	600	945	435	1,980
PERMANENT POPULATION VEHICLES	—	15	13	—	28	200	316	145	661
TRANSIENT POPULATION	1,125	992	470	644	2,971	1,685	2,388	8,011	12,949
TRANSIENT POPULATION VEHICLES	964	306	212	398	1,763	561	880	5,999	8,262
GENERAL POPULATION	1,125	1,037	508	644	3,054	2,285	3,333	8,446	14,929
TOTAL VEHICLES	964	321	225	398	1,791	761	1,196	6,144	8,923
NOTIFICATION TIME MINUTES	15	30	30	30	30	30	30	30	30
PERMANENT POPULATION EVAC. TIME NORMAL CONDITIONS HOURS MINUTES	—	1:00	1:00	—	1:00	1:30	1:30	1:30	1:30
GENERAL POPULATION EVAC. TIME NORMAL CONDITIONS HOURS MINUTES	1:00	1:00	1:00	1:30	1:30	1:30	1:20	2:15	2:15
PERMANENT POPULATION EVAC. TIME ADVERSE CONDITIONS HOURS MINUTES	—	1:00	1:00	—	1:00	1:30	1:30	1:30	1:30
GENERAL POPULATION EVAC. TIME ADVERSE CONDITIONS HOURS MINUTES	1:30	1:00	1:00	2:00	2:00	1:30	1:30	2:30	2:30
CONFIRMATION TIME MINUTES	30	60	60	60	60	60	60	60	60

870385.5
REV. 2
4/87

TABLE 7 SUMMARY OF RESULTS OF EVACUATION TIMES ANALYSIS

ATTACHMENT 1

This attachment is a copy of the DYNEV Computer run for General Population - Normal Conditions.

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
DYNEV EVACUATION MODEL

DEVELOPED BY

K L D ASSOCIATES, INC.
300 BROADWAY
HUNTINGTON STATION, NY 11746

****

START OF CASE 1

****

CARD FILE LIST

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WNP 2 TRAFFIC SIMULATION W/ TOTAL VEHICLE POPS ALL QUADS AND                    0
NOMINAL WEATHER AND LOADING CONDITIONS                                         0
MODIFIED BY RDM  - CASE 107                                                    0
INCLUDES ORV PARK. OPTIMUM WITH TRAFFIC CONTROL OFFICERS AT                    0
300 AND 3000 AREAS. FFTF OUT RT 10SOUTH AND ADVANCED NUCLEAR                   0
W ON HORN RAPIDS                                                               0
VEHICLE POP BYCONTRACTOR AND FIELD COUNTS 3/27/87.                             0
ROBERT MOGLE                          12  12  86WPPSS WNP2 EP via STATE  001  1
      1         0015                1                81300                    2
0150015001500150180 0                                                          3
                  225                                                          4
0008                                                                           5
  17  1800113        1                    19                00480030         11
  18  19   63        1                    20    -  22         40  30          11
  19  20   63        1                    21                  40  30          11
  20  2100100        1                  8004                00400030         11
  19  22   63        1                    23                  40  30          11
  22  23  106        1                  8003                  40  30          11
  26  3100010        2                     6                    0055          11
  28  2900039        1                     3                    0025          11
  30  2900026        1                 3                        0020          11
  34  2600020        2                    31                    0045          11
  33   500020        1 1                8                       0040          11
  24   400042        1                        52                0025  1       11
   4  5200065        1                    53                    0035          11
   1   200036        1                 44                       0035          11
   7  2600080        1                        31                0045          11
   5   800010        2 2                   9                    0055          11
   8   9   37        2 1                  10                    0055          11
   9  10   51        2                    13                    0055          11
  10  1300150        2                    14                    0055          11
  13  1400150        2                    16                    0055          11
  14  1600070        2                    32                    0055          11
  35  1600010        1                 32                       0025          11
  15  3800025        2                    39                    0055          11
  38  3900030        2 1 0                42                    0055          11
  41  3800034        1                 39                       0035          11
  39  4200025        2                    43                    0050          11
  42  4300040        2                  8001                    0050          11
  44  4000043        2                    45                    0050          11
  40  4500030        2 0                  46                    0050          11
  45  4600010        2 1               47  69                   0050          11
  47  4600020        1                 69                       0025          11
  49  4000020        1                 45                       0025          11
  53  5000158        1                    51                    0055          11
  50  5100139        1                    54                    0055          11
  51  5400045        1                    55                    0055          11
  54  5500257        1                    57                    0055          11
  55  5700277        1                    56                    0055          11
  57  5600093        1                  8000                    0055          11
  58  2500010        1                 59                       0015          11
  25  5900051        1                    74                    0050          11
  60  5900050        1                        74                0035          11
  27   700045        1                    26                    0025          11
  61  3400010        1                    26                    0025          11
   3  6300020        2 1                   5                    0055          11
  63   500153        2                     8                    0055          11
  29   300080        1                 63                       0025          11
   6  3300149        1                     5                    0055          11
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TIME PERIOD 3 - DYNEV DATA FOR SUBNETWORK 1

****

32	6200010	3					37			0055		11
64	32 19	1				62				0015		11
62	3700020	2					65			0055		11
37	6500030	2	2				11			0055		11
65	1100020	2	1			66	67			0055		11
11	6600050	1					2			0050		11
66	200013	2					44			0050		11
2	4400010	2					40			0050		11
12	6800010	2	1	1			15			0055		11
68	1500025	2	1				38			0055		11
11	6700046	2					12			0055		11
67	1200005	2	1				68			0055		11
52	5300156	1				50				0050		11
46	6900018	2					48			0050		11
69	4800029	2					8002			0050		11
70	6900023	1				40				0025		11
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2032 105 10606752033 107 1080137                                          51
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2032 105 10606752033 107 1080137                                          51
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2028  98  9900002029  99 10000002030 101 10200002031 103 1040000          51
2032 105 106    2033 107 1080000                                          51
   0                                                                     170
   1                                                                     210

*****  WARNING   - MESSAGE NUMBER  618, ROUTINE TVD    , PARAMETER(S) - P1 =    8
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FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
DYNEV EVACUATION MODEL

DEVELOPED BY

K L D ASSOCIATES, INC.
300 BROADWAY
HUNTINGTON STATION, NY 11746

****

START OF CASE 1

****

WNP 2 TRAFFIC SIMULATION W/ TOTAL VEHICLE POPS ALL QUADS AND

NOMINAL WEATHER AND LOADING CONDITIONS

MODIFIED BY RDM - CASE 107

INCLUDES ORV PARK. OPTIMUM WITH TRAFFIC CONTROL OFFICERS AT

300 AND 3000 AREAS. FFTF OUT RT 10SOUTH AND ADVANCED NUCLEAR

W ON HORN RAPIDS THEN SE ON 240 TO RICHLAND.

VEHICLE POP BYCONTRACTOR AND FIELD COUNTS 3/27/87.

DATE = 12/ 12/ 86

USER = ROBERT MOGLE

AGENCY = WPPSS WNP2 EP via STATE

RUN CONTROL DATA

VALUE	RUN PARAMETERS AND OPTIONS
1	RUN IDENTIFICATION NUMBER
0	NEXT CASE CODE = (0,1) IF ANOTHER CASE (DOES NOT, DOES) FOLLOW
1	RUN TYPE CODE = (1, 2) IF (SIMULATION, TRAF. ASSIGNMENT) TO BE EXECUTED (-1, -2) IF ONLY DIAGNOSTICS ARE BEING PERFORMED ON (SIMULATION, TRAF. ASSIGNMENT) DATA
1300	CLOCK TIME AT START OF SIMULATION, HOURS AND MINUTES
7581	RANDOM NUMBER SEED
900	DURATION (SEC) OF TIME PERIOD NO. 1
900	DURATION (SEC) OF TIME PERIOD NO. 2
900	DURATION (SEC) OF TIME PERIOD NO. 3
900	DURATION (SEC) OF TIME PERIOD NO. 4
10800	DURATION (SEC) OF TIME PERIOD NO. 5
225	LENGTH OF A TIME INTERVAL, SECONDS
4	MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
8	NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
0	NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE INTERMEDIATE OUTPUTS FOR MACROSCOPIC MODELS

****

TIME PERIOD 1 - DYNEV DATA FOR SUBNETWORK 1

****

* INDICATES DEFAULT VALUES WERE SPECIFIED

LANE CHANNELIZATION CODES	
0	UNRESTRICTED
1	LEFT TURNS ONLY
2	BUSES ONLY
3	CLOSED
4	RIGHT TURNS ONLY
5	CAR - POOLS
6	CAR - POOLS + BUSES

RTOR CODES	
0	RTOR PERMITTED
1	RTOR PROHIBITED

PEDESTRIAN CODES	
0	NO PEDESTRIANS
1	LIGHT
2	MODERATE
3	HEAVY

LINK	TURN MOVEMENT PERCENTAGES				TURN MOVEMENT POSSIBLE				CAPACITY REDUCTION
	LEFT	THROUGH	RIGHT	DIAGONAL	LEFT	THROUGH	RIGHT	DIAGONAL	(PERCENT)
(18, 19)	0	50	0	50	NO	YES	NO	YES	0
(19, 20)	0	100	0	0	NO	YES	NO	NO	0
(20, 21)	0	100	0	0	NO	YES	NO	NO	0
(19, 22)	0	100	0	0	NO	YES	NO	NO	0
(22, 23)	0	100	0	0	NO	YES	NO	NO	0
(17, 18)	0	100	0	0	NO	YES	NO	NO	0
(26, 31)	0	100	0	0	NO	YES	NO	NO	0
(28, 29)	0	100	0	0	NO	YES	NO	NO	0
(30, 29)	100	0	0	0	YES	NO	NO	NO	0
(34, 26)	0	100	0	0	NO	YES	NO	NO	0
(33, 5)	100	0	0	0	YES	NO	NO	NO	0
(24, 4)	0	0	100	0	NO	NO	YES	NO	0
(4, 52)	0	100	0	0	NO	YES	NO	NO	0
(1, 2)	100	0	0	0	YES	NO	NO	NO	0
(7, 26)	0	0	100	0	NO	NO	YES	NO	0
(5, 8)	0	100	0	0	NO	YES	NO	NO	0
(8, 9)	0	100	0	0	NO	YES	NO	NO	0
(9, 10)	0	100	0	0	NO	YES	NO	NO	0
(10, 13)	0	100	0	0	NO	YES	NO	NO	0
(13, 14)	0	100	0	0	NO	YES	NO	NO	0
(14, 16)	0	100	0	0	NO	YES	NO	NO	0
(35, 16)	100	0	0	0	YES	NO	NO	NO	0
(15, 38)	0	100	0	0	NO	YES	NO	NO	0
(38, 39)	0	100	0	0	NO	YES	NO	NO	0
(41, 38)	100	0	0	0	YES	NO	NO	NO	0
(39, 42)	0	100	0	0	NO	YES	NO	NO	0
(42, 43)	0	100	0	0	NO	YES	NO	NO	0
(44, 40)	0	100	0	0	NO	YES	NO	NO	0
(40, 45)	0	100	0	0	NO	YES	NO	NO	0
(45, 46)	35	65	0	0	YES	YES	NO	NO	0
(47, 46)	100	0	0	0	YES	NO	NO	NO	0
(49, 40)	100	0	0	0	YES	NO	NO	NO	0
(53, 50)	0	100	0	0	NO	YES	NO	NO	0
(50, 51)	0	100	0	0	NO	YES	NO	NO	0
(51, 54)	0	100	0	0	NO	YES	NO	NO	0
(54, 55)	0	100	0	0	NO	YES	NO	NO	0
(55, 57)	0	100	0	0	NO	YES	NO	NO	0
(57, 56)	0	100	0	0	NO	YES	NO	NO	0
(58, 25)	100	0	0	0	YES	NO	NO	NO	0
(25, 59)	0	100	0	0	NO	YES	NO	NO	0
(60, 59)	0	0	100	0	NO	NO	YES	NO	0
(27, 7)	0	100	0	0	NO	YES	NO	NO	0
(61, 34)	0	100	0	0	NO	YES	NO	NO	0
(3, 63)	0	100	0	0	NO	YES	NO	NO	0
(63, 5)	0	100	0	0	NO	YES	NO	NO	0
(29, 3)	100	0	0	0	YES	NO	NO	NO	0
(6, 33)	0	100	0	0	NO	YES	NO	NO	0
(31, 6)	0	100	0	0	NO	YES	NO	NO	0
(16, 32)	0	100	0	0	NO	YES	NO	NO	0
(32, 62)	0	100	0	0	NO	YES	NO	NO	0
(64, 32)	100	0	0	0	YES	NO	NO	NO	0
(62, 37)	0	100	0	0	NO	YES	NO	NO	0
(37, 65)	0	100	0	0	NO	YES	NO	NO	0
(65, 11)	39	61	0	0	YES	YES	NO	NO	0
(11, 66)	0	100	0	0	NO	YES	NO	NO	0
(66, 2)	0	100	0	0	NO	YES	NO	NO	0
(2, 44)	0	100	0	0	NO	YES	NO	NO	0
(12, 68)	0	100	0	0	NO	YES	NO	NO	0
(68, 15)	0	100	0	0	NO	YES	NO	NO	0
(11, 67)	0	100	0	0	NO	YES	NO	NO	0

(52, 53)	100	0	0	0	YES	NO	NO	NO	0
(46, 69)	0	100	0	0	NO	YES	NO	NO	0
(69, 48)	0	100	0	0	NO	YES	NO	NO	0
(70, 69)	100	0	0	0	YES	NO	NO	NO	0
(71, 39)	100	0	0	0	YES	NO	NO	NO	0
(72, 42)	100	0	0	0	YES	NO	NO	NO	0
(36, 1)	0	0	100	0	NO	NO	YES	NO	0
(36, 37)	100	0	0	0	YES	NO	NO	NO	0
(73, 36)	5	0	95	0	YES	NO	YES	NO	0
(59, 74)	100	0	0	0	YES	NO	NO	NO	0
(46, 47)	0	100	0	0	NO	YES	NO	NO	0
(77, 78)	100	0	0	0	YES	NO	NO	NO	0
(78, 79)	0	40	0	60	NO	YES	NO	YES	0
(79, 80)	0	100	0	0	NO	YES	NO	NO	0
(79, 81)	0	40	60	0	NO	YES	YES	NO	0
(81, 82)	0	100	0	0	NO	YES	NO	NO	0
(81, 83)	0	100	0	0	NO	YES	NO	NO	0
(84, 78)	0	0	0	100	NO	NO	NO	YES	0
(85, 86)	0	100	0	0	NO	YES	NO	NO	0
(86, 87)	0	0	0	100	NO	NO	NO	YES	0
(87, 88)	0	100	0	0	NO	YES	NO	NO	0
(76, 84)	100	0	0	0	YES	NO	NO	NO	0
(89, 90)	0	0	100	0	NO	NO	YES	NO	0
(90, 91)	0	100	0	0	NO	YES	NO	NO	0
(92, 90)	0	0	0	100	NO	NO	NO	YES	0
(93, 91)	0	100	0	0	NO	YES	NO	NO	0
(94, 85)	0	0	100	0	NO	NO	YES	NO	0
(95, 96)	0	100	0	0	NO	YES	NO	NO	0
(96, 97)	0	100	0	0	NO	YES	NO	NO	0
(98, 99)	0	100	0	0	NO	YES	NO	NO	0
(99, 100)	0	100	0	0	NO	YES	NO	NO	0
(101, 102)	0	100	0	0	NO	YES	NO	NO	0
(103, 104)	0	100	0	0	NO	YES	NO	NO	0
(104, 101)	0	0	100	0	NO	NO	YES	NO	0
(74, 106)	0	100	0	0	NO	YES	NO	NO	0
(105, 106)	100	0	0	0	YES	NO	NO	NO	0
(106, 75)	0	100	0	0	NO	YES	NO	NO	0
(107, 108)	0	100	0	0	NO	YES	NO	NO	0
(108, 109)	0	100	0	0	NO	YES	NO	NO	0

NODE COORDINATE TABLE

NODE	X	Y	NODE	X	Y	NODE	X	Y	NODE	X	Y	NODE	X	Y
(1)	1764	760	(2)	1768	680	(3)	1404	1368	(4)	1372	1228	(5)	1500	1272
(6)	1608	1408	(7)	1592	1492	(8)	1512	1260	(9)	1536	1232	(10)	1572	1196
(11)	1732	716	(12)	1728	668	(13)	1636	1128	(14)	1736	1008	(15)	1728	636
(16)	1736	820	(17)	1092	868	(18)	1104	784	(19)	1124	724	(20)	1128	648
(21)	1156	560	(22)	1160	668	(23)	1168	568	(24)	1368	1268	(25)	1608	676
(26)	1620	1452	(27)	1572	1484	(28)	1520	1476	(29)	1484	1460	(30)	1500	1440
(31)	1612	1428	(32)	1732	800	(33)	1512	1292	(34)	1644	1476	(35)	1760	816
(36)	1748	756	(37)	1732	760	(38)	1728	596	(39)	1728	564	(40)	1784	592
(41)	1764	596	(42)	1728	540	(43)	1728	500	(44)	1784	668	(45)	1784	564
(46)	1784	548	(47)	1820	548	(48)	1784	500	(49)	1816	592	(50)	1144	1048
(51)	1124	912	(52)	1324	1224	(53)	1172	1208	(54)	1080	900	(55)	988	884
(56)	848	656	(57)	924	716	(58)	1608	648	(59)	1556	676	(60)	1560	696
(61)	1656	1484	(62)	1732	776	(63)	1416	1356	(64)	1752	800	(65)	1732	732
(66)	1756	692	(67)	1728	684	(68)	1728	660	(69)	1784	532	(70)	1804	532
(71)	1760	564	(72)	1748	536	(73)	1748	768	(74)	1220	784	(75)	1520	536
(76)	1836	1868	(77)	1860	1976	(78)	2008	1976	(79)	2032	2024	(80)	2440	2024
(81)	2084	2128	(82)	2384	2128	(83)	2196	2332	(84)	2008	1872	(85)	2032	1796
(86)	2104	1720	(87)	2428	1720	(88)	2564	1572	(89)	1732	2228	(90)	1732	2396
(91)	2000	2396	(92)	1564	2268	(93)	1784	2000	(94)	1948	1744	(95)	1936	1424
(96)	2008	1424	(97)	2564	1420	(98)	1896	1272	(99)	1936	1272	(100)	2568	1272
(101)	2152	1180	(102)	2152	704	(103)	1880	1180	(104)	1916	1180	(105)	1360	696
(106)	1348	680	(107)	1848	816	(108)	1856	700	(109)	1960	588	(		

ALL COORDINATES EXPRESSED IN UNITS OF MILES*100

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

NODE 1 IS UNDER SIGN CONTROL

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

NODE 2 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (1, 2)	(66, 2)
1	0	100	5	1

NODE 3 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (29, 3)
1	0	100	5

NODE 4 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (24, 4)
1	0	100	5

NODE 5 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (63, 5)	(33, 5)
1	0	100	1	5

NODE 6 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (31, 6)
1	0	100	1

NODE 7 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (27, 7)
1	0	100	1

NODE 8 IS UNDER SIGN CONTROL

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

NODE 9 IS UNDER SIGN CONTROL

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

NODE 10 IS UNDER SIGN CONTROL

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

```
INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  65,  11)
   1        0    100        1

                              NODE   12 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  67,  12)
   1        0    100        1

                              NODE   13 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  10,  13)
   1        0    100        1

                              NODE   14 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  13,  14)
   1        0    100        1

                              NODE   15 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  68,  15)
   1        0    100        1

                              NODE   16 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  14,  16)    (  35,  16)
   1        0    100        1             5

                              NODE   17 IS UNDER SIGN CONTROL

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

                              NODE   18 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  17,  18)
   1        0    100        1

                              NODE   19 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  18,  19)
   1        0    100        1

                              NODE   20 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  19,  20)
   1        0    100        1

                              NODE   21 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)   (  20,  21)
   1        0    100        1
```

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES
1	0	100	(19, 22) 1

NODE 23 IS UNDER SIGN CONTROL

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

NODE 24 IS UNDER SIGN CONTROL

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

NODE 25 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES
1	0	100	(58, 25) 5

NODE 26 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES
1	0	100	(7, 26) 0 (34, 26) 1

NODE 27 IS UNDER SIGN CONTROL

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

NODE 28 IS UNDER SIGN CONTROL

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

NODE 29 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES
1	0	100	(28, 29) 1 (30, 29) 5

NODE 30 IS UNDER SIGN CONTROL

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

NODE 31 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES
1	0	100	(26, 31) 1

NODE 32 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES
1	0	100	(16, 32) 1 (64, 32) 5

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (6, 33)
1	0	100	1

NODE 34 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (61, 34)
1	0	100	1

NODE 35 IS UNDER SIGN CONTROL

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

NODE 36 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (73, 36)
1	0	100	0

NODE 37

OFFSET 0 SEC CYCLE LENGTH 75 SEC

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (62, 37)	(36, 37)
1	45	60	1	2
2	30	40	2	1

NODE 38

OFFSET 0 SEC CYCLE LENGTH 70 SEC

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (15, 38)	(41, 38)
1	30	42	1	2
2	40	57	2	1

NODE 39 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (38, 39)	(71, 39)
1	0	100	1	.0

NODE 40

OFFSET 0 SEC CYCLE LENGTH 75 SEC

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (44, 40)	(49, 40)
1	30	40	1	2
2	45	60	2	1

NODE 41 IS UNDER SIGN CONTROL

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

NODE 42 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (39, 42)	(72, 42)
1	0	100	1	0

```
INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  42,  43)
   1          0    100         0

                                NODE   44 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (   2,  44)
   1          0    100         1

                                NODE   45 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  40,  45)
   1          0    100         1

                                      NODE   46
          OFFSET   0 SEC                                                CYCLE LENGTH  75 SEC

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  45,  46)    (  47,  46)
   1         35     46         1              2
   2         40     53         2              1

                                NODE   47 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  46,  47)
   1          0    100         1

                                NODE   48 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  69,  48)
   1          0    100         1

                                NODE   49 IS UNDER SIGN CONTROL

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

                                NODE   50 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  53,  50)
   1          0    100         1

                                NODE   51 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (  50,  51)
   1          0    100         1

                                NODE   52 IS UNDER SIGN CONTROL

INTERVAL    DURATION     +- - - - - - - - - - - - - - - - APPROACHES - - - - - - - - - - - - - - - - +
NUMBER    (SEC)  (PCT)    (   4,  52)
   1          0    100         1

                                NODE   53 IS UNDER SIGN CONTROL

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

NODE 54 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES	
			(51, 54)	
1	0	100	5	

NODE 55 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES	
			(54, 55)	
1	0	100	1	

NODE 56 IS UNDER SIGN CONTROL

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

NODE 57 IS UNDER SIGN CONTROL

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

NODE 58 IS UNDER SIGN CONTROL

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

NODE 59 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES	
			(60, 59)	(25, 59)
1	0	100	5	1

NODE 60 IS UNDER SIGN CONTROL

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

NODE 61 IS UNDER SIGN CONTROL

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

NODE 62 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES	
			(32, 62)	
1	0	100	1	

NODE 63 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES	
			(3, 63)	
1	0	100	1	

NODE 64 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES

NODE 65 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (37, 65)
1	0	100	1

NODE 66 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (11, 66)
1	0	100	0

NODE 67 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (11, 67)
1	0	100	1

NODE 68 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (12, 68)
1	0	100	1

NODE 69 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (46, 69)	(70, 69)
1	0	100	1	0

NODE 70 IS UNDER SIGN CONTROL

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

NODE 71 IS UNDER SIGN CONTROL

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

NODE 72 IS UNDER SIGN CONTROL

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

NODE 73 IS UNDER SIGN CONTROL

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

NODE 74 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (59, 74)
1	0	100	5

NODE 75 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES

NODE 76 IS UNDER SIGN CONTROL

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

NODE 77 IS UNDER SIGN CONTROL

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

NODE 78 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (77, 78)	APPROACHES (84, 78)
1	0	100	1	5

NODE 79 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (78, 79)
1	0	100	1

NODE 80 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (79, 80)
1	0	100	1

NODE 81 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (79, 81)
1	0	100	1

NODE 82 IS UNDER SIGN CONTROL

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

NODE 83 IS UNDER SIGN CONTROL

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

NODE 84 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (76, 84)
1	0	100	1

NODE 85 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (94, 85)
1	0	100	0

NODE 86 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES

NODE 87 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (86, 87)
1	0	100	1

NODE 88 IS UNDER SIGN CONTROL

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

NODE 89 IS UNDER SIGN CONTROL

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

NODE 90 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (89, 90)	(92, 90)
1	0	100	1	0

NODE 91 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (90, 91)	(93, 91)
1	0	100	1	0

NODE 92 IS UNDER SIGN CONTROL

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

NODE 93 IS UNDER SIGN CONTROL

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

NODE 94 IS UNDER SIGN CONTROL

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

NODE 95 IS UNDER SIGN CONTROL

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

NODE 96 IS UNDER SIGN CONTROL

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

NODE 97 IS UNDER SIGN CONTROL

INTERVAL	DURATION		APPROACHES

NODE 98 IS UNDER SIGN CONTROL

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

NODE 99 IS UNDER SIGN CONTROL

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

NODE 100 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (99, 100)
1	0	100	1

NODE 101 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (104, 101)
1	0	100	0

NODE 102 IS UNDER SIGN CONTROL

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

NODE 103 IS UNDER SIGN CONTROL

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

NODE 104 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (103, 104)
1	0	100	1

NODE 105 IS UNDER SIGN CONTROL

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

NODE 106 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (74, 106)	(105, 106)
1	0	100	1	5

NODE 107 IS UNDER SIGN CONTROL

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

NODE 108 IS UNDER SIGN CONTROL

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES

NODE 109 IS UNDER SIGN CONTROL

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

INTERPRETATION OF SIGNAL CODES

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

TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

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

NODE 1 SIGN CONTROL

PHASE	DURATION	APPROACHES											
		(36, 1)											
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0			GO									

NODE 2 SIGN CONTROL

PHASE	DURATION	APPROACHES											
		(1, 2)				(66, 2)							
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0	STOP				GO							

NODE 3 SIGN CONTROL

PHASE	DURATION	APPROACHES											
		(29, 3)											
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0	STOP											

NODE 4 SIGN CONTROL

PHASE	DURATION	APPROACHES											
		(24, 4)											
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0			STOP									

NODE 5 SIGN CONTROL

PHASE	DURATION	APPROACHES											
		(63, 5)				(33, 5)							
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO			STOP							

NODE 6 SIGN CONTROL

PHASE	DURATION	APPROACHES											
		(31, 6)											
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO										

NODE 7 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(27, 7)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 8 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(5, 8)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 9 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(8, 9)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 10 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(9, 10)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 11 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(65, 11)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 PROT GO

NODE 12 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(67, 12)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 13 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(10, 13)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

PHASE DURATION ---------- APPROACHES ----------

(13, 14)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 15 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(68, 15)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 16 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(14, 16) (35, 16)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO STOP

NODE 17 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 18 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(17, 18)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 19 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(18, 19)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO GO

NODE 20 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(19, 20)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 21 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(20, 21)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 22 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(19, 22)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 23 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(22, 23)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 24 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 25 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(58, 25)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 STOP

NODE 26 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(7, 26) (34, 26)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 YLD GO

NODE 27 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 28 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 29 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(28, 29) (30, 29)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO STOP

NODE 30 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 31 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(26, 31)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 32 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(16, 32) (64, 32)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO STOP

NODE 33 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(6, 33)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 34 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(61, 34)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 35 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 36 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(73, 36)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 YLD YLD

NODE 37 FIXED TIME CONTROL OFFSET = 0 SECONDS CYCLE LENGTH = 75 SECONDS

PHASE DURATION ---------- APPROACHES ----------

(62, 37) (36, 37)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 45 GO NOGO

2 30 NOGO PROT

NODE 38 FIXED TIME CONTROL OFFSET = 0 SECONDS CYCLE LENGTH = 70 SECONDS

PHASE DURATION ---------- APPROACHES ----------

(15, 38) (41, 38)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

```
2       40          NOGO            PROT


   NODE   39      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                      (  38,  39)         (  71,  39)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1       0           GO              YLD


   NODE   40      FIXED TIME CONTROL      OFFSET =   0 SECONDS      CYCLE LENGTH =  75 SECONDS

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                      (  44,  40)         (  49,  40)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1       30          GO              NOGO
2       45          NOGO            PROT


   NODE   41      SIGN CONTROL
     NO APPROACHES TO THIS NODE


   NODE   42      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                      (  39,  42)         (  72,  42)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1       0           GO              YLD


   NODE   43      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                      (  42,  43)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1       0           YLD


   NODE   44      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                      (   2,  44)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1       0           GO


   NODE   45      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                      (  40,  45)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1       0           GO


   NODE   46      FIXED TIME CONTROL      OFFSET =   0 SECONDS      CYCLE LENGTH =  75 SECONDS
```

PHASE DURATION ---------- APPROACHES

		(45, 46)		(47, 46)					
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	35	PROT GO		NOGO					
2	40	NOGO NOGO		PROT					

NODE 47 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

		(46, 47)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO							

NODE 48 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

		(69, 48)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO							

NODE 49 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 50 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

		(53, 50)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO							

NODE 51 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

		(50, 51)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO							

NODE 52 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

		(4, 52)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	GO							

NODE 53 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

		(52, 53)							
		LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG	LEFT THRU RITE DIAG
1	0	STOP							

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	988
2001	(61, 34)	256
2002	(24, 4)	446
2003	(27, 7)	625
2004	(70, 69)	1125
2005	(35, 16)	450
2006	(41, 38)	862
2007	(17, 18)	261
2008	(28, 29)	450
2009	(30, 29)	405
2010	(4, 52)	270
2011	(1, 2)	1228
2012	(64, 32)	223
2013	(71, 39)	464
2014	(47, 46)	607
2015	(49, 40)	1399
2016	(60, 59)	79
2017	(72, 42)	531
2018	(73, 36)	1125
2019	(94, 85)	320
2020	(77, 78)	292
2021	(89, 90)	189
2022	(92, 90)	34
2023	(76, 84)	257
2024	(93, 91)	45
2025	(85, 86)	232
2026	(95, 96)	88
2027	(96, 97)	569
2028	(98, 99)	43
2029	(99, 100)	391
2030	(101, 102)	515
2031	(103, 104)	18
2032	(105, 106)	1350
2033	(107, 108)	274

****

TIME PERIOD 4 - DYNEV DATA FOR SUBNETWORK 1

****

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	494
2001	(61, 34)	128
2002	(24, 4)	223
2003	(27, 7)	312
2004	(70, 69)	388
2005	(35, 16)	225
2006	(41, 38)	431
2007	(17, 18)	131
2008	(28, 29)	225
2009	(30, 29)	203
2010	(4, 52)	135
2011	(1, 2)	614
2012	(64, 32)	112
2013	(71, 39)	232
2014	(47, 46)	303
2015	(49, 40)	699
2016	(60, 59)	40
2017	(72, 42)	266
2018	(73, 36)	563
2019	(94, 85)	160
2020	(77, 78)	146
2021	(89, 90)	95
2022	(92, 90)	17
2023	(76, 84)	129
2024	(93, 91)	23
2025	(85, 86)	116
2026	(95, 96)	44
2027	(96, 97)	284
2028	(98, 99)	22
2029	(99, 100)	195
2030	(101, 102)	257
2031	(103, 104)	9
2032	(105, 106)	675
2033	(107, 108)	137

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	0
2001	(61, 34)	0
2002	(24, 4)	0
2003	(27, 7)	0
2004	(70, 69)	0
2005	(35, 16)	0
2006	(41, 38)	0
2007	(17, 18)	0
2008	(28, 29)	0
2009	(30, 29)	0
2010	(4, 52)	0
2011	(1, 2)	0
2012	(64, 32)	0
2013	(71, 39)	0
2014	(47, 46)	0
2015	(49, 40)	0
2016	(60, 59)	0
2017	(72, 42)	0
2018	(73, 36)	0
2019	(94, 85)	0
2020	(77, 78)	0
2021	(89, 90)	0
2022	(92, 90)	0
2023	(76, 84)	0
2024	(93, 91)	0
2025	(85, 86)	0
2026	(95, 96)	0
2027	(96, 97)	0
2028	(98, 99)	0
2029	(99, 100)	0
2030	(101, 102)	0
2031	(103, 104)	0
2032	(105, 106)	0
2033	(107, 108)	0

INITIALIZATION STATISTICS

TIME INTERVAL NUMBER	SUBNETWORK TYPE	PRIOR CONTENT (VEHICLES)	CURRENT CONTENT (VEHICLES)	PERCENT DIFFERENCE
1	1	0	127	10000
2	1	127	198	55
3	1	198	242	22
4	1	242	263	8

INITIALIZATION TIME EXHAUSTED, SIMULATION WILL BE PERFORMED ANYWAY

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 13 15 0, ELAPSED SIMULATED TIME IS 0 HOURS, 15 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	9.1	14	0.99	76.1	29.8	1.	A	2(	19, 20)	4.5	7	0.99	76.0	29.8	1.	A
3(	20, 21)	7.2	7	1.00	120.0	30.0	1.	A	4(	19, 22)	4.5	7	0.99	76.0	29.8	1.	A
5(	22, 23)	7.6	7	1.00	127.2	30.0	1.	A	6(	17, 18)	8.1	14	1.00	135.6	30.0	0.	A
7(	26, 31)	4.9	49	1.00	6.5	55.2	0.	A	8(	28, 29)	4.9	25	1.00	55.6	25.2	0.	A
9(	30, 29)	2.9	22	1.00	47.3	19.8	0.	A	10(	34, 26)	2.9	14	1.00	16.0	45.0	0.	A
11(	33, 5)	9.8	49	1.00	17.9	40.2	1.	A	12(	24, 4)	5.3	25	1.00	59.9	25.2	0.	A
13(	4, 52)	21.3	40	1.00	67.3	34.8	2.	A	14(	1, 2)	13.3	71	1.00	37.3	34.8	0.	A
15(	7, 26)	27.8	35	1.00	64.0	45.0	2.	A	16(	5, 8)	9.7	97	1.00	6.5	55.1	1.	A
17(	8, 9)	35.9	97	1.00	24.1	55.2	3.	A	18(	9, 10)	49.5	97	1.00	33.2	55.2	4.	A
19(	10, 13)	145.2	97	1.00	98.3	55.0	11.	A	20(	13, 14)	144.0	96	1.00	98.2	55.0	11.	A
21(	14, 16)	66.5	95	1.00	45.7	55.2	5.	A	22(	35, 16)	1.3	25	1.00	14.3	25.2	0.	A
23(	15, 38)	28.4	114	1.00	16.3	55.2	2.	A	24(	38, 39)	48.2	161	1.00	19.6	55.2	4.	A
25(	41, 38)	8.1	48	1.00	35.2	34.8	0.	A	26(	39, 42)	46.6	186	1.00	18.1	49.8	4.	A
27(	42, 43)	86.0	215	1.00	28.9	49.8	7.	A	28(	44, 40)	61.9	144	1.00	31.1	49.8	5.	A
29(	40, 45)	66.2	221	1.00	21.7	49.7	5.	A	30(	45, 46)	22.1	221	1.00	7.2	49.8	2.	A
31(	47, 46)	3.4	34	1.00	28.5	25.2	0.	A	32(	49, 40)	7.7	77	1.00	28.5	25.2	0.	A
33(	53, 50)	63.8	40	1.00	103.5	55.0	5.	A	34(	50, 51)	56.2	40	0.99	91.2	54.9	4.	A
35(	51, 54)	18.2	40	1.00	29.3	55.2	1.	A	36(	54, 55)	103.1	40	0.99	169.3	54.7	8.	A
37(	55, 57)	107.2	39	0.99	182.3	54.7	8.	A	38(	57, 56)	34.9	38	1.00	60.7	55.2	3.	A
39(	58, 25)	2.7	55	1.00	24.0	15.0	0.	A	40(	25, 59)	28.0	55	1.00	36.9	49.8	2.	A
41(	60, 59)	1.1	4	1.00	51.8	34.8	0.	A	42(	27, 7)	7.8	35	1.00	64.2	25.2	0.	A
43(	61, 34)	0.7	14	1.00	14.3	25.2	0.	A	44(	3, 63)	9.5	48	1.00	13.0	55.2	1.	A
45(	63, 5)	72.8	48	0.99	100.3	54.9	5.	A	46(	29, 3)	38.1	48	1.00	114.2	25.2	6.	A
47(	6, 33)	73.3	49	1.00	97.1	55.2	5.	A	48(	31, 6)	10.8	49	1.00	14.3	55.2	1.	A
49(	16, 32)	47.8	120	1.00	26.1	55.2	4.	A	50(	32, 62)	13.2	132	1.00	6.5	55.1	1.	A
51(	64, 32)	1.2	12	1.00	45.6	15.0	0.	A	52(	62, 37)	26.3	132	1.00	13.0	55.2	2.	A
53(	37, 65)	56.9	190	1.00	19.6	55.2	4.	A	54(	65, 11)	37.9	189	1.00	13.0	55.2	3.	A
55(	11, 66)	36.6	73	1.00	36.2	49.8	3.	A	56(	66, 2)	9.5	73	1.00	9.4	49.8	1.	A
57(	2, 44)	14.4	145	1.00	7.2	49.8	1.	A	58(	12, 68)	11.4	114	1.00	6.5	55.1	1.	A
59(	68, 15)	28.5	114	1.00	16.3	55.2	2.	A	60(	11, 67)	52.8	115	1.00	30.0	55.2	4.	A
61(	67, 12)	5.7	115	1.00	3.3	55.2	0.	A	62(	52, 53)	63.0	40	0.99	113.4	49.5	5.	A
63(	46, 69)	31.9	177	1.00	13.0	49.8	3.	A	64(	69, 48)	63.8	220	1.00	21.0	49.8	5.	A
65(	70, 69)	5.0	43	1.00	32.8	25.2	0.	A	66(	71, 39)	3.8	26	1.00	41.4	25.2	0.	A
67(	72, 42)	3.0	30	1.00	28.5	25.2	0.	A	68(	36, 1)	0.5	3	1.00	24.3	25.2	0.	A
69(	36, 37)	11.8	59	1.00	28.6	25.2	2.	A	70(	73, 36)	3.7	62	1.00	17.1	25.2	0.	A
71(	59, 74)	209.6	59	1.00	256.1	49.8	17.	A	72(	46, 47)	27.7	77	1.00	51.4	25.2	4.	A
73(	77, 78)	11.8	16	1.00	131.6	40.2	0.	A	74(	78, 79)	17.0	30	1.00	50.1	40.2	2.	A
75(	79, 80)	73.6	18	0.99	330.8	44.5	7.	A	76(	79, 81)	13.7	12	1.00	91.2	45.0	1.	A
77(	81, 82)	21.7	7	1.00	240.8	45.0	2.	A	78(	81, 83)	11.3	5	1.00	188.0	45.0	1.	A
79(	84, 78)	14.8	14	1.00	82.4	45.0	1.	A	80(	85, 86)	25.7	30	1.00	84.8	45.0	2.	A
81(	86, 87)	97.9	30	1.00	386.4	30.0	13.	A	82(	87, 88)	60.5	30	1.00	178.1	40.2	6.	A
(83)	76, 84)	10.9	14	1.00	182.4	30.0	0.	A	84(	89, 90)	9.0	11	1.00	199.2	30.0	0.	A
85(	90, 91)	33.2	12	1.00	214.4	45.0	3.	A	86(	92, 90)	1.7	2	1.00	250.8	30.0	0.	A
(87)	93, 91)	5.4	2	1.00	541.2	30.0	0.	A	88(	94, 85)	8.7	18	1.00	116.4	30.0	0.	A
89(	95, 96)	1.8	5	1.00	56.8	45.0	0.	A	90(	96, 97)	117.9	37	1.00	444.8	45.0	3.	A
91(	98, 99)	0.5	2	1.00	45.6	30.0	0.	A	92(	99, 100)	83.6	24	1.00	507.1	44.9	2.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 13 15 0, ELAPSED SIMULATED TIME IS 0 HOURS, 15 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93(	101, 102)	72.8	30	1.00	346.5	49.8	0.	A	94(	103, 104)	0.2	1	1.00	27.5	49.8	0.	A
95(	104, 101)	1.9	1	1.00	171.4	49.8	0.	A	96(	74, 106)	97.1	59	1.00	107.4	55.0	7.	A
97(	105, 106)	8.2	74	1.00	31.4	25.2	0.	A	98(	106, 75)	298.1	134	1.00	145.4	55.2	22.	A
99(	107, 108)	8.8	15	1.00	75.6	55.2	0.	A	100(	108, 109)	23.3	15	0.99	100.3	54.9	2.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 3490.29 VEHICLE-MINUTES = 4419.22 VEHICLE-TRIPS(EST.) = 882

PCT OF VEHS THAT STOPPED = 0.000 MOVING/TOTAL TRIP TIME = 0.998 AVG. SPEED(MPH) = 47.39

AVG. QUEUE CONTENT = 0.0 VEH. AVG DELAY/VEH = 0.08 SEC. TOTAL DELAY = 7.9 MIN.

DELAY/VEH-MILE = 0.00 MIN/V-MILE TRAVEL TIME/VEH-MILE = 1.27 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	11.8	18.7	23.7	(19, 20)	5.9	9.4	11.9	(20, 21)	9.4	9.4	18.7
(19, 22)	5.9	9.4	11.9	(22, 23)	9.9	9.4	19.8	(17, 18)	10.6	9.4	21.2
(26, 31)	6.4	64.0	7.0	(28, 29)	6.4	16.4	15.2	(30, 29)	3.8	14.6	11.5
(34, 26)	3.7	18.7	5.0	(33, 5)	12.8	64.0	19.1	(24, 4)	6.9	16.4	16.4
(4, 52)	27.7	42.6	47.8	(1, 2)	17.3	48.1	29.9	(7, 26)	36.2	45.2	48.3
(5, 8)	12.6	126.4	13.8	(8, 9)	46.7	126.2	50.8	(9, 10)	64.3	126.1	69.9
(10, 13)	188.8	125.8	206.1	(13, 14)	187.2	124.8	204.3	(14, 16)	86.4	123.5	94.0
(35, 16)	1.6	16.4	3.9	(15, 38)	37.0	147.8	40.1	(38, 39)	62.7	208.9	68.2
(41, 38)	10.5	30.9	18.1	(39, 42)	60.6	242.3	73.0	(42, 43)	111.9	279.6	134.9
(44, 40)	80.4	187.1	97.0	(40, 45)	86.1	287.0	103.9	(45, 46)	28.7	286.9	34.6
(47, 46)	4.4	22.1	10.5	(49, 40)	10.0	50.2	23.9	(53, 50)	83.0	52.5	90.6
(50, 51)	73.0	52.5	79.8	(51, 54)	23.6	52.5	25.7	(54, 55)	134.0	52.1	147.1
(55, 57)	139.4	50.3	152.8	(57, 56)	45.3	48.8	49.3	(58, 25)	3.6	35.6	14.2
(25, 59)	36.3	71.2	43.8	(60, 59)	1.4	2.9	2.5	(27, 7)	10.2	22.6	24.2
(61, 34)	0.9	9.4	2.2	(3, 63)	12.4	61.9	13.4	(63, 5)	94.7	61.9	103.4
(29, 3)	49.5	61.9	117.7	(6, 33)	95.3	64.0	103.5	(31, 6)	14.1	64.0	15.3
(16, 32)	62.1	155.3	67.5	(32, 62)	17.1	171.5	18.7	(64, 32)	1.5	8.1	6.1
(62, 37)	34.2	170.9	37.1	(37, 65)	74.0	246.7	80.5	(65, 11)	49.2	246.2	53.5
(11, 66)	47.6	95.2	57.4	(66, 2)	12.3	94.9	14.9	(2, 44)	18.8	187.8	22.6
(12, 68)	14.9	148.7	16.2	(68, 15)	37.1	148.3	40.3	(11, 67)	68.7	149.2	74.6
(67, 12)	7.5	149.1	8.1	(52, 53)	81.9	52.5	99.3	(46, 69)	41.5	230.6	50.0
(69, 48)	83.0	286.3	100.1	(70, 69)	6.5	28.1	15.4	(71, 39)	4.9	16.9	11.7
(72, 42)	3.8	19.2	9.2	(36, 1)	0.6	3.6	1.5	(36, 37)	15.3	76.4	36.4
(73, 36)	4.8	40.3	11.5	(59, 74)	272.5	77.0	328.4	(46, 47)	36.0	100.0	85.6
(77, 78)	15.3	10.4	22.8	(78, 79)	22.1	39.5	33.0	(79, 80)	95.7	23.4	129.0
(79, 81)	17.8	15.6	23.7	(81, 82)	28.2	9.4	37.6	(81, 83)	14.7	6.2	19.6
(84, 78)	19.3	18.7	25.7	(85, 86)	33.3	31.5	44.5	(86, 87)	127.3	39.5	254.5
(87, 88)	78.6	39.5	117.3	(76, 84)	14.2	9.4	28.5	(89, 90)	11.7	7.0	23.3
(90, 91)	43.2	16.1	57.6	(92, 90)	2.2	1.0	4.3	(93, 91)	7.0	1.6	14.1
(94, 85)	11.3	11.7	22.7	(95, 96)	2.4	3.4	3.2	(96, 97)	153.2	27.6	204.3
(98, 99)	0.6	1.6	1.2	(99, 100)	108.6	17.2	145.0	(101, 102)	94.7	19.8	114.1
(103, 104)	0.2	0.5	0.2	(104, 101)	2.5	1.0	3.0	(74, 106)	126.2	77.0	137.8
(105, 106)	10.6	48.4	25.3	(106, 75)	387.6	173.8	421.1	(107, 108)	11.5	9.9	12.5
(108, 109)	30.2	19.8	33.0	(							

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 13 30 0, ELAPSED SIMULATED TIME IS 0 HOURS, 30 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	28.5	45	0.99	76.0	29.8	3.	A	2(	19, 20)	13.6	22	0.99	76.0	29.8	1.	A
3(	20, 21)	20.5	21	1.00	120.0	30.0	2.	A	4(	19, 22)	13.6	22	0.99	76.0	29.8	1.	A
5(	22, 23)	21.7	21	1.00	127.2	30.0	2.	A	6(	17, 18)	26.4	47	1.00	135.6	30.0	0.	A
7(	26, 31)	15.6	156	1.00	6.5	55.1	1.	A	8(	28, 29)	15.9	82	1.00	55.6	25.2	0.	A
9(	30, 29)	9.5	73	1.00	47.3	19.8	0.	A	10(	34, 26)	9.3	46	1.00	16.0	45.0	1.	A
11(	33, 5)	26.9	134	1.00	17.9	40.2	2.	A	12(	24, 4)	17.0	81	1.00	59.9	25.2	0.	A
13(	4, 52)	67.3	128	1.00	67.3	34.8	4.	A	14(	1, 2)	39.5	220	0.91	40.7	31.8	12.	C
15(	7, 26)	87.8	110	1.00	64.0	45.0	6.	A	16(	5, 8)	27.4	274	1.00	6.5	55.1	2.	A
17(	8, 9)	100.0	270	1.00	24.1	55.2	6.	A	18(	9, 10)	135.6	266	1.00	33.2	55.2	8.	A
19(	10, 13)	378.8	253	1.00	98.1	55.0	24.	A	20(	13, 14)	359.3	240	1.00	98.1	55.0	23.	A
21(	14, 16)	163.4	234	1.00	45.7	55.2	10.	A	22(	35, 16)	4.1	82	1.00	14.3	25.2	0.	A
23(	15, 38)	75.1	300	1.00	16.3	55.2	4.	A	24(	38, 39)	135.4	452	1.00	19.6	55.2	8.	A
25(	41, 38)	26.4	156	1.00	35.2	34.8	0.	A	26(	39, 42)	132.6	531	1.00	18.1	49.8	8.	B
27(	42, 43)	247.3	618	1.00	28.9	49.8	15.	B	28(	44, 40)	176.3	410	1.00	31.1	49.8	10.	A
29(	40, 45)	196.6	656	1.00	21.7	49.7	12.	B	30(	45, 46)	65.3	654	1.00	7.2	49.8	4.	A
31(	47, 46)	11.0	110	1.00	28.5	25.2	0.	A	32(	49, 40)	25.2	252	1.00	28.5	25.2	0.	A
33(	53, 50)	183.3	116	1.00	103.4	55.0	10.	A	34(	50, 51)	154.1	111	1.00	91.0	55.0	9.	A
35(	51, 54)	49.2	109	1.00	29.3	55.2	3.	A	36(	54, 55)	257.0	100	0.99	168.9	54.8	17.	A
37(	55, 57)	249.6	90	0.99	182.0	54.8	17.	A	38(	57, 56)	80.9	87	1.00	60.7	55.2	5.	A
39(	58, 25)	8.9	178	1.00	24.0	15.0	0.	A	40(	25, 59)	89.4	175	1.00	36.9	49.8	5.	A
41(	60, 59)	3.5	14	1.00	51.8	34.8	0.	A	42(	27, 7)	25.4	113	1.00	64.2	25.2	0.	A
43(	61, 34)	2.3	47	1.00	14.3	25.2	0.	A	44(	3, 63)	29.2	146	1.00	13.0	55.2	2.	A
45(	63, 5)	213.3	139	1.00	100.2	55.0	12.	A	46(	29, 3)	117.5	147	1.00	114.2	25.2	14.	B
47(	6, 33)	204.7	137	1.00	97.1	55.2	12.	A	48(	31, 6)	34.1	155	1.00	14.3	55.2	2.	A
49(	16, 32)	124.5	311	1.00	26.1	55.2	7.	A	50(	32, 62)	35.0	350	1.00	6.5	55.2	2.	A
51(	64, 32)	3.8	40	1.00	45.6	15.0	0.	A	52(	62, 37)	69.6	348	1.00	13.0	55.2	4.	A
53(	37, 65)	159.8	533	1.00	19.6	55.2	9.	A	54(	65, 11)	105.9	530	1.00	13.0	55.2	6.	A
55(	11, 66)	101.3	203	1.00	36.2	49.8	6.	A	56(	66, 2)	26.2	202	1.00	9.4	49.8	2.	A
57(	2, 44)	42.1	421	1.00	7.2	49.8	2.	A	58(	12, 68)	30.9	309	1.00	6.5	55.2	2.	A
59(	68, 15)	76.5	306	1.00	16.3	55.2	4.	A	60(	11, 67)	146.4	318	1.00	30.0	55.2	8.	A
61(	67, 12)	15.9	318	1.00	3.3	55.2	1.	A	62(	52, 53)	190.0	122	1.00	113.3	49.5	11.	A
63(	46, 69)	95.6	531	1.00	13.0	49.8	6.	A	64(	69, 48)	192.8	665	1.00	21.0	49.8	12.	B
65(	70, 69)	16.1	140	1.00	32.8	25.2	0.	A	66(	71, 39)	12.1	84	1.00	41.4	25.2	0.	A
67(	72, 42)	9.6	96	1.00	28.5	25.2	0.	A	68(	36, 1)	1.6	10	1.00	24.3	25.2	0.	A
69(	36, 37)	37.9	190	1.00	28.6	25.2	4.	A	70(	73, 36)	12.2	202	1.00	17.1	25.2	0.	A
71(	59, 74)	596.2	168	1.00	256.1	49.8	38.	A	72(	46, 47)	80.3	223	1.00	51.5	25.2	10.	C
73(	77, 78)	38.8	53	1.00	131.6	40.2	0.	A	74(	78, 79)	53.6	96	1.00	50.1	40.2	4.	A
75(	79, 80)	198.4	49	0.99	330.3	44.6	15.	A	76(	79, 81)	41.5	36	1.00	91.2	45.0	3.	A
77(	81, 82)	58.4	19	1.00	240.8	45.0	4.	A	78(	81, 83)	31.0	13	1.00	188.0	45.0	2.	A
79(	84, 78)	46.4	45	1.00	82.4	45.0	3.	A	80(	85, 86)	80.7	97	1.00	84.8	45.0	4.	A
81(	86, 87)	258.6	80	1.00	386.4	30.0	29.	A	82(	87, 88)	144.7	73	1.00	178.1	40.2	14.	A
83(	76, 84)	35.6	47	1.00	182.4	30.0	0.	A	84(	89, 90)	28.2	34	1.00	199.2	30.0	0.	A
85(	90, 91)	97.5	36	1.00	214.4	45.0	7.	A	86(	92, 90)	6.3	6	1.00	250.8	30.0	0.	A
87(	93, 91)	17.1	8	1.00	541.2	30.0	0.	A	88(	94, 85)	27.9	58	1.00	116.4	30.0	0.	A
89(	95, 96)	5.7	16	1.00	56.8	45.0	0.	A	90(	96, 97)	360.3	116	1.00	444.8	45.0	5.	A
91(	98, 99)	1.4	8	1.00	45.6	30.0	0.	A	92(	99, 100)	262.1	76	1.00	507.0	45.0	3.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 13 30 0, ELAPSED SIMULATED TIME IS 0 HOURS, 30 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93(	101, 102)	233.8	95	1.00	346.5	49.8	1.	A	94(	103, 104)	0.6	3	1.00	27.5	49.8	0.	A
95(	104, 101)	6.9	3	1.00	171.4	49.8	1.	A	96(	74, 106)	261.6	160	1.00	107.3	55.0	16.	A
97(	105, 106)	25.5	232	0.91	34.4	23.0	12.	E	98(	106, 75)	809.0	363	0.98	147.7	54.4	50.	B
99(	107, 108)	28.5	49	1.00	75.6	55.2	0.	A	100(	108, 109)	72.1	47	0.99	100.3	54.9	4.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 9789.64 VEHICLE-MINUTES = 12520.46 VEHICLE-TRIPS(EST.) = 2536

PCT OF VEHS THAT STOPPED = 0.371 MOVING/TOTAL TRIP TIME = 0.997 AVG. SPEED(MPH) = 46.91

AVG. QUEUE CONTENT = 7.5 VEH. AVG DELAY/VEH = 0.16 SEC. TOTAL DELAY = 43.5 MIN.

DELAY/VEH-MILE = 0.00 MIN/V-MILE TRAVEL TIME/VEH-MILE = 1.28 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	37.0	58.8	74.5	(19, 20)	17.7	28.1	35.6	(20, 21)	26.6	26.6	53.3
(19, 22)	17.7	28.1	35.6	(22, 23)	28.3	26.6	56.5	(17, 18)	34.4	30.4	68.7
(26, 31)	20.3	202.5	22.0	(28, 29)	20.7	53.0	49.2	(30, 29)	12.3	47.3	37.3
(34, 26)	12.1	60.3	16.1	(33, 5)	34.9	174.7	52.1	(24, 4)	22.1	52.5	52.5
(4, 52)	87.5	134.5	150.9	(1, 2)	51.4	142.7	96.9	(7, 26)	114.2	142.7	152.3
(5, 8)	35.6	355.7	38.7	(8, 9)	130.0	351.3	141.2	(9, 10)	176.2	345.5	191.5
(10, 13)	492.4	328.3	536.9	(13, 14)	467.0	311.3	509.2	(14, 16)	212.5	303.5	231.1
(35, 16)	5.3	53.0	12.6	(15, 38)	97.6	390.4	106.0	(38, 39)	176.1	586.9	191.5
(41, 38)	34.4	101.1	59.3	(39, 42)	172.4	689.6	207.8	(42, 43)	321.5	803.7	387.6
(44, 40)	229.1	533.0	276.2	(40, 45)	255.6	852.1	308.4	(45, 46)	85.0	849.5	102.4
(47, 46)	14.2	71.2	33.9	(49, 40)	32.7	163.5	77.8	(53, 50)	238.3	150.8	259.8
(50, 51)	200.4	144.2	218.7	(51, 54)	63.9	142.1	69.5	(54, 55)	334.1	130.0	365.9
(55, 57)	324.5	117.1	355.3	(57, 56)	105.2	113.1	114.4	(58, 25)	11.6	115.7	46.3
(25, 59)	116.2	227.8	140.1	(60, 59)	4.5	9.1	7.9	(27, 7)	33.0	73.3	78.5
(61, 34)	3.0	30.4	7.2	(3, 63)	38.0	189.9	41.3	(63, 5)	277.3	181.2	302.6
(29, 3)	152.8	191.0	363.4	(6, 33)	266.1	178.6	289.1	(31, 6)	44.3	201.2	48.1
(16, 32)	161.8	404.6	175.8	(32, 62)	45.6	455.5	49.5	(64, 32)	4.9	26.0	19.8
(62, 37)	90.5	452.4	98.3	(37, 65)	207.8	692.6	226.0	(65, 11)	137.7	688.3	149.6
(11, 66)	131.7	263.4	158.7	(66, 2)	34.1	262.2	41.1	(2, 44)	54.7	546.8	65.9
(12, 68)	40.1	401.2	43.6	(68, 15)	99.5	397.9	108.1	(11, 67)	190.3	413.7	206.7
(67, 12)	20.6	412.9	22.4	(52, 53)	247.0	158.3	299.1	(46, 69)	124.3	690.7	149.8
(69, 48)	250.7	864.5	302.3	(70, 69)	21.0	91.3	49.9	(71, 39)	15.8	54.3	37.5
(72, 42)	12.5	62.4	29.7	(36, 1)	2.1	12.3	5.0	(36, 37)	49.3	246.5	117.5
(73, 36)	15.8	131.6	37.6	(59, 74)	775.0	218.9	934.3	(46, 47)	104.4	289.9	248.6
(77, 78)	50.5	34.3	75.3	(78, 79)	69.7	124.4	103.9	(79, 80)	257.9	63.0	347.1
(79, 81)	53.9	47.3	71.9	(81, 82)	75.9	25.2	101.2	(81, 83)	40.3	17.2	53.8
(84, 78)	60.4	58.6	80.5	(85, 86)	104.9	98.9	139.8	(86, 87)	336.1	104.4	672.3
(87, 88)	188.1	94.5	280.5	(76, 84)	46.2	30.4	92.5	(89, 90)	36.7	22.1	73.4
(90, 91)	126.8	47.3	169.1	(92, 90)	8.2	3.9	16.3	(93, 91)	22.3	4.9	44.6
(94, 85)	36.3	37.4	72.6	(95, 96)	7.4	10.4	9.8	(96, 97)	468.4	84.2	624.5
(98, 99)	1.9	4.9	3.8	(99, 100)	340.7	53.8	454.7	(101, 102)	303.9	63.4	366.3
(103, 104)	0.8	2.1	1.0	(104, 101)	8.9	3.8	10.8	(74, 106)	340.0	207.3	370.7
(105, 106)	33.1	150.5	86.3	(106, 75)	1051.7	471.6	1160.9	(107, 108)	37.1	32.0	40.3
(108, 109)	93.7	61.2	102.3	(							

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 13 45 0, ELAPSED SIMULATED TIME IS 0 HOURS, 45 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	68.0	108	0.99	76.0	29.8	6.	A	2(	19, 20)	32.4	52	0.99	76.0	29.8	3.	A
3(	20, 21)	48.1	48	1.00	120.0	30.0	4.	A	4(	19, 22)	32.4	52	0.99	76.0	29.8	3.	A
5(	22, 23)	50.9	48	1.00	127.2	30.0	5.	A	6(	17, 18)	63.5	112	1.00	135.6	30.0	0.	A
7(	26, 31)	36.9	369	1.00	6.5	55.1	2.	A	8(	28, 29)	37.8	194	1.00	55.6	25.2	0.	A
9(	30, 29)	22.7	174	1.00	47.3	19.8	0.	A	10(	34, 26)	21.9	110	1.00	16.0	45.0	1.	A
11(	33, 5)	54.9	275	0.45	40.1	18.0	39.	F	12(	24, 4)	40.4	192	1.00	59.9	25.2	0.	A
13(	4, 52)	159.0	303	1.00	67.3	34.8	8.	A	14(	1, 2)	60.1	334	0.06	621.0	2.1	208.	F
15(	7, 26)	208.5	261	1.00	64.0	45.0	11.	A	16(	5, 8)	59.9	599	1.00	6.5	55.1	3.	A
17(	8, 9)	218.9	591	1.00	24.1	55.2	10.	A	18(	9, 10)	296.6	582	1.00	33.2	55.2	13.	A
19(	10, 13)	828.2	552	1.00	98.1	55.0	40.	A	20(	13, 14)	783.9	523	1.00	98.1	55.0	39.	A
21(	14, 16)	356.2	509	1.00	45.7	55.2	18.	A	22(	35, 16)	9.7	194	1.00	14.3	25.2	0.	A
23(	15, 38)	155.4	621	0.99	16.5	54.6	15.	C	24(	38, 39)	294.5	982	1.00	19.6	55.2	13.	A
25(	41, 38)	62.8	370	1.00	35.2	34.8	1.	A	26(	39, 42)	279.7	1119	0.93	19.5	46.3	44.	F
27(	42, 43)	477.5	1194	0.71	40.5	35.6	95.	F	28(	44, 40)	313.7	730	0.99	31.4	49.3	20.	B
29(	40, 45)	359.3	1198	1.00	21.8	49.6	14.	B	30(	45, 46)	117.6	1176	0.92	7.9	45.7	23.	F
31(	47, 46)	26.2	262	1.00	28.5	25.2	0.	A	32(	49, 40)	47.6	476	0.12	236.7	3.0	125.	F
33(	53, 50)	425.3	269	1.00	103.3	55.0	21.	A	34(	50, 51)	354.4	255	1.00	91.0	55.0	18.	A
35(	51, 54)	112.7	251	1.00	29.3	55.2	6.	A	36(	54, 55)	577.5	225	0.99	168.7	54.8	33.	A
37(	55, 57)	548.8	198	0.99	181.8	54.8	33.	A	38(	57, 56)	176.7	190	1.00	60.7	55.2	10.	A
39(	58, 25)	20.1	403	0.77	31.2	11.6	22.	F	40(	25, 59)	201.9	396	1.00	36.9	49.8	9.	B
41(	60, 59)	8.4	34	1.00	51.8	34.8	0.	A	42(	27, 7)	60.6	269	1.00	64.2	25.2	0.	A
43(	61, 34)	5.5	110	1.00	14.3	25.2	0.	A	44(	3, 63)	68.7	343	1.00	13.0	55.2	3.	A
45(	63, 5)	496.6	325	1.00	100.2	55.0	24.	A	46(	29, 3)	276.6	346	0.98	116.2	24.8	29.	D
47(	6, 33)	473.5	318	1.00	97.1	55.2	24.	B	48(	31, 6)	80.7	367	1.00	14.3	55.2	3.	B
49(	16, 32)	277.2	693	1.00	26.1	55.2	13.	A	50(	32, 62)	78.6	786	1.00	6.5	55.2	4.	A
51(	64, 32)	9.1	96	1.00	45.6	15.0	0.	A	52(	62, 37)	155.6	778	1.00	13.0	55.2	10.	B
53(	37, 65)	332.2	1107	1.00	19.6	55.2	14.	A	54(	65, 11)	220.1	1101	1.00	13.0	55.2	9.	A
55(	11, 66)	210.4	421	1.00	36.2	49.7	10.	B	56(	66, 2)	54.5	419	1.00	9.4	49.8	2.	A
57(	2, 44)	75.2	752	1.00	7.2	49.8	3.	A	58(	12, 68)	64.8	648	1.00	6.5	55.2	3.	A
59(	68, 15)	160.6	643	1.00	16.3	55.2	7.	A	60(	11, 67)	304.4	662	1.00	30.0	55.2	13.	A
61(	67, 12)	33.0	661	1.00	3.3	55.2	1.	A	62(	52, 53)	444.9	285	1.00	113.3	49.6	23.	A
63(	46, 69)	185.3	1030	1.00	13.0	49.8	7.	B	64(	69, 48)	356.9	1231	1.00	21.0	49.6	15.	B
65(	70, 69)	24.2	211	0.03	980.9	0.8	211.	F	66(	71, 39)	25.8	178	0.52	79.1	13.2	22.	F
67(	72, 42)	16.4	164	0.09	312.5	2.3	65.	F	68(	36, 1)	2.2	13	0.08	308.9	2.0	11.	E
69(	36, 37)	67.9	340	0.22	129.1	5.6	53.	F	70(	73, 36)	24.9	415	0.20	86.4	5.0	69.	F
71(	59, 74)	1297.5	367	0.98	261.4	48.8	80.	B	72(	46, 47)	143.0	397	1.00	51.6	25.1	10.	C
73(	77, 78)	92.3	126	1.00	131.6	40.2	0.	A	74(	78, 79)	126.5	226	1.00	50.1	40.2	8.	A
75(	79, 80)	456.1	112	0.99	330.1	44.6	30.	A	76(	79, 81)	97.5	86	1.00	91.2	45.0	6.	A
77(	81, 82)	133.7	44	1.00	240.8	45.0	9.	A	78(	81, 83)	71.7	31	1.00	188.0	45.0	5.	A
79(	84, 78)	109.1	106	1.00	82.4	45.0	6.	A	80(	85, 86)	191.9	230	1.00	84.8	45.0	8.	A
81(	86, 87)	593.1	184	1.00	386.4	30.0	59.	B	82(	87, 88)	324.0	163	1.00	178.1	40.2	27.	A
83(	76, 84)	83.9	110	1.00	182.4	30.0	0.	A	84(	89, 90)	67.7	82	1.00	199.2	30.0	0.	A
85(	90, 91)	228.9	85	1.00	214.4	45.0	13.	A	86(	92, 90)	14.6	14	1.00	250.8	30.0	0.	A
87(	93, 91)	43.3	19	1.00	541.2	30.0	0.	A	88(	94, 85)	66.7	138	1.00	116.4	30.0	0.	A
89(	95, 96)	13.3	38	1.00	56.8	45.0	0.	A	90(	96, 97)	845.7	274	1.00	444.8	45.0	11.	A
91(	98, 99)	3.5	18	1.00	45.6	30.0	0.	A	92(	99, 100)	620.4	182	1.00	506.9	45.0	6.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 13 45 0, ELAPSED SIMULATED TIME IS 0 HOURS, 45 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93(	101, 102)	558.5	227	1.00	346.5	49.8	2.	A	94(	103, 104)	1.4	8	1.00	27.5	49.8	0.	A
95(	104, 101)	16.4	7	1.00	171.4	49.8	1.	A	96(	74, 106)	568.4	347	1.00	107.3	55.0	27.	B
97(	105, 106)	39.5	359	0.05	635.6	1.2	221.	F	98(	106, 75)	1474.9	661	0.95	152.5	52.6	67.	C
99(	107, 108)	68.2	118	1.00	75.6	55.2	0.	A	100(	108, 109)	170.7	112	0.99	100.3	54.9	8.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 21159.58 VEHICLE-MINUTES = 34836.01 VEHICLE-TRIPS(EST.) = 5028

PCT OF VEHS THAT STOPPED = 5.565 MOVING/TOTAL TRIP TIME = 0.776 AVG. SPEED(MPH) = 36.44

AVG. QUEUE CONTENT = 223.3 VEH. AVG DELAY/VEH = 14.15 SEC. TOTAL DELAY = 7797.8 MIN.

DELAY/VEH-MILE = 0.37 MIN/V-MILE TRAVEL TIME/VEH-MILE = 1.65 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	88.4	140.3	177.8	(19, 20)	42.2	66.9	84.8	(20, 21)	62.5	62.5	125.1
(19, 22)	42.2	66.9	84.8	(22, 23)	66.1	62.4	132.3	(17, 18)	82.6	73.1	165.1
(26, 31)	48.0	480.0	52.2	(28, 29)	49.2	126.1	117.0	(30, 29)	29.5	113.4	89.5
(34, 26)	28.5	142.3	38.0	(33, 5)	71.4	356.8	238.4	(24, 4)	52.5	125.1	124.9
(4, 52)	206.7	318.0	356.6	(1, 2)	78.2	217.1	2247.2	(7, 26)	271.0	338.8	361.4
(5, 8)	77.8	778.3	84.7	(8, 9)	284.5	768.8	309.1	(9, 10)	385.6	755.9	418.9
(10, 13)	1076.6	717.7	1173.5	(13, 14)	1019.1	679.4	1110.7	(14, 16)	463.0	661.4	503.5
(35, 16)	12.6	126.1	30.0	(15, 38)	202.0	807.8	222.0	(38, 39)	382.8	1276.1	416.4
(41, 38)	81.7	240.2	141.0	(39, 42)	363.6	1454.3	471.5	(42, 43)	620.8	1551.9	1047.1
(44, 40)	407.8	948.6	495.9	(40, 45)	467.1	1556.9	564.5	(45, 46)	152.9	1529.3	200.7
(47, 46)	34.0	170.0	80.9	(49, 40)	61.9	309.7	1221.7	(53, 50)	552.9	350.0	602.7
(50, 51)	460.8	331.5	502.5	(51, 54)	146.5	325.6	159.2	(54, 55)	750.7	292.1	821.4
(55, 57)	713.4	257.5	780.5	(57, 56)	229.7	247.0	249.8	(58, 25)	26.2	261.8	136.0
(25, 59)	262.4	514.5	316.5	(60, 59)	10.9	21.8	18.8	(27, 7)	78.7	175.0	187.3
(61, 34)	7.2	71.8	17.1	(3, 63)	89.3	446.3	97.0	(63, 5)	645.6	422.0	704.4
(29, 3)	359.5	449.4	870.0	(6, 33)	615.6	413.1	668.8	(31, 6)	104.9	476.4	113.9
(16, 32)	360.4	901.0	391.6	(32, 62)	102.2	1022.1	111.2	(64, 32)	11.8	62.1	47.2
(62, 37)	202.3	1011.5	220.0	(37, 65)	431.9	1439.6	469.7	(65, 11)	286.2	1430.9	310.9
(11, 66)	273.6	547.2	330.1	(66, 2)	70.8	544.8	85.3	(2, 44)	97.8	977.6	117.8
(12, 68)	84.2	841.7	91.6	(68, 15)	208.8	835.2	226.9	(11, 67)	395.7	860.1	429.9
(67, 12)	42.9	858.8	46.6	(52, 53)	578.4	370.8	700.3	(46, 69)	240.8	1338.5	290.3
(69, 48)	464.0	1600.2	561.4	(70, 69)	31.5	136.9	2237.9	(71, 39)	33.5	115.7	152.6
(72, 42)	21.3	106.3	553.5	(36, 1)	2.8	16.6	85.7	(36, 37)	88.3	441.5	949.7
(73, 36)	32.4	269.8	388.5	(59, 74)	1686.7	476.4	2075.9	(46, 47)	185.9	516.4	443.8
(77, 78)	120.0	81.6	179.0	(78, 79)	164.4	293.5	245.2	(79, 80)	592.9	144.9	797.5
(79, 81)	126.7	111.1	168.9	(81, 82)	173.8	57.7	231.7	(81, 83)	93.2	39.6	124.2
(84, 78)	141.8	137.7	189.1	(85, 86)	249.4	235.3	332.6	(86, 87)	771.1	239.5	1542.2
(87, 88)	421.2	211.6	628.2	(76, 84)	109.1	71.8	218.2	(89, 90)	88.0	53.0	176.1
(90, 91)	297.5	111.0	396.7	(92, 90)	19.0	9.1	38.0	(93, 91)	56.3	12.5	112.6
(94, 85)	86.8	89.4	173.5	(95, 96)	17.4	24.4	23.1	(96, 97)	1099.4	197.7	1465.9
(98, 99)	4.5	12.0	9.1	(99, 100)	806.5	127.4	1076.4	(101, 102)	726.1	151.6	875.3
(103, 104)	1.9	4.9	2.3	(104, 101)	21.3	9.0	25.6	(74, 106)	738.9	450.6	805.5
(105, 106)	51.4	233.6	2474.9	(106, 75)	1917.3	859.8	2185.4	(107, 108)	88.7	76.4	96.3
(108, 109)	222.0	145.1	242.4	(							

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 14 0 0, ELAPSED SIMULATED TIME IS 1 HOURS, 0 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	90.1	143	0.98	76.8	29.5	3.	A	2(	19, 20)	44.3	70	0.99	76.6	29.6	1.	A
3(	20, 21)	69.2	69	0.99	121.0	29.7	2.	A	4(	19, 22)	44.3	70	0.99	76.6	29.6	1.	A
5(	22, 23)	73.4	69	0.99	128.2	29.8	2.	A	6(	17, 18)	81.8	145	1.00	135.6	30.0	0.	A
7(	26, 31)	48.7	487	1.00	6.5	55.1	1.	A	8(	28, 29)	48.8	250	1.00	55.6	25.2	0.	A
9(	30, 29)	29.2	225	1.00	47.3	19.8	0.	A	10(	34, 26)	28.5	142	1.00	16.1	44.9	1.	A
11(	33, 5)	76.0	380	0.13	133.2	5.4	41.	F	12(	24, 4)	52.1	248	1.00	59.9	25.2	0.	A
13(	4, 52)	209.1	397	1.00	67.3	34.8	4.	A	14(	1, 2)	76.6	426	0.02	1514.6	0.9	270.	F
15(	7, 26)	275.4	344	0.99	64.6	44.6	6.	A	16(	5, 8)	84.1	841	1.00	6.5	55.1	2.	A
17(	8, 9)	310.0	838	1.00	24.2	55.1	6.	A	18(	9, 10)	425.1	833	1.00	33.3	55.1	8.	A
19(	10, 13)	1230.4	820	0.99	98.8	54.7	24.	A	20(	13, 14)	1209.4	806	0.99	98.7	54.7	24.	A
21(	14, 16)	559.0	799	1.00	45.8	55.0	12.	A	22(	35, 16)	12.5	250	1.00	14.3	25.2	0.	A
23(	15, 38)	234.7	939	0.60	27.2	33.1	10.	B	24(	38, 39)	423.2	1411	0.71	27.5	39.3	10.	A
25(	41, 38)	81.4	479	1.00	35.2	34.7	0.	A	26(	39, 42)	402.5	1610	0.69	26.3	34.2	14.	C
27(	42, 43)	681.5	1704	0.49	58.6	24.6	108.	F	28(	44, 40)	450.5	1048	0.95	32.7	47.4	10.	A
29(	40, 45)	517.8	1726	0.98	22.2	48.6	29.	E	30(	45, 46)	169.3	1693	0.63	11.5	31.4	35.	F
31(	47, 46)	33.7	337	1.00	28.5	25.2	0.	A	32(	49, 40)	70.1	701	0.07	402.5	1.8	75.	F
33(	53, 50)	607.8	385	0.99	104.2	54.6	10.	A	34(	50, 51)	527.6	380	0.99	91.8	54.5	9.	A
35(	51, 54)	170.1	378	1.00	29.4	55.0	3.	A	36(	54, 55)	945.0	368	0.99	169.9	54.5	18.	A
37(	55, 57)	978.4	353	0.99	182.7	54.6	21.	A	38(	57, 56)	321.9	346	1.00	60.9	55.0	9.	A
39(	58, 25)	27.4	548	0.75	32.0	11.3	0.	A	40(	25, 59)	277.8	545	0.99	37.1	49.5	5.	A
41(	60, 59)	10.8	43	1.00	51.8	34.8	0.	A	42(	27, 7)	78.1	347	1.00	64.2	25.2	0.	A
43(	61, 34)	7.1	143	1.00	14.3	25.2	0.	A	44(	3, 63)	93.4	467	1.00	13.1	55.1	2.	A
45(	63, 5)	704.1	460	0.99	101.1	54.5	12.	A	46(	29, 3)	374.2	468	0.98	116.9	24.6	14.	B
47(	6, 33)	632.9	425	0.60	161.8	33.2	55.	D	48(	31, 6)	106.9	486	1.00	14.4	55.1	2.	A
49(	16, 32)	417.7	1044	1.00	26.1	55.1	8.	A	50(	32, 62)	116.7	1167	1.00	6.5	55.1	3.	A
51(	64, 32)	11.7	123	1.00	45.6	15.0	0.	A	52(	62, 37)	232.7	1164	1.00	13.1	55.0	5.	A
53(	37, 65)	494.0	1647	1.00	19.6	55.1	11.	A	54(	65, 11)	328.4	1642	1.00	13.0	55.2	7.	A
55(	11, 66)	317.5	635	1.00	36.3	49.6	7.	A	56(	66, 2)	82.3	634	1.00	9.4	49.8	2.	A
57(	2, 44)	105.9	1059	1.00	7.2	49.8	2.	A	58(	12, 68)	98.3	983	1.00	6.5	55.1	2.	A
59(	68, 15)	237.9	952	0.86	18.9	47.6	33.	D	60(	11, 67)	457.7	995	1.00	30.0	55.1	10.	A
61(	67, 12)	49.7	994	1.00	3.3	55.2	1.	A	62(	52, 53)	609.4	391	0.99	114.3	49.1	11.	A
63(	46, 69)	260.6	1448	1.00	13.0	49.7	6.	B	64(	69, 48)	492.1	1697	0.99	21.1	49.5	10.	B
65(	70, 69)	29.2	254	0.01	2551.3	0.3	265.	F	66(	71, 39)	30.5	210	0.11	364.0	2.9	47.	F
67(	72, 42)	19.5	195	0.03	1053.7	0.7	101.	F	68(	36, 1)	2.2	13	0.02	1421.6	0.4	20.	F
69(	36, 37)	97.9	490	0.15	194.9	3.7	58.	F	70(	73, 36)	34.8	579	0.08	225.4	1.9	45.	F
71(	59, 74)	2009.4	568	0.95	270.8	47.1	38.	A	72(	46, 47)	205.9	572	1.00	51.6	25.1	10.	C
73(	77, 78)	119.4	162	1.00	131.6	40.2	0.	A	74(	78, 79)	168.9	302	0.99	50.5	40.0	4.	A
75(	79, 80)	702.7	172	0.98	332.2	44.3	15.	A	76(	79, 81)	135.0	118	0.99	91.9	44.6	3.	A
77(	81, 82)	205.6	68	0.99	242.7	44.7	4.	A	78(	81, 83)	107.9	46	1.00	188.8	44.8	2.	A
79(	84, 78)	145.3	141	0.99	83.2	44.6	3.	A	80(	85, 86)	253.1	303	1.00	84.8	45.0	4.	A
81(	86, 87)	920.9	286	1.00	387.9	29.9	29.	A	82(	87, 88)	553.8	278	0.99	179.0	40.0	14.	A
83(	76, 84)	108.5	143	1.00	182.4	30.0	0.	A	84(	89, 90)	87.0	105	1.00	199.2	30.0	0.	A
85(	90, 91)	320.8	120	1.00	214.7	44.9	7.	A	86(	92, 90)	19.2	18	1.00	250.8	30.0	0.	A
87(	93, 91)	55.0	24	1.00	541.2	30.0	0.	A	88(	94, 85)	85.9	177	1.00	116.4	30.0	0.	A
89(	95, 96)	17.2	48	1.00	56.8	45.0	0.	A	90(	96, 97)	1132.6	361	1.00	444.8	45.0	5.	A
91(	98, 99)	4.5	24	1.00	45.6	30.0	0.	A	92(	99, 100)	827.3	239	1.00	507.3	44.9	3.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 14 0 0, ELAPSED SIMULATED TIME IS 1 HOURS, 0 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93	(101, 102)	729.1	294	1.00	346.5	49.8	1.	A	94	(103, 104)	1.9	10	1.00	27.5	49.8	0.	A
95	(104, 101)	23.0	10	1.00	172.2	49.5	1.	A	96	(74, 106)	915.3	558	0.99	108.0	54.7	17.	A
97	(105, 106)	50.8	461	0.02	1524.1	0.5	289.	F	98	(106, 75)	2215.0	993	0.94	154.9	51.8	48.	B
99	(107, 108)	87.9	152	1.00	75.6	55.2	0.	A	100	(108, 109)	228.6	149	0.98	101.3	54.4	4.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 30970.65 VEHICLE-MINUTES = 66044.44 VEHICLE-TRIPS(EST.) = 7216

PCT OF VEHS THAT STOPPED = 7.886 MOVING/TOTAL TRIP TIME = 0.595 AVG. SPEED(MPH) = 28.14

AVG. QUEUE CONTENT = 484.7 VEH. AVG DELAY/VEH = 33.61 SEC. TOTAL DELAY = 26717.9 MIN.

DELAY/VEH-MILE = 0.86 MIN/V-MILE TRAVEL TIME/VEH-MILE = 2.13 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	117.2	186.0	238.1	(19, 20)	57.7	91.5	116.9	(20, 21)	90.0	90.0	181.4
(19, 22)	57.7	91.5	116.9	(22, 23)	95.4	90.0	192.3	(17, 18)	106.3	94.1	212.7
(26, 31)	63.3	632.6	68.9	(28, 29)	63.5	162.8	151.0	(30, 29)	38.0	146.1	115.3
(34, 26)	37.0	185.1	49.5	(33, 5)	98.8	494.1	1096.7	(24, 4)	67.7	161.2	161.1
(4, 52)	271.8	418.2	469.3	(1, 2)	99.6	276.6	6983.4	(7, 26)	358.0	447.5	481.6
(5, 8)	109.3	1093.3	119.1	(8, 9)	403.1	1089.1	439.0	(9, 10)	552.6	1083.4	602.2
(10, 13)	1599.6	1066.4	1755.5	(13, 14)	1572.3	1048.2	1725.1	(14, 16)	726.7	1038.2	793.2
(35, 16)	16.3	162.8	38.7	(15, 38)	305.1	1220.6	553.9	(38, 39)	550.2	1833.9	839.3
(41, 38)	105.8	311.2	182.7	(39, 42)	523.3	2093.3	919.2	(42, 43)	886.0	2214.9	2162.9
(44, 40)	585.6	1362.1	742.0	(40, 45)	673.1	2243.7	830.2	(45, 46)	220.1	2200.8	420.3
(47, 46)	43.8	219.2	104.3	(49, 40)	91.2	455.8	3057.8	(53, 50)	790.1	500.1	868.8
(50, 51)	685.9	493.5	754.8	(51, 54)	221.1	491.3	241.0	(54, 55)	1228.5	478.0	1353.4
(55, 57)	1271.9	459.2	1398.5	(57, 56)	418.5	450.1	456.8	(58, 25)	35.6	355.9	189.6
(25, 59)	361.2	708.1	437.6	(60, 59)	14.0	28.1	24.2	(27, 7)	101.6	225.7	241.5
(61, 34)	9.3	92.8	22.1	(3, 63)	121.4	607.0	132.2	(63, 5)	915.3	598.3	1007.7
(29, 3)	486.5	608.1	1184.5	(6, 33)	822.8	552.2	1488.9	(31, 6)	138.9	631.3	151.3
(16, 32)	543.0	1357.6	591.2	(32, 62)	151.7	1516.8	165.2	(64, 32)	15.2	80.1	60.8
(62, 37)	302.5	1512.7	330.0	(37, 65)	642.1	2140.4	699.4	(65, 11)	427.0	2134.9	464.2
(11, 66)	412.8	825.5	499.5	(66, 2)	107.0	823.7	129.0	(2, 44)	137.7	1376.6	166.0
(12, 68)	127.8	1277.5	139.1	(68, 15)	309.3	1237.2	390.1	(11, 67)	595.0	1293.4	647.4
(67, 12)	64.6	1292.6	70.2	(52, 53)	792.2	507.8	967.7	(46, 69)	338.7	1882.7	408.6
(69, 48)	639.8	2206.4	775.1	(70, 69)	37.9	165.0	7014.8	(71, 39)	39.6	136.6	828.5
(72, 42)	25.3	126.5	2221.3	(36, 1)	2.8	16.6	394.3	(36, 37)	127.3	636.5	2068.0
(73, 36)	45.2	376.3	1413.8	(59, 74)	2612.2	737.9	3330.2	(46, 47)	267.7	743.6	639.8
(77, 78)	155.2	105.6	231.5	(78, 79)	219.6	392.1	329.7	(79, 80)	913.5	223.3	1236.7
(79, 81)	175.5	153.9	235.8	(81, 82)	267.3	88.8	359.1	(81, 83)	140.2	59.7	187.7
(84, 78)	188.9	183.4	254.2	(85, 86)	329.1	310.4	438.8	(86, 87)	1197.2	371.8	2403.4
(87, 88)	719.9	361.8	1079.6	(76, 84)	141.1	92.8	282.2	(89, 90)	113.1	68.1	226.2
(90, 91)	417.0	155.6	556.7	(92, 90)	25.0	12.0	50.0	(93, 91)	71.5	15.9	143.1
(94, 85)	111.7	115.2	223.5	(95, 96)	22.3	31.5	29.8	(96, 97)	1472.4	264.8	1963.3
(98, 99)	5.8	15.3	11.7	(99, 100)	1075.5	169.9	1436.7	(101, 102)	947.8	197.9	1142.7
(103, 104)	2.5	6.5	3.0	(104, 101)	29.9	12.6	36.2	(74, 106)	1189.8	725.5	1305.6
(105, 106)	66.0	299.9	7618.4	(106, 75)	2879.5	1291.3	3333.1	(107, 108)	114.3	98.5	124.2
(108, 109)	297.1	194.2	327.8	(							

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 14 30 0, ELAPSED SIMULATED TIME IS 1 HOURS, 30 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	91.8	146	0.97	78.2	29.0	0.	A	2(	19, 20)	46.0	73	0.97	77.7	29.2	0.	A
3(	20, 21)	74.0	74	0.98	122.2	29.5	0.	A	4(	19, 22)	46.0	73	0.97	77.7	29.2	0.	A
5(	22, 23)	78.5	74	0.98	129.4	29.5	0.	A	6(	17, 18)	81.8	145	1.00	135.6	30.0	0.	A
7(	26, 31)	49.3	494	0.99	6.6	54.5	0.	A	8(	28, 29)	48.8	250	1.00	55.6	25.2	0.	A
9(	30, 29)	29.2	225	1.00	47.3	19.8	0.	A	10(	34, 26)	28.6	143	0.97	16.5	43.7	0.	A
11(	33, 5)	100.9	504	0.10	175.9	4.1	0.	A	12(	24, 4)	52.1	248	1.00	59.9	25.2	0.	A
13(	4, 52)	211.8	401	0.98	68.3	34.2	0.	A	14(	1, 2)	107.1	595	0.02	2171.5	0.6	101.	F
15(	7, 26)	279.8	350	0.97	65.8	43.7	0.	A	16(	5, 8)	99.4	994	0.99	6.6	54.4	0.	A
17(	8, 9)	368.7	996	0.99	24.4	54.6	0.	A	18(	9, 10)	509.9	1000	0.99	33.6	54.7	0.	A
19(	10, 13)	1515.3	1010	0.98	99.6	54.2	0.	A	20(	13, 14)	1530.2	1020	0.98	99.5	54.3	0.	A
21(	14, 16)	716.5	1024	0.99	46.1	54.6	0.	A	22(	35, 16)	12.5	250	1.00	14.3	25.2	0.	A
23(	15, 38)	307.8	1231	0.66	24.8	36.3	0.	A	24(	38, 39)	513.7	1712	0.75	26.1	41.3	0.	A
25(	41, 38)	81.4	479	1.00	35.2	34.7	0.	A	26(	39, 42)	493.1	1973	0.71	25.4	35.4	0.	A
27(	42, 43)	894.8	2237	0.47	61.6	23.4	2.	A	28(	44, 40)	591.8	1377	0.96	32.4	47.8	3.	A
29(	40, 45)	646.8	2156	0.94	23.0	46.9	2.	A	30(	45, 46)	215.7	2157	0.59	12.2	29.6	1.	A
31(	47, 46)	33.7	337	1.00	28.5	25.2	0.	A	32(	49, 40)	77.6	776	0.07	394.1	1.8	0.	A
33(	53, 50)	648.6	411	0.98	105.3	54.0	0.	A	34(	50, 51)	576.1	415	0.98	92.7	54.0	0.	A
35(	51, 54)	187.1	416	0.99	29.6	54.7	0.	A	36(	54, 55)	1087.7	423	0.98	170.8	54.2	0.	A
37(	55, 57)	1191.1	430	0.98	183.6	54.3	0.	A	38(	57, 56)	401.2	431	0.98	61.6	54.4	0.	A
39(	58, 25)	27.4	548	0.75	32.0	11.3	0.	A	40(	25, 59)	280.4	550	0.97	37.9	48.4	0.	A
41(	60, 59)	10.8	43	1.00	51.8	34.8	0.	A	42(	27, 7)	78.1	347	1.00	64.2	25.2	0.	A
43(	61, 34)	7.1	143	1.00	14.3	25.2	0.	A	44(	3, 63)	96.4	482	0.98	13.3	54.3	0.	A
45(	63, 5)	745.4	487	0.98	102.2	53.9	0.	A	46(	29, 3)	385.0	481	0.96	118.4	24.3	0.	A
47(	6, 33)	757.5	508	0.49	196.7	27.3	0.	A	48(	31, 6)	108.8	494	0.99	14.5	54.6	0.	A
49(	16, 32)	511.0	1278	0.99	26.2	54.9	0.	A	50(	32, 62)	140.2	1402	1.00	6.5	55.0	0.	A
51(	64, 32)	11.7	123	1.00	45.6	15.0	0.	A	52(	62, 37)	280.8	1404	0.99	13.1	54.9	0.	A
53(	37, 65)	600.0	2000	0.99	19.7	54.9	0.	A	54(	65, 11)	400.5	2002	1.00	13.1	55.1	0.	A
55(	11, 66)	391.2	782	0.99	36.5	49.4	0.	A	56(	66, 2)	101.7	783	1.00	9.4	49.7	0.	A
57(	2, 44)	137.9	1379	1.00	7.2	49.8	1.	A	58(	12, 68)	121.9	1219	1.00	6.5	55.0	0.	A
59(	68, 15)	305.1	1220	0.83	19.6	45.9	0.	A	60(	11, 67)	563.0	1224	0.99	30.2	54.9	0.	A
61(	67, 12)	61.2	1224	1.00	3.3	55.2	0.	A	62(	52, 53)	633.5	406	0.98	115.7	48.6	0.	A
63(	46, 69)	313.1	1740	1.00	13.0	49.7	1.	A	64(	69, 48)	604.2	2084	0.99	21.1	49.5	3.	A
65(	70, 69)	39.1	340	0.01	4206.8	0.2	178.	F	66(	71, 39)	37.2	257	0.09	475.8	2.2	0.	A
67(	72, 42)	25.8	258	0.02	1770.0	0.4	36.	F	68(	36, 1)	2.2	13	0.01	4217.6	0.1	20.	F
69(	36, 37)	118.6	593	0.14	206.6	3.5	0.	A	70(	73, 36)	37.5	624	0.07	230.1	1.9	0.	A
71(	59, 74)	2160.9	610	0.94	272.4	46.8	0.	A	72(	46, 47)	272.3	756	0.99	51.9	25.0	2.	A
73(	77, 78)	119.4	162	1.00	131.6	40.2	0.	A	74(	78, 79)	172.7	308	0.98	51.2	39.4	0.	A
75(	79, 80)	781.6	191	0.98	334.1	44.1	0.	A	76(	79, 81)	141.1	124	0.98	93.0	44.1	0.	A
77(	81, 82)	228.5	76	0.98	244.8	44.3	0.	A	78(	81, 83)	118.0	50	0.99	189.5	44.6	0.	A
79(	84, 78)	148.3	144	0.97	84.6	43.8	0.	A	80(	85, 86)	257.1	306	0.99	85.9	44.4	0.	A
81(	86, 87)	1027.2	319	0.99	389.1	29.8	0.	A	82(	87, 88)	646.3	325	0.99	179.8	39.8	0.	A
83(	76, 84)	108.5	143	1.00	182.4	30.0	0.	A	84(	89, 90)	87.0	105	1.00	199.2	30.0	0.	A
85(	90, 91)	338.5	126	1.00	214.9	44.9	0.	A	86(	92, 90)	19.2	18	1.00	250.8	30.0	0.	A
87(	93, 91)	55.0	24	1.00	541.2	30.0	0.	A	88(	94, 85)	85.9	177	1.00	116.4	30.0	0.	A
89(	95, 96)	17.2	48	1.00	56.8	45.0	0.	A	90(	96, 97)	1162.1	366	1.00	444.9	45.0	0.	A
91(	98, 99)	4.5	24	1.00	45.6	30.0	0.	A	92(	99, 100)	845.7	242	1.00	508.0	44.9	0.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 14 30 0, ELAPSED SIMULATED TIME IS 1 HOURS, 30 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93(	101, 102)	735.8	296	1.00	346.7	49.7	0.	A	94(	103, 104)	1.9	10	1.00	27.5	49.8	0.	A
95(	104, 101)	24.2	10	0.99	173.5	49.2	0.	A	96(	74, 106)	1012.5	617	0.98	109.1	54.1	0.	A
97(	105, 106)	71.8	652	0.02	2087.1	0.4	97.	F	98(	106, 75)	2845.6	1276	0.95	153.5	52.3	16.	A
99(	107, 108)	87.9	152	1.00	75.6	55.2	0.	A	100(	108, 109)	234.4	153	0.97	102.8	53.6	0.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 35771.88 VEHICLE-MINUTES = 94588.10 VEHICLE-TRIPS(EST.) = 8799

PCT OF VEHS THAT STOPPED = 7.388 MOVING/TOTAL TRIP TIME = 0.477 AVG. SPEED(MPH) = 22.69

AVG. QUEUE CONTENT = 565.4 VEH. AVG DELAY/VEH = 52.09 SEC. TOTAL DELAY = 49489.2 MIN.

DELAY/VEH-MILE = 1.38 MIN/V-MILE TRAVEL TIME/VEH-MILE = 2.64 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	119.4	189.5	247.0	(19, 20)	59.8	94.9	122.8	(20, 21)	96.2	96.2	195.8
(19, 22)	59.8	94.9	122.8	(22, 23)	102.1	96.3	207.7	(17, 18)	106.3	94.1	212.7
(26, 31)	64.2	641.5	70.6	(28, 29)	63.5	162.8	151.0	(30, 29)	38.0	146.1	115.3
(34, 26)	37.2	185.8	51.0	(33, 5)	131.1	655.7	1922.4	(24, 4)	67.7	161.2	161.1
(4, 52)	275.3	423.5	482.4	(1, 2)	139.2	386.6	13992.3	(7, 26)	363.7	454.6	498.9
(5, 8)	129.2	1292.1	142.4	(8, 9)	479.3	1295.2	526.7	(9, 10)	662.9	1299.7	727.7
(10, 13)	1969.9	1313.3	2180.0	(13, 14)	1989.2	1326.1	2199.6	(14, 16)	931.5	1330.7	1022.7
(35, 16)	16.3	162.8	38.7	(15, 38)	400.1	1600.3	662.0	(38, 39)	667.8	2226.1	970.2
(41, 38)	105.8	311.2	182.7	(39, 42)	641.1	2564.4	1085.6	(42, 43)	1163.3	2908.2	2985.3
(44, 40)	769.4	1789.6	965.6	(40, 45)	840.8	2802.7	1076.3	(45, 46)	280.4	2803.7	568.2
(47, 46)	43.8	219.2	104.3	(49, 40)	100.9	504.3	3312.2	(53, 50)	843.1	533.6	936.9
(50, 51)	749.0	538.8	832.6	(51, 54)	243.2	540.5	266.9	(54, 55)	1414.0	550.2	1565.9
(55, 57)	1548.5	559.0	1710.5	(57, 56)	521.5	560.8	575.3	(58, 25)	35.6	355.9	189.6
(25, 59)	364.5	714.6	451.9	(60, 59)	14.0	28.1	24.2	(27, 7)	101.6	225.7	241.5
(61, 34)	9.3	92.8	22.1	(3, 63)	125.3	626.5	138.4	(63, 5)	969.0	633.4	1079.1
(29, 3)	500.6	625.7	1234.2	(6, 33)	984.7	660.9	2167.0	(31, 6)	141.4	642.6	155.3
(16, 32)	664.3	1660.8	725.9	(32, 62)	182.3	1823.1	198.8	(64, 32)	15.2	80.1	60.8
(62, 37)	365.0	1824.9	398.7	(37, 65)	780.0	2600.1	852.7	(65, 11)	520.6	2603.1	567.2
(11, 66)	508.6	1017.1	618.2	(66, 2)	132.2	1017.5	159.6	(2, 44)	179.3	1792.8	216.2
(12, 68)	158.4	1584.2	172.7	(68, 15)	396.6	1586.5	518.7	(11, 67)	732.0	1591.1	799.9
(67, 12)	79.6	1591.3	86.5	(52, 53)	823.6	527.9	1017.8	(46, 69)	407.1	2262.5	491.9
(69, 48)	785.5	2708.9	952.9	(70, 69)	50.8	220.9	15485.9	(71, 39)	48.4	166.9	1323.7
(72, 42)	33.6	168.0	4954.8	(36, 1)	2.8	16.6	1169.7	(36, 37)	154.2	770.8	2653.8
(73, 36)	48.7	405.7	1555.4	(59, 74)	2809.2	793.5	3602.3	(46, 47)	354.0	983.3	850.9
(77, 78)	155.2	105.6	231.5	(78, 79)	224.5	400.8	342.0	(79, 80)	1016.1	248.4	1383.4
(79, 81)	183.5	160.9	249.5	(81, 82)	297.0	98.7	402.5	(81, 83)	153.4	65.3	206.1
(84, 78)	192.8	187.2	264.0	(85, 86)	334.2	315.3	451.3	(86, 87)	1335.4	414.7	2689.4
(87, 88)	840.2	422.2	1265.4	(76, 84)	141.1	92.8	282.2	(89, 90)	113.1	68.1	226.2
(90, 91)	440.0	164.2	588.2	(92, 90)	25.0	12.0	50.0	(93, 91)	71.5	15.9	143.1
(94, 85)	111.7	115.2	223.5	(95, 96)	22.3	31.5	29.8	(96, 97)	1510.7	271.7	2014.5
(98, 99)	5.8	15.3	11.7	(99, 100)	1099.4	173.7	1470.4	(101, 102)	956.5	199.7	1153.7
(103, 104)	2.5	6.5	3.0	(104, 101)	31.4	13.3	38.3	(74, 106)	1316.3	802.6	1458.9
(105, 106)	93.3	423.9	14746.4	(106, 75)	3699.3	1658.9	4243.7	(107, 108)	114.3	98.5	124.2
(108, 109)	304.7	199.2	341.2	(							

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 15 0 0, ELAPSED SIMULATED TIME IS 2 HOURS, 0 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	91.8	146	0.97	78.2	29.0	0.	A	2(	19, 20)	46.0	73	0.97	77.7	29.2	0.	A
3(	20, 21)	74.0	74	0.98	122.2	29.5	0.	A	4(	19, 22)	46.0	73	0.97	77.7	29.2	0.	A
5(	22, 23)	78.5	74	0.98	129.4	29.5	0.	A	6(	17, 18)	81.8	145	1.00	135.6	30.0	0.	A
7(	26, 31)	49.3	494	0.99	6.6	54.5	0.	A	8(	28, 29)	48.8	250	1.00	55.6	25.2	0.	A
9(	30, 29)	29.2	225	1.00	47.3	19.8	0.	A	10(	34, 26)	28.6	143	0.97	16.5	43.7	0.	A
11(	33, 5)	100.9	504	0.10	175.9	4.1	0.	A	12(	24, 4)	52.1	248	1.00	59.9	25.2	0.	A
13(	4, 52)	211.8	401	0.98	68.3	34.2	0.	A	14(	1, 2)	134.6	715	0.02	1877.7	0.7	0.	A
15(	7, 26)	279.8	350	0.97	65.8	43.7	0.	A	16(	5, 8)	99.4	994	0.99	6.6	54.4	0.	A
17(	8, 9)	368.7	996	0.99	24.4	54.6	0.	A	18(	9, 10)	509.9	1000	0.99	33.6	54.7	0.	A
19(	10, 13)	1515.3	1010	0.98	99.6	54.2	0.	A	20(	13, 14)	1530.2	1020	0.98	99.5	54.3	0.	A
21(	14, 16)	716.7	1024	0.99	46.1	54.6	0.	A	22(	35, 16)	12.5	250	1.00	14.3	25.2	0.	A
23(	15, 38)	308.3	1233	0.66	24.8	36.3	0.	A	24(	38, 39)	514.5	1715	0.75	26.1	41.3	0.	A
25(	41, 38)	81.4	479	1.00	35.2	34.7	0.	A	26(	39, 42)	493.9	1975	0.71	25.4	35.4	0.	A
27(	42, 43)	911.3	2278	0.47	61.1	23.6	0.	A	28(	44, 40)	645.7	1502	0.96	32.5	47.7	0.	A
29(	40, 45)	685.1	2284	0.94	23.0	46.9	0.	A	30(	45, 46)	228.5	2285	0.61	11.9	30.3	0.	A
31(	47, 46)	33.7	337	1.00	28.5	25.2	0.	A	32(	49, 40)	77.6	776	0.07	394.1	1.8	0.	A
33(	53, 50)	648.6	411	0.98	105.3	54.0	0.	A	34(	50, 51)	576.1	415	0.98	92.7	54.0	0.	A
35(	51, 54)	187.1	416	0.99	29.6	54.7	0.	A	36(	54, 55)	1087.7	423	0.98	170.8	54.2	0.	A
37(	55, 57)	1191.1	430	0.98	183.6	54.3	0.	A	38(	57, 56)	401.2	431	0.98	61.6	54.4	0.	A
39(	58, 25)	27.4	548	0.75	32.0	11.3	0.	A	40(	25, 59)	280.4	550	0.97	37.9	48.4	0.	A
41(	60, 59)	10.8	43	1.00	51.8	34.8	0.	A	42(	27, 7)	78.1	347	1.00	64.2	25.2	0.	A
43(	61, 34)	7.1	143	1.00	14.3	25.2	0.	A	44(	3, 63)	96.4	482	0.98	13.3	54.3	0.	A
45(	63, 5)	745.4	487	0.98	102.2	53.9	0.	A	46(	29, 3)	385.0	481	0.96	118.4	24.3	0.	A
47(	6, 33)	757.5	508	0.49	196.7	27.3	0.	A	48(	31, 6)	108.8	494	0.99	14.5	54.6	0.	A
49(	16, 32)	511.2	1278	0.99	26.2	54.9	0.	A	50(	32, 62)	140.3	1403	1.00	6.5	55.0	0.	A
51(	64, 32)	11.7	123	1.00	45.6	15.0	0.	A	52(	62, 37)	280.9	1405	0.99	13.1	54.9	0.	A
53(	37, 65)	600.4	2001	0.99	19.7	54.9	0.	A	54(	65, 11)	400.8	2004	1.00	13.1	55.1	0.	A
55(	11, 66)	391.6	783	0.99	36.5	49.3	0.	A	56(	66, 2)	101.8	784	1.00	9.4	49.7	0.	A
57(	2, 44)	150.1	1501	0.99	7.3	49.4	0.	A	58(	12, 68)	122.0	1220	1.00	6.5	55.0	0.	A
59(	68, 15)	305.5	1222	0.83	19.6	45.9	0.	A	60(	11, 67)	563.6	1225	0.99	30.2	54.9	0.	A
61(	67, 12)	61.3	1225	1.00	3.3	55.2	0.	A	62(	52, 53)	633.5	406	0.98	115.7	48.6	0.	A
63(	46, 69)	328.3	1825	1.00	13.1	49.6	0.	A	64(	69, 48)	665.9	2296	0.99	21.1	49.5	2.	A
65(	70, 69)	53.7	467	0.01	3942.1	0.2	51.	F	66(	71, 39)	37.2	257	0.09	475.8	2.2	0.	A
67(	72, 42)	29.5	295	0.02	1645.0	0.4	0.	A	68(	36, 1)	5.5	33	0.01	2063.0	0.3	0.	A
69(	36, 37)	118.6	593	0.14	206.6	3.5	0.	A	70(	73, 36)	37.5	624	0.07	230.1	1.9	0.	A
71(	59, 74)	2160.9	610	0.94	272.4	46.8	0.	A	72(	46, 47)	289.1	803	0.99	52.0	24.9	0.	A
73(	77, 78)	119.4	162	1.00	131.6	40.2	0.	A	74(	78, 79)	172.7	308	0.98	51.2	39.4	0.	A
75(	79, 80)	781.6	191	0.98	334.1	44.1	0.	A	76(	79, 81)	141.1	124	0.98	93.0	44.1	0.	A
77(	81, 82)	228.5	76	0.98	244.8	44.3	0.	A	78(	81, 83)	118.0	50	0.99	189.5	44.6	0.	A
79(	84, 78)	148.3	144	0.97	84.6	43.8	0.	A	80(	85, 86)	257.1	306	0.99	85.9	44.4	0.	A
81(	86, 87)	1027.2	319	0.99	389.1	29.8	0.	A	82(	87, 88)	646.3	325	0.99	179.8	39.8	0.	A
83(	76, 84)	108.5	143	1.00	182.4	30.0	0.	A	84(	89, 90)	87.0	105	1.00	199.2	30.0	0.	A
85(	90, 91)	338.5	126	1.00	214.9	44.9	0.	A	86(	92, 90)	19.2	18	1.00	250.8	30.0	0.	A
87(	93, 91)	55.0	24	1.00	541.2	30.0	0.	A	88(	94, 85)	85.9	177	1.00	116.4	30.0	0.	A
89(	95, 96)	17.2	48	1.00	56.8	45.0	0.	A	90(	96, 97)	1162.1	366	1.00	444.9	45.0	0.	A
91(	98, 99)	4.5	24	1.00	45.6	30.0	0.	A	92(	99, 100)	845.7	242	1.00	508.0	44.9	0.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 15 0 0, ELAPSED SIMULATED TIME IS 2 HOURS, 0 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93(	101, 102)	735.8	296	1.00	346.7	49.7	0.	A	94(	103, 104)	1.9	10	1.00	27.5	49.8	0.	A
95(	104, 101)	24.2	10	0.99	173.5	49.2	0.	A	96(	74, 106)	1012.5	617	0.98	109.1	54.1	0.	A
97(	105, 106)	82.5	749	0.02	1922.0	0.4	0.	A	98(	106, 75)	3097.8	1389	0.95	153.3	52.4	0.	A
99(	107, 108)	87.9	152	1.00	75.6	55.2	0.	A	100(	108, 109)	234.4	153	0.97	102.8	53.6	0.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 36316.39 VEHICLE-MINUTES = 100668.51 VEHICLE-TRIPS(EST.) = 9214

PCT OF VEHS THAT STOPPED = 7.263 MOVING/TOTAL TRIP TIME = 0.455 AVG. SPEED(MPH) = 21.65

AVG. QUEUE CONTENT = 465.7 VEH. AVG DELAY/VEH = 56.52 SEC. TOTAL DELAY = 54871.7 MIN.

DELAY/VEH-MILE = 1.51 MIN/V-MILE TRAVEL TIME/VEH-MILE = 2.77 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	119.4	189.5	247.0	(19, 20)	59.8	94.9	122.8	(20, 21)	96.2	96.2	195.8
(19, 22)	59.8	94.9	122.8	(22, 23)	102.1	96.3	207.7	(17, 18)	106.3	94.1	212.7
(26, 31)	64.2	641.5	70.6	(28, 29)	63.5	162.8	151.0	(30, 29)	38.0	146.1	115.3
(34, 26)	37.2	185.8	51.0	(33, 5)	131.1	655.7	1922.4	(24, 4)	67.7	161.2	161.1
(4, 52)	275.3	423.5	482.4	(1, 2)	175.0	486.1	15211.8	(7, 26)	363.7	454.6	498.9
(5, 8)	129.2	1292.1	142.4	(8, 9)	479.3	1295.2	526.7	(9, 10)	662.9	1299.7	727.7
(10, 13)	1969.9	1313.3	2180.0	(13, 14)	1989.2	1326.1	2199.8	(14, 16)	931.7	1331.1	1023.5
(35, 16)	16.3	162.8	38.7	(15, 38)	400.7	1602.9	662.8	(38, 39)	668.8	2229.4	971.5
(41, 38)	105.8	311.2	182.7	(39, 42)	642.0	2568.0	1086.9	(42, 43)	1184.7	2961.7	3015.4
(44, 40)	839.5	1952.6	1056.3	(40, 45)	890.7	2968.9	1139.0	(45, 46)	297.1	2970.8	588.7
(47, 46)	43.8	219.2	104.3	(49, 40)	100.9	504.3	3312.2	(53, 50)	843.1	533.6	936.9
(50, 51)	749.0	538.8	832.6	(51, 54)	243.2	540.5	266.9	(54, 55)	1414.0	550.2	1565.9
(55, 57)	1548.5	559.0	1710.5	(57, 56)	521.5	560.8	575.3	(58, 25)	35.6	355.9	189.6
(25, 59)	364.5	714.6	451.9	(60, 59)	14.0	28.1	24.2	(27, 7)	101.6	225.7	241.5
(61, 34)	9.3	92.8	22.1	(3, 63)	125.3	626.5	138.4	(63, 5)	969.0	633.4	1079.1
(29, 3)	500.6	625.7	1234.2	(6, 33)	984.7	660.9	2167.0	(31, 6)	141.4	642.6	155.3
(16, 32)	664.6	1661.5	726.6	(32, 62)	182.4	1823.9	198.9	(64, 32)	15.2	80.1	60.8
(62, 37)	365.2	1826.1	399.1	(37, 65)	780.5	2601.7	853.4	(65, 11)	521.0	2605.1	567.8
(11, 66)	509.1	1018.2	619.1	(66, 2)	132.4	1018.7	159.8	(2, 44)	195.1	1951.4	237.2
(12, 68)	158.6	1586.0	172.9	(68, 15)	397.2	1588.7	519.4	(11, 67)	732.7	1592.8	801.1
(67, 12)	79.7	1593.0	86.6	(52, 53)	823.6	527.9	1017.8	(46, 69)	426.8	2372.1	516.2
(69, 48)	865.6	2985.3	1049.9	(70, 69)	69.8	303.6	19948.1	(71, 39)	48.4	166.9	1323.7
(72, 42)	38.3	191.6	5251.9	(36, 1)	7.2	42.4	1457.2	(36, 37)	154.2	770.8	2653.8
(73, 36)	48.7	405.7	1555.4	(59, 74)	2809.2	793.5	3602.3	(46, 47)	375.9	1044.0	905.2
(77, 78)	155.2	105.6	231.5	(78, 79)	224.5	400.8	342.0	(79, 80)	1016.1	248.4	1383.4
(79, 81)	183.5	160.9	249.5	(81, 82)	297.0	98.7	402.5	(81, 83)	153.4	65.3	206.1
(84, 78)	192.8	187.2	264.0	(85, 86)	334.2	315.3	451.3	(86, 87)	1335.4	414.7	2689.4
(87, 88)	840.2	422.2	1265.4	(76, 84)	141.1	92.8	282.2	(89, 90)	113.1	68.1	226.2
(90, 91)	440.0	164.2	588.2	(92, 90)	25.0	12.0	50.0	(93, 91)	71.5	15.9	143.1
(94, 85)	111.7	115.2	223.5	(95, 96)	22.3	31.5	29.8	(96, 97)	1510.7	271.7	2014.5
(98, 99)	5.8	15.3	11.7	(99, 100)	1099.4	173.7	1470.4	(101, 102)	956.5	199.7	1153.7
(103, 104)	2.5	6.5	3.0	(104, 101)	31.4	13.3	38.3	(74, 106)	1316.3	802.6	1458.9
(105, 106)	107.2	487.1	15603.8	(106, 75)	4027.2	1806.0	4613.8	(107, 108)	114.3	98.5	124.2
(108, 109)	304.7	199.2	341.2	(							

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 15 30 0, ELAPSED SIMULATED TIME IS 2 HOURS, 30 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
1(	18, 19)	91.8	146	0.97	78.2	29.0	0.	A	2(	19, 20)	46.0	73	0.97	77.7	29.2	0.	A
3(	20, 21)	74.0	74	0.98	122.2	29.5	0.	A	4(	19, 22)	46.0	73	0.97	77.7	29.2	0.	A
5(	22, 23)	78.5	74	0.98	129.4	29.5	0.	A	6(	17, 18)	81.8	145	1.00	135.6	30.0	0.	A
7(	26, 31)	49.3	494	0.99	6.6	54.5	0.	A	8(	28, 29)	48.8	250	1.00	55.6	25.2	0.	A
9(	30, 29)	29.2	225	1.00	47.3	19.8	0.	A	10(	34, 26)	28.6	143	0.97	16.5	43.7	0.	A
11(	33, 5)	100.9	504	0.10	175.9	4.1	0.	A	12(	24, 4)	52.1	248	1.00	59.9	25.2	0.	A
13(	4, 52)	211.8	401	0.98	68.3	34.2	0.	A	14(	1, 2)	134.6	715	0.02	1877.7	0.7	0.	A
15(	7, 26)	279.8	350	0.97	65.8	43.7	0.	A	16(	5, 8)	99.4	994	0.99	6.6	54.4	0.	A
17(	8, 9)	368.7	996	0.99	24.4	54.6	0.	A	18(	9, 10)	509.9	1000	0.99	33.6	54.7	0.	A
19(	10, 13)	1515.3	1010	0.98	99.6	54.2	0.	A	20(	13, 14)	1530.2	1020	0.98	99.5	54.3	0.	A
21(	14, 16)	716.7	1024	0.99	46.1	54.6	0.	A	22(	35, 16)	12.5	250	1.00	14.3	25.2	0.	A
23(	15, 38)	308.3	1233	0.66	24.8	36.3	0.	A	24(	38, 39)	514.5	1715	0.75	26.1	41.3	0.	A
25(	41, 38)	81.4	479	1.00	35.2	34.7	0.	A	26(	39, 42)	493.9	1975	0.71	25.4	35.4	0.	A
27(	42, 43)	911.3	2278	0.47	61.1	23.6	0.	A	28(	44, 40)	645.7	1502	0.96	32.5	47.7	0.	A
29(	40, 45)	685.1	2284	0.94	23.0	46.9	0.	A	30(	45, 46)	228.5	2285	0.61	11.9	30.3	0.	A
31(	47, 46)	33.7	337	1.00	28.5	25.2	0.	A	32(	49, 40)	77.6	776	0.07	394.1	1.8	0.	A
33(	53, 50)	648.6	411	0.98	105.3	54.0	0.	A	34(	50, 51)	576.1	415	0.98	92.7	54.0	0.	A
35(	51, 54)	187.1	416	0.99	29.6	54.7	0.	A	36(	54, 55)	1087.7	423	0.98	170.8	54.2	0.	A
37(	55, 57)	1191.1	430	0.98	183.6	54.3	0.	A	38(	57, 56)	401.2	431	0.98	61.6	54.4	0.	A
39(	58, 25)	27.4	548	0.75	32.0	11.3	0.	A	40(	25, 59)	280.4	550	0.97	37.9	48.4	0.	A
41(	60, 59)	10.8	43	1.00	51.8	34.8	0.	A	42(	27, 7)	78.1	347	1.00	64.2	25.2	0.	A
43(	61, 34)	7.1	143	1.00	14.3	25.2	0.	A	44(	3, 63)	96.4	482	0.98	13.3	54.3	0.	A
45(	63, 5)	745.4	487	0.98	102.2	53.9	0.	A	46(	29, 3)	385.0	481	0.96	118.4	24.3	0.	A
47(	6, 33)	757.5	508	0.49	196.7	27.3	0.	A	48(	31, 6)	108.8	494	0.99	14.5	54.6	0.	A
49(	16, 32)	511.2	1278	0.99	26.2	54.9	0.	A	50(	32, 62)	140.3	1403	1.00	6.5	55.0	0.	A
51(	64, 32)	11.7	123	1.00	45.6	15.0	0.	A	52(	62, 37)	280.9	1405	0.99	13.1	54.9	0.	A
53(	37, 65)	600.4	2001	0.99	19.7	54.9	0.	A	54(	65, 11)	400.8	2004	1.00	13.1	55.1	0.	A
55(	11, 66)	391.6	783	0.99	36.5	49.3	0.	A	56(	66, 2)	101.8	784	1.00	9.4	49.7	0.	A
57(	2, 44)	150.1	1501	0.99	7.3	49.4	0.	A	58(	12, 68)	122.0	1220	1.00	6.5	55.0	0.	A
59(	68, 15)	305.5	1222	0.83	19.6	45.9	0.	A	60(	11, 67)	563.6	1225	0.99	30.2	54.9	0.	A
61(	67, 12)	61.3	1225	1.00	3.3	55.2	0.	A	62(	52, 53)	633.5	406	0.98	115.7	48.6	0.	A
63(	46, 69)	328.3	1825	1.00	13.1	49.6	0.	A	64(	69, 48)	681.1	2349	0.99	21.2	49.3	0.	A
65(	70, 69)	59.5	518	0.01	3616.9	0.2	0.	A	66(	71, 39)	37.2	257	0.09	475.8	2.2	0.	A
67(	72, 42)	29.5	295	0.02	1645.0	0.4	0.	A	68(	36, 1)	5.5	33	0.01	2063.0	0.3	0.	A
69(	36, 37)	118.6	593	0.14	206.6	3.5	0.	A	70(	73, 36)	37.5	624	0.07	230.1	1.9	0.	A
71(	59, 74)	2160.9	610	0.94	272.4	46.8	0.	A	72(	46, 47)	289.1	803	0.99	52.0	24.9	0.	A
73(	77, 78)	119.4	162	1.00	131.6	40.2	0.	A	74(	78, 79)	172.7	308	0.98	51.2	39.4	0.	A
75(	79, 80)	781.6	191	0.98	334.1	44.1	0.	A	76(	79, 81)	141.1	124	0.98	93.0	44.1	0.	A
77(	81, 82)	228.5	76	0.98	244.8	44.3	0.	A	78(	81, 83)	118.0	50	0.99	189.5	44.6	0.	A
79(	84, 78)	148.3	144	0.97	84.6	43.8	0.	A	80(	85, 86)	257.1	306	0.99	85.9	44.4	0.	A
81(	86, 87)	1027.2	319	0.99	389.1	29.8	0.	A	82(	87, 88)	646.3	325	0.99	179.8	39.8	0.	A
83(	76, 84)	108.5	143	1.00	182.4	30.0	0.	A	84(	89, 90)	87.0	105	1.00	199.2	30.0	0.	A
85(	90, 91)	338.5	126	1.00	214.9	44.9	0.	A	86(	92, 90)	19.2	18	1.00	250.8	30.0	0.	A
87(	93, 91)	55.0	24	1.00	541.2	30.0	0.	A	88(	94, 85)	85.9	177	1.00	116.4	30.0	0.	A
89(	95, 96)	17.2	48	1.00	56.8	45.0	0.	A	90(	96, 97)	1162.1	366	1.00	444.9	45.0	0.	A
91(	98, 99)	4.5	24	1.00	45.6	30.0	0.	A	92(	99, 100)	845.7	242	1.00	508.0	44.9	0.	A

CUMULATIVE DYNEV SUBNETWORK NO. 1 STATISTICS SINCE BEGINNING OF SIMULATION

PRESENT TIME IS 15 30 0, ELAPSED SIMULATED TIME IS 2 HOURS, 30 MINUTES, 0 SECONDS

LINK STATISTICS

NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS	NO.	LINK	VEH-MILES	VEH-DISCH	M/T	AVG T-TIME SEC/V	AVG SPEED MPH	CNTNT VEH	LOS
93	(101, 102)	735.8	296	1.00	346.7	49.7	0.	A	94	(103, 104)	1.9	10	1.00	27.5	49.8	0.	A
95	(104, 101)	24.2	10	0.99	173.5	49.2	0.	A	96	(74, 106)	1012.5	617	0.98	109.1	54.1	0.	A
97	(105, 106)	82.5	749	0.02	1922.0	0.4	0.	A	98	(106, 75)	3097.8	1389	0.95	153.3	52.4	0.	A
99	(107, 108)	87.9	152	1.00	75.6	55.2	0.	A	100	(108, 109)	234.4	153	0.97	102.8	53.6	0.	A

DYNEV SUBNETWORK STATISTICS

VEHICLE-MILES = 36337.46 VEHICLE-MINUTES = 100954.47 VEHICLE-TRIPS(EST.) = 9267

PCT OF VEHS THAT STOPPED = 7.253 MOVING/TOTAL TRIP TIME = 0.454 AVG. SPEED(MPH) = 21.60

AVG. QUEUE CONTENT = 375.4 VEH. AVG DELAY/VEH = 56.71 SEC. TOTAL DELAY = 55125.4 MIN.

DELAY/VEH-MILE = 1.52 MIN/V-MILE TRAVEL TIME/VEH-MILE = 2.78 MIN/V-MILE

DYNEV SUBNETWORK NO. 1 PERSON MEASURES OF EFFECTIVENESS

LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN	LINK	PERSON MILES	PERSON TRIPS	TRVL-TIME PRSON-MIN
(18, 19)	119.4	189.5	247.0	(19, 20)	59.8	94.9	122.8	(20, 21)	96.2	96.2	195.8
(19, 22)	59.8	94.9	122.8	(22, 23)	102.1	96.3	207.7	(17, 18)	106.3	94.1	212.7
(26, 31)	64.2	641.5	70.6	(28, 29)	63.5	162.8	151.0	(30, 29)	58.0	146.1	115.3
(34, 26)	37.2	185.8	51.0	(33, 5)	131.1	655.7	1922.4	(24, 4)	67.7	161.2	161.1
(4, 52)	275.3	423.5	482.4	(1, 2)	175.0	486.1	15211.8	(7, 26)	363.7	454.6	498.9
(5, 8)	129.2	1292.1	142.4	(8, 9)	479.3	1295.2	526.7	(9, 10)	662.9	1299.7	727.7
(10, 13)	1969.9	1313.3	2180.0	(13, 14)	1989.2	1326.1	2199.8	(14, 16)	931.7	1331.1	1023.5
(35, 16)	16.3	162.8	38.7	(15, 38)	400.7	1602.9	662.8	(38, 39)	668.8	2229.4	971.5
(41, 38)	105.8	311.2	182.7	(39, 42)	642.0	2568.0	1086.9	(42, 43)	1184.7	2961.7	3015.4
(44, 40)	839.5	1952.6	1056.3	(40, 45)	890.7	2968.9	1139.0	(45, 46)	297.1	2970.8	588.7
(47, 46)	43.8	219.2	104.3	(49, 40)	100.9	504.3	3312.2	(53, 50)	843.1	533.6	936.9
(50, 51)	749.0	538.8	832.6	(51, 54)	243.2	540.5	266.9	(54, 55)	1414.0	550.2	1565.9
(55, 57)	1548.5	559.0	1710.5	(57, 56)	521.5	560.8	575.3	(58, 25)	35.6	355.9	189.6
(25, 59)	364.5	714.6	451.9	(60, 59)	14.0	28.1	24.2	(27, 7)	101.6	225.7	241.5
(61, 34)	9.3	92.8	22.1	(3, 63)	125.3	626.5	138.4	(63, 5)	969.0	633.4	1079.1
(29, 3)	500.6	625.7	1234.2	(6, 33)	984.7	660.9	2167.0	(31, 6)	141.4	642.6	155.3
(16, 32)	664.6	1661.5	726.6	(32, 62)	182.4	1823.9	198.9	(64, 32)	15.2	80.1	60.8
(62, 37)	365.2	1826.1	399.1	(37, 65)	780.5	2601.7	853.4	(65, 11)	521.0	2605.1	567.8
(11, 66)	509.1	1018.2	619.1	(66, 2)	132.4	1018.7	159.8	(2, 44)	195.1	1951.4	237.2
(12, 68)	158.6	1586.0	172.9	(68, 15)	397.2	1588.7	519.4	(11, 67)	732.7	1592.8	801.1
(67, 12)	79.7	1593.0	86.6	(52, 53)	823.6	527.9	1017.8	(46, 69)	426.8	2372.1	516.2
(69, 48)	885.4	3053.6	1076.6	(70, 69)	77.4	336.6	20293.1	(71, 39)	48.4	166.9	1323.7
(72, 42)	38.3	191.6	5251.9	(36, 1)	7.2	42.4	1457.2	(36, 37)	154.2	770.8	2653.8
(73, 36)	48.7	405.7	1555.4	(59, 74)	2809.2	793.5	3602.3	(46, 47)	375.9	1044.0	905.2
(77, 78)	155.2	105.6	231.5	(78, 79)	224.5	400.8	342.0	(79, 80)	1016.1	248.4	1383.4
(79, 81)	183.5	160.9	249.5	(81, 82)	297.0	98.7	402.5	(81, 83)	153.4	65.3	206.1
(84, 78)	192.8	187.2	264.0	(85, 86)	334.2	315.3	451.3	(86, 87)	1335.4	414.7	2689.4
(87, 88)	840.2	422.2	1265.4	(76, 84)	141.1	92.8	282.2	(89, 90)	113.1	68.1	226.2
(90, 91)	440.0	164.2	588.2	(92, 90)	25.0	12.0	50.0	(93, 91)	71.5	15.9	143.1
(94, 85)	111.7	115.2	223.5	(95, 96)	22.3	31.5	29.8	(96, 97)	1510.7	271.7	2014.5
(98, 99)	5.8	15.3	11.7	(99, 100)	1099.4	173.7	1470.4	(101, 102)	956.5	199.7	1153.7
(103, 104)	2.5	6.5	3.0	(104, 101)	31.4	13.3	38.3	(74, 106)	1316.3	802.6	1458.9
(105, 106)	107.2	487.1	15603.8	(106, 75)	4027.2	1806.0	4613.8	(107, 108)	114.3	98.5	124.2
(108, 109)	304.7	199.2	341.2	(							

*** CUMULATIVE VEHICLE TRIPS HAVE NOT CHANGED FOR MORE THAN ONE TIME INTERVAL - RUN TERMINATED

NODE 54 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(51, 54)														
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		STOP														

NODE 55 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(54, 55)														
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO														

NODE 56 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(57, 56)														
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO														

NODE 57 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(55, 57)														
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO														

NODE 58 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 59 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(60, 59)				(25, 59)										
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		STOP				GO										

NODE 60 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 61 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 62 SIGN CONTROL

PHASE	DURATION	APPROACHES

```
1        0          GO


   NODE   63      SIGN CONTROL

PHASE DURATION    ----------------------------------------   APPROACHES   ----------------------------------------
                      (   3,  63)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1        0          GO


   NODE   64      SIGN CONTROL
     NO APPROACHES TO THIS NODE


   NODE   65      SIGN CONTROL

PHASE DURATION    ----------------------------------------   APPROACHES   ----------------------------------------
                      (  37,  65)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1        0          GO


   NODE   66      SIGN CONTROL

PHASE DURATION    ----------------------------------------   APPROACHES   ----------------------------------------
                      (  11,  66)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1        0          YLD


   NODE   67      SIGN CONTROL

PHASE DURATION    ----------------------------------------   APPROACHES   ----------------------------------------
                      (  11,  67)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1        0          GO


   NODE   68      SIGN CONTROL

PHASE DURATION    ----------------------------------------   APPROACHES   ----------------------------------------
                      (  12,  68)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1        0          GO


   NODE   69      SIGN CONTROL

PHASE DURATION    ----------------------------------------   APPROACHES   ----------------------------------------
                      (  46,  69)          (  70,  69)
                  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
1        0          GO              YLD


   NODE   70      SIGN CONTROL
     NO APPROACHES TO THIS NODE
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NODE 71 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 72 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 73 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 74 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(59, 74)									
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU RITE DIAG
1	0	STOP									

NODE 75 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(106, 75)									
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU RITE DIAG
1	0		GO								

NODE 76 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 77 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 78 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(77, 78)				(84, 78)					
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU RITE DIAG
1	0	PROT				STOP					

NODE 79 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(78, 79)									
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU RITE DIAG
1	0		GO				GO				

NODE 80 SIGN CONTROL

```
                    (  79,  80)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0         GO

   NODE   81      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  79,  81)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0         GO   GO

   NODE   82      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  81,  82)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0         GO

   NODE   83      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  81,  83)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0         GO

   NODE   84      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  76,  84)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0     PROT

   NODE   85      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  94,  85)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0              YLD

   NODE   86      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  85,  86)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
   1        0         GO

   NODE   87      SIGN CONTROL

PHASE DURATION    ----------------------------------------  APPROACHES  ----------------------------------------
                    (  86,  87)
                LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG
```

NODE 88 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(87, 88)									
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO														

NODE 89 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 90 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(89, 90)				(92, 90)											
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO				YLD										

NODE 91 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(90, 91)				(93, 91)											
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO				YLD										

NODE 92 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 93 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 94 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 95 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 96 SIGN CONTROL

PHASE	DURATION	APPROACHES									
		(95, 96)									
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO														

NODE 97 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(96, 97)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 98 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 99 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(98, 99)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 100 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(99, 100)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 101 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(104, 101)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 YLD

NODE 102 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(101, 102)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 YLD

NODE 103 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 104 SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------

(103, 104)

LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG

1 0 GO

NODE 105 SIGN CONTROL

NO APPROACHES TO THIS NODE

NODE 106 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(74, 106)				(105, 106)										
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO			STOP										

NODE 107 SIGN CONTROL
NO APPROACHES TO THIS NODE

NODE 108 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(107, 108)														
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO													

NODE 109 SIGN CONTROL

PHASE	DURATION	APPROACHES														
		(108, 109)														
		LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG	LEFT	THRU	RITE	DIAG
1	0		GO													

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	220
2001	(61, 34)	57
2002	(24, 4)	99
2003	(27, 7)	139
2004	(70, 69)	172
2005	(35, 16)	100
2006	(41, 38)	192
2007	(17, 18)	58
2008	(28, 29)	100
2009	(30, 29)	90
2010	(4, 52)	60
2011	(1, 2)	273
2012	(64, 32)	50
2013	(71, 39)	103
2014	(47, 46)	135
2015	(49, 40)	311
2016	(60, 59)	18
2017	(72, 42)	118
2018	(73, 36)	250
2019	(94, 85)	71
2020	(77, 78)	65
2021	(89, 90)	42
2022	(92, 90)	8
2023	(76, 84)	57
2024	(93, 91)	10
2025	(85, 86)	52
2026	(95, 96)	20
2027	(96, 97)	126
2028	(98, 99)	10
2029	(99, 100)	87
2030	(101, 102)	114
2031	(103, 104)	4
2032	(105, 106)	300
2033	(107, 108)	61

SOURCE/SINK FLOW RATES

CENTROID NUMBER	LINK	SOURCE/SINK RATE (VEH/HR)
2000	(58, 25)	494
2001	(61, 34)	128
2002	(24, 4)	223
2003	(27, 7)	312
2004	(70, 69)	388
2005	(35, 16)	225
2006	(41, 38)	431
2007	(17, 18)	131
2008	(28, 29)	225
2009	(30, 29)	203
2010	(4, 52)	135
2011	(1, 2)	614
2012	(64, 32)	112
2013	(71, 39)	232
2014	(47, 46)	303
2015	(49, 40)	699
2016	(60, 59)	40
2017	(72, 42)	266
2018	(73, 36)	563
2019	(94, 85)	160
2020	(77, 78)	146
2021	(89, 90)	95
2022	(92, 90)	17
2023	(76, 84)	129
2024	(93, 91)	23
2025	(85, 86)	116
2026	(95, 96)	44
2027	(96, 97)	284
2028	(98, 99)	22
2029	(99, 100)	195
2030	(101, 102)	257
2031	(103, 104)	9
2032	(105, 106)	675
2033	(107, 108)	137