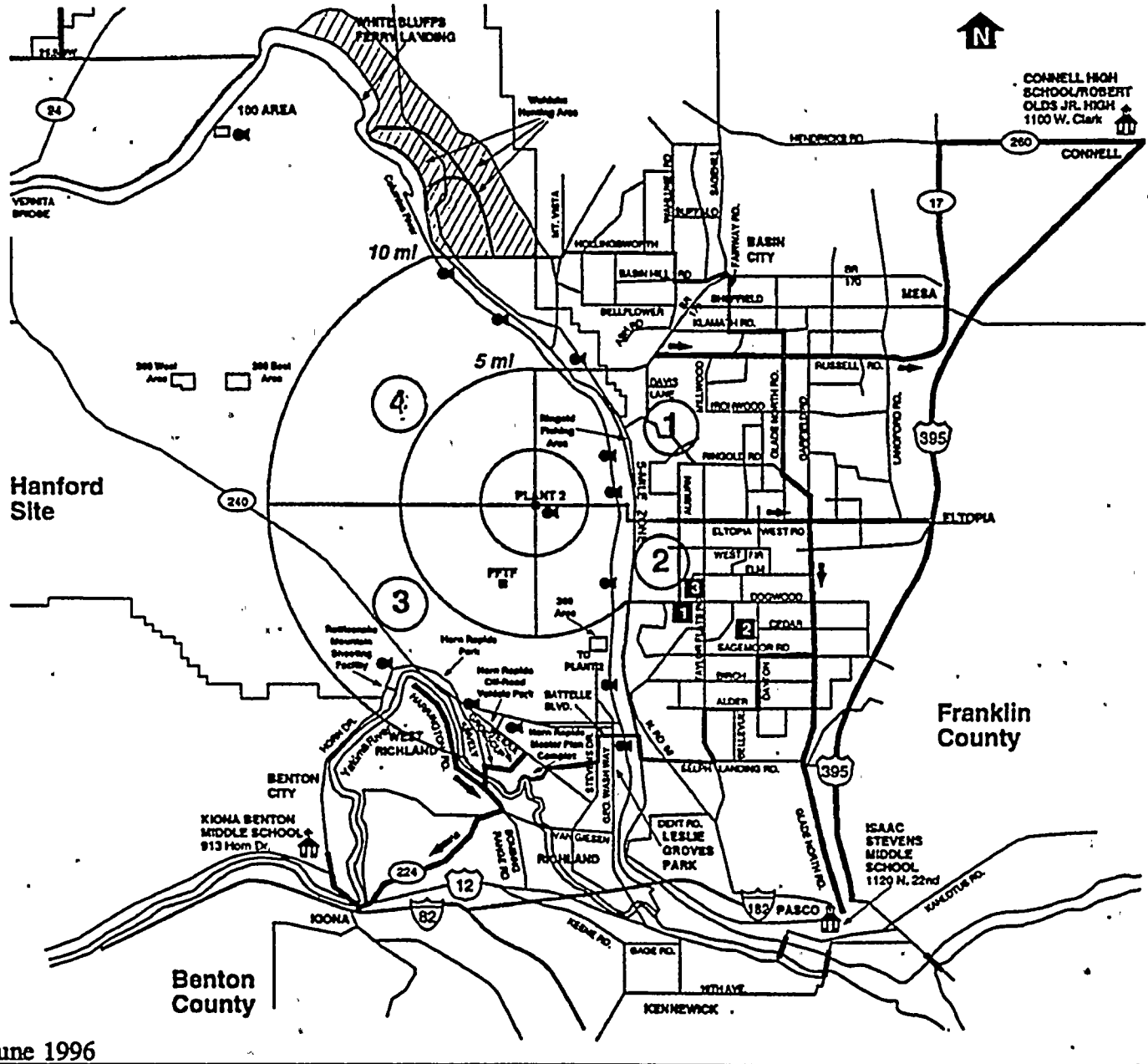
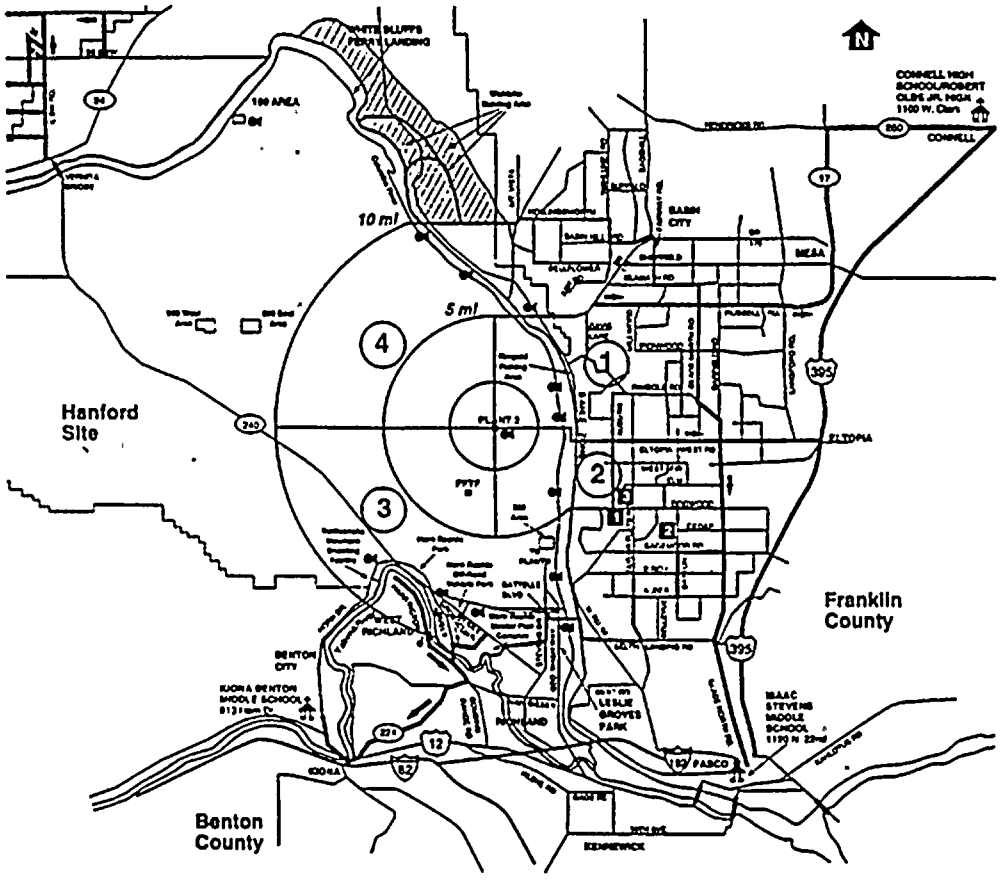
WNP-2 TEN MILE EPZ EVACUATION TIME ESTIMATE STUDY



June 1996
Revision 3

WASHINGTON PUBLIC POWER SUPPLY SYSTEM

WNP-2 TEN MILE EPZ EVACUATION TIME ESTIMATE STUDY

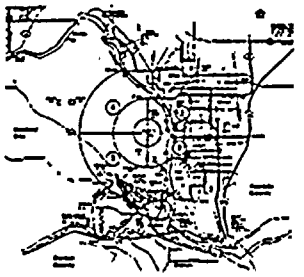


Prepared by Kevin Galioto/Kevin P. Meehan
June 1996
Revision 3

Reviewed By: _____ 7/5/96
Lead, Offsite Emergency Planner *Date*

Approved By: _____ 7/12/96
Corporate Emergency Preparedness, Safety and Health Officer *Date*

WASHINGTON PUBLIC POWER SUPPLY SYSTEM



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2	FEMA Region X
2	DOE - Richland
2	WA State Department of Emergency Management
1	Benton Co. Emergency Management Agency
1	Franklin Co. Emergency Management Agency
12	
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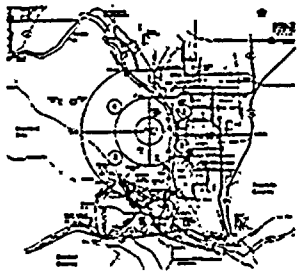
19	TOTAL



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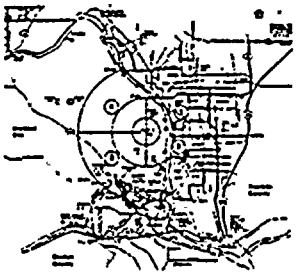
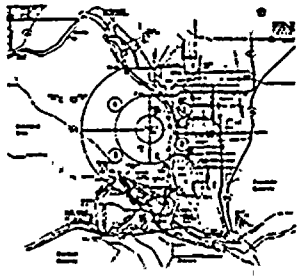


APPENDICES

LIST OF FIGURES, TABLES, AND RESOURCES



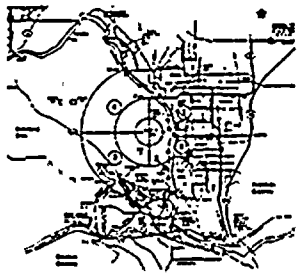
EXECUTIVE SUMMARY

This document provides the evacuation time estimates and other pertinent demographic data utilized in WNP-2's Emergency Plan (FSAR, Chapter 13.3). As part of the annual review of the WNP-2 Emergency Plan, population and roadway changes within the Ten-Mile Plume Exposure Pathway Emergency Planning Zone (EPZ) are assessed to determine if the potential exists to require modification of the evacuation routes or times.

The need for this current revision was based on guidance in NUREG/CR-4831; "...As a general rule, a 10 percent increase in population indicates a need to check evacuation times. An initial assessment would involve determining whether growth had taken place in areas constrained by roadway capacity...". Recent surveys indicated that a 25% increase of population in the emergency planning zone had occurred. Hence, this evacuation time estimate study was performed. Data analysis in this revision was accomplished using the latest release of the Oak Ridge Evacuation Modeling System (OREMS), version 2.0a, which is recommended by the Federal Emergency Management Agency.

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 Ten-Mile EPZ will have been routinely surveyed and a decision will be made as to whether a reassessment will be necessary.

The location of WNP-2 on the Hanford Reservation assures a relatively low number of residents within the Ten-Mile EPZ. Also the regional climate affords protection from extreme weather conditions which would require a caveate to be added to the estimates for such severe natural phenomenon as a blizzard or hurricane. Thus because of the low population and the mild climate, the time it is calculated to take to evacuate the entire Ten-Mile EPZ in normal conditions is 2 hours and 15 minutes and for adverse conditions it is 2 hours and 30 minutes, which is much shorter than some plants that have a higher population density and who suffer from extremes in weather conditions. Figure 3, Evacuation Routes - Access Control Points, Traffic Control Points, and Assistance Centers, and Table 6, Summary of Results of Evacuation Times Analysis, presents the key findings and data useful in developing and implementing public protective actions for the WNP-2 site.



SECTION I. - INTRODUCTION

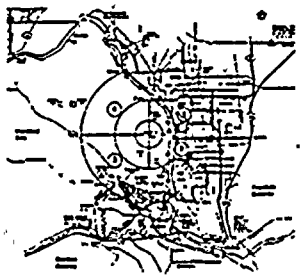
Even though the likelihood of an accident severe enough to warrant extensive off-site protective action is very small, should one occur, recommendations to shelter or evacuate large numbers of people could be significantly impeded by a lack of advance planning. Thus each nuclear power plant in the United States is required to ensure methods are in place to provide for the health and safety of the public in the event of an accident that impacts areas beyond their site boundaries. This study was performed to provide input into this process for the Washington Nuclear Project No. 2 (WNP-2).

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, Richland (DOE-RL). The Supply System's portion is approximately 3 miles west of the Columbia River and 12 miles north of the populated area of Richland. Within the Supply System's exclusion area resides an operating nuclear power plant referred to as WNP-2 or Plant 2. Figure 1 shows the Ten-Mile Plume Exposure Pathway Emergency Planning Zone Map associated with WNP-2. This Emergency Planning Zone (EPZ) is the study area for which these evacuation time estimates have been made.

The DOE-RL 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 as well as recommending appropriate evacuation measures for the public in the event of an emergency at WNP-2. This evacuation plan has been discussed with DOE-RL and the Benton/Franklin County Emergency Management Agency emergency planning representatives.

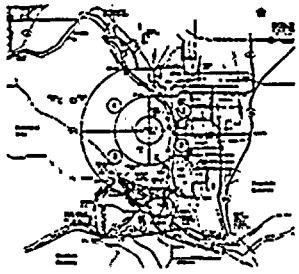
Because of the relative location of WNP-2 to the other DOE facilities on the Hanford Reservation, it is postulated that there would be no impact to the evacuation times of the general public to a Plant 2 emergency should there also be an emergency at one of the DOE facilities at the same time.



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 Section IV.A).
- No permanent population resides on the Hanford Reservation.
- 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 south of the plant will evacuate 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 the high transient worker populations.

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

- Evacuation is occurring when WNP-2 and nearby facilities are staffed at fully operational levels.

- All persons have transportation available to them.

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

- Evacuation is occurring at night.

Confirmation time estimates were not calculated in the model but are estimated as a maximum of one hour (see Section V). The calculated evacuation time estimates by the model start at the time of the announcement over the EBS[1] (Emergency Broadcast System) to begin evacuation and runs until the evacuation is complete (last vehicle is out of the Ten-Mile EPZ or at an assembly area).

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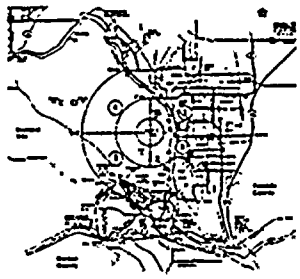
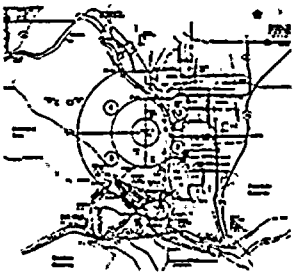
[1] EBS is currently being phased out and a new nationwide EAS (Emergency Alerting System) is being implemented. The Supply System has elected to maintain the EBS capability for WNP-2 until such time as the residents can be provided with radios that can utilize the new EAS digital signal.



C. Methodology

This assessment was completed using the Oak Ridge Evacuation Modeling System (OREMS). Refer to the OREMS 2.0a users manual for a detailed description of the model.

The OREMS software required developing the Ten-Mile EPZ road network into link-node diagrams as shown in Figure 2. These link-nodes were utilized as evaluation schemes for data handling. The evacuation routes these schemes are depicting are shown on the map in Figure 3. The Ten-Mile EPZ center point is located midway between Washington Nuclear Projects #1, #2, and #4 (WNP-1, -2, -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.



SECTION II. - DEMAND ESTIMATION

The 10 mile EPZ population for 1996 is presented in Figure 4. This same information is also presented in Tables 1 through 4. Values within the EPZ were updated by data provided by the Benton County Department of Emergency Management and Franklin County Department of Emergency Management from their radio survey questionnaires. Additionally, updated data was provided by the DOE-RL or DOE-RL contractors for contractor facilities under DOE-RL jurisdiction on or near the Hanford Site.

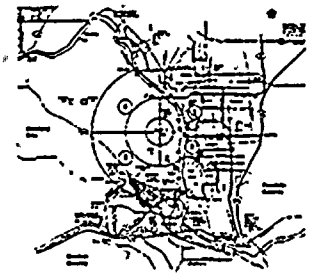
A. Permanent Residents

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 1996 an estimated 3,044 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 through the EPZ. There are no permanent residents located within three miles of the site. Only about 274 persons reside between the three-mile and the five-mile radii; these are all located east of the Columbia River.

Of the 3,044 people residing in the Ten-Mile EPZ, about 2,186 live in Franklin County and about 858 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. Over the next several years the Horn Rapids area in Benton County is predicted to steadily grow in population. Consequently, population assessments should include this area to ensure that proper steps are taken to assess their evacuation needs.

A partial survey (24 percent) of the permanent residents within the Ten-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 Conference.. During the annual 25% survey of the EPZ population, residents are queried about needing assistance during evacuation. The small number that answer yes are listed in the Benton/Franklin Emergency Operations Center (EOC) so that assistance may be immediately provided. In addition, the public information brochure and EPZ calendars 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 Ten-Mile EPZ have transportation available to them.

B. Transient Population

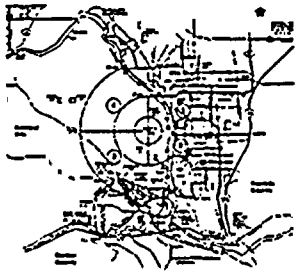
The transient population is divided into three main subgroups: 1) industrial employees, 2) migratory agricultural workers, and 3) recreationists. Figure 5 illustrates this population location graphically.

1. Industrial Employees

Industrial employees in the Ten-Mile EPZ total 7,926. Most are located in Benton County and form the main population to be evacuated in Benton County. About 11 percent of the industrial employees work at the WNP-2 site.

Industrial employment in the Ten-Mile EPZ includes:

WNP-2 Plant (5/96 Operational Day Shift)	728
WNP-1 (5/96 Supply System and Non Supply Personnel)	27
BPA Ashe Substation (5/96)	10
WNP-2 Plant Engineering Center (5/96)	246
WNP-2 Plant Support Facility (5/96)	122
DOE 400 Area, Fast Flux Test Facility (5/96)	454
Siemens Power Corporation (5/96)	800
DOE 300 Area (5/96)	1,671
DOE 3000 Area, contractors in Port of Benton area (5/96)	2,896
Pacific Northwest National Laboratory (5/96)	972
Total	7,926



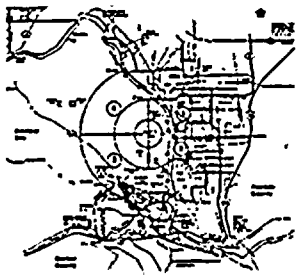
The majority of these employees work days but there may be some shift workers in the DOE-RL figures. Credit is not deducted from the population values due to emergency personnel remaining in place. Therefore, the planning figure of 7,926 to be evacuated is conservatively high.

2. Migratory Agricultural Workers

There may be up to approximately 4,244 migratory farm workers in the Ten-Mile EPZ. This figure may be high due to the possibility of double counting during the different harvest periods. 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 2 reflect their work locations in Franklin County within the Ten-Mile EPZ, not their residences. 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, and boaters, enjoy activities mainly along the east bank of the Columbia river. 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 in the early morning hours. On the average, 52 fishermen and 80 hunters are present in Franklin County during the weekdays. This increases to about 155 fishermen and 200 hunters on weekends and holidays. Recreationists also use the Yakima River with an estimated maximum of 42 at any time in this area. During peak fishing or hunting times, up to 1,275 fishing and hunting recreationists may be located within the Ten-Mile Emergency Planning Zone. Of these, 1,233 are assigned to Franklin County and 42 to Benton County.



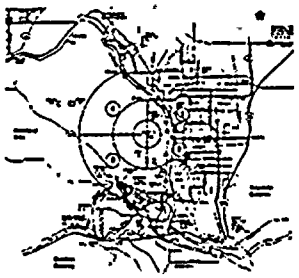
The main concentration of recreationists consists of fishermen located just south of the Ringold Fish Hatchery spillway on the Franklin County side of the Columbia River. Hunting consists of both water fowl, hunted at the Wahluke Hunting Area on the Franklin County side of the Columbia River, and upland game birds, hunted inland on the farm land of Franklin County. Up to 600 recreationists may be located around the Ringold Fish Hatchery and the Wahluke Hunting Area and the rest distributed inland.

An additional recreation attraction is in the south section of the Ten-Mile Emergency Planning Zone in Benton County as an Off-Road Vehicle Park (ORV). As many as 1,500 participants and spectators may be present during an event. Thus, a maximum total of 2,775 recreationists may be located within the Ten-Mile Emergency Planning Zone. Additional provisions have been made for the Horn Rapids housing development and golf course.

An automobile occupancy factor of 3, the same as used for the transient industrial population, 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 sector 2; the Edwin Markham Elementary School, the County Haven Academy, and the Country Christian Center, with a total population of approximately 565 (students and faculty). Although most of those live within the Ten-Mile EPZ, the total amount was added to the general population for this study. Buses which would be used for the evacuation are located at the district bus lot in north Pasco.



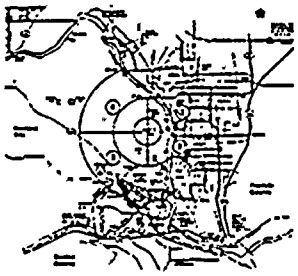
D. Emergency Planning Zone, Sub-Areas and Sectors

For assimilation of data and ease of determining protective action scenarios, the Ten-Mile EPZ was broken down into sub-areas and sectors. The sectors are the four divisions identified on Figure 1 that separate the area within the 2 to 10-mile radius for ease of protective action recommendation decision-making purposes. The sub-areas considered in this study were:

Radius	Area
0-2 miles	entire circumference
0-5 miles	four approximately 90° sectors
0-10 miles	four approximately 90° sectors
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 sector 3, on contiguous Supply System properties. Only three of the four sectors were examined because the fourth sector, entirely on the Hanford Reservation, contains no residential, transient nor special populations. These sectors are numbered 1 through 4 and are graphically shown on Figures 1 and 3. The Columbia River, as a natural border between Benton and Franklin Counties, was used to form the division between sector 2 and sector 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 sectors, it was modeled that the inner portions of the sector were being simultaneously evacuated.



SECTION III. - TRAFFIC CAPACITY

Figure 3 illustrates the evacuation routes, access control points, traffic control points, and assistance centers for the Hanford Site. These routes have been designated as primary, and secondary, based on discussion 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.

A. Evacuation Roadway Networks

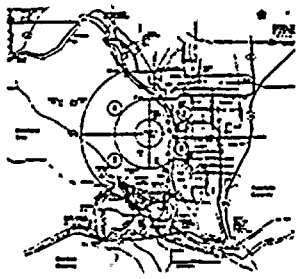
Sector 1 - All Traffic

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
- Klamath Road
- Ironwood Road
- Ringold Road
- Taylor Flats Road



Sector 2 - All Traffic

The primary evacuation route is Eltopia West Road to Glade North Road then south towards Pasco or east to Eltopia and Highway 395. Additional Secondary Evacuation Routes are:

- Elm Road
- Sagemoor Road
- Road 68
- Taylor Flats Road

Sector 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 west and south to Benton City via SR 224, then to Kiona-Benton Middle School.

The primary route for the residents of the Horn Rapids community is south and east on highway 240 to Van Giesen, then west and south on SR 224 to Benton City.

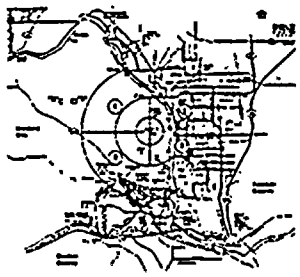
Some residents may travel to the assistance center at Isaac Stevens Middle School rather than traveling to Benton City.

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.

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



Sector 3 - Transient Traffic

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

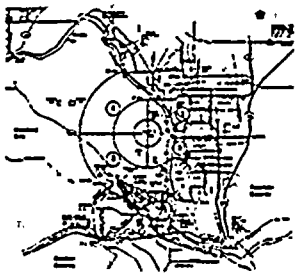
A portion of the normal daily traffic coming from the Hanford Reservation routinely uses Stevens Drive to the Richland Bypass Highway 240, and on to Highway 240/12 to Kennewick. The other often utilized route into Kennewick is George Washington Way south to the Richland Bypass Highway 240, and to Highway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

Secondary Evacuation Routes are:

- Highway 240 (toward Richland or Yakima).
- Horn Rapids west to Highway 240, then northwest on Highway 240 to SR 225 then south on SR 225 to Kiona-Benton middle school (Seimens Power Corporation recommended to evacuate this direction to optimize evacuation time.)
- Van Giesen (towards Benton City).
- 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 imminent or occurring).
- FFTF Access Route west to Route 10 south, south on SR 225 to Benton City, (FFTF recommended to evacuate this direction vs. east to Route 4 South to optimize evacuation time.)

B. Roadway Segment Characteristics

Table 5 is page 1 of a 7 page report which lists the link-node characteristics used by the OREMS software for all roadway segments plotted in the evacuation assessment. Only page 1 is shown due to the inability of most individuals to interpret the data, however, the full report will remain on file for future reference and documentation purposes.



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 per-lane capacities were used:

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

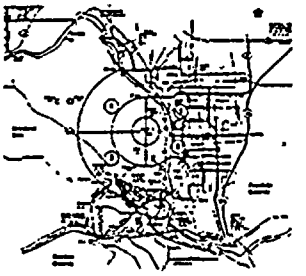
This study also required a set of baseline conditions. Included in these conditions is an assumed one-hour loading period. This loading period is considered to be a conservative estimate and includes preparation times.

C. Assistance Centers

Emergency Worker/Assistance Centers (EWACs) have been selected by local emergency planning officials. Criteria for selection included that these locations be at least 15 miles from the plant, in the path of normal travel, having adequate facilities, and readily available. As indicated by the name, these facilities can be used by Emergency Workers as well as the evacuating members of the general public.

Residents evacuated from the Ten-Mile EPZ would be directed to the centers for registration and communicating with family or friends, first aid if needed, radiation monitoring and decontamination if needed, beverages, snacks and temporary lodging or assistance in obtaining meals and commercial lodging, social services and organized activities, and to receive updated information about the event.

The EWACs or Assistance Centers are arranged to accept evacuee flow from the evacuation "Sectors" indicated on Figure 1. There are four of them indicated in the figure by the large numbers 1 through 4 encased in circles.



The Assistance Centers are associated with the evacuation sectors as shown below.

Sector 1

- Connell High School, Connell

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

Sector 2

- Isaac Stevens Junior High School, Pasco

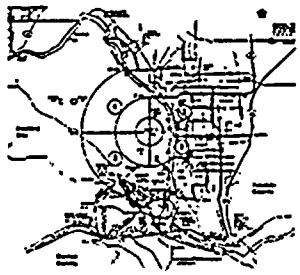
  Isaac Stevens Junior High School, located at 1120 North 22nd, Pasco, can be used as an assistant center for evacuees.

Sector 3

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

  The school, located at 913 Horn Drive, can serve as an assistance center for evacuees. The school is situated in Benton City, approximately 16 miles from the Hanford site.

Sector 4 does not have an Assistance Center since the entire area of Sector 4 is government land known as the Hanford Reservation which is controlled by DOE-RL. No private home ownership or business exists in this area.



SECTION IV. - ANALYSIS OF EVACUATION TIMES

A. Time Estimates

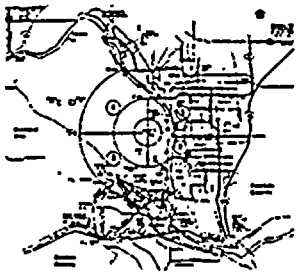
The Supply System has provided an early warning system capable of notifying the public within the Ten-Mile EPZ to take protective measures during an emergency. The early warning system includes EBS tone alert radios for all permanent residents within the Ten-Mile EPZ and a system of sirens located along the Yakima and Columbia Rivers, and near the Horn Rapids development tract and park, for notification of transient populations in those areas.

The early warning 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 likewise has established procedures to notify the county officials within 15 minutes of an incident which would require protective actions to be taken by the public. Thus a total of 30 minutes was assumed to elapse during the notification of the general public within the Ten-Mile EPZ.

After a review and update of current population statistics and the completion of the traffic/roadway assignments, the simulation studies were begun. Three scenarios were developed for presentation:

Case 1:	Daytime, one-hour loading period.
Case 2:	Nighttime, one-hour loading period.
Case 3:	Adverse weather, one-hour loading period.

Table 6 presents the evacuation time estimate results for these three case studies. As shown in this table, during normal weather conditions it is estimated that it will take approximately 2 hours and 15 minutes to evacuate the populous within the Ten-Mile EPZ.

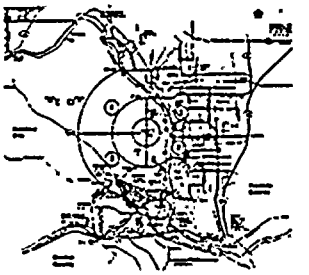


B. Adverse Weather

Severe weather conditions such as blizzards, heavy rain storms, flooding, fog, or high winds could hamper evacuation. However, historical records for the WNP-2 site indicate that severe conditions of this nature have rarely occurred in the past. Table 6 presents evacuation time estimates under three conditions; weekday daytime, nighttime and adverse weather. This table indicates that during adverse weather conditions it is estimated that it will take approximately 2 hours and 30 minutes to evacuate the populous within the Ten-Mile EPZ.

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.

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. Recommendations

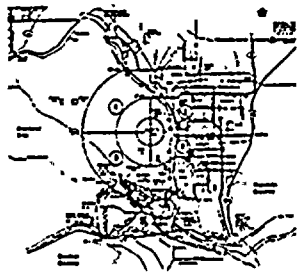
It was assumed that the road network was initially free of traffic in the areas of the evacuation. This would generally be true. If a Supply System evacuation was required during a shift change at DOE-RL facilities on the Hanford Site but outside the 10 Mile EPZ, this could place many additional vehicles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

- FFTF - For optimum time benefit, 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 300 Area.

- DOE-RL 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-RL has been advised to balance outlet traffic volume going onto Stevens Drive (Route 4 South) with traffic south out of the 300 Area onto George Washington Way.

- Siemens Power Corporation - To further decrease loading on Stevens Drive, 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 versus accessing Stevens Drive.

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

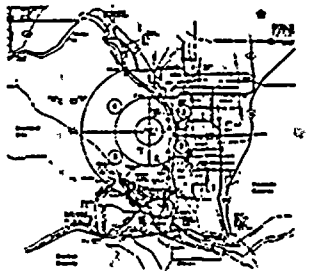


During the evacuation process, non-emergency vehicles should be restricted from entering the Ten-Mile EPZ. This can be accomplished with the assistance of State and local law enforcement officials who will establish traffic control points along the effected areas perimeter. This function can be coordinated with the County Emergency Operations Center to ensure the appropriate areas are controlled. All of the assigned traffic control points will function to some extent as access control points to restrict unauthorized entry into the evacuated areas. Traffic control points along the evacuation routes will also serve to direct and aid the flow of outgoing evacuation traffic. Persons who staff the traffic control points will be considered emergency workers and should be trained and equipped to handle radiological emergency situations.

The evacuation routes and traffic/access control point concept as indicated in Figure 3 have not changed as a result of this study, hence the current plans, implementing procedures, and public education documents have the correct traffic flow guidance. The traffic/access control points shown in Figure 3 are layed out in a typical pattern for the Ten-Mile EPZ. The actual points utilized by local officials are identified in the Benton and Franklin County Radiological Emergency Preparedness Implementing Procedures.

B. Review of Study by State and Local Officials

The prior revision to this study was reviewed by the principal state and local officials involved in emergency response for the site. Their comments were solicited and incorporated into the final draft. The methodology and evacuate routes were not modified as a result of this latest study and thus a formal review was not performed on this revision. However, the Supply System would like to thank the Planners at both Benton and Franklin County for their extensive assistance, including acquisition and support of the OREMS software, in helping to complete this report.



SECTION VI. - REFERENCES

1. WNP-2 Emergency Plan, Revision 16, November 1995.

2. Benton and Franklin County Radiological Emergency Preparedness Implementing Procedures, 1995.

3. Criteria for Preparation and Evaluation of Radiological Emergency Response Plans and Preparation and Preparedness in Support of Nuclear Power Plants, NUREG-0654, FEMA-REP-1, Rev. 1, November 1980, Appendix 4.

4. Oak Ridge Evacuation Modeling System (OREMS) User's Manual.

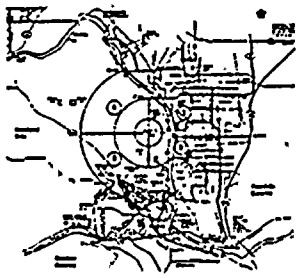
5. WNP-2 Environmental Report--Operating License Stage Amendment #5, July 17, 1981.

6. State of the Art in Evacuation Time Estimate Studies for Nuclear Power Plants, NUREG/CR-4831, PNL-7776, March 1992.

7. Acceptance Criteria for Evacuation Plans, FEMA Guidance Memoranda GM-21.

8. Planning Concepts And Decision Criteria For Sheltering And Evacuation in a Nuclear Power Plant Emergency, AIF/NESP-031, June 1985.

9. Identification and Analysis of Factors Affecting Emergency Evacuations, NUMARC/NESP-004, February 1989.



APPENDICES

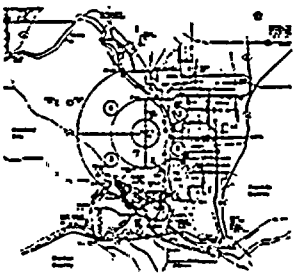
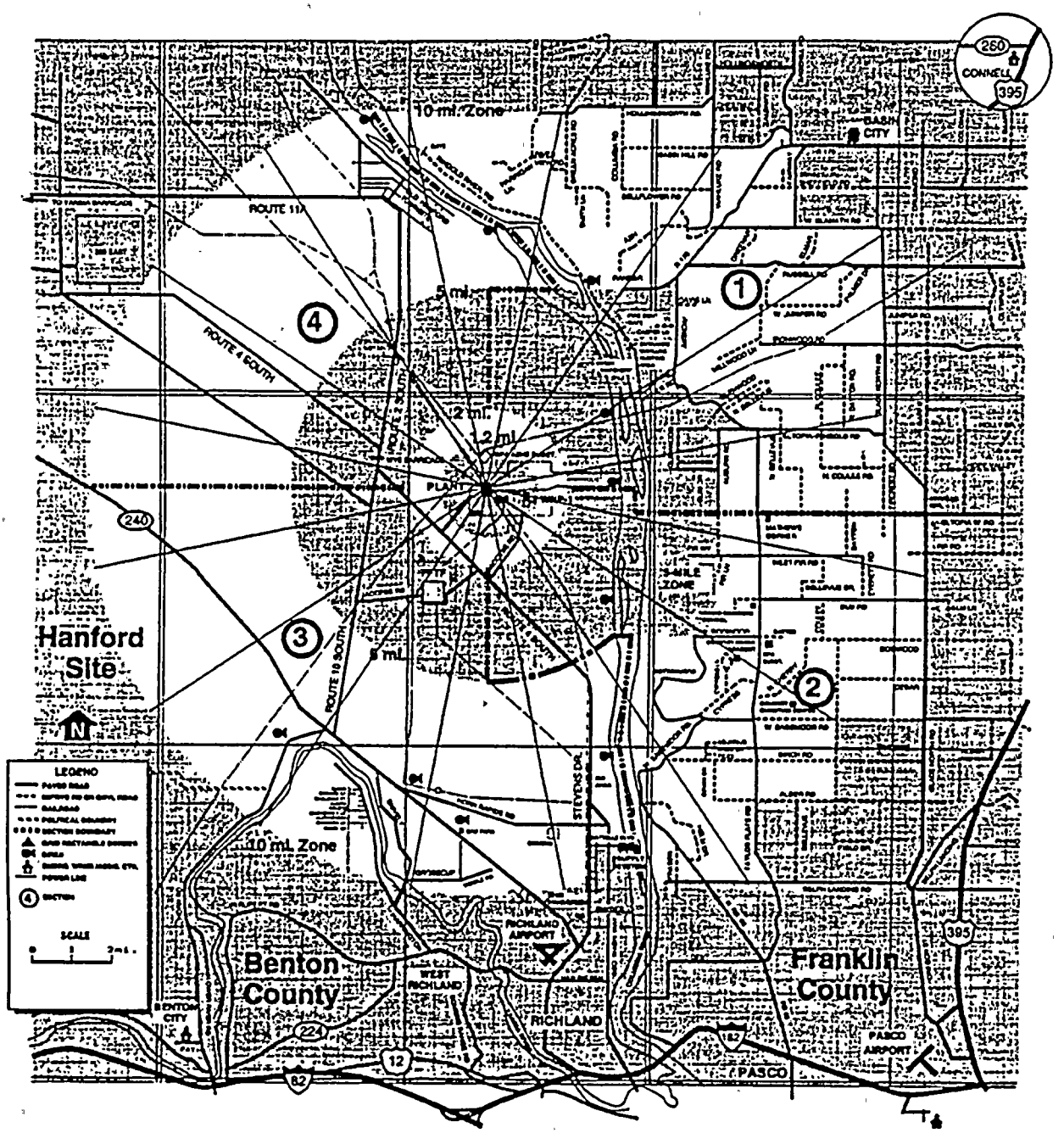


FIGURE 1

TEN-MILE EMERGENCY PLANNING ZONE



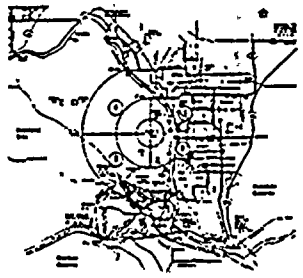
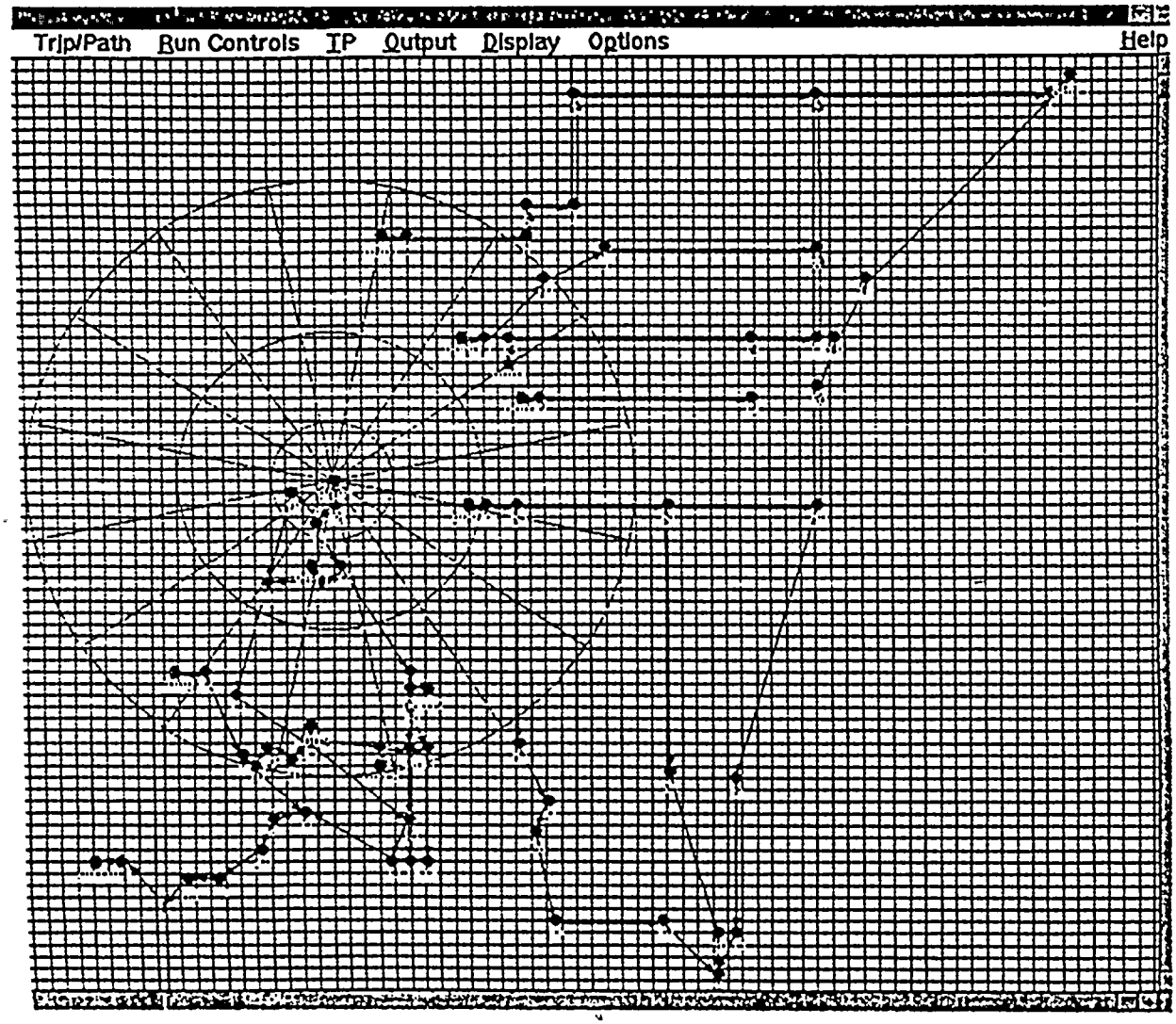


FIGURE 2

LINK NODE MAPS



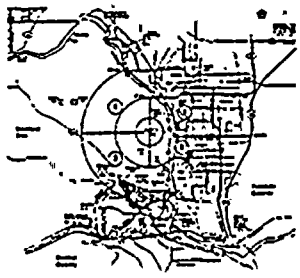
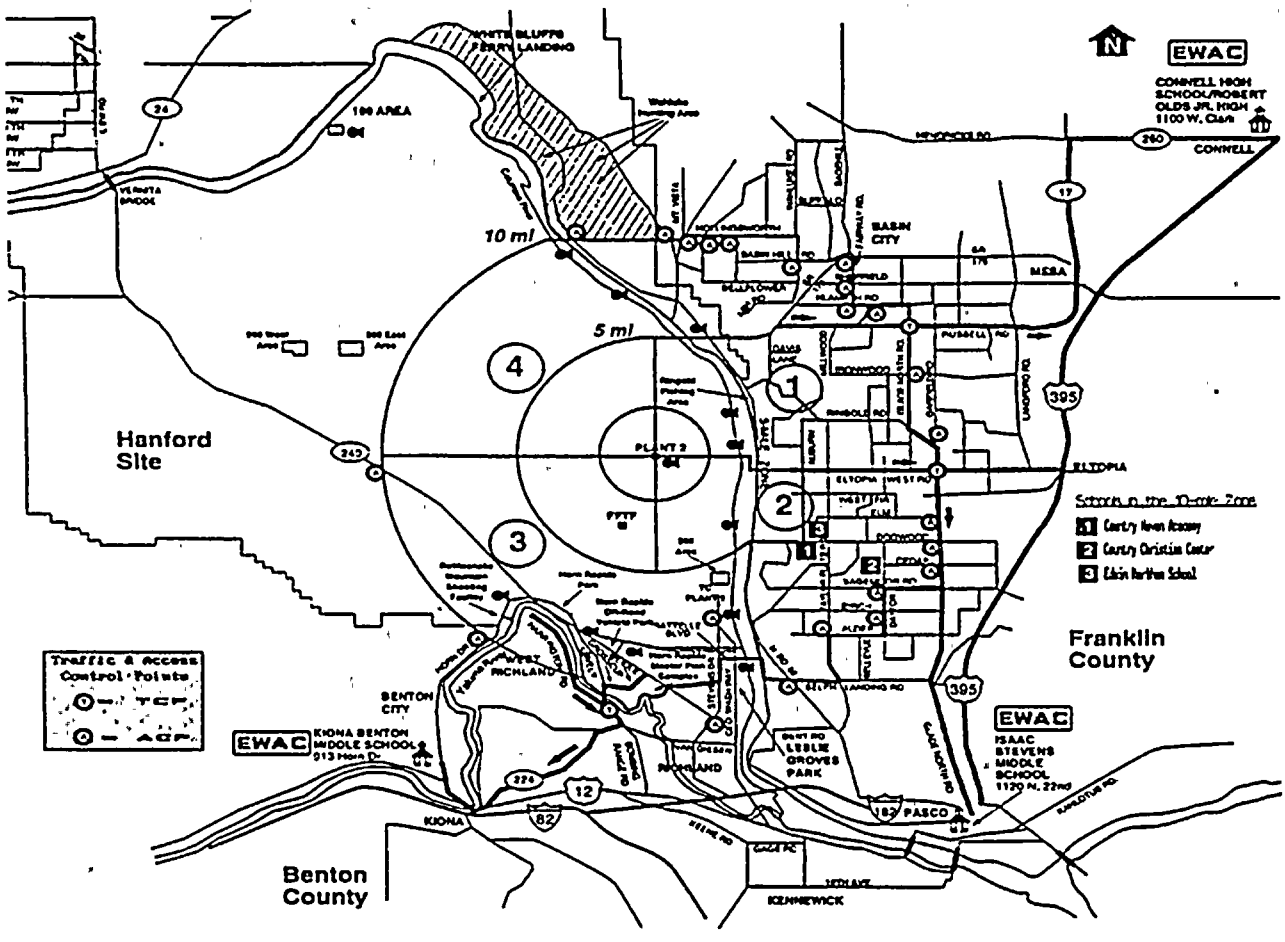


FIGURE 3

EVACUATION ROUTES

(Access Control Points, Traffic Control Points, and Assistance Centers)



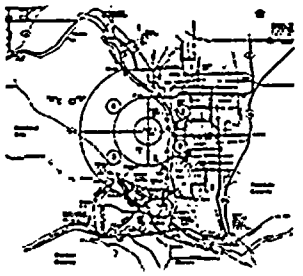
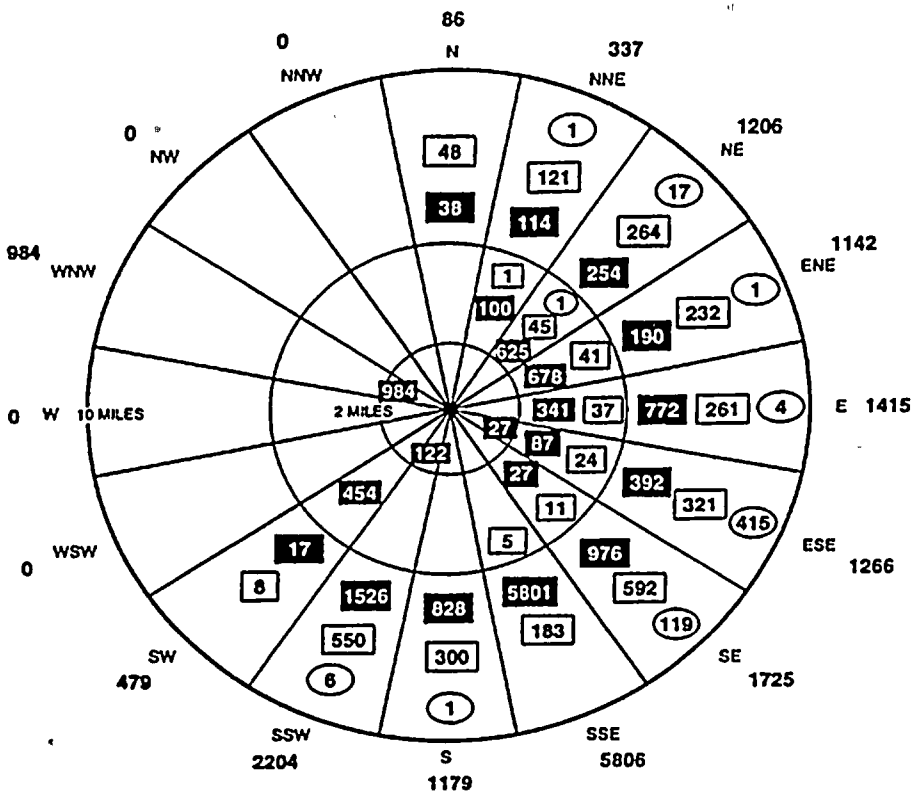


FIGURE 4

TOTAL POPULATION IN THE TEN-MILE EPZ

(Broken Down Into Classifications)



17,829 TOTAL SEGMENT POPULATION 0 TO 10 MILES

POPULATION TOTALS - PERMANENT			
RING MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0-2	0	0-2	0
2-5	184	0-5	184
5-10	2860	0-10	3044

POPULATION TOTALS - TRANSIENT			
RING MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0-2	1133	0-2	1133
2-5	2312	0-5	3445
5-10	10,775	0-10	14,220

POPULATION TOTALS - SPECIAL			
RING MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0-2	0	0-2	0
2-5	1	0-5	1
5-10	564	0-10	565

POPULATION TOTALS			
RING MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0-2	1133	0-2	1133
2-5	2477	0-5	3610
5-10	14,219	0-10	17,829

870747.8
June 1996
Rev 18

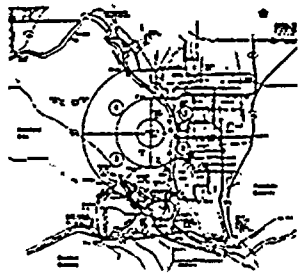
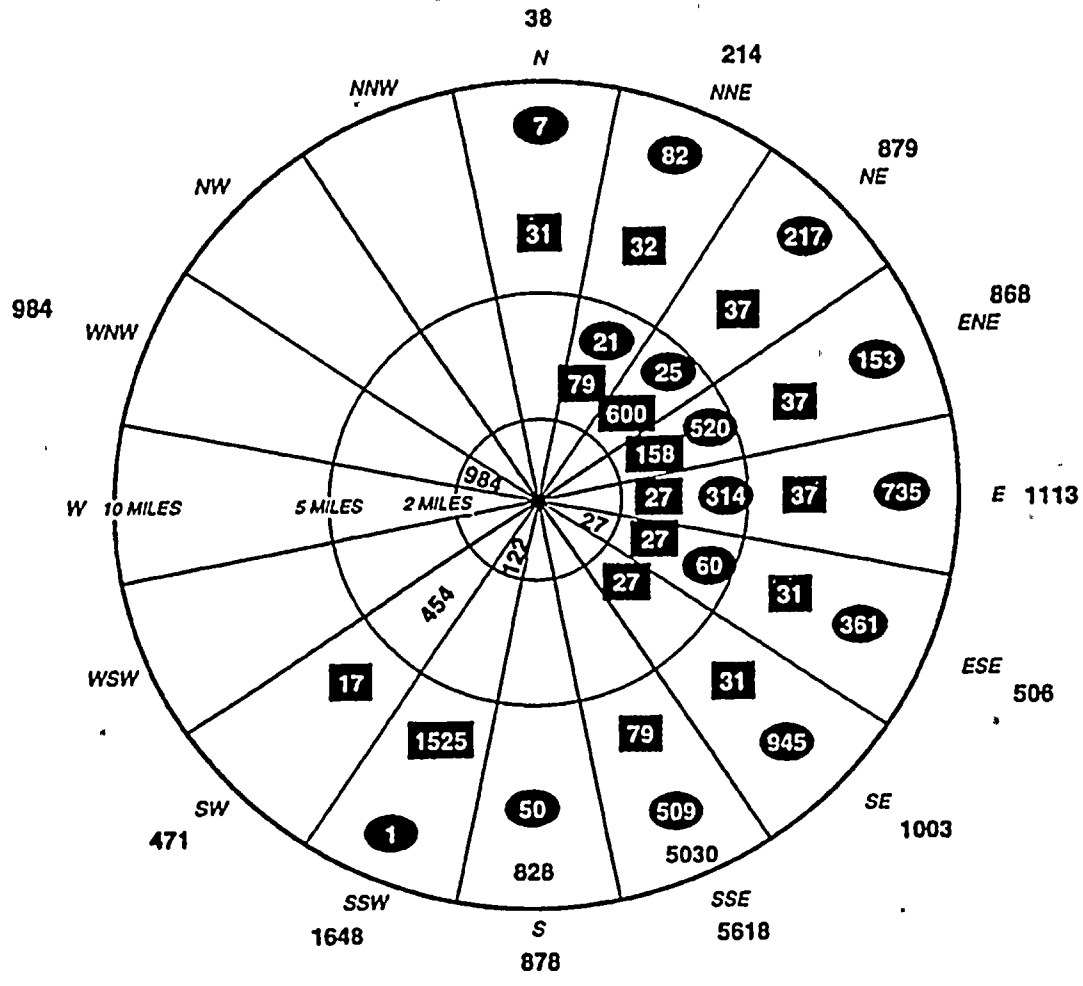


FIGURE 5

DISTRIBUTION OF TRANSIENT POPULATION IN THE TEN-MILE EPZ



KEY	
865	Industrial Employees
152	Migratory Agriculture Workers
25	Recreationists

870747.3
May 1996
Rev 18

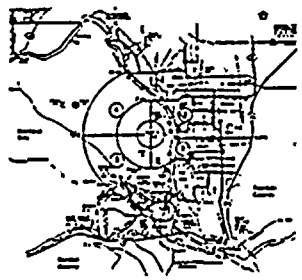
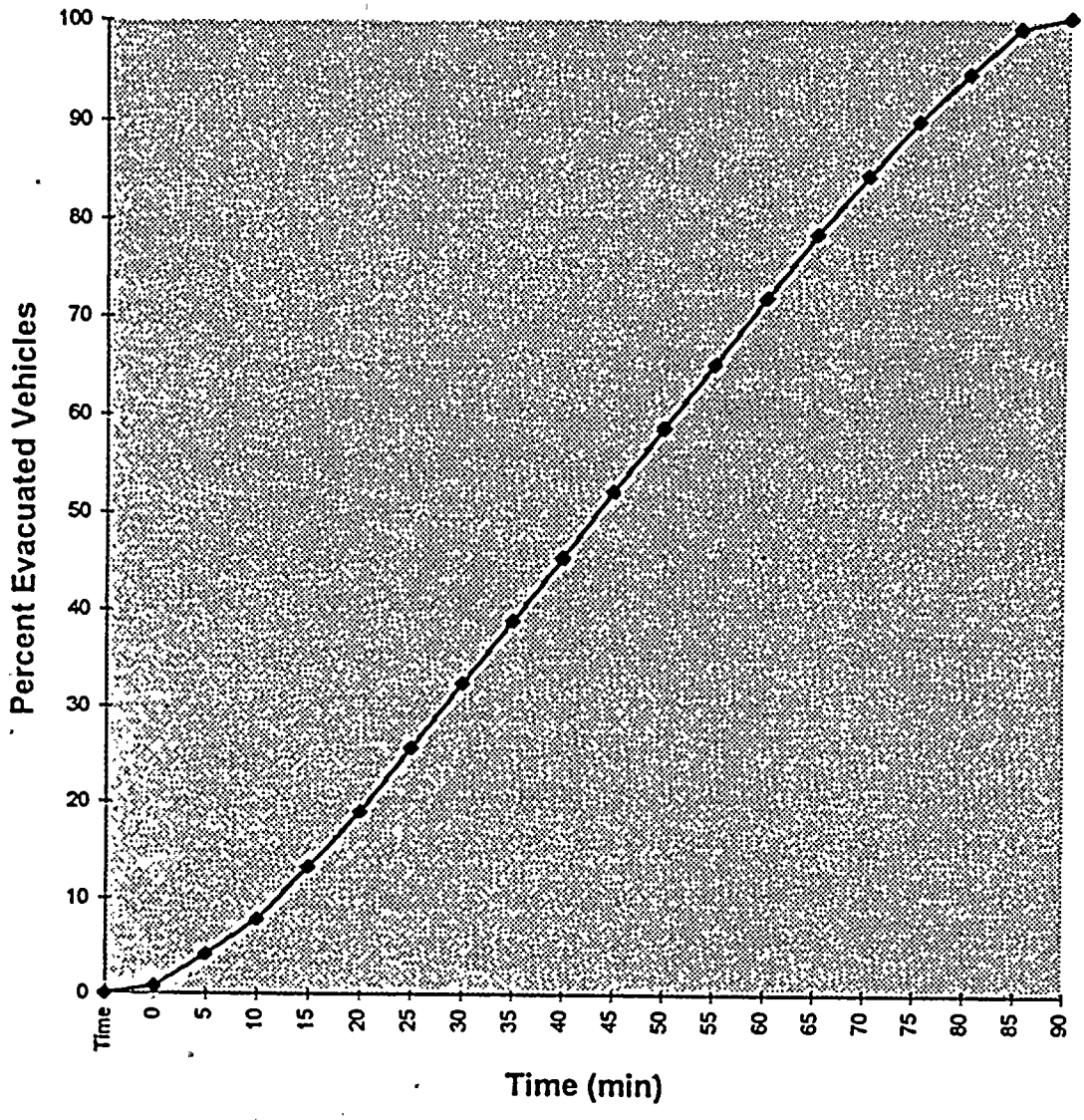


FIGURE 6A

PERMANENT POPULATION - NORMAL CONDITIONS



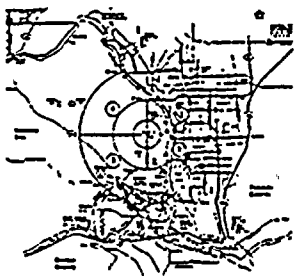
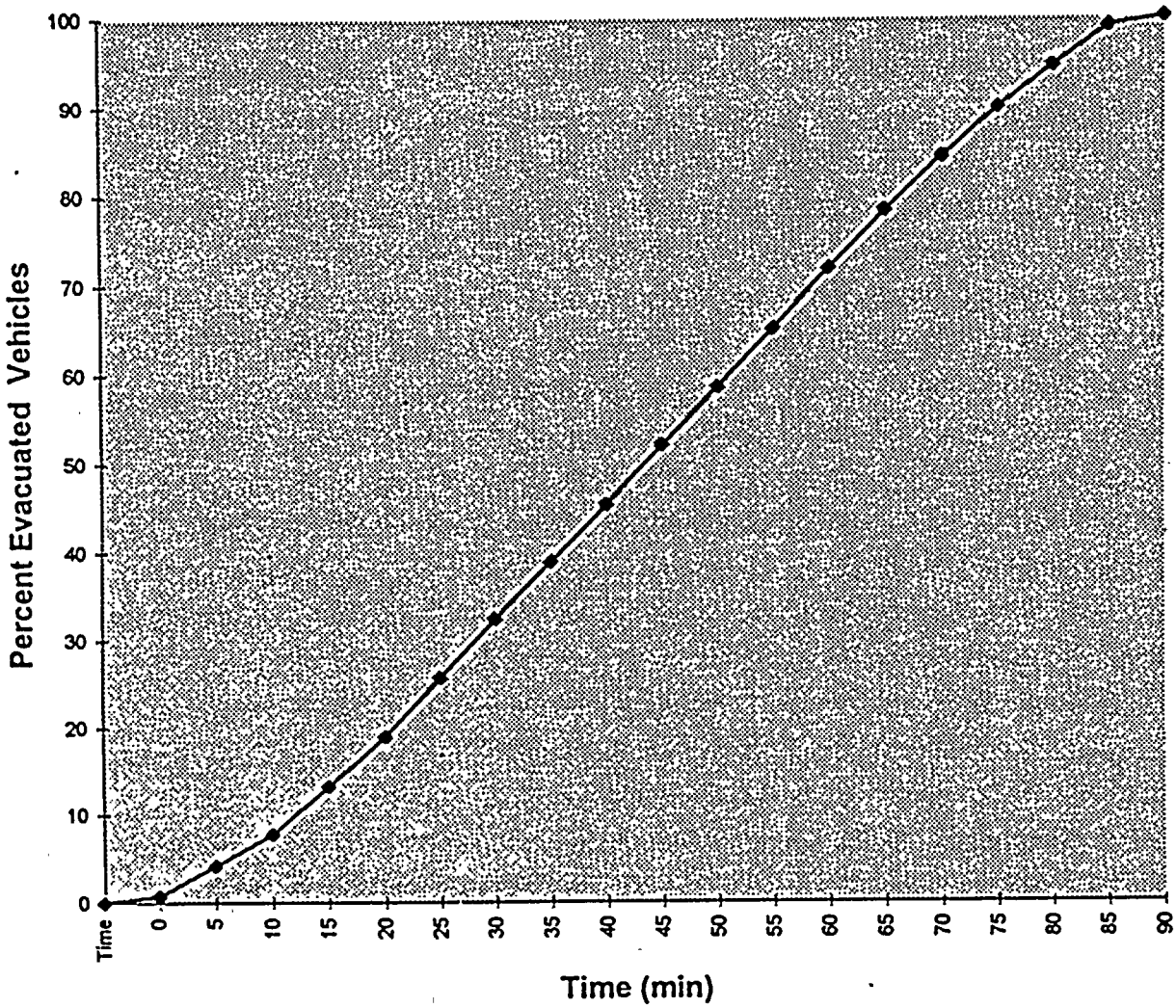


FIGURE 6B

PERMANENT POPULATION - ADVERSE CONDITIONS



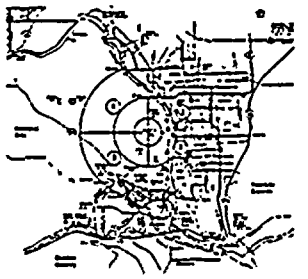
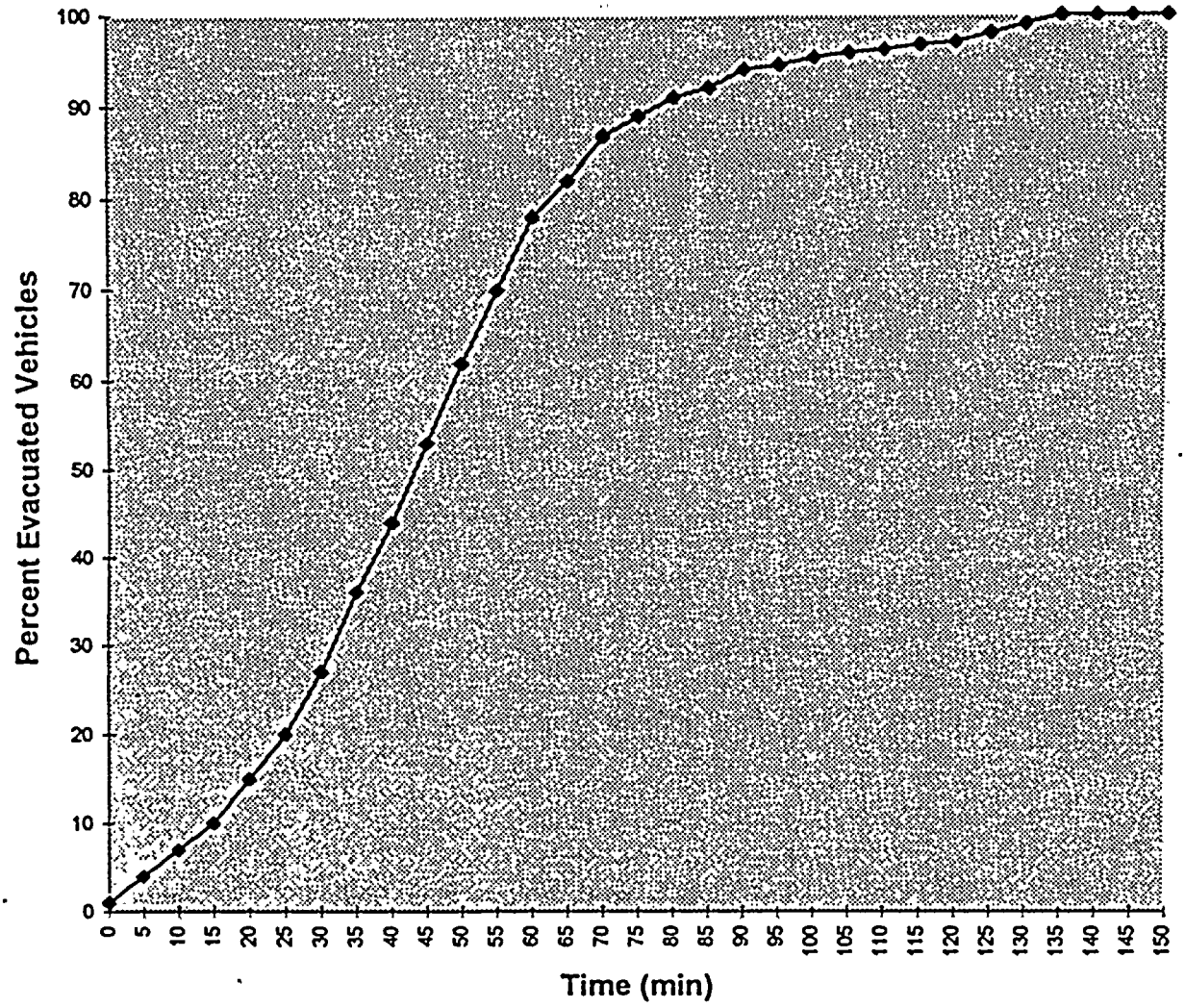


FIGURE 6C

GENERAL POPULATION - NORMAL CONDITIONS



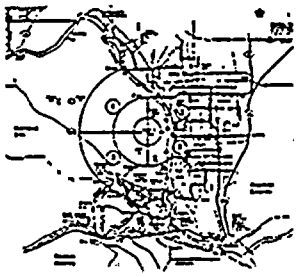
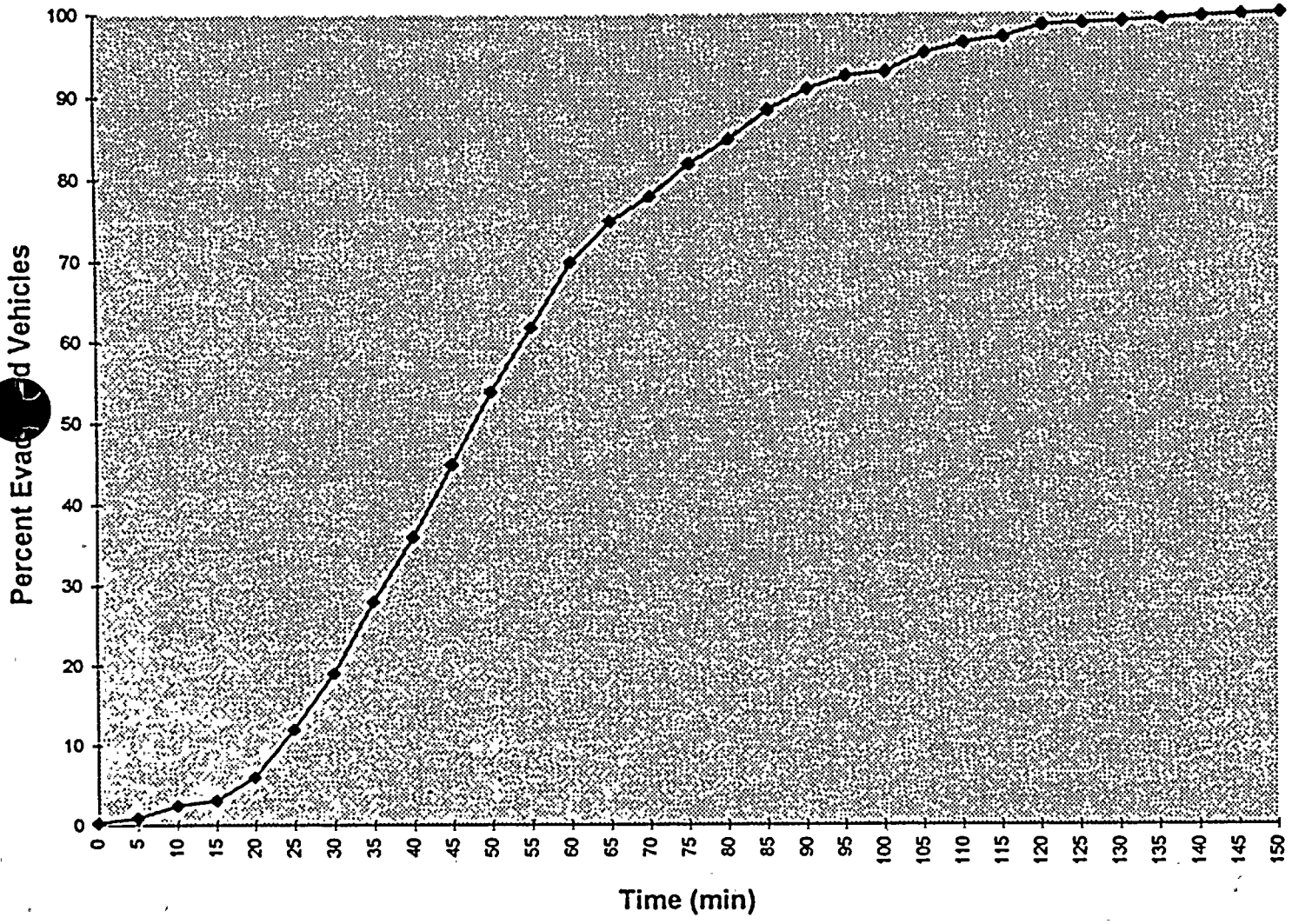


FIGURE 6D

GENERAL POPULATION - ADVERSE CONDITIONS



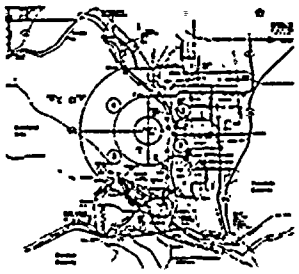


TABLE 1

PERMANENT POPULATION DISTRIBUTION

WNP-2 ETE STUDY DATA				
SECTORS - MILES	0-2 Miles	2-5 Miles	5-10 Miles	Sector Totals
N	0	0	48	48
NNE	0	1	121	122
NE	0	45	264	309
ENE	0	41	232	273
E	0	37	261	298
ESE	0	24	321	345
SE	0	11	592	603
SSE	0	5	183	188
S	0	0	300	300
SSW	0	0	550	550
SW	0	0	8	8
WSW	0	0	0	0
W	0	0	0	0
WNW	0	0	0	0
NW	0	0	0	0
NNW	0	0	0	0
RADIUS TOTALS	0	164	2880	
EPZ TOTAL				3044

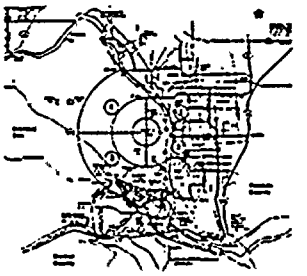


TABLE 2

TRANSIENT POPULATION DISTRIBUTION

WNP-2 ETE STUDY DATA				
SECTORS - MILES	0-2 Miles	2-5 Miles	5-10 Miles	Sector Totals
N	0	0	38	38
NNE	0	100	114	214
NE	0	625	254	879
ENE	0	678	190	868
E	0	341	772	1113
ESE	27	87	392	506
SE	0	27	976	1003
SSE	0	0	5618	5618
S	0	0	878	878
SSW	122	0	1526	1648
SW	0	454	17	471
WSW	0	0	0	0
W	0	0	0	0
WNW	984	0	0	984
NW	0	0	0	0
NNW	0	0	0	0
RADIUS TOTALS	1133	2312 3445[1]	10775	
EPZ TOTAL				14220

[1] 0-5 Miles Accumulated Total

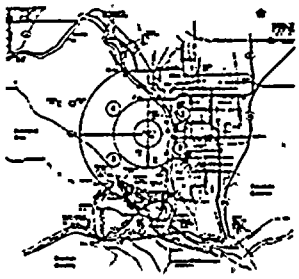


TABLE 3

SPECIAL FACILITY POPULATION DISTRIBUTION

WNP-2 ETE STUDY DATA				
SECTORS - MILES	0-2 Miles	2-5 Miles	5-10 Miles	Sector Totals
N	0	0	0	0
NNE	0	0	1	1
NE	0	1	17	18
ENE	0	0	1	1
E	0	0	4	4
ESE	0	0	415	415
SE	0	0	119	119
SSE	0	0	0	0
S	0	0	1	1
SSW	0	0	6	6
SW	0	0	0	0
WSW	0	0	0	0
W	0	0	0	0
WNW	0	0	0	0
NW	0	0	0	0
NNW	0	0	0	0
RADIUS TOTALS	0	1	564	
EPZ TOTAL				565

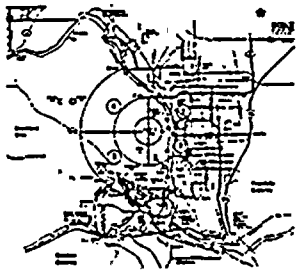


TABLE 4

MAXIMUM POPULATION DISTRIBUTION

WNP-2 ETE STUDY DATA				
SECTORS - MILES	0-2 Miles	2-5 Miles	5-10 Miles	Sector Totals
N	0	0	86	86
NNE	0	101	235	336
NE	0	671	535	1206
ENE	0	719	422	1141
E	0	378	1037	1415
ESE	27	111	1128	1266
SE	0	38	1687	1725
SSE	0	5	5801	5806
S	0	0	1179	1179
SSW	122	0	2082	2204
SW	0	454	25	479
WSW	0	0	0	0
W	0	0	0	0
WNW	984	0	0	984
NW	0	0	0	0
NNW	0	0	0	0
RADIUS TOTALS	1133	2477 3610[1]	14217	
EPZ TOTAL				17827

[1] 0-5 Miles Accumulated Total

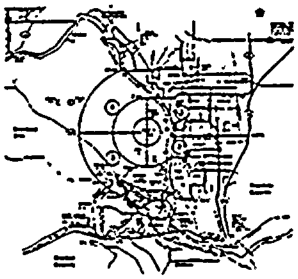


TABLE 5

ROADWAY CHARACTERISTICS

OREMS 2.0											00
Kevin Galioto				5	22	96Washington Public Power				2	01
			10 100		0	1200					02
150 150 150											03
			60								04
5											05
000000000			000000000								06
8001	7	0	2		6						11
7	6	400	2	5			25	24	30	1	11
6	5	100	2			4	25	24	30	1	11
5	4	160	2	3			25	24	30	1	11
4	3	360	2			2	25	24	30	1	11
3	2	799	2		1		25	24	30	1	11
2	1	761	2		8003		25	24	55	1	11
8000	11	0	2		10						11
11	10	282	2		9		25	24	55	1	11
10	9	222	2		8		25	24	55	1	11
9	8	701	2	2			25	24	55	1	11
8	2	500	2			1	25	24	55	1	11
8005	13	0	2			14					11
13	14	800	2		12		25	24	30	1	11
14	12	220	2	8			25	24	55	1	11
12	8	300	2		2		25	24	55	1	11
8002	16	0	2		15						11
16	15	700	2	14			25	24	30	1	11
15	14	200	2			12	25	24	30	1	11
32	35	84	2	36		38	25	24	30	1	11
35	38	128	4	55			25	24	55	1	11
38	55	310	2		54		25	24	55	1	11
35	36	161	4		37		25	24	55	1	11
52	36	84	2			37	25	24	30	1	11
52	55	179	2		54		25	24	30	1	11
36	37	422	2		66		25	24	55	1	11
39	41	151	4		42		25	24	35	1	11
39	40	139	4	41	45		25	24	55	1	11
53	40	99	2		41	45	25	24	30	1	11
40	41	60	2			42	25	24	30	1	11
53	51	221	2	45	50		25	24	30	1	11
51	50	82	2			49	25	24	30	1	11
50	49	82	2	48			25	24	30	1	11
54	51	287	2		50	45	25	24	55	1	11
51	45	413	2		43	44	25	24	55	1	11
40	45	241	4		43	44	25	24	35	1	11
41	42	381	4			43	25	24	35	1	11
42	43	60	2		44		25	24	30	1	11
43	44	60	2		46		25	24	30	1	11
45	43	140	2			44	25	24	30	1	11
45	44	152	2			46	25	24	30	1	11
49	48	102	2		46		25	24	30	1	11
47	48	84	2		46		25	24	35	1	11
44	46	260	2		57		25	24	55	1	11
48	46	197	2			57	25	24	35	1	11
8009	51	0	2	45	50						11
8013	53	0	2	51		40					11
37	66	60	2		39		25	24	55	1	11
66	39	60	4	41	40		25	24	55	1	11
8012	66	0	2	39							11

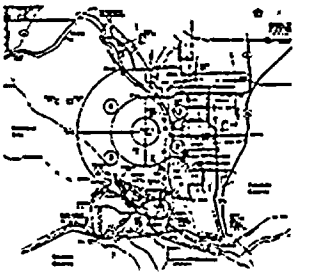
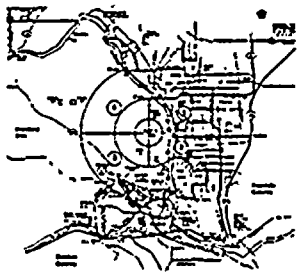


TABLE 6

SUMMARY OF RESULTS OF EVACUATION TIME ANALYSIS

DESCRIPTION	Total Within 2 Miles	Areas Within 5 Miles				Areas Within 10 Miles			
		1	2	3	Total	1	2	3	Total
Permanent Population	-	124	40	-	164	1050	1136	858	3044
Perm. Population Vehicles	-	41	13	-	54	347	380	286	1013
Transient Population	1133	1744	141	1560	3445	1571	7154	3931	12656
Trans. Population Vehicles	971	581	64	964	2580	5763	2636	2944	6102
General Population	1133	1868	181	1560	3609	2621	8290	4789	15700
Total Vehicles	971	622	77	964	2634	870	3016	3230	7115
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



RESOURCE 1

EXAMPLE COMPUTER RUN

The following is a copy of a computer run produced by the Oak Ridge Evacuation Modeling System (OREMS) software which was used to calculate the time estimates. This is provided for general review and informational purposes only.

1

ESIM SIMULATION MODEL
(ADAPTED FROM CORFLO OF TRAF)

DEVELOPED FOR

FEDERAL EMERGENCY MANAGEMENT AGENCY

0

START OF CASE 1

1 MODIFIED CARD FILE LIST

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

  1 :OREMS 2.0 Alpha Case Study: Trip Dist. + Traffic Assignment + Simulation     00
  2 :                                                                            00
  3 :Oscar FRANZESE                3 15 95ORNL                1 01
  4 :          10                0   1600                    02
  5 : 150 150 150                                              03
  6 :            60                                          04
  7 : 5                                                1      05
  8 :8001  1   0     2          2  3                          0 11
  9 :  1  3 1000     2 1        4                 40 35 40 1    0 11
 10 :  3  1 1000     2  1             2           40 35 40 0    0 11
 11 :8003  3   0     2                1  4                     0 11
 12 :  3  4 1000     2 1 1          2  58004        30 25 40 0    0 11
 13 :  4  3 1000     2 1 1               1        30 25 40 0    0 11
 14 :  4  5 1000     2                8005        30 25 40 0    0 11
 15 :  5  4 1000     2 1 1          8004  3  2       30 25 40 0    0 11
 16 :  4  2 1000     2                8002        40 35 40 0    0 11
 17 :  2  4 1000     2 1 1          58004  3       40 35 40 0    0 11
 18 :  1  2 1000     2             8002    4      30 25 25 1    0 11
 19 :  1   8001  3  0  0  0                                    35
 20 :  3  50  18003  4  0  0 15  3  2 15  3  2 10  3  2  0  0  0 35
 21 :  4     3  5  2  0  0                                     35
 22 :  5     4  0  0  0  0                                     35
 23 :  2     4  1  0  0  0                                     35
 24 :  1 00                                          150 300  36
 25 :  3 123  020  222  192  002  222  223  220  222  000  000  000    150  200  36
 26 :  4 555                                          250  200  36
 27 :  5 1                                           350  200  36
 28 :  2 55                                          250  300  36
 29 : 130                                                    52
 30 :                                                       170
 31 :  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0                  175
 32 :2001  4  3                                              177
 33 :8004300080053000800230000  0  0  0  0  0  0  0  0  0  0  0  0    178
 34 :8001        14008004  8005  8002                          179
 35 :8003        24008005  8004  8002                          179
 36 :2001         1608004  8002                              179
 37 :8001   150   350                                        195
 38 :  1   150   300                                        195
 39 :  3   150   200                                        195
 40 :8003   150   150                                        195
 41 :  4   250   200                                        195
 42 :8004   250   150                                        195
 43 :  5   350   200                                        195
 44 :8005   400   200                                        195
 45 :  2   250   300                                        195
 46 :8002   250   350                                        195
 47 :  0  8  1                                             210
 48 : 130                                                   52
 49 :                                                      170
 50 :  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0                  175
0SEQ.# :---+---1---+---2---+---3---+---4---+---5---+---6---+---7---+---8
```

1 MODIFIED CARD FILE LIST (CONT.)

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

  51 :2001  4  3                                        177
  52 :8001        10008004  8005  8002                      179
  53 :8003        12008005  8004  8002                      179
  54 :2001         808004  8002                    179
  55 :  0  8  1                                   210
  56 : 130                                        52
  57 :                                            170
  58 :  0  0  0  0  0  0  0  0  0  0  0  0  0  0              175
  59 :2001  4  3                                    177
  60 :8001        2008004  8005  8002                      179
  61 :8003       10008005  8004  8002                      179
  62 :2001         18004  8002                          179
  63 :  1  1                                      210
0SEQ.# :---+---1---+---2---+---3---+---4---+---5---+---6---+---7---+---8

1                          EVACUATION SIMULATION MODEL

                                DEVELOPED FOR                                FEDERAL EMERGENCY
MANAGEMENT AGENCY


0              OREMS 2.0 Alpha Case Study: Trip Dist. + Traffic Assignment + Simulation
0
1                                RUN CONTROL DATA


            VALUE                RUN PARAMETERS AND OPTIONS

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

0             0    INPUT  UNITS CODE = (0,1) IF INPUT IS IN (ENGLISH, METRIC) UNITS
              0    OUTPUT UNITS CODE = (0,1,2,3) IF OUTPUT IS IN (SAME AS INPUT, ENGLISH, METRIC, BOTH)
UNITS
0            1600   CLOCK TIME AT START OF SIMULATION (HHMM)
             900*   DURATION (SEC) OF TIME PERIOD NO. 1
             900*   DURATION (SEC) OF TIME PERIOD NO. 2
             900*   DURATION (SEC) OF TIME PERIOD NO. 3
0             60*   LENGTH OF A TIME INTERVAL, SECONDS
0             10*   MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
0             300   NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
0              * VALUES ASSERTED BY THE MODEL FOR THE FOLLOWING REASONS -
1**************************************************************************************************************

                              TIME PERIOD  1 - ESIM DATA

**************************************************************************************************************
1                                  ESIM   LINKS


0                    -LANES-     -CHANNEL-

                     F       C
                     U       U                        LOST  Q DIS  FREE
               LENGTH   L PKT  GRD  R      DESTINATION NODE    OPP.  TIME HDWY.  SPEED   RTOR PED
      LINK      FT/M   L L R  PCT  B23456  LEFT THRU RGHT DIAG  NODE   SEC  SEC   MPH/KMPH CODE
CODE

     (8001,  1)    0/  0  2 0 0   0  000000    2   3   0   0     0  2.5*  2.2*   0/ 0    0  0
     (  1,  3) 52800/**** 2 1 0   0  000000    4   0   0   0     0  4.0   3.5   40/ 64   1  0
     (  3,  1) 52800/**** 2 0 1   0  000000    0   0   2   0     0  4.0   3.5   40/ 64   0  0
     (8003,  3)    0/  0  2 0 0   0  000000    0   1   4   0     0  2.5*  2.2*   0/ 0    0  0
     (  3,  4) 52800/**** 2 1 1   0  000000    2   5 8004  0     0  3.0   2.5   40/ 64   0  0
     (  4,  3) 52800/**** 2 1 1   0  000000    0   0   1   0     0  3.0   2.5   40/ 64   0  0
     (  4,  5) 52800/**** 2 0 0   0  000000    0 8005  0   0     0  3.0   2.5   40/ 64   0  0
     (  5,  4) 52800/**** 2 1 1   0  000000  8004  3   2   0     0  3.0   2.5   40/ 64   0  0
```

```
( 4,  2) 52800/**** 200  0  000000    0 8002  0  0    0  4.0  3.5  40/ 64   0  0
( 2,  4) 52800/**** 211  0  000000    5 8004  3  0    0  4.0  3.5  40/ 64   0  0
( 1,  2) 52800/**** 200  0  000000 8002  0  4  0    0  3.0  2.5  25/ 40   1  0
```

* INDICATES A DEFAULT VALUE, ASSIGNED INTERNALLY BY THE MODEL

LANE CHANNELIZATION CODES	RTOR CODES	PEDESTRIAN CODES
0 UNRESTRICTED	0 RTOR PERMITTED	0 NO PEDESTRIANS
1 LEFT TURNS ONLY	1 RTOR PROHIBITED	1 LIGHT
2 BUSES ONLY		2 MODERATE
3 CLOSED		3 HEAVY
4 RIGHT TURNS ONLY		
5 CAR - POOLS		
6 CAR - POOLS + BUSES		

1

ESIM TURNING MOVEMENT DATA

LINK	TURN MOVEMENT PERCENTAGES LEFT	THROUGH	RIGHT	DIAGONAL	TURN MOVEMENT POSSIBLE LEFT	THROUGH	RIGHT	DIAGONAL	BLOCKAGE (PCT)	POCKET LENGTH (FEET/METERS) (SECS)	LEFT	RIGHT
(8001, 1)	0	0	0	0	YES	YES	NO	NO	0	0	0/ 0	0/ 0
(1, 3)	0	0	0	0	YES	NO	NO	NO	0	0	60/ 18	0/ 0
(3, 1)	0	0	0	0	NO	NO	YES	NO	0	0	0/ 0	60/ 18
(8003, 3)	0	0	0	0	NO	YES	YES	NO	0	0	0/ 0	0/ 0
(3, 4)	0	0	0	0	YES	YES	YES	NO	0	0	60/ 18	60/ 18
(4, 3)	0	0	0	0	NO	NO	YES	NO	0	0	60/ 18	60/ 18
(4, 5)	0	0	0	0	NO	YES	NO	NO	0	0	0/ 0	0/ 0
(5, 4)	0	0	0	0	YES	YES	YES	NO	0	0	60/ 18	60/ 18
(4, 2)	0	0	0	0	NO	YES	NO	NO	0	0	0/ 0	0/ 0
(2, 4)	0	0	0	0	YES	YES	YES	NO	0	0	60/ 18	60/ 18
(1, 2)	0	0	0	0	YES	NO	YES	NO	0	0	0/ 0	0/ 0

1 FREEWAY SUBNETWORK PARAMETERS

RELAXATION TIME COEFFICIENT 75 SECONDS/MILE OR 46 SECONDS/KM

ANTICIPATION COEFFICIENT (EE-2) 50 MILES**2/HOUR OR 129 KM**2/HOUR

TIME SLICE DURATION 3 SECONDS

JAM DENSITY 180 (VEH/LANE-MILE) OR 112 (VEH/LANE-KM)

COEFFICIENTS FOR SPEED-DENSITY RELATIONSHIP

RELATIONSHIP 1

COEFFICIENT 1 107 (MILES/HOUR) OR 172 (KM/HOUR)
COEFFICIENT 2 -231 (MILES/HOUR) (LANE-MILE/VEH) OR -598 (KM/HOUR) (LANE-KM/VEH)
COEFFICIENT 3 215 (MILES/HOUR) (LANE-MILE/VEH)**2 OR 896 (KM/HOUR) (LANE-KM/VEH)**2
COEFFICIENT 4 -74 (MILES/HOUR) (LANE-MILE/VEH)**3 OR -496 (KM/HOUR) (LANE-KM/VEH)**3

RELATIONSHIP 2

COEFFICIENT 1 80 (HOURS/MILE) OR 49 (HOURS/KM)
COEFFICIENT 2 474 (HOURS/MILE) (LANE-MILE/VEH) OR 474 (HOURS/KM) (LANE-KM/VEH)

COEFFICIENT 3 -591 (HOURS/MILE) (LANE-MILE/VEH)**2 OR -951 (HOURS/KM) (LANE-KM/VEH)**2

COEFFICIENT 4 466 (HOURS/MILE) (LANE-MILE/VEH)**3 OR 1206 (HOURS/KM) (LANE-KM/VEH)**3

RELATIONSHIP 3

COEFFICIENT 1	25. (VEH/LANE-MILE)	OR	16 (VEH/LANE-KM)
COEFFICIENT 2	50. (VEH/LANE-MILE)	OR	31 (VEH/LANE-KM)
COEFFICIENT 3	35. (MILES/HOUR)	OR	56 (KM/HOUR)
COEFFICIENT 4	40. (MILES/HOUR)	OR	64 (KM/HOUR)
COEFFICIENT 5	2. (DIMENSIONLESS)	OR	2 (DIMENSIONLESS)

NO TYPE 34 CARD WAS INPUT, ALL VALUES ARE
DEFAULTS, ASSIGNED INTERNALLY BY THE MODEL

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

0 NODE 1 IS UNDER SIGN CONTROL

0

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (8001, 1)	(3, 1)
1	0	100	0	0

0 NODE 2 IS UNDER SIGN CONTROL

0

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

0 NODE 3

OFFSET 50 SEC CYCLE LENGTH 55 SEC

0

INTERVAL NUMBER	DURATION (SEC)	(PCT)	APPROACHES (1, 3)	(8003, 3)	(4, 3)
1	15	27	1	2	3
2	3	5	0	2	0
3	2	4	2	2	2
4	15	27	1	9	2
5	3	5	0	0	2
6	2	4	2	2	2
7	10	18	2	2	3
8	3	5	2	2	0
9	2	4	2	2	2

0 NODE 4 IS UNDER SIGN CONTROL

0

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

0 NODE 5 IS UNDER SIGN CONTROL

0

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

1 INTERPRETATION OF SIGNAL CODES

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

8 RED WITH LEFT AND RIGHT GREEN ARROW

9 NO LEFT TURN-GREEN THRU AND RIGHT

1 TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

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

NODE 1 SIGN CONTROL

PHASE DURATION ——— APPROACHES ———
(8001, 1) (3, 1)
LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
1 0 YLD YLD YLD

NODE 2 SIGN CONTROL

PHASE DURATION ——— APPROACHES ———
(4, 2) (1, 2)
LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
1 0 STOP STOP STOP

NODE 3 FIXED TIME CONTROL OFFSET = 50 SECONDS CYCLE LENGTH = 55 SECONDS

PHASE DURATION ——— APPROACHES ———
(1, 3) (8003, 3) (4, 3)
LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
1 20 PROT NOGO NOGO GO
2 20 PROT GO GO NOGO
3 15 NOGO NOGO NOGO GO

NODE 4 SIGN CONTROL

PHASE DURATION ——— APPROACHES ———
(3, 4) (5, 4) (2, 4)
LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
1 0 STOP STOP STOP STOP STOP STOP STOP STOP STOP
1

NODE 5 SIGN CONTROL

PHASE DURATION ——— APPROACHES ———
(4, 5)
LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG LEFT THRU RITE DIAG
1 0 GO
0***** WARNING - MESSAGE NUMBER 622, ROUTINE CHKPH2, PARAMETER(S) - P1 = 0, P2 = 4, P3 = 3
1 AVERAGE VEHICLE OCCUPANCIES
(HUNDREDTHS-OF-A-PERSON / VEHICLE)

AUTOS CAR-POOLS TRUCKS BUSES
130 350 120 250

1 TRAFFIC ASSIGNMENT PARAMETERS

EPSILON (OBJ.FUNC.THRESHOLD VALUE) = 1.0 % +

LINE SEARCH ACCURACY OF OBJ.FUNCION = 1.0 % +

MAX.NUMBER OF ASSIGNMENT ITERATIONS = 15

MAX.NUMBER OF CAPACITY CALIBRATIONS = 1 +

TYPE OF OBJECTIVE FUNCTION
(0:USER OPTIMAL, 1:SYSTEM OPTIMAL)= 0 +

IMPEDANCE FUNCTION PARAMETERS:
ALPHA = 60/100 +
BETA = 40/ 10 +

TYPE (0:FHWA, 1:MODIFIED DAVIDSON)= 0 +

(+) :INDICATES DEFAULT VALUE

REQUESTED INTERMEDIATE OUTPUT CODE = 4
0: NO INTERMEDIATE OUTPUT
1: PATH ASSIGNMENTS
2: TREE CONSTRUCTS
3: DETAILED O-D TREES
4: ALL OUTPUTS 1,2 AND 3

1 TRIP TABLE

FOR EACH ORIGIN NODE, TABLE PROVIDES LISTING OF CANDIDATE DESTINATION NODES

ORIGIN NODE (8001) 8004 8005 8002

ORIGIN NODE (8003) 8005 8004 8002

ORIGIN NODE (2001) 8004 8002

0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8001
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8004
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8005
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8003
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 2001

1 INTERNAL CENTROIDS

CENTROID LINK

2001 (4, 3)

1 TRAFFIC ASSIGNMENT :SOURCE VOLUMES

ORIGIN NODE VOLUME (VPH)

8001 9000
8003 9000
2001 6000

1 TRAFFIC ASSIGNMENT :SINK VOLUMES

DESTINATION NODE VOLUME (VPH)

8002 9000
8004 9000
8005 6000

1 DESTINATION TRIP TABLE

FOR EACH DESTINATION NODE, TABLE PROVIDES LISTING OF DATA PAIRS: ORIGIN NODE/VOLUME

DESTINATION (8002) 8001/3000 8003/3000 2001/3000

DESTINATION (8004) 8001/3000 8003/3000 2001/3000

DESTINATION (8005) 8001/3000 8003/3000

1**********

TIME PERIOD 2 - ESIM DATA

****

1

ESIM TURNING MOVEMENT DATA

LINK	TURN MOVEMENT PERCENTAGES LEFT	THROUGH	RIGHT	DIAGONAL	TURN MOVEMENT POSSIBLE LEFT	THROUGH	RIGHT	DIAGONAL	BLOCKAGE (PCT) (SECS)
(8001, 1)	0	0	0	0	YES	YES	NO	NO	0 0
(1, 3)	0	0	0	0	YES	NO	NO	NO	0 0
(3, 1)	0	0	0	0	NO	NO	YES	NO	0 0
(8003, 3)	0	0	0	0	NO	YES	YES	NO	0 0
(3, 4)	0	0	0	0	YES	YES	YES	NO	0 0
(4, 3)	0	0	0	0	NO	NO	YES	NO	0 0
(4, 5)	0	0	0	0	NO	YES	NO	NO	0 0
(5, 4)	0	0	0	0	YES	YES	YES	NO	0 0
(4, 2)	0	0	0	0	NO	YES	NO	NO	0 0
(2, 4)	0	0	0	0	YES	YES	YES	NO	0 0
(1, 2)	0	0	0	0	YES	NO	YES	NO	0 0

0***** WARNING - MESSAGE NUMBER 622, ROUTINE CHKPH2, PARAMETER(S) - P1 = 0, P2 = 4, P3 = 3

1 AVERAGE VEHICLE OCCUPANCIES
(HUNDREDTHS-OF-A-PERSON / VEHICLE)

AUTOS	CAR-POOLS	TRUCKS	BUSES
130	350	120	250

1 TRAFFIC ASSIGNMENT PARAMETERS

EPSILON (OBJ.FUNC.THRESHOLD VALUE) = 1.0 % +

LINE SEARCH ACCURACY OF OBJ.FUNCION = 1.0 % +

MAX.NUMBER OF ASSIGNMENT ITERATIONS = 15

MAX.NUMBER OF CAPACITY CALIBRATIONS = 1 +

TYPE OF OBJECTIVE FUNCTION
(0:USER OPTIMAL, 1:SYSTEM OPTIMAL)= 0 +

IMPEDANCE FUNCTION PARAMETERS:
ALPHA = 60/100 +
BETA = 40/ 10 +

TYPE (0:FHWA, 1:MODIFIED DAVIDSON)= 0 +

(+) :INDICATES DEFAULT VALUE

REQUESTED INTERMEDIATE OUTPUT CODE = 4
0: NO INTERMEDIATE OUTPUT
1: PATH ASSIGNMENTS
2: TREE CONSTRUCTS
3: DETAILED O-D TREES
4: ALL OUTPUTS 1,2 AND 3

1 TRIP TABLE

FOR EACH ORIGIN NODE, TABLE PROVIDES LISTING OF CANDIDATE DESTINATION NODES

ORIGIN NODE (8001) 8004 8005 8002

ORIGIN NODE (8003) 8005 8004 8002

ORIGIN NODE (2001) 8004 8002

0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8001
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8004
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8005
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8003
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 2001
1 INTERNAL CENTROIDS

CENTROID LINK

2001 (4, 3)
1 TRAFFIC ASSIGNMENT :SOURCE VOLUMES

ORIGIN NODE VOLUME (VPH)

8001 9000
8003 9000
2001 6000
1 TRAFFIC ASSIGNMENT :SINK VOLUMES

DESTINATION NODE VOLUME (VPH)

8002 9000
8004 9000
8005 6000
1 DESTINATION TRIP TABLE

FOR EACH DESTINATION NODE, TABLE PROVIDES LISTING OF DATA PAIRS: ORIGIN NODE/VOLUME

DESTINATION (8002) 8001/3000 8003/3000 2001/3000

DESTINATION (8004) 8001/3000 8003/3000 2001/3000

DESTINATION (8005) 8001/3000 8003/3000
1**********

TIME PERIOD 3 - ESIM DATA

****
1

ESIM TURNING MOVEMENT DATA

LINK	TURN MOVEMENT PERCENTAGES LEFT	THROUGH	RIGHT	DIAGONAL	TURN MOVEMENT POSSIBLE LEFT	THROUGH	RIGHT	DIAGONAL	BLOCKAGE (PCT)	(SECS)
(8001, 1)	0	0	0	0	YES	YES	NO	NO	0	0
(1, 3)	0	0	0	0	YES	NO	NO	NO	0	0
(3, 1)	0	0	0	0	NO	NO	YES	NO	0	0
(8003, 3)	0	0	0	0	NO	YES	YES	NO	0	0
(3, 4)	0	0	0	0	YES	YES	YES	NO	0	0
(4, 3)	0	0	0	0	NO	NO	YES	NO	0	0
(4, 5)	0	0	0	0	NO	YES	NO	NO	0	0
(5, 4)	0	0	0	0	YES	YES	YES	NO	0	0
(4, 2)	0	0	0	0	NO	YES	NO	NO	0	0
(2, 4)	0	0	0	0	YES	YES	YES	NO	0	0
(1, 2)	0	0	0	0	YES	NO	YES	NO	0	0

0***** WARNING - MESSAGE NUMBER 622, ROUTINE CHKPH2, PARAMETER(S) - P1 = 0, P2 = 4, P3 = 3
1 AVERAGE VEHICLE OCCUPANCIES
(HUNDREDTHS-OF-A-PERSON / VEHICLE)

AUTOS CAR-POOLS TRUCKS BUSES
130 350 120 250

1 TRAFFIC ASSIGNMENT PARAMETERS

EPSILON (OBJ.FUNC.THRESHOLD VALUE) = 1.0 % +

LINE SEARCH ACCURACY OF OBJ.FUNCION = 1.0 % +

MAX.NUMBER OF ASSIGNMENT ITERATIONS = 15

MAX.NUMBER OF CAPACITY CALIBRATIONS = 1 +

TYPE OF OBJECTIVE FUNCTION
(0:USER OPTIMAL, 1:SYSTEM OPTIMAL)= 0 +

IMPEDANCE FUNCTION PARAMETERS:
ALPHA = 60/100 +
BETA = 40/ 10 +

TYPE (0:FHWA, 1:MODIFIED DAVIDSON)= 0 +

(+) :INDICATES DEFAULT VALUE

REQUESTED INTERMEDIATE OUTPUT CODE = 4
0: NO INTERMEDIATE OUTPUT
1: PATH ASSIGNMENTS
2: TREE CONSTRUCTS
3: DETAILED O-D TREES
4: ALL OUTPUTS 1,2 AND 3

1 TRIP TABLE

FOR EACH ORIGIN NODE, TABLE PROVIDES LISTING OF CANDIDATE DESTINATION NODES

ORIGIN NODE (8001) 8004 8005 8002

ORIGIN NODE (8003) 8005 8004 8002

ORIGIN NODE (2001) 8004 8002

0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8001
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8004
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8005
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8003
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 2001

1 INTERNAL CENTROIDS

CENTROID LINK

2001 (4, 3)

1 TRAFFIC ASSIGNMENT :SOURCE VOLUMES

ORIGIN NODE VOLUME (VPH)

8001 9000
8003 9000
2001 6000

1 TRAFFIC ASSIGNMENT :SINK VOLUMES

DESTINATION NODE VOLUME (VPH)

8002 9000
8004 9000
8005 6000

1 DESTINATION TRIP TABLE

FOR EACH DESTINATION NODE, TABLE PROVIDES LISTING OF DATA PAIRS: ORIGIN NODE/VOLUME

DESTINATION (8002) 8001/3000 8003/3000 2001/3000

DESTINATION (8004) 8001/3000 8003/3000 2001/3000

DESTINATION (8005) 8001/3000 8003/3000

1 EVACUATION SIMULATION MODEL

DEVELOPED FOR FEDERAL EMERGENCY MANAGEMENT AGENCY

0 OREMS 2.0 Alpha Case Study: Trip Dist. + Traffic Assignment + Simulation

0

1 RUN CONTROL DATA

VALUE RUN PARAMETERS AND OPTIONS

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

0 0 INPUT UNITS CODE = (0,1) IF INPUT IS IN (ENGLISH, METRIC) UNITS
0 OUTPUT UNITS CODE = (0,1,2,3) IF OUTPUT IS IN (SAME AS INPUT, ENGLISH, METRIC, BOTH) UNITS
0 1600 CLOCK TIME AT START OF SIMULATION (HHMM)
900* DURATION (SEC) OF TIME PERIOD NO. 1
900* DURATION (SEC) OF TIME PERIOD NO. 2
900* DURATION (SEC) OF TIME PERIOD NO. 3
0 60* LENGTH OF A TIME INTERVAL, SECONDS
0 10* MAXIMUM INITIALIZATION TIME, NUMBER OF TIME INTERVALS
0 300 NUMBER OF TIME INTERVALS BETWEEN SUCCESSIVE STANDARD OUTPUTS
0 * VALUES ASSERTED BY THE MODEL FOR THE FOLLOWING REASONS -

1**********

TIME PERIOD 1 - ESIM DATA

****

1 ESIM LINKS

0 -LANES- -CHANNEL-

LINK	LENGTH FT/M	F U L L	C U R	PKT PCT	GRD B23456	R	DESTINATION NODE LEFT	THRU	RGHT	DIAG	LOST NODE	Q DIS TIME SEC	FREE HDWY. SEC	SPEED MPH/KMPH	RTOR CODE	PED CODE
(8001, 1)	0/ 0	2	0	0	000000		2	3	0	0	0	2.5*	2.2*	0/ 0	0	0
(1, 3)	52800/****	2	1	0	000000		4	0	0	0	0	4.0	3.5	40/ 64	1	0
(3, 1)	52800/****	2	0	1	000000		0	0	2	0	0	4.0	3.5	40/ 64	0	0
(8003, 3)	0/ 0	2	0	0	000000		0	1	4	0	0	2.5*	2.2*	0/ 0	0	0
(3, 4)	52800/****	2	1	1	000000		2	5	8004	0	0	3.0	2.5	40/ 64	0	0
(4, 3)	52800/****	2	1	1	000000		0	0	1	0	0	3.0	2.5	40/ 64	0	0
(4, 5)	52800/****	2	0	0	000000		0	8005	0	0	0	3.0	2.5	40/ 64	0	0
(5, 4)	52800/****	2	1	1	000000		8004	3	2	0	0	3.0	2.5	40/ 64	0	0
(4, 2)	52800/****	2	0	0	000000		0	8002	0	0	0	4.0	3.5	40/ 64	0	0
(2, 4)	52800/****	2	1	1	000000		5	8004	3	0	0	4.0	3.5	40/ 64	0	0
(1, 2)	52800/****	2	0	0	000000		8002	0	4	0	0	3.0	2.5	25/ 40	1	0

* INDICATES A DEFAULT VALUE, ASSIGNED INTERNALLY BY THE MODEL

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

1

ESIM TURNING MOVEMENT DATA

LINK	TURN MOVEMENT PERCENTAGES LEFT	THROUGH	RIGHT	DIAGONAL	TURN MOVEMENT POSSIBLE LEFT	THROUGH	RIGHT	DIAGONAL	BLOCKAGE (PCT)	POCKET LENGTH (FEET/METERS) (SECS) LEFT	RIGHT
(8001, 1)	0	0	0	0	YES	YES	NO	NO	0	0	0/ 0	0/ 0
(1, 3)	0	0	0	0	YES	NO	NO	NO	0	0	60/ 18	0/ 0
(3, 1)	0	0	0	0	NO	NO	YES	NO	0	0	0/ 0	60/ 18
(8003, 3)	0	0	0	0	NO	YES	YES	NO	0	0	0/ 0	0/ 0
(3, 4)	0	0	0	0	YES	YES	YES	NO	0	0	60/ 18	60/ 18
(4, 3)	0	0	0	0	NO	NO	YES	NO	0	0	60/ 18	60/ 18
(4, 5)	0	0	0	0	NO	YES	NO	NO	0	0	0/ 0	0/ 0
(5, 4)	0	0	0	0	YES	YES	YES	NO	0	0	60/ 18	60/ 18
(4, 2)	0	0	0	0	NO	YES	NO	NO	0	0	0/ 0	0/ 0
(2, 4)	0	0	0	0	YES	YES	YES	NO	0	0	60/ 18	60/ 18
(1, 2)	0	0	0	0	YES	NO	YES	NO	0	0	0/ 0	0/ 0

1 FREEWAY SUBNETWORK PARAMETERS

RELAXATION TIME COEFFICIENT 75 SECONDS/MILE OR 46 SECONDS/KM

ANTICIPATION COEFFICIENT (EE-2) 50 MILES**2/HOUR OR 129 KM**2/HOUR

TIME SLICE DURATION 3 SECONDS

JAM DENSITY 180 (VEH/LANE-MILE) OR 112 (VEH/LANE-KM)

COEFFICIENTS FOR SPEED-DENSITY RELATIONSHIP

RELATIONSHIP 1

COEFFICIENT 1 107 (MILES/HOUR) OR 172 (KM/HOUR)
COEFFICIENT 2 -231 (MILES/HOUR) (LANE-MILE/VEH) OR -598 (KM/HOUR) (LANE-KM/VEH)
COEFFICIENT 3 215 (MILES/HOUR) (LANE-MILE/VEH)**2 OR 896 (KM/HOUR) (LANE-KM/VEH)**2
COEFFICIENT 4 -74 (MILES/HOUR) (LANE-MILE/VEH)**3 OR -496 (KM/HOUR) (LANE-KM/VEH)**3

RELATIONSHIP 2

COEFFICIENT 1 80 (HOURS/MILE) OR 49 (HOURS/KM)
COEFFICIENT 2 474 (HOURS/MILE) (LANE-MILE/VEH) OR 474 (HOURS/KM) (LANE-KM/VEH)
COEFFICIENT 3 -591 (HOURS/MILE) (LANE-MILE/VEH)**2 OR -951 (HOURS/KM) (LANE-KM/VEH)**2
COEFFICIENT 4 466 (HOURS/MILE) (LANE-MILE/VEH)**3 OR 1206 (HOURS/KM) (LANE-KM/VEH)**3

RELATIONSHIP 3

COEFFICIENT 1 25. (VEH/LANE-MILE) OR 16 (VEH/LANE-KM)
COEFFICIENT 2 50. (VEH/LANE-MILE) OR 31 (VEH/LANE-KM)

COEFFICIENT 3 35. (MILES/HOUR) OR 56 (KM/HOUR)
COEFFICIENT 4 40. (MILES/HOUR) OR 64 (KM/HOUR)
COEFFICIENT 5 2. (DIMENSIONLESS) OR 2 (DIMENSIONLESS)

1 SPECIFIED FIXED-TIME SIGNAL CONTROL, AND SIGN CONTROL, CODES
0 NODE 1 IS UNDER SIGN CONTROL
0 INTERVAL DURATION +----------APPROACHES----------+
NUMBER (SEC) (PCT) (8001, 1) (3, 1)
1 0 100 0 0
0 NODE 2 IS UNDER SIGN CONTROL
0 INTERVAL DURATION +----------APPROACHES----------+
NUMBER (SEC) (PCT) (4, 2) (1, 2)
1 0 100 5 5
0 NODE 3
OFFSET 50 SEC CYCLE LENGTH 55 SEC
0 INTERVAL DURATION +----------APPROACHES----------+
NUMBER (SEC) (PCT) (1, 3) (8003, 3) (4, 3)
1 15 27 1 2 3
2 3 5 0 2 0
3 2 4 2 2 2
4 15 27 1 9 2
5 3 5 0 0 2
6 2 4 2 2 2
7 10 18 2 2 3
8 3 5 2 2 0
9 2 4 2 2 2
0 NODE 4 IS UNDER SIGN CONTROL
0 INTERVAL DURATION +----------APPROACHES----------+
NUMBER (SEC) (PCT) (3, 4) (5, 4) (2, 4)
1 0 100 5 5 5
0 NODE 5 IS UNDER SIGN CONTROL
0 INTERVAL DURATION +----------APPROACHES----------+
NUMBER (SEC) (PCT) (4, 5)
1 0 100 1
1 INTERPRETATION OF SIGNAL CODES

0 YIELD OR AMBER

1 GREEN

2 RED

3 RED WITH GREEN RIGHT ARROW

4 RED WITH GREEN LEFT ARROW

5 STOP

6 RED WITH GREEN DIAGONAL ARROW

7 NO TURNS-GREEN THRU ARROW

8 RED WITH LEFT AND RIGHT GREEN ARROW

9 NO LEFT TURN-GREEN THRU AND RIGHT
1 TRAFFIC CONTROL TABLE - SIGNS AND FIXED TIME SIGNALS

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

NODE 1 SIGN CONTROL

```
PHASE DURATION ---------- APPROACHES ----------
          (8001,  1)      ( 3,  1)
         LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT
THRU RITE DIAG
  1     0    YLD YLD              YLD


  NODE   2    SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------
          ( 4,  2)      ( 1,  2)
         LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT
THRU RITE DIAG
  1     0       STOP        STOP    STOP


  NODE   3    FIXED TIME CONTROL     OFFSET = 50 SECONDS     CYCLE LENGTH = 55 SECONDS

PHASE DURATION ---------- APPROACHES ----------
          ( 1,  3)      (8003,  3)      ( 4,  3)
         LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT
THRU RITE DIAG
  1     20   PROT             NOGO NOGO           GO
  2     20   PROT              GO  GO           NOGO
  3     15   NOGO              NOGO NOGO           GO


  NODE   4    SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------
          ( 3,  4)      ( 5,  4)      ( 2,  4)
         LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT
THRU RITE DIAG
  1     0    STOP STOP STOP     STOP STOP STOP     STOP STOP STOP
1


  NODE   5    SIGN CONTROL

PHASE DURATION ---------- APPROACHES ----------
          ( 4,  5)
         LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT THRU RITE DIAG  LEFT
THRU RITE DIAG
  1     0       GO
0***** WARNING  - MESSAGE NUMBER  622, ROUTINE CHKPH2, PARAMETER(S) - P1 =      0,  P2 =      4,  P3 =
3
1                          AVERAGE VEHICLE OCCUPANCIES
                          (HUNDREDTHS-OF-A-PERSON / VEHICLE)

                        AUTOS  CAR-POOLS  TRUCKS  BUSES
                        130     350      120     250
1                         TRAFFIC ASSIGNMENT PARAMETERS


                       EPSILON (OBJ.FUNC.THRESHOLD VALUE)  =  1.0 %  +

                       LINE SEARCH ACCURACY OF OBJ.FUNCION =  1.0 %  +

                       MAX.NUMBER OF ASSIGNMENT ITERATIONS = 15

                       MAX.NUMBER OF CAPACITY CALIBRATIONS =  1     +

                       TYPE OF OBJECTIVE FUNCTION
                        (0:USER OPTIMAL, 1:SYSTEM OPTIMAL)=  0     +
```

IMPEDANCE FUNCTION PARAMETERS:
ALPHA = 60/100 +
BETA = 40/ 10 +

TYPE (0:FHWA, 1:MODIFIED DAVIDSON)= 0 +

(+) :INDICATES DEFAULT VALUE

REQUESTED INTERMEDIATE OUTPUT CODE = 4
0: NO INTERMEDIATE OUTPUT
1: PATH ASSIGNMENTS
2: TREE CONSTRUCTS
3: DETAILED O-D TREES
4: ALL OUTPUTS 1,2 AND 3

1 TRIP TABLE

FOR EACH ORIGIN NODE, TABLE PROVIDES LISTING OF CANDIDATE DESTINATION NODES

ORIGIN NODE (8001) 8004 8005 8002

ORIGIN NODE (8003) 8005 8004 8002

ORIGIN NODE (2001) 8004 8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8001
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8004
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8005
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 8003
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 = 2001
1 INTERNAL CENTROIDS

CENTROID LINK

2001 (4, 3)
1 TRAFFIC ASSIGNMENT :SOURCE VOLUMES

ORIGIN NODE VOLUME (VPH)

8001 9000
8003 9000
2001 6000
1 TRAFFIC ASSIGNMENT :SINK VOLUMES

DESTINATION NODE VOLUME (VPH)

8002 9000
8004 9000
8005 6000
1 DESTINATION TRIP TABLE

FOR EACH DESTINATION NODE, TABLE PROVIDES LISTING OF DATA PAIRS: ORIGIN NODE/VOLUME

DESTINATION (8002) 8001/3000 8003/3000 2001/3000

DESTINATION (8004) 8001/3000 8003/3000 2001/3000

DESTINATION (8005) 8001/3000 8003/3000
1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 1

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2)
0ORIGIN:8003 (3, 4)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 1 CAPACITY ITERATION: 1

```
 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER  FEET  TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0   0   7.0   7.0  1085    0    0.0  T   INT
       (  1,  2)          8.0  813.3   389  1400    0.0  L   INT V>C
(8003,  3) (  3,  4)   0   0   6.0  927.6   417  2400    0.0  R   INT V>C
       (  3,  1)          9.0   9.0   894    0    0.0  T   INT
(  3,  1) (  1,  2) 52800  895  901.0  901.1  1598   160   40.0  R   INT
(  1,  3) (  3,  4) 52800  895  897.0  897.0  1337    0   40.1  L   INT
(  3,  4) (  4,8004) 52800  895  903.0139603.8   570  2400    0.3  R   EXIT V>C
       (  4,  5)        905.0  905.0  1000    0   39.8  T   INT
       (  4,  2)        906.0  906.0   460    0   39.7  L   INT
(  1,  2) (  2,  4) 52800 1427 1435.0 1435.0   661    0   25.1  R   INT
       (  2,8002)        1438.0 64752.0   533  1560    0.6  L   EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,8004)         905.0  905.0  1000    0   39.8  T   EXIT
       (  4,  5)        906.0  906.0   460    0   39.7  L   INT
(  4,  5) (  5,8005) 52800  895  895.0  895.0  2880    0   40.2  T   EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,  3)        905.0  905.0  1000    0   39.8  T   INT
       (  4,8004)         906.0  906.0   460    0   39.7  L   EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0  3110   160   40.2  R   INT
       (  3,2001)          0.0   0.0  1800    0   40.2      SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0  1000    0   39.8  T   EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  42800.00    VEHICLE-HOURS=  122142.91    AVERAGE
SPEED(MPH)=  0.35
1                        MINIMUM PATH CONSTRUCTS FOR  ITERATION:  2

                      LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  3) (  3,  4) (  4,  5)
0ORIGIN:8003 (  3,  4) (  4,  5)
0ORIGIN:2001 (  3,  1) (  1,  2) (  2,  4) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT         ITERATION :  2 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER  FEET  TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0   0   7.0   7.7  1085   702    0.0  T   INT
       (  1,  2)          8.0   57.7   389   698    0.0  L   INT V>C
(8003,  3) (  3,  4)   0   0   6.0  927.6   417  2400    0.0  R   INT V>C
       (  3,  1)          9.0   9.0   894    0    0.0  T   INT
(  3,  1) (  1,  2) 52800  895  901.0  901.1  1598   160   40.0  R   INT
(  1,  3) (  3,  4) 52800  895  897.0  937.9  1337   702   38.4  L   INT
(  3,  4) (  4,8004) 52800  895  903.0 11414.5   570  1196    3.2  R   EXIT V>C
       (  4,  5)        905.0 8069.7  1000  1906    4.5  T   INT V>C
       (  4,  2)        906.0  906.0   460    0   39.7  L   INT
(  1,  2) (  2,  4) 52800 1427 1435.0 1435.2   661   80   25.1  R   INT
       (  2,8002)        1438.0 5346.2   533   778    6.7  L   EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,8004)         905.0  905.0  1000   80   39.8  T   EXIT
       (  4,  5)        906.0  906.0   460    0   39.7  L   INT
(  4,  5) (  5,8005) 52800  895  895.0  998.0  2880  1906   36.1  T   EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,  3)        905.0  905.0  1000    0   39.8  T   INT
       (  4,8004)         906.0  906.0   460    0   39.7  L   EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0  3110   160   40.2  R   INT
       (  3,2001)          0.0   0.0  1800    0   40.2      SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0  1000    0   39.8  T   EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  69683.17    VEHICLE-HOURS=  10694.38    AVERAGE
SPEED(MPH)=  6.52
```

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 3

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2) (2, 4)
0ORIGIN:8003 (3, 4) (4, 2)
0ORIGIN:2001 (3, 1) (1, 2) (2, 4) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 3 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TRAVEL TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.2	1085	507	0.0 T	INT
	(1, 2)			8.0	141.6	389	893	0.0 L	INT V>C
(8003, 3)	(3, 4)	0	0	6.0	927.6	417	2400	0.0 R	INT V>C
	(3, 1)			9.0	9.0	894	0	0.0 T	INT
(3, 1)	(1, 2)	52800	895	901.0	901.1	1598	160	40.0 R	INT
(1, 3)	(3, 4)	52800	895	897.0	908.1	1337	507	39.6 L	INT
(3, 4)	(4,8004)	52800	895	903.0	3749.2	570	863	9.6 R	EXIT V>C
	(4, 5)			905.0	2845.0	1000	1375	12.7 T	INT V>C
	(4, 2)			906.0	3334.1	460	669	10.8 L	INT V>C
(1, 2)	(2, 4)	52800	1427	1435.0	1700.5	661	493	21.2 R	INT
	(2,8002)			1438.0	2496.2	533	561	14.4 L	EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)			905.0	937.0	1000	493	38.4 T	EXIT
	(4, 5)			906.0	906.0	460	0	39.7 L	INT
(4, 5)	(5,8005)	52800	895	895.0	922.9	2880	1375	39.0 T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4, 3)			905.0	905.0	1000	0	39.8 T	INT
	(4,8004)			906.0	906.0	460	0	39.7 L	EXIT
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	160	40.2 R	INT
	(3,2001)			0.0	0.0	1800	0	40.2	SINK
(4, 2)	(2,8002)	52800	895	905.0	1013.6	1000	669	35.5 T	EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 73226.59 VEHICLE-HOURS= 4757.27 AVERAGE SPEED(MPH)= 15.39

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 4

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2)
0ORIGIN:8003 (3, 1) (1, 2)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 4 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TRAVEL TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.2	1085	496	0.0 T	INT
	(1, 2)			8.0	148.2	389	904	0.0 L	INT V>C
(8003, 3)	(3, 4)	0	0	6.0	927.6	417	2349	0.0 R	INT V>C
	(3, 1)			9.0	9.0	894	51	0.0 T	INT
(3, 1)	(1, 2)	52800	895	901.0	901.2	1598	211	39.9 R	INT
(1, 3)	(3, 4)	52800	895	897.0	907.2	1337	496	39.7 L	INT
(3, 4)	(4,8004)	52800	895	903.0	3514.5	570	845	10.2 R	EXIT V>C
	(4, 5)			905.0	2685.0	1000	1346	13.4 T	INT V>C
	(4, 2)			906.0	3133.9	460	655	11.5 L	INT V>C
(1, 2)	(2, 4)	52800	1427	1435.0	1678.6	661	482	21.4 R	INT
	(2,8002)			1438.0	3157.3	533	633	11.4 L	EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)			905.0	934.3	1000	482	38.5 T	EXIT
	(4, 5)			906.0	906.0	460	0	39.7 L	INT
(4, 5)	(5,8005)	52800	895	895.0	920.6	2880	1346	39.1 T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4, 3)			905.0	905.0	1000	0	39.8 T	INT
	(4,8004)			906.0	906.0	460	0	39.7 L	EXIT

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( 4, 3) ( 3, 1) 52800  895  895.0  895.0  3110   160   40.2  R  INT
       ( 3,2001)          0.0    0.0   1800     0    40.2    SINK
( 4, 2) ( 2,8002) 52800  895  905.0 1004.6  1000   655.  35.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER: INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  73089.80    VEHICLE-HOURS=  4691.01    AVERAGE
SPEED(MPH)= 15.58
1                        MINIMUM PATH CONSTRUCTS FOR ITERATION:  5

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 ( 1, 2) ( 2, 4)
0ORIGIN:8003 ( 3, 1) ( 1, 2) ( 2, 4)
0ORIGIN:2001 ( 3, 1) ( 1, 2) ( 2, 4) ( 4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  5 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY  VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH     VPH    (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001, 1) ( 1, 3)   0    0    7.0    7.2   1085    480     0.0  T   INT
       ( 1, 2)            8.0  158.4    389    920     0.0  L   INT V>C
(8003, 3) ( 3, 4)   0    0    6.0  927.6    417   2273     0.0  R   INT V>C
       ( 3, 1)            9.0    9.0    894    127     0.0  T   INT
( 3, 1) ( 1, 2) 52800  895  901.0  901.6   1598    287    39.9  R   INT
( 1, 3) ( 3, 4) 52800  895  897.0  905.9   1337    480    39.7  L   INT
( 3, 4) ( 4,8004) 52800  895  903.0 3191.0   570    817    11.3  R   EXIT V>C
       ( 4, 5)          905.0 2464.5   1000   1302    14.6  T   INT V>C
       ( 4, 2)          906.0 2857.9    460    633    12.6  L   INT V>C
( 1, 2) ( 2, 4) 52800 1427 1435.0 2001.0   661    595    18.0  R   INT
       ( 2,8002)         1438.0 2944.3    533    613    12.2  L   EXIT V>C
( 2, 4) ( 4, 3) 52800  895  903.0  903.0    570     0    39.9  R   INT
       ( 4,8004)          905.0  973.1   1000    595    37.0  T   EXIT
       ( 4, 5)          906.0  906.0    460     0    39.7  L   INT
( 4, 5) ( 5,8005) 52800  895  895.0  917.4   2880   1302    39.2  T   EXIT
( 5, 4) ( 4, 2) 52800  895  903.0  903.0    570     0    39.9  R   INT
       ( 4, 3)          905.0  905.0   1000     0    39.8  T   INT
       ( 4,8004)          906.0  906.0    460     0    39.7  L   EXIT
( 4, 3) ( 3, 1) 52800  895  895.0  895.0   3110   160    40.2  R   INT
       ( 3,2001)          0.0    0.0   1800     0    40.2    SINK
( 4, 2) ( 2,8002) 52800  895  905.0  992.3   1000   633    36.3  T   EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER: INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  74173.14    VEHICLE-HOURS=  4477.05    AVERAGE
SPEED(MPH)= 16.57
1                        MINIMUM PATH CONSTRUCTS FOR ITERATION:  6

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 ( 1, 2)
0ORIGIN:8003 ( 3, 1) ( 1, 2)
0ORIGIN:2001 ( 3, 1) ( 1, 2) ( 4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  6 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY  VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH     VPH    (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001, 1) ( 1, 3)   0    0    7.0    7.2   1085    478     0.0  T   INT
       ( 1, 2)            8.0  159.4    389    922     0.0  L   INT V>C
(8003, 3) ( 3, 4)   0    0    6.0  927.6    417   2265     0.0  R   INT V>C
       ( 3, 1)            9.0    9.0    894    135     0.0  T   INT
( 3, 1) ( 1, 2) 52800  895  901.0  901.6   1598    295    39.9  R   INT
( 1, 3) ( 3, 4) 52800  895  897.0  905.8   1337    478    39.7  L   INT
( 3, 4) ( 4,8004) 52800  895  903.0 3162.7   570    815    11.4  R   EXIT V>C
       ( 4, 5)          905.0 2445.2   1000   1298    14.7  T   INT V>C
       ( 4, 2)          906.0 2833.8    460    631    12.7  L   INT V>C
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( 1, 2) ( 2, 4) 52800 1427 1435.0 1994.0   661   593   18.1 R  INT
       ( 2,8002)        1438.0 3049.2   533   623   11.8 L  EXIT V>C
( 2, 4) ( 4, 3) 52800  895  903.0  903.0   570     0   39.9 R  INT
       ( 4,8004)         905.0  972.3  1000   593   37.0 T  EXIT
       ( 4, 5)          906.0  906.0   460     0   39.7 L  INT
( 4, 5) ( 5,8005) 52800  895  895.0  917.1  2880  1298   39.3 T  EXIT
( 5, 4) ( 4, 2) 52800  895  903.0  903.0   570     0   39.9 R  INT
       ( 4, 3)          905.0  905.0  1000     0   39.8 T  INT
       ( 4,8004)         906.0  906.0   460     0   39.7 L  EXIT
( 4, 3) ( 3, 1) 52800  895  895.0  895.0  3110   160   40.2 R  INT
       ( 3,2001)          0.0    0.0  1800     0   40.2    SINK
( 4, 2) ( 2,8002) 52800  895  905.0  991.2  1000   631   36.3 T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER: INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 74150.24    VEHICLE-HOURS=  4474.76    AVERAGE
SPEED(MPH)= 16.57
1                        MINIMUM PATH CONSTRUCTS FOR ITERATION:  7

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 ( 1, 2)( 2, 4)
0ORIGIN:8003 ( 3, 1)( 1, 2)( 2, 4)
0ORIGIN:2001 ( 3, 1)( 1, 2)( 2, 4)( 4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  7 CAPACITY ITERATION:  1

  GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
   LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                    ON-LINK TOTAL
(8001, 1) ( 1, 3)    0    0    7.0     7.2   1085   477    0.0  T  INT
       ( 1, 2)          8.0  160.4    389   923    0.0  L  INT V>C
(8003, 3) ( 3, 4)    0    0    6.0   927.6   417  2258    0.0  R  INT V>C
       ( 3, 1)          9.0    9.0    894   142    0.0  T  INT
( 3, 1) ( 1, 2) 52800  895  901.0  901.7  1598   302   39.9 R  INT
( 1, 3) ( 3, 4) 52800  895  897.0  905.7  1337   477   39.7 L  INT
( 3, 4) ( 4,8004) 52800  895  903.0 3134.8   570   812   11.5 R  EXIT V>C
       ( 4, 5)          905.0 2426.2  1000  1294   14.8 T  INT V>C
       ( 4, 2)          906.0 2809.9   460   629   12.8 L  INT V>C
( 1, 2) ( 2, 4) 52800 1427 1435.0 2034.5   661   604   17.7 R  INT
       ( 2,8002)        1438.0 3029.3   533   621   11.9 L  EXIT V>C
( 2, 4) ( 4, 3) 52800  895  903.0  903.0   570     0   39.9 R  INT
       ( 4,8004)         905.0  977.2  1000   604   36.8 T  EXIT
       ( 4, 5)          906.0  906.0   460     0   39.7 L  INT
( 4, 5) ( 5,8005) 52800  895  895.0  916.9  2880  1294   39.3 T  EXIT
( 5, 4) ( 4, 2) 52800  895  903.0  903.0   570     0   39.9 R  INT
       ( 4, 3)          905.0  905.0  1000     0   39.8 T  INT
       ( 4,8004)         906.0  906.0   460     0   39.7 L  EXIT
( 4, 3) ( 3, 1) 52800  895  895.0  895.0  3110   160   40.2 R  INT
       ( 3,2001)          0.0    0.0  1800     0   40.2    SINK
( 4, 2) ( 2,8002) 52800  895  905.0  990.2  1000   629   36.4 T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER: INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 74250.41    VEHICLE-HOURS=  4460.13    AVERAGE
SPEED(MPH)= 16.65
1                        MINIMUM PATH CONSTRUCTS FOR ITERATION:  8

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 ( 1, 2)( 2, 4)
0ORIGIN:8003 ( 3, 1)( 1, 2)( 2, 4)
0ORIGIN:2001 ( 3, 1)( 1, 2)( 2, 4)( 4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  8 CAPACITY ITERATION:  1

  GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
   LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                    ON-LINK TOTAL
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(8001,  1) (  1,  3)   0    0   7.0   7.2  1085   475    0.0  T  INT
       (  1,  2)          8.0  161.4   389   925    0.0  L  INT V>C
(8003,  3) (  3,  4)   0    0   6.0  927.6   417  2251    0.0  R  INT V>C
       (  3,  1)          9.0   9.0   894   149    0.0  T  INT
(  3,  1) (  1,  2) 52800  895  901.0  901.8  1598   309   39.9  R  INT
(  1,  3) (  3,  4) 52800  895  897.0  905.6  1337   475   39.8  L  INT
(  3,  4) (  4,8004) 52800  895  903.0 3107.2   570   810   11.6  R  EXIT V>C
       (  4,  5)         905.0 2407.4  1000  1290   15.0  T  INT V>C
       (  4,  2)         906.0 2786.4   460   627   12.9  L  INT V>C
(  1,  2) (  2,  4) 52800 1427 1435.0 2077.0   661   614   17.3  R  INT
       (  2,8002)        1438.0 3009.6   533   619   12.0  L  EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570     0   39.9  R  INT
       (  4,8004)         905.0  982.3  1000   614   36.6  T  EXIT
       (  4,  5)         906.0  906.0   460     0   39.7  L  INT
(  4,  5) (  5,8005) 52800  895  895.0  916.6  2880  1290   39.3  T  EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570     0   39.9  R  INT
       (  4,  3)         905.0  905.0  1000     0   39.8  T  INT
       (  4,8004)         906.0  906.0   460     0   39.7  L  EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0  3110   160   40.2  R  INT
       (  3,2001)           0.0    0.0  1800     0   40.2     SINK
(  4,  2) (  2,8002) 52800  895  905.0  989.1  1000   627   36.4  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES:  VEHICLE-MILES=  74350.26    VEHICLE-HOURS=   4446.54    AVERAGE
SPEED(MPH)=  16.72
1                          MINIMUM PATH CONSTRUCTS FOR ITERATION:  9

                     LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2)
0ORIGIN:8003 (  3,  1) (  1,  2)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  9 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY  VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET   TIME(SEC)  TIME(SEC)   VPH     VPH   (MPH) TYPE  TYPE
                  ON-LINK  TOTAL
(8001,  1) (  1,  3)   0    0   7.0   7.2  1085   474    0.0  T  INT
       (  1,  2)          8.0  162.3   389   926    0.0  L  INT V>C
(8003,  3) (  3,  4)   0    0   6.0  927.6   417  2244    0.0  R  INT V>C
       (  3,  1)          9.0   9.0   894   156    0.0  T  INT
(  3,  1) (  1,  2) 52800  895  901.0  901.8  1598   316   39.9  R  INT
(  1,  3) (  3,  4) 52800  895  897.0  905.5  1337   474   39.8  L  INT
(  3,  4) (  4,8004) 52800  895  903.0 3079.9   570   807   11.7  R  EXIT V>C
       (  4,  5)         905.0 2388.8  1000  1286   15.1  T  INT V>C
       (  4,  2)         906.0 2763.1   460   625   13.0  L  INT V>C
(  1,  2) (  2,  4) 52800 1427 1435.0 2069.0   661   612   17.4  R  INT
       (  2,8002)        1438.0 3117.6   533   630   11.5  L  EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570     0   39.9  R  INT
       (  4,8004)         905.0  981.3  1000   612   36.7  T  EXIT
       (  4,  5)         906.0  906.0   460     0   39.7  L  INT
(  4,  5) (  5,8005) 52800  895  895.0  916.3  2880  1286   39.3  T  EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570     0   39.9  R  INT
       (  4,  3)         905.0  905.0  1000     0   39.8  T  INT
       (  4,8004)         906.0  906.0   460     0   39.7  L  EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0  3110   160   40.2  R  INT
       (  3,2001)           0.0    0.0  1800     0   40.2     SINK
(  4,  2) (  2,8002) 52800  895  905.0  988.1  1000   625   36.4  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES:  VEHICLE-MILES=  74326.81    VEHICLE-HOURS=   4445.90    AVERAGE
SPEED(MPH)=  16.72
1                          MINIMUM PATH CONSTRUCTS FOR ITERATION:  10

                     LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE
```

0ORIGIN:8001 (1, 2) (2, 4)
0ORIGIN:8003 (3, 1) (1, 2) (2, 4)
0ORIGIN:2001 (3, 1) (1, 2) (2, 4) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 10 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.2	1085	472	0.0	T INT
	(1, 2)			8.0	163.3	389	928	0.0	L INT V>C
(8003, 3)	(3, 4)	0	0	6.0	927.6	417	2237	0.0	R INT V>C
	(3, 1)			9.0	9.0	894	163	0.0	T INT
(3, 1)	(1, 2)	52800	895	901.0	901.9	1598	323	39.9	R INT
(1, 3)	(3, 4)	52800	895	897.0	905.4	1337	472	39.8	L INT
(3, 4)	(4,8004)	52800	895	903.0	3053.0	570	804	11.8	R EXIT V>C
	(4, 5)			905.0	2370.4	1000	1282	15.2	T INT V>C
	(4, 2)			906.0	2740.2	460	623	13.1	L INT V>C
(1, 2)	(2, 4)	52800	1427	1435.0	2113.2	661	623	17.0	R INT
	(2,8002)			1438.0	3096.8	533	628	11.6	L EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9	R INT
	(4,8004)			905.0	986.7	1000	623	36.5	T EXIT
	(4, 5)			906.0	906.0	460	0	39.7	L INT
(4, 5)	(5,8005)	52800	895	895.0	916.1	2880	1282	39.3	T EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9	R INT
	(4, 3)			905.0	905.0	1000	0	39.8	T INT
	(4,8004)			906.0	906.0	460	0	39.7	L EXIT
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	160	40.2	R INT
	(3,2001)			0.0	0.0	1800	0	40.2	SINK
(4, 2)	(2,8002)	52800	895	905.0	987.0	1000	623	36.5	T EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 74426.43 VEHICLE-HOURS= 4433.24 AVERAGE SPEED(MPH)= 16.79
1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 11

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2)
0ORIGIN:8003 (3, 4)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 11 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.1	1085	461	0.0	T INT
	(1, 2)			8.0	170.8	389	939	0.0	L INT V>C
(8003, 3)	(3, 4)	0	0	6.0	927.6	417	2241	0.0	R INT V>C
	(3, 1)			9.0	9.0	894	159	0.0	T INT
(3, 1)	(1, 2)	52800	895	901.0	901.9	1598	319	39.9	R INT
(1, 3)	(3, 4)	52800	895	897.0	904.6	1337	461	39.8	L INT
(3, 4)	(4,8004)	52800	895	903.0	3477.0	570	842	10.4	R EXIT V>C
	(4, 5)			905.0	2239.1	1000	1252	16.1	T INT V>C
	(4, 2)			906.0	2575.7	460	609	14.0	L INT V>C
(1, 2)	(2, 4)	52800	1427	1435.0	2052.4	661	608	17.5	R INT
	(2,8002)			1438.0	3337.7	533	649	10.8	L EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9	R INT
	(4,8004)			905.0	979.3	1000	608	36.8	T EXIT
	(4, 5)			906.0	906.0	460	0	39.7	L INT
(4, 5)	(5,8005)	52800	895	895.0	914.2	2880	1252	39.4	T EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9	R INT
	(4, 3)			905.0	905.0	1000	0	39.8	T INT
	(4,8004)			906.0	906.0	460	0	39.7	L EXIT
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	160	40.2	R INT
	(3,2001)			0.0	0.0	1800	0	40.2	SINK
(4, 2)	(2,8002)	52800	895	905.0	979.7	1000	609	36.7	T EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 73692.54 VEHICLE-HOURS= 4483.89 AVERAGE SPEED(MPH)= 16.43

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 12

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2) (2, 4)
0ORIGIN:8003 (3, 1) (1, 2) (2, 4)
0ORIGIN:2001 (3, 1) (1, 2) (2, 4) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 12 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC)	TRAVEL TIME(SEC)	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
		ON-LINK	TOTAL						
(8001, 1)	(1, 3)	0	0	7.0	7.1	1085	460	0.0 T	INT
	(1, 2)			8.0	171.8	389	940	0.0 L	INT V>C
(8003, 3)	(3, 4)	0	0	6.0	927.6	417	2234	0.0 R	INT V>C
	(3, 1)			9.0	9.0	894	166	0.0 T	INT
(3, 1)	(1, 2)	52800	895	901.0	901.9	1598	326	39.9 R	INT
(1, 3)	(3, 4)	52800	895	897.0	904.5	1337	460	39.8 L	INT
(3, 4)	(4,8004)	52800	895	903.0	3445.1	570	839	10.4 R	EXIT V>C
	(4, 5)			905.0	2222.6	1000	1248	16.2 T	INT V>C
	(4, 2)			906.0	2555.1	460	607	14.1 L	INT V>C
(1, 2)	(2, 4)	52800	1427	1435.0	2095.8	661	619	17.2 R	INT
	(2,8002)			1438.0	3314.2	533	647	10.9 L	EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)			905.0	984.6	1000	619	36.6 T	EXIT
	(4, 5)			906.0	906.0	460	0	39.7 L	INT
(4, 5)	(5,8005)	52800	895	895.0	913.9	2880	1248	39.4 T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4, 3)			905.0	905.0	1000	0	39.8 T	INT
	(4,8004)			906.0	906.0	460	0	39.7 L	EXIT
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	160	40.2 R	INT
	(3,2001)			0.0	0.0	1800	0	40.2	SINK
(4, 2)	(2,8002)	52800	895	905.0	978.8	1000	607	36.8 T	EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 73794.11 VEHICLE-HOURS= 4470.18 AVERAGE SPEED(MPH)= 16.51

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 13

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2) (2, 4)
0ORIGIN:8003 (3, 1) (1, 2) (2, 4)
0ORIGIN:2001 (3, 1) (1, 2) (2, 4) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 13 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC)	TRAVEL TIME(SEC)	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
		ON-LINK	TOTAL						
(8001, 1)	(1, 3)	0	0	7.0	7.1	1085	458	0.0 T	INT
	(1, 2)			8.0	172.8	389	942	0.0 L	INT V>C
(8003, 3)	(3, 4)	0	0	6.0	927.6	417	2227	0.0 R	INT V>C
	(3, 1)			9.0	9.0	894	173	0.0 T	INT
(3, 1)	(1, 2)	52800	895	901.0	902.0	1598	333	39.9 R	INT
(1, 3)	(3, 4)	52800	895	897.0	904.4	1337	458	39.8 L	INT
(3, 4)	(4,8004)	52800	895	903.0	3413.7	570	836	10.5 R	EXIT V>C
	(4, 5)			905.0	2206.3	1000	1244	16.3 T	INT V>C
	(4, 2)			906.0	2534.7	460	605	14.2 L	INT V>C
(1, 2)	(2, 4)	52800	1427	1435.0	2141.2	661	629	16.8 R	INT
	(2,8002)			1438.0	3291.0	533	645	10.9 L	EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT

```
      ( 4,8004)          905.0  990.0   1000   629   36.4  T  EXIT
      ( 4,  5)         906.0  906.0    460     0   39.7  L  INT
( 4,  5) ( 5,8005) 52800  895  895.0  913.7   2880   1244   39.4  T  EXIT
( 5,  4) ( 4,  2) 52800  895  903.0  903.0    570     0   39.9  R  INT
      ( 4,  3)         905.0  905.0   1000     0   39.8  T  INT
      ( 4,8004)          906.0  906.0    460     0   39.7  L  EXIT
( 4,  3) ( 3,  1) 52800  895  895.0  895.0   3110   160   40.2  R  INT
      ( 3,2001)          0.0    0.0   1800     0   40.2     SINK
( 4,  2) ( 2,8002) 52800  895  905.0  977.8   1000   605   36.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  73895.39    VEHICLE-HOURS=  4457.57    AVERAGE
SPEED(MPH)= 16.58
1                    MINIMUM PATH CONSTRUCTS FOR  ITERATION:  14

                 LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2) (  2,  4)
0ORIGIN:8003 (  3,  1) (  1,  2) (  2,  4)
0ORIGIN:2001 (  3,  1) (  1,  2) (  2,  4) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION : 14 CAPACITY ITERATION:  1

  GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY  VOLUME  SPEED TURN RECEIVER
   LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH     VPH    (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0    0    7.0    7.1   1085    457     0.0  T  INT
      (  1,  2)          8.0  173.8    389    943     0.0  L  INT V>C
(8003,  3) (  3,  4)   0    0    6.0  927.6    417   2220     0.0  R  INT V>C
      (  3,  1)          9.0    9.0    894    180     0.0  T  INT
(  3,  1) (  1,  2) 52800  895  901.0  902.1   1598    340   39.9  R  INT
(  1,  3) (  3,  4) 52800  895  897.0  904.3   1337    457   39.8  L  INT
(  3,  4) (  4,8004) 52800  895  903.0 3382.6    570    834   10.6  R  EXIT V>C
      (  4,  5)        905.0 2190.2   1000   1240   16.4  T  INT V>C
      (  4,  2)        906.0 2514.6    460    603   14.3  L  INT V>C
(  1,  2) (  2,  4) 52800 1427 1435.0 2188.9    661    639   16.4  R  INT
      (  2,8002)         1438.0 3268.1    533    643   11.0  L  EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0    570     0   39.9  R  INT
      (  4,8004)         905.0  995.8   1000    639   36.2  T  EXIT
      (  4,  5)        906.0  906.0    460     0   39.7  L  INT
(  4,  5) (  5,8005) 52800  895  895.0  913.5   2880   1240   39.4  T  EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0    570     0   39.9  R  INT
      (  4,  3)        905.0  905.0   1000     0   39.8  T  INT
      (  4,8004)         906.0  906.0    460     0   39.7  L  EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0   3110   160   40.2  R  INT
      (  3,2001)           0.0    0.0   1800     0   40.2     SINK
(  4,  2) (  2,8002) 52800  895  905.0  976.9   1000   603   36.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  73996.34    VEHICLE-HOURS=  4446.06    AVERAGE
SPEED(MPH)= 16.64
1                    MINIMUM PATH CONSTRUCTS FOR  ITERATION:  15

                 LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2) (  2,  4)
0ORIGIN:8003 (  3,  4) (  4,  5)
0ORIGIN:2001 (  3,  1) (  1,  2) (  2,  4) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION : 15 CAPACITY ITERATION:  1

  GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY  VOLUME  SPEED TURN RECEIVER
   LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH     VPH    (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0    0    7.0    7.1   1085    441     0.0  T  INT
      (  1,  2)          8.0  185.1    389    959     0.0  L  INT V>C
(8003,  3) (  3,  4)   0    0    6.0  927.6    417   2227     0.0  R  INT V>C
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      ( 3,  1)          9.0   9.0   894   173    0.0  T   INT
( 3,  1) ( 1,  2) 52800  895  901.0  902.0  1598   333   39.9  R   INT
( 1,  3) ( 3,  4) 52800  895  897.0  903.4  1337   441  -39.9  L   INT
( 3,  4) ( 4,8004) 52800  895  903.0 3058.3   570   805   11.8  R  EXIT V>C
      ( 4,  5)          905.0 2363.9  1000   1280   15.2  T   INT V>C
      ( 4,  2)          906.0 2304.1   460    583   15.6  L   INT V>C
( 1,  2) ( 2,  4) 52800 1427 1435.0 2349.9   661    671   15.3  R   INT V>C
      ( 2,8002)         1438.0 3028.7   533    621   11.9  L  EXIT V>C
( 2,  4) ( 4,  3) 52800  895  903.0  903.0   570     0   39.9  R   INT
      ( 4,8004)          905.0 1015.1  1000    671   35.5  T  EXIT
      ( 4,  5)          906.0  906.0   460     0   39.7  L   INT
( 4,  5) ( 5,8005) 52800  895  895.0  916.0  2880   1280   39.3  T  EXIT
( 5,  4) ( 4,  2) 52800  895  903.0  903.0   570     0   39.9  R   INT
      ( 4,  3)          905.0  905.0  1000     0   39.8  T   INT
      ( 4,8004)          906.0  906.0   460     0   39.7  L  EXIT
( 4,  3) ( 3,  1) 52800  895  895.0  895.0  3110   160   40.2  R   INT
      ( 3,2001)           0.0    0.0  1800     0   40.2     SINK
( 4,  2) ( 2,8002) 52800  895  905.0  967.5  1000   583   37.2  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER: INT = INTERNAL LINK


NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  74285.78   VEHICLE-HOURS=   4387.89   AVERAGE
SPEED(MPH)= 16.93


                TRAFFIC DISTRIBUTION ASSIGNMENT EVALUATION

          ITERATION  OBJECTIVE FUNCTION   BOUND GAP(%)   LAMBDA   CONTRIBUTION(%)
                VALUE   (VEH-SEC)

              1    0.9213080800E+08    100.000000    1.000000   31.321474
              2    0.1350734500E+08    100.000000    0.501552   31.516478
              3    0.9575877000E+07    100.000000    0.278641   24.272505
              4    0.9544929000E+07     47.593208    0.021286    1.894586
              5    0.9508969000E+07     40.226360    0.032523    2.992013
              6    0.9509339000E+07     18.568750    0.003106    0.286625
              7    0.9509713000E+07     17.501295    0.003106    0.287518
              8    0.9510807000E+07     15.047194    0.003106    0.288413
              9    0.9512299000E+07     14.654764    0.003106    0.289312
             10    0.9514013000E+07     12.865901    0.003106    0.290213
             11    0.9500724000E+07     10.996099    0.023205    2.219784
             12    0.9501816000E+07     11.006328    0.003106    0.298034
             13    0.9503658000E+07     11.023577    0.003106    0.298962
             14    0.9506268000E+07      9.784460    0.003106    0.299894
             15    0.9489179000E+07      8.585958    0.034442    3.444183
1                    DETAILED LIST OF O-D MINIMUM PATHS

   THE FOLLOWING LISTING PROVIDES THE ASSIGNED VOLUME AND THE SEQUENCE OF INTERNAL NODE
NUMBERS FOR EACH O-D MININIMUM PATH.
   TOTAL DEMANDIS PRINTED FOLLOWING ALL PATHS FOR EACH O-D PAIR.
   NOTE THAT CUMULATIVE TRAVEL TIME (SEC) FOR THE O-D PATH IS PRINTED FOLLOWING THE NODE LIST.


  O-D    VOLUME    PATH ROUTE


8001-8004  454.0    1,   2,   4
(SEC):          185.1,2535.0,3550.2
       454 VPH

8001-8005  441.0    1,   3,   4,   5
(SEC):          7.1, 910.5,3274.4,4190.4
       441 VPH

8001-8002  504.0    1,   2
(SEC):          185.1,3213.8
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504 VPH

8003-8005 839.0 3, 4, 5
(SEC): 927.6,3291.5,4207.5
839 VPH

8003-8004 804.9 3, 4
(SEC): 927.6,3985.9

8003-8004 114.1 3, 1, 2, 4
(SEC): 9.0, 911.0,3260.9,4276.1
919 VPH

8003-8002 581.8 3, 4, 2
(SEC): 927.6,3231.7,4199.3

8003-8002 59.2 3, 1, 2
(SEC): 9.0, 911.0,3939.7
641 VPH

2001-8004 102.0 4, 3, 1, 2, 4
(SEC): 0.0, 895.0,1797.0,4146.9,5162.1
102 VPH

2001-8002 57.0 4, 3, 1, 2
(SEC): 0.0, 895.0,1797.0,4825.7
57 VPH

1 TRAFFIC ASSIGNMENT RESULTS

ESIM SUBNETWORK

LINK	INTERNAL CENTROID VPH	RIGHT TURN VOL. VPH	RIGHT TURN PCT.	THRU VOL. VPH	THRU PCT.	LEFT TURN VOL. VPH	LEFT TURN PCT.	DIAGONAL VOL. VPH	DIAGONAL PCT.	SOURCE FLOW VPH	SINK FLOW VPH	DISCHARGE VOLUME VPH	SPEED ESTIMATE MPH
(8001, 1)	0	0	0	441	32	959	68	0	0	0	0	1400	
(1, 3)	0	0	0	0	0	441	100	0	0	0	0	441	39.8
(3, 1)	0	333	100	0	0	0	0	0	0	0	0	333	39.9
(8003, 3)	0	2227	93	173	7	0	0	0	0	0	0	2400	
(3, 4)	0	805	30	1280	48	583	22	0	0	0	0	2668	14.0
(4, 3)	2001	160	100	0	0	0	0	0	0	160	0	160	40.2
(4, 5)	0	0	0	1280	100	0	0	0	0	0	0	1280	39.3
(5, 4)	0	0	0	0	0	0	0	0	0	0	0	0	0.0
(4, 2)	0	0	0	583	100	0	0	0	0	0	0	583	37.2
(2, 4)	0	0	0	671	100	0	0	0	0	0	0	671	35.4
(1, 2)	0	671	52	0	0	621	48	0	0	0	0	1292	13.4

1 TRAFFIC ASSIGNMENT

ESIM ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)
(8001, 1)	1400	0
(8003, 3)	2400	0

1

TIME PERIOD 2 - ESIM DATA

1

ESIM TURNING MOVEMENT DATA

TURN MOVEMENT PERCENTAGES	TURN MOVEMENT POSSIBLE	BLOCKAGE

```
          LINK     LEFT THROUGH RIGHT DIAGONAL      LEFT THROUGH RIGHT DIAGONAL      (PCT)
(SECS)

       (8001, 1)    0   0   0   0       NO  NO  NO  NO      0   0
       ( 1, 3)      0   0   0   0       NO  NO  NO  NO      0   0
       ( 3, 1)      0   0   0   0       NO  NO  NO  NO      0   0
       (8003, 3)    0   0   0   0       NO  NO  NO  NO      0   0
       ( 3, 4)      0   0   0   0       NO  NO  NO  NO      0   0
       ( 4, 3)      0   0   0   0       NO  NO  NO  NO      0   0
       ( 4, 5)      0   0   0   0       NO  NO  NO  NO      0   0
       ( 5, 4)      0   0   0   0       YES NO  YES NO      0   0
       ( 4, 2)      0   0   0   0       NO  NO  NO  NO      0   0
       ( 2, 4)      0   0   0   0       YES NO  YES NO      0   0
       ( 1, 2)      0   0   0   0       NO  NO  NO  NO      0   0
0***** WARNING - MESSAGE NUMBER 622, ROUTINE CHKPH2, PARAMETER(S) - P1 =     0, P2 =     4, P3 =
3
1                          AVERAGE VEHICLE OCCUPANCIES
                          (HUNDREDTHS-OF-A-PERSON / VEHICLE)

                        AUTOS  CAR-POOLS  TRUCKS  BUSES
                        130     350      120     250
1                         TRAFFIC ASSIGNMENT PARAMETERS

                      EPSILON (OBJ.FUNC.THRESHOLD VALUE) = 1.0 % +

                      LINE SEARCH ACCURACY OF OBJ.FUNCION = 1.0 % +

                      MAX.NUMBER OF ASSIGNMENT ITERATIONS = 15

                      MAX.NUMBER OF CAPACITY CALIBRATIONS = 1    +

                      TYPE OF OBJECTIVE FUNCTION
                       (0:USER OPTIMAL, 1:SYSTEM OPTIMAL)= 0    +

                      IMPEDANCE FUNCTION PARAMETERS:
                                   ALPHA = 60/100 +
                                   BETA  = 40/ 10 +

                       TYPE (0:FHWA, 1:MODIFIED DAVIDSON)= 0    +


                          (+) :INDICATES DEFAULT VALUE

                      REQUESTED INTERMEDIATE OUTPUT CODE = 4
                        0: NO INTERMEDIATE OUTPUT
                        1: PATH ASSIGNMENTS
                        2: TREE CONSTRUCTS
                        3: DETAILED O-D TREES
                        4: ALL OUTPUTS 1,2 AND 3

1                                TRIP TABLE

            FOR EACH ORIGIN NODE, TABLE PROVIDES LISTING OF CANDIDATE DESTINATION NODES

 ORIGIN NODE (8001)  8004    8005    8002

 ORIGIN NODE (8003)  8005    8004    8002

 ORIGIN NODE (2001)  8004    8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 =  8001
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 =  8004
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 =  8005
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 =  8002
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 =  8003
0***** WARNING - MESSAGE NUMBER 920, ROUTINE RDF179, PARAMETER(S) - P1 =  2001
1                            INTERNAL CENTROIDS

                           CENTROID      LINK
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```
                    2001      ( 4, 3)
1                 TRAFFIC ASSIGNMENT :SOURCE VOLUMES

                   ORIGIN NODE  VOLUME (VPH)

                      8001      9000
                      8003      9000
                      2001      6000
1                 TRAFFIC ASSIGNMENT :SINK VOLUMES

                   DESTINATION NODE  VOLUME (VPH)

                      8002      9000
                      8004      9000
                      8005      6000
1                    DESTINATION TRIP TABLE

          FOR EACH DESTINATION NODE, TABLE PROVIDES LISTING OF DATA PAIRS: ORIGIN NODE/VOLUME

DESTINATION (8002)   8001/3000  8003/3000  2001/3000

DESTINATION (8004)   8001/3000  8003/3000  2001/3000

DESTINATION (8005)   8001/3000  8003/3000
1                      MINIMUM PATH CONSTRUCTS FOR ITERATION:  1

                  LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2)
0ORIGIN:8003 (  3,  4)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  1 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                    ON-LINK  TOTAL
(8001,  1) (  1,  3)   0    0    7.0    7.0   1085     0     0.0  T   INT
        (  1,  2)          8.0  217.6    389   1000     0.0  L   INT V>C
(8003,  3) (  3,  4)   0    0    6.0  252.9    417   1200     0.0  R   INT V>C
        (  3,  1)          9.0    9.0    894     0     0.0  T   INT
(  3,  1) (  1,  2) 52800  895  901.0  901.0   1598    80    40.0  R   INT
(  1,  3) (  3,  4) 52800  895  897.0  897.0   1337     0    40.1  L   INT
(  3,  4) (  4,8004) 52800  895  903.0 11546.0    570   1200     3.1  R   EXIT V>C
        (  4,  5)          905.0  905.0   1000     0     39.8  T   INT
        (  4,  2)          906.0  906.0    460     0     39.7  L   INT
(  1,  2) (  2,  4) 52800 1427  1435.0 1435.0    661     0    25.1  R   INT
        (  2,8002)         1438.0 15982.4    533   1080     2.3  L   EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0    570     0    39.9  R   INT
        (  4,8004)          905.0  905.0   1000     0     39.8  T   EXIT
        (  4,  5)          906.0  906.0    460     0     39.7  L   INT
(  4,  5) (  5,8005) 52800  895  895.0  895.0   2880     0    40.2  T   EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0    570     0    39.9  R   INT
        (  4,  3)          905.0  905.0   1000     0     39.8  T   INT
        (  4,8004)          906.0  906.0    460     0     39.7  L   EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0   3110    80    40.2  R   INT
        (  3,2001)           0.0    0.0   1800     0    40.2     SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0   1000     0    39.8  T   EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES:  VEHICLE-MILES=  24400.00    VEHICLE-HOURS=   8828.05    AVERAGE
SPEED(MPH)=  2.76
1                      MINIMUM PATH CONSTRUCTS FOR ITERATION:  2

                  LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2) (  2,  4)
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0ORIGIN:8003 (3, 4) (4, 5)
0ORIGIN:2001 (3, 1) (1, 2) (2, 4) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 2 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.0	1085	0	0.0 T	INT
	(1, 2)			8.0	217.6	389	1000	0.0 L	INT V>C
(8003, 3)	(3, 4)	0	0	6.0	252.9	417	1200	0.0 R	INT V>C
	(3, 1)			9.0	9.0	894	0	0.0 T	INT
(3, 1)	(1, 2)	52800	895	901.0	901.0	1598	80	40.0 R	INT
(1, 3)	(3, 4)	52800	895	897.0	897.0	1337	0	40.1 L	INT
(3, 4)	(4,8004)	52800	895	903.0	1814.8	570	649	19.8 R	EXIT V>C
	(4, 5)			905.0	955.0	1000	551	37.7 T	INT
	(4, 2)			906.0	906.0	460	0	39.7 L	INT
(1, 2)	(2, 4)	52800	1427	1435.0	1707.3	661	496	21.1 R	INT
	(2,8002)			1438.0	2684.1	533	584	13.4 L	EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)			905.0	937.8	1000	496	38.4 T	EXIT
	(4, 5)			906.0	906.0	460	0	39.7 L	INT
(4, 5)	(5,8005)	52800	895	895.0	895.7	2880	551	40.2 T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4, 3)			905.0	905.0	1000	0	39.8 T	INT
	(4,8004)			906.0	906.0	460	0	39.7 L	EXIT
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	80	40.2 R	INT
	(3,2001)			0.0	0.0	1800	0	40.2	SINK
(4, 2)	(2,8002)	52800	895	905.0	905.0	1000	0	39.8 T	EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 34864.75 VEHICLE-HOURS= 1594.94 AVERAGE SPEED(MPH)= 21.86
1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 3

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 3) (3, 4) (4, 2)
0ORIGIN:8003 (3, 4) (4, 2)
0ORIGIN:2001 (3, 1) (1, 2) (2, 4) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 3 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.0	1085	31	0.0 T	INT
	(1, 2)			8.0	192.6	389	969	0.0 L	INT V>C
(8003, 3)	(3, 4)	0	0	6.0	252.9	417	1200	0.0 R	INT V>C
	(3, 1)			9.0	9.0	894	0	0.0 T	INT
(3, 1)	(1, 2)	52800	895	901.0	901.0	1598	80	40.0 R	INT
(1, 3)	(3, 4)	52800	895	897.0	897.0	1337	31	40.1 L	INT
(3, 4)	(4,8004)	52800	895	903.0	1705.8	570	629	21.1 R	EXIT V>C
	(4, 5)			905.0	949.0	1000	534	37.9 T	INT
	(4, 2)			906.0	906.3	460	69	39.7 L	INT
(1, 2)	(2, 4)	52800	1427	1435.0	1679.8	661	483	21.4 R	INT
	(2,8002)			1438.0	2535.1	533	566	14.2 L	EXIT V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)			905.0	934.5	1000	483	38.5 T	EXIT
	(4, 5)			906.0	906.0	460	0	39.7 L	INT
(4, 5)	(5,8005)	52800	895	895.0	895.6	2880	534	40.2 T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4, 3)			905.0	905.0	1000	0	39.8 T	INT
	(4,8004)			906.0	906.0	460	0	39.7 L	EXIT
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	80	40.2 R	INT
	(3,2001)			0.0	0.0	1800	0	40.2	SINK
(4, 2)	(2,8002)	52800	895	905.0	905.0	1000	69	39.8 T	EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 35564.65 VEHICLE-HOURS= 1539.00 AVERAGE SPEED(MPH)= 23.11

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 4

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 3) (3, 4)
0ORIGIN:8003 (3, 4)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)

1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 4 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.0	1085	44	0.0 T	INT
	(1, 2)		8.0	183.0	389	956	0.0 L	INT	V>C
(8003, 3)	(3, 4)	0	0	6.0	252.9	417	1200	0.0 R	INT V>C
	(3, 1)		9.0	9.0	894	0	0.0 T	INT	
(3, 1)	(1, 2)	52800	895	901.0	901.0	1598	80	40.0 R	INT
(1, 3)	(3, 4)	52800	895	897.0	897.0	1337	44	40.1 L	INT
(3, 4)	(4,8004)	52800	895	903.0	1816.7	570	650	19.8 R	EXIT V>C
	(4, 5)		905.0	946.7	1000	526	38.0 T	INT	
	(4, 2)		906.0	906.3	460	68	39.7 L	INT	
(1, 2)	(2, 4)	52800	1427	1435.0	1667.2	661	476	21.6 R	INT
	(2,8002)		1438.0	2486.3	533	560	14.5 L	EXIT	V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)		905.0	933.0	1000	476	38.6 T	EXIT	
	(4, 5)		906.0	906.0	460	0	39.7 L	INT	
(4, 5)	(5,8005)	52800	895	895.0	895.6	2880	526	40.2 T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4, 3)		905.0	905.0	1000	0	39.8 T	INT	
	(4,8004)		906.0	906.0	460	0	39.7 L	EXIT	
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	80	40.2 R	INT
	(3,2001)		0.0	0.0	1800	0	40.2	SINK	
(4, 2)	(2,8002)	52800	895	905.0	905.0	1000	68	39.8 T	EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 35549.33 VEHICLE-HOURS= 1545.84 AVERAGE SPEED(MPH)= 23.00

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 5

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2)
0ORIGIN:8003 (3, 4) (4, 2)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)

1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 5 CAPACITY ITERATION: 1

GEOMETRIC LINK	PATH-LINK RECEIVER	LENGTH FEET	FREE-FLOW TIME(SEC) ON-LINK	TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.0	1085	43	0.0 T	INT
	(1, 2)		8.0	183.6	389	957	0.0 L	INT	V>C
(8003, 3)	(3, 4)	0	0	6.0	252.9	417	1200	0.0 R	INT V>C
	(3, 1)		9.0	9.0	894	0	0.0 T	INT	
(3, 1)	(1, 2)	52800	895	901.0	901.0	1598	80	40.0 R	INT
(1, 3)	(3, 4)	52800	895	897.0	897.0	1337	43	40.1 L	INT
(3, 4)	(4,8004)	52800	895	903.0	1758.7	570	639	20.5 R	EXIT V>C
	(4, 5)		905.0	944.1	1000	518	38.1 T	INT	
	(4, 2)		906.0	906.7	460	86	39.7 L	INT	
(1, 2)	(2, 4)	52800	1427	1435.0	1652.4	661	469	21.8 R	INT
	(2,8002)		1438.0	2551.2	533	568	14.1 L	EXIT	V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9 R	INT
	(4,8004)		905.0	931.2	1000	469	38.7 T	EXIT	
	(4, 5)		906.0	906.0	460	0	39.7 L	INT	

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( 4,  5) (  5,8005) 52800  895  895.0  895.6   2880   518   40.2  T  EXIT
( 5,  4) (  4,  2) 52800  895  903.0  903.0    570     0   39.9  R  INT
       (  4,  3)          905.0  905.0   1000     0   39.8  T  INT
       (  4,8004)          906.0  906.0    460     0   39.7  L  EXIT
( 4,  3) (  3,  1) 52800  895  895.0  895.0   3110    80   40.2  R  INT
       (  3,2001)            0.0    0.0   1800     0   40.2     SINK
( 4,  2) (  2,8002) 52800  895  905.0  905.0   1000    86   39.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  35563.16    VEHICLE-HOURS=   1543.05    AVERAGE
SPEED(MPH)=  23.05
1                        MINIMUM PATH CONSTRUCTS FOR ITERATION:  6

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  3) (  3,  4)
0ORIGIN:8003 (  3,  4)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT         ITERATION :  6 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET  TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0    0   7.0    7.0   1085    51    0.0  T  INT
       (  1,  2)           8.0  177.9   389    949    0.0  L  INT V>C
(8003,  3) (  3,  4)   0    0   6.0  252.9   417   1200    0.0  R  INT V>C
       (  3,  1)           9.0    9.0   894     0    0.0  T  INT
(  3,  1) (  1,  2) 52800  895  901.0  901.0   1598    80   40.0  R  INT
(  1,  3) (  3,  4) 52800  895  897.0  897.0   1337    51   40.1  L  INT
(  3,  4) (  4,8004) 52800  895  903.0 1828.7    570   652   19.7  R  EXIT V>C
       (  4,  5)          905.0  942.8   1000   514   38.2  T  INT
       (  4,  2)          906.0  906.7    460    86   39.7  L  INT
(  1,  2) (  2,  4) 52800 1427 1435.0 1645.4    661   465   21.9  R  INT
       (  2,8002)         1438.0 2520.4    533   564   14.3  L  EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0    570     0   39.9  R  INT
       (  4,8004)          905.0  930.3   1000   465   38.7  T  EXIT
       (  4,  5)          906.0  906.0    460     0   39.7  L  INT
(  4,  5) (  5,8005) 52800  895  895.0  895.5   2880   514   40.2  T  EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0    570     0   39.9  R  INT
       (  4,  3)          905.0  905.0   1000     0   39.8  T  INT
       (  4,8004)          906.0  906.0    460     0   39.7  L  EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0   3110    80   40.2  R  INT
       (  3,2001)            0.0    0.0   1800     0   40.2     SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0   1000    86   39.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  35553.71    VEHICLE-HOURS=   1547.93    AVERAGE
SPEED(MPH)=  22.97
1                        MINIMUM PATH CONSTRUCTS FOR ITERATION:  7

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2)
0ORIGIN:8003 (  3,  4) (  4,  2)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT         ITERATION :  7 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET  TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0    0   7.0    7.0   1085    51    0.0  T  INT
       (  1,  2)           8.0  178.3   389    949    0.0  L  INT V>C
(8003,  3) (  3,  4)   0    0   6.0  252.9   417   1200    0.0  R  INT V>C
       (  3,  1)           9.0    9.0   894     0    0.0  T  INT
(  3,  1) (  1,  2) 52800  895  901.0  901.0   1598    80   40.0  R  INT
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( 1,  3) ( 3,  4) 52800  895  897.0  897.0   1337    51   40.1  L   INT
( 3,  4) ( 4,8004) 52800  895  903.0 1792.0   570   645   20.1  R  EXIT V>C
       ( 4,  5)          905.0  941.3   1000   509   38.2  T   INT
       ( 4,  2)          906.0  907.1    460    97   39.7  L   INT
( 1,  2) ( 2,  4) 52800 1427 1435.0 1637.1   661   460   22.0  R   INT
       ( 2,8002)         1438.0 2560.8    533   569   14.1  L  EXIT V>C
( 2,  4) ( 4,  3) 52800  895  903.0  903.0   570     0   39.9  R   INT
       ( 4,8004)          905.0  929.3   1000   460   38.7  T  EXIT
       ( 4,  5)          906.0  906.0    460     0   39.7  L   INT
( 4,  5) ( 5,8005) 52800  895  895.0  895.5   2880   509   40.2  T  EXIT
( 5,  4) ( 4,  2) 52800  895  903.0  903.0   570     0   39.9  R   INT
       ( 4,  3)          905.0  905.0   1000     0   39.8  T   INT
       ( 4,8004)          906.0  906.0    460     0   39.7  L  EXIT
( 4,  3) ( 3,  1) 52800  895  895.0  895.0   3110    80   40.2  R   INT
       ( 3,2001)           0.0    0.0    1800     0   40.2    SINK
( 4,  2) ( 2,8002) 52800  895  905.0  905.0   1000    97   39.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  35562.21    VEHICLE-HOURS=   1546.30    AVERAGE
SPEED(MPH)=  23.00
1                        MINIMUM PATH CONSTRUCTS FOR  ITERATION:  8

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  3) (  3,  4)
0ORIGIN:8003 (  3,  4)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  8 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY  VOLUME  SPEED TURN RECEIVER
  LINK     RECEIVER   FEET   TIME(SEC) TIME(SEC)   VPH     VPH    (MPH) TYPE  TYPE
                    ON-LINK  TOTAL
(8001,  1) (  1,  3)    0     0    7.0    7.0    1085     54     0.0  T   INT
       (  1,  2)          8.0  176.2    389    946     0.0  L   INT V>C
(8003,  3) (  3,  4)    0     0    6.0  252.9    417   1200     0.0  R.  INT V>C
       (  3,  1)          9.0    9.0    894     0     0.0  T   INT
(  3,  1) (  1,  2) 52800  895  901.0  901.0   1598    80   40.0  R   INT
(  1,  3) (  3,  4) 52800  895  897.0  897.0   1337    54   40.1  L   INT
(  3,  4) (  4,8004) 52800  895  903.0 1819.0   570   650   19.8  R  EXIT V>C
       (  4,  5)          905.0  940.9   1000   507   38.3  T   INT
       (  4,  2)          906.0  907.1    460    97   39.7  L   INT
(  1,  2) (  2,  4) 52800 1427 1435.0 1634.6   661   459   22.0  R   INT
       (  2,8002)         1438.0 2548.8    533   568   14.1  L  EXIT V>C
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570     0   39.9  R   INT
       (  4,8004)          905.0  929.0   1000   459   38.8  T  EXIT
       (  4,  5)          906.0  906.0    460     0   39.7  L   INT
(  4,  5) (  5,8005) 52800  895  895.0  895.5   2880   507   40.2  T  EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570     0   39.9  R   INT
       (  4,  3)          905.0  905.0   1000     0   39.8  T   INT
       (  4,8004)          906.0  906.0    460     0   39.7  L  EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0   3110    80   40.2  R   INT
       (  3,2001)           0.0    0.0    1800     0   40.2    SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0   1000    97   39.8  T  EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES: VEHICLE-MILES=  35558.60    VEHICLE-HOURS=   1548.24    AVERAGE
SPEED(MPH)=  22.97
1                        MINIMUM PATH CONSTRUCTS FOR  ITERATION:  9

                    LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  3) (  3,  4) (  4,  2)
0ORIGIN:8003 (  3,  4) (  4,  2)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  9 CAPACITY ITERATION:  1
```

GEOMETRIC PATH-LINK	LINK	RECEIVER	FEET	TIME(SEC) ON-LINK	TIME(SEC) TOTAL	VPH	CAPACITY VPH	VOLUME (MPH)	SPEED	TURN TYPE	RECEIVER TYPE
(8001, 1)	(1, 3)	0	0	7.0	7.0	1085	58	0.0	T	INT	
	(1, 2)			8.0	172.8	389	942	0.0	L	INT	V>C
(8003, 3)	(3, 4)	0	0	6.0	252.9	417	1200	0.0	R	INT	V>C
	(3, 1)			9.0	9.0	894	0	0.0	T	INT	
(3, 1)	(1, 2)	52800	895	901.0	901.0	1598	80	40.0	R	INT	
(1, 3)	(3, 4)	52800	895	897.0	897.0	1337	58	40.1	L	INT	
(3, 4)	(4,8004)	52800	895	903.0	1800.7	570	647	20.0	R	EXIT	V>C
	(4, 5)			905.0	940.2	1000	504	38.3	T	INT	
	(4, 2)			906.0	907.6	460	107	39.7	L	INT	
(1, 2)	(2, 4)	52800	1427	1435.0	1630.6	661	456	22.1	R	INT	
	(2,8002)			1438.0	2529.8	533	565	14.2	L	EXIT	V>C
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9	R	INT	
	(4,8004)			905.0	928.6	1000	456	38.8	T	EXIT	
	(4, 5)			906.0	906.0	460	0	39.7	L	INT	
(4, 5)	(5,8005)	52800	895	895.0	895.5	2880	504	40.2	T	EXIT	
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9	R	INT	
	(4, 3)			905.0	905.0	1000	0	39.8	T	INT	
	(4,8004)			906.0	906.0	460	0	39.7	L	EXIT	
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	80	40.2	R	INT	
	(3,2001)			0.0	0.0	1800	0	40.2		SINK	
(4, 2)	(2,8002)	52800	895	905.0	905.1	1000	107	39.8	T	EXIT	

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 35663.32 VEHICLE-HOURS= 1540.40 AVERAGE SPEED(MPH)= 23.15

TRAFFIC DISTRIBUTION ASSIGNMENT EVALUATION

ITERATION	OBJECTIVE FUNCTION VALUE (VEH-SEC)	BOUND GAP(%)	LAMBDA	CONTRIBUTION(%)
1	0.8821199000E+07	100.000000	1.000000	49.549995
2	0.4366017500E+07	100.000000	0.458981	42.036346
3	0.4363048000E+07	4.426641	0.031336	2.962784
4	0.4361387000E+07	4.390243	0.013156	1.260427
5	0.4360793000E+07	1.757719	0.016261	1.583757
6	0.4360280500E+07	1.746172	0.008131	0.798370
7	0.4360006500E+07	1.197865	0.010050	0.996809
8	0.4359877500E+07	1.194942	0.003106	0.309030
9	0.4359782000E+07	0.755542	0.005025	0.502482

1 DETAILED LIST OF O-D MINIMUM PATHS

THE FOLLOWING LISTING PROVIDES THE ASSIGNED VOLUME AND THE SEQUENCE OF INTERNAL NODE NUMBERS FOR EACH O-D MININIMUM PATH.
TOTAL DEMANDIS PRINTED FOLLOWING ALL PATHS FOR EACH O-D PAIR.
NOTE THAT CUMULATIVE TRAVEL TIME (SEC) FOR THE O-D PATH IS PRINTED FOLLOWING THE NODE LIST.

O-D VOLUME PATH ROUTE

8001-8004 420.3 1, 2, 4
(SEC): 172.8,1803.5,2732.0

8001-8004 23.7 1, 3, 4
(SEC): 7.0, 904.0,2704.7
444 VPH
0 VPH

8001-8002 520.4 1, 2

(SEC): 172.8,2702.6

8001-8002 34.6 1, 3, 4, 2
(SEC): 7.0, 904.0,1811.6,2716.7
555 VPH

8003-8005 504.0 3, 4, 5
(SEC): 252.9,1193.0,2088.5
504 VPH

8003-8004 623.0 3, 4
(SEC): 252.9,2053.6
623 VPH

8003-8002 72.0 3, 4, 2
(SEC): 252.9,1160.5,2065.6
72 VPH

2001-8004 35.0 4, 3, 1, 2, 4
(SEC): 0.0, 895.0,1796.0,3426.6,4355.2
35 VPH

2001-8002 44.0 4, 3, 1, 2
(SEC): 0.0, 895.0,1796.0,4325.8
44 VPH

1 TRAFFIC ASSIGNMENT RESULTS

ESIM SUBNETWORK

LINK	INTERNAL CENTROID	RIGHT TURN VOL. VPH	RIGHT TURN PCT.	THRU VOL. VPH	THRU PCT.	LEFT TURN VOL. VPH	LEFT TURN PCT.	DIAGONAL VOL. VPH	DIAGONAL PCT.	SOURCE FLOW VPH	SINK FLOW VPH	DISCHARGE VOLUME VPH	SPEED ESTIMATE MPH
(8001, 1)	0	0	0	58	6	942	94	0	0	0	0	1000	
(1, 3)	0	0	0	0	0	58	100	0	0	0	0	58	40.1
(3, 1)	0	80	100	0	0	0	0	0	0	0	0	80	39.9
(8003, 3)	0	1200	100	0	0	0	0	0	0	0	0	1200	
(3, 4)	0	647	51	504	40	107	9	0	0	0	0	1258	26.0
(4, 3)	2001	80	100	0	0	0	0	0	0	80	0	80	40.2
(4, 5)	0	0	0	504	100	0	0	0	0	0	0	504	40.2
(5, 4)	0	0	0	0	0	0	0	0	0	0	0	0	0.0
(4, 2)	0	0	0	107	100	0	0	0	0	0	0	107	39.7
(2, 4)	0	0	0	456	100	0	0	0	0	0	0	456	38.7
(1, 2)	0	456	45	0	0	565	55	0	0	0	0	1021	16.9

1 TRAFFIC ASSIGNMENT

ESIM ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)
(8001, 1)	1000	0
(8003, 3)	1200	0

1***

TIME PERIOD 3 - ESIM DATA

****

1

ESIM TURNING MOVEMENT DATA

LINK	TURN MOVEMENT PERCENTAGES LEFT THROUGH RIGHT DIAGONAL	TURN MOVEMENT POSSIBLE LEFT THROUGH RIGHT DIAGONAL	BLOCKAGE (PCT) (SECS)

```
      (8001,  1)    0   0   0   0       NO   NO   NO   NO      0    0
      (  1,  3)    0   0   0   0       NO   NO   NO   NO      0    0
      (  3,  1)    0   0   0   0       NO   NO   NO   NO      0    0
      (8003,  3)    0   0   0   0       NO  YES   NO   NO      0    0
      (  3,  4)    0   0   0   0       NO   NO   NO   NO      0    0
      (  4,  3)    0   0   0   0       NO   NO   NO   NO      0    0
      (  4,  5)    0   0   0   0       NO   NO   NO   NO      0    0
      (  5,  4)    0   0   0   0      YES   NO  YES   NO      0    0
      (  4,  2)    0   0   0   0       NO   NO   NO   NO      0    0
      (  2,  4)    0   0   0   0      YES   NO  YES   NO      0    0
      (  1,  2)    0   0   0   0       NO   NO   NO   NO      0    0
0***** WARNING  - MESSAGE NUMBER. 622, ROUTINE CHKPH2, PARAMETER(S) - P1 =     0, P2 =     4, P3 =
3
1                          AVERAGE VEHICLE OCCUPANCIES
                          (HUNDREDTHS-OF-A-PERSON / VEHICLE)

                          AUTOS  CAR-POOLS  TRUCKS  BUSES
                          130    350       120     250
1                          TRAFFIC ASSIGNMENT PARAMETERS


                       EPSILON (OBJ.FUNC.THRESHOLD VALUE)  =  1.0 % +

                       LINE SEARCH ACCURACY OF OBJ.FUNCION =  1.0 % +

                       MAX.NUMBER OF ASSIGNMENT ITERATIONS = 15

                       MAX.NUMBER OF CAPACITY CALIBRATIONS =  1    +

                       TYPE OF OBJECTIVE FUNCTION
                        (0:USER OPTIMAL, 1:SYSTEM OPTIMAL)= 0    +

                       IMPEDANCE FUNCTION PARAMETERS:
                                    ALPHA = 60/100 +
                                    BETA  = 40/ 10 +

                        TYPE (0:FHWA, 1:MODIFIED DAVIDSON)= 0    +


                          (+) :INDICATES DEFAULT VALUE

                       REQUESTED INTERMEDIATE OUTPUT CODE  =  4
                          0: NO INTERMEDIATE OUTPUT
                          1: PATH ASSIGNMENTS
                          2: TREE CONSTRUCTS
                          3: DETAILED O-D TREES
                          4: ALL OUTPUTS 1,2 AND 3

1                                TRIP TABLE

            FOR EACH ORIGIN NODE, TABLE PROVIDES LISTING OF CANDIDATE DESTINATION NODES

 ORIGIN NODE (8001)   8004     8005     8002

 ORIGIN NODE (8003)   8005     8004     8002

 ORIGIN NODE (2001)   8004     8002
0***** WARNING  - MESSAGE NUMBER  920, ROUTINE RDF179, PARAMETER(S) - P1 =   8001
0***** WARNING  - MESSAGE NUMBER  920, ROUTINE RDF179, PARAMETER(S) - P1 =   8004
0***** WARNING  - MESSAGE NUMBER  920, ROUTINE RDF179, PARAMETER(S) - P1 =   8005
0***** WARNING  - MESSAGE NUMBER  920, ROUTINE RDF179, PARAMETER(S) - P1 =   8002
0***** WARNING  - MESSAGE NUMBER  920, ROUTINE RDF179, PARAMETER(S) - P1 =   8003
0***** WARNING  - MESSAGE NUMBER  920, ROUTINE RDF179, PARAMETER(S) - P1 =   2001
1                                INTERNAL CENTROIDS

                                CENTROID       LINK

                                2001       (  4,  3)
1                          TRAFFIC ASSIGNMENT :SOURCE VOLUMES
```

ORIGIN NODE VOLUME (VPH)

8001 9000
8003 9000
2001 6000

1 TRAFFIC ASSIGNMENT :SINK VOLUMES

DESTINATION NODE VOLUME (VPH)

8002 9000
8004 9000
8005 6000

1 DESTINATION TRIP TABLE

FOR EACH DESTINATION NODE, TABLE PROVIDES LISTING OF DATA PAIRS: ORIGIN NODE/VOLUME

DESTINATION (8002) 8001/3000 8003/3000 2001/3000

DESTINATION (8004) 8001/3000 8003/3000 2001/3000

DESTINATION (8005) 8001/3000 8003/3000

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 1

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2)
0ORIGIN:8003 (3, 4)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 1 CAPACITY ITERATION: 1

LINK	RECEIVER	FEET	GEOMETRIC PATH-LINK TIME(SEC) ON-LINK	FREE-FLOW TRAVEL TIME(SEC) TOTAL	CAPACITY VPH	VOLUME VPH	SPEED (MPH)	TURN TYPE	RECEIVER TYPE	
(8001, 1)	(1, 3)	0	0	7.0	7.0	1085	0	0.0	T	INT
	(1, 2)		8.0	8.3	389	200	0.0	L	INT	
(8003, 3)	(3, 4)	0	0	6.0	125.1	417	1000	0.0	R	INT V>C
	(3, 1)		9.0	9.0	894	0	0.0	T	INT	
(3, 1)	(1, 2)	52800	895	901.0	901.0	1598	1	40.0	R	INT
(1, 3)	(3, 4)	52800	895	897.0	897.0	1337	0	40.1	L	INT
(3, 4)	(4,8004)	52800	895	903.0	6035.6	570	1000	6.0	R	EXIT V>C
	(4, 5)		905.0	905.0	1000	0	39.8	T	INT	
	(4, 2)		906.0	906.0	460	0	39.7	L	INT	
(1, 2)	(2, 4)	52800	1427	1435.0	1435.0	661	0	25.1	R	INT
	(2,8002)		1438.0	1455.4	533	201	24.7	L	EXIT	
(2, 4)	(4, 3)	52800	895	903.0	903.0	570	0	39.9	R	INT
	(4,8004)		905.0	905.0	1000	0	39.8	T	EXIT	
	(4, 5)		906.0	906.0	460	0	39.7	L	INT	
(4, 5)	(5,8005)	52800	895	895.0	895.0	2880	0	40.2	T	EXIT
(5, 4)	(4, 2)	52800	895	903.0	903.0	570	0	39.9	R	INT
	(4, 3)		905.0	905.0	1000	0	39.8	T	INT	
	(4,8004)		906.0	906.0	460	0	39.7	L	EXIT	
(4, 3)	(3, 1)	52800	895	895.0	895.0	3110	1	40.2	R	INT
	(3,2001)		0.0	0.0	1800	0	40.2		SINK	
(4, 2)	(2,8002)	52800	895	905.0	905.0	1000	0	39.8	T	EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT; RECEIVER: INT = INTERNAL LINK

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 12030.00 VEHICLE-HOURS= 1793.53 AVERAGE SPEED(MPH)= 6.71

1 MINIMUM PATH CONSTRUCTS FOR ITERATION: 2

LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (1, 2)
0ORIGIN:8003 (3, 4) (4, 5)
0ORIGIN:2001 (3, 1) (1, 2) (4, 3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT ITERATION : 2 CAPACITY ITERATION: 1

```
 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET  TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0   0   7.0   7.0  1085    0    0.0  T   INT
       (  1,  2)          8.0   8.3   389   200    0.0  L   INT
(8003,  3) (  3,  4)   0   0   6.0  125.1   417  1000    0.0  R   INT V>C
       (  3,  1)          9.0   9.0   894    0    0.0  T   INT
(  3,  1) (  1,  2) 52800  895  901.0  901.0  1598    1   40.0  R   INT
(  1,  3) (  3,  4) 52800  895  897.0  897.0  1337    0   40.1  L   INT
(  3,  4) (  4,8004) 52800  895  903.0 1804.9   570   647   19.9  R   EXIT V>C
       (  4,  5)        905.0  913.4  1000   353   39.4  T   INT
       (  4,  2)        906.0  906.0   460    0   39.7  L   INT
(  1,  2) (  2,  4) 52800 1427 1435.0 1435.0   661    0   25.1  R   INT
       (  2,8002)        1438.0 1455.4   533   201   24.7  L   EXIT
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,8004)        905.0  905.0  1000    0   39.8  T   EXIT
       (  4,  5)        906.0  906.0   460    0   39.7  L   INT
(  4,  5) (  5,8005) 52800  895  895.0  895.1  2880   353   40.2  T   EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,  3)        905.0  905.0  1000    0   39.8  T   INT
       (  4,8004)        906.0  906.0   460    0   39.7  L   EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0  3110    1   40.2  R   INT
       (  3,2001)         0.0   0.0  1800    0   40.2    SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0  1000    0   39.8  T   EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK


 NETWORK HOURLY ESTIMATES:  VEHICLE-MILES=  15555.49    VEHICLE-HOURS=   618.68    AVERAGE
SPEED(MPH)=  25.14
1                    MINIMUM PATH CONSTRUCTS FOR ITERATION:  3

                  LIST OF LABELLED INTERNAL LINKS FOR EACH ORIGIN NODE

0ORIGIN:8001 (  1,  2)
0ORIGIN:8003 (  3,  4)
0ORIGIN:2001 (  3,  1) (  1,  2) (  4,  3)
1 TRAFFIC DISTRIBUTION ASSIGNMENT RESULTS AT        ITERATION :  3 CAPACITY ITERATION:  1

 GEOMETRIC  PATH-LINK LENGTH  FREE-FLOW  TRAVEL  CAPACITY VOLUME  SPEED TURN RECEIVER
  LINK    RECEIVER   FEET  TIME(SEC) TIME(SEC)   VPH    VPH   (MPH) TYPE  TYPE
                  ON-LINK TOTAL
(8001,  1) (  1,  3)   0   0   7.0   7.0  1085    0    0.0  T   INT
       (  1,  2)          8.0   8.3   389   200    0.0  L   INT
(8003,  3) (  3,  4)   0   0   6.0  125.1   417  1000    0.0  R   INT V>C
       (  3,  1)          9.0   9.0   894    0    0.0  T   INT
(  3,  1) (  1,  2) 52800  895  901.0  901.0  1598    1   40.0  R   INT
(  1,  3) (  3,  4) 52800  895  897.0  897.0  1337    0   40.1  L   INT
(  3,  4) (  4,8004) 52800  895  903.0 1811.0   570   649   19.9  R   EXIT V>C
       (  4,  5)        905.0  913.3  1000   351   39.4  T   INT
       (  4,  2)        906.0  906.0   460    0   39.7  L   INT
(  1,  2) (  2,  4) 52800 1427 1435.0 1435.0   661    0   25.1  R   INT
       (  2,8002)        1438.0 1455.4   533   201   24.7  L   EXIT
(  2,  4) (  4,  3) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,8004)        905.0  905.0  1000    0   39.8  T   EXIT
       (  4,  5)        906.0  906.0   460    0   39.7  L   INT
(  4,  5) (  5,8005) 52800  895  895.0  895.1  2880   351   40.2  T   EXIT
(  5,  4) (  4,  2) 52800  895  903.0  903.0   570    0   39.9  R   INT
       (  4,  3)        905.0  905.0  1000    0   39.8  T   INT
       (  4,8004)        906.0  906.0   460    0   39.7  L   EXIT
(  4,  3) (  3,  1) 52800  895  895.0  895.0  3110    1   40.2  R   INT
       (  3,2001)         0.0   0.0  1800    0   40.2    SINK
(  4,  2) (  2,8002) 52800  895  905.0  905.0  1000    0   39.8  T   EXIT

0TURN TYPE: R=RIGHT, T=THROUGH, D=DIAGONAL, L=LEFT;   RECEIVER:  INT = INTERNAL LINK
```

NETWORK HOURLY ESTIMATES: VEHICLE-MILES= 15544.54 VEHICLE-HOURS= 619.77 AVERAGE SPEED(MPH)= 25.08

TRAFFIC DISTRIBUTION ASSIGNMENT EVALUATION

ITERATION	OBJECTIVE FUNCTION VALUE (VEH-SEC)	BOUND GAP(%)	LAMBDA	CONTRIBUTION(%)
1	0.2372733750E+07	100.000000	1.000000	64.544006
2	0.1779704250E+07	100.000000	0.352549	35.145401
3	0.1779703750E+07	0.068747	0.003106	0.310591

1 DETAILED LIST OF O-D MINIMUM PATHS

THE FOLLOWING LISTING PROVIDES THE ASSIGNED VOLUME AND THE SEQUENCE OF INTERNAL NODE NUMBERS FOR EACH O-D MININIMUM PATH.
TOTAL DEMANDIS PRINTED FOLLOWING ALL PATHS FOR EACH O-D PAIR.
NOTE THAT CUMULATIVE TRAVEL TIME (SEC) FOR THE O-D PATH IS PRINTED FOLLOWING THE NODE LIST.

O-D VOLUME PATH ROUTE

0 VPH
0 VPH

8001-8002 200.0 1, 2
(SEC): 8.3,1463.8
200 VPH

8003-8005 351.0 3, 4, 5
(SEC): 125.1,1038.3,1933.5
351 VPH

8003-8004 648.0 3, 4
(SEC): 125.1,1936.1
648 VPH
0 VPH
0 VPH

2001-8002 1.0 4, 3, 1, 2
(SEC): 0.0, 895.0,1796.0,3251.4
1 VPH

1 TRAFFIC ASSIGNMENT RESULTS

ESIM SUBNETWORK

LINK	INTERNAL CENTROID VOL. VPH	RIGHT TURN PCT. VPH	RIGHT TURN VOL. VPH	THRU PCT. VPH	THRU VOL. VPH	LEFT TURN PCT. VPH	LEFT TURN VOL. VPH	DIAGONAL VOL. VPH	SOURCE FLOW VPH	SINK FLOW VPH	DISCHARGE VOLUME VPH	SPEED ESTIMATE MPH
(8001, 1)	0	0	0	0	0	200	100	0	0	0	0	200	
(1, 3)	0	0	0	0	0	0	0	0	0	0	0	0	0.0
(3, 1)	0	1	100	0	0	0	0	0	0	0	1	1	39.9
(8003, 3)	0	1000	100	0	0	0	0	0	0	0	0	1000	
(3, 4)	0	649	65	351	35	0	0	0	0	0	0	1000	24.0
(4, 3)	2001	1	100	0	0	0	0	0	1	0	1	1	40.2
(4, 5)	0	0	0	351	100	0	0	0	0	0	0	351	40.2
(5, 4)	0	0	0	0	0	0	0	0	0	0	0	0	0.0
(4, 2)	0	0	0	0	0	0	0	0	0	0	0	0	0.0
(2, 4)	0	0	0	0	0	0	0	0	0	0	0	0	0.0
(1, 2)	0	0	0	0	0	201	100	0	0	0	0	201	24.7

1 TRAFFIC ASSIGNMENT

ESIM ENTRY LINK VOLUMES

LINK	FLOW RATE (VEH/HOUR)	TRUCKS (PERCENT)
(8001, 1)	200	0
(8003, 3)	1000	0

1 CUMULATIVE ESIM STATISTICS AT TIME 16: 5: 0

ELAPSED TIME IS 0: 5: 0 (300 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 300 SECONDS

LINK STATISTICS

SPEED LINK	MILES	VEHICLE TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL TIME	RATIO DELAY TOTAL TIME	MINUTES/MILE MOVE TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	AVERAGE VALUES CNTNT	AVERAGE VALUES VOLUME VPH	AVERAGE VALUES MPH
(8001, 1)		117								1400			
(8003, 3)		94								1126			
(3, 1)	134.30	13	3.36	0.02	3.38	0.99	1.51	0.01	905.1	5.1	69	161	39.8
(1, 3)	177.77	18	4.44	0.03	4.47	0.99	1.51	0.01	905.1	5.1	92	213	39.8
(3, 4)	380.38	38	9.51	0.05	9.56	0.99	1.51	0.01	905.1	5.1	219	456	39.8
(1, 2)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(2, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 5)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	133.33	13	3.33	0.02	3.35	0.99	1.51	0.01	905.1	5.1	0	160	39.8
(4, 2)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
0 NETWORK=	825.78	1	20.64	0.12	20.76	0.99	1.51	0.01	905.55	5.09	381.5		39.8

1 CUMULATIVE ESIM STATISTICS AT TIME 16:10: 0

ELAPSED TIME IS 0:10: 0 (600 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 600 SECONDS

LINK STATISTICS

SPEED LINK	MILES	VEHICLE TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL TIME	RATIO DELAY TOTAL TIME	MINUTES/MILE MOVE TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	AVERAGE VALUES CNTNT	AVERAGE VALUES VOLUME VPH	AVERAGE VALUES MPH
(8001, 1)		233								1399			
(8003, 3)		189								1135			
(3, 1)	412.13	41	10.30	0.06	10.36	0.99	1.51	0.01	905.1	5.1	69	247	39.8
(1, 3)	545.53	55	13.64	0.08	13.72	0.99	1.51	0.01	905.1	5.1	92	327	39.8
(3, 4)	1193.11	119	29.83	0.17	30.00	0.99	1.51	0.01	905.1	5.1	255	715	39.8
(1, 2)	58.03	6	1.16	0.00	1.16	1.00	1.20	0.00	720.0	0.0	354	34	25.2
(2, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 5)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	266.67	27	6.67	0.04	6.70	0.99	1.51	0.01	905.1	5.1	0	159	39.8
(4, 2)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
0 NETWORK=	2475.47	5	61.60	0.34	61.94	0.99	1.50	0.01	804.38	4.43	773.0		40.0

1 CUMULATIVE ESIM STATISTICS AT TIME 16:15: 0

ELAPSED TIME IS 0:15: 0 (900 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 900 SECONDS

LINK STATISTICS

SPEED LINK	MILES	VEHICLE TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL TIME	RATIO DELAY TOTAL TIME	MINUTES/MILE MOVE TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	AVERAGE VALUES CNTNT	AVERAGE VALUES VOLUME VPH	AVERAGE VALUES MPH
(8001, 1)		350								1400			
(8003, 3)		282								1127			
(3, 1)	689.96	69	17.25	0.10	17.35	0.99	1.51	0.01	905.1	5.1	69	275	39.8
(1, 3)	913.30	91	22.83	0.13	22.96	0.99	1.51	0.01	905.1	5.1	92	365	39.8
(3, 4)	2004.11	200	50.10	0.28	50.39	0.99	1.51	0.01	905.1	5.1	289	801	39.8
(1, 2)	824.01	82	32.96	0.30	33.26	0.99	2.42	0.02	1453.0	13.0	386	329	24.8

(2, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 5)	17.08	2	0.14	0.00	0.14	1.00	0.50	0.00	300.0	0.0	75	6	40.2
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	400.00	40	10.00	0.06	10.06	0.99	1.51	0.01	905.1	5.1	0	160	39.8
(4, 2)	11.84	1	0.10	0.00	0.10	1.00	0.50	0.00	300.0	0.0	50	4	40.2
0 NETWORK=	4860.28	12	133.39	0.86	134.25	0.99	1.66	0.01	682.83	4.39		963.8	36.2

1 CUMULATIVE ESIM STATISTICS AT TIME 16:20: 0

ELAPSED TIME IS 0:20: 0 (1200 SECONDS), TIME PERIOD 2 ELAPSED TIME IS 300 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		433							1300				
(8003, 3)		364							1090				
(3, 1)	967.78	97	24.19	0.14	24.33	0.99	1.51	0.01	905.1	5.1	48	290	39.8
(1, 3)	1281.06	128	32.03	0.18	32.21	0.99	1.51	0.01	905.1	5.1	60	384	39.8
(3, 4)	3146.30	315	78.66	0.44	79.10	0.99	1.51	0.01	905.1	5.1	293	943	39.8
(1, 2)	1622.91	162	64.92	0.58	65.50	0.99	2.42	0.02	1453.0	13.0	412	486	24.8
(2, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 5)	291.49	29	7.29	0.04	7.33	0.99	1.51	0.01	905.1	5.1	111	87	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	466.67	47	11.67	0.07	11.73	0.99	1.51	0.01	905.1	5.1	0	139	39.8
(4, 2)	202.13	20	5.05	0.03	5.08	0.99	1.51	0.01	905.1	5.1	52	60	39.8
0 NETWORK=	7978.34	24	223.80	1.48	225.28	0.99	1.69	0.01	573.57	3.77		979.9	35.4

1 CUMULATIVE ESIM STATISTICS AT TIME 16:25: 0

ELAPSED TIME IS 0:25: 0 (1500 SECONDS), TIME PERIOD 2 ELAPSED TIME IS 600 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		517							1240				
(8003, 3)		443							1062				
(3, 1)	1245.61	125	31.14	0.18	31.32	0.99	1.51	0.01	905.1	5.1	27	298	39.8
(1, 3)	1648.82	165	41.22	0.23	41.45	0.99	1.51	0.01	905.1	5.1	28	395	39.8
(3, 4)	4305.59	431	107.64	0.61	108.25	0.99	1.51	0.01	905.1	5.1	293	1033	39.8
(1, 2)	2564.84	256	102.59	0.92	103.52	0.99	2.42	0.02	1453.0	13.0	424	615	24.8
(2, 4)	194.91	19	0.97	0.00	0.97	1.00	0.30	0.00	180.0	0.0	104	46	40.2
(4, 5)	593.46	59	14.84	0.08	14.92	0.99	1.51	0.01	905.1	5.1	148	142	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	533.33	53	13.33	0.08	13.41	0.99	1.51	0.01	905.1	5.1	0	127	39.8
(4, 2)	411.52	41	10.29	0.06	10.35	0.99	1.51	0.01	905.1	5.1	52	98	39.8
0 NETWORK=	11498.09	38	322.03	2.16	324.19	0.99	1.69	0.01	509.26	3.39		1079.5	35.5

1 CUMULATIVE ESIM STATISTICS AT TIME 16:30: 0

ELAPSED TIME IS 0:30: 0 (1800 SECONDS), TIME PERIOD 2 ELAPSED TIME IS 900 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		600							1200				
(8003, 3)		524							1047				
(3, 1)	1421.37	142	35.53	0.20	35.74	0.99	1.51	0.01	905.1	5.1	16	284	39.8
(1, 3)	1862.31	186	46.56	0.26	46.82	0.99	1.51	0.01	905.1	5.1	12	372	39.8
(3, 4)	5476.76	548	136.92	0.77	137.69	0.99	1.51	0.01	905.1	5.1	278	1095	39.8
(1, 2)	3641.58	364	145.66	1.31	146.98	0.99	2.42	0.02	1453.0	13.0	412	728	24.8

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( 2,  4) 573.51   57 14.34  0.08 14.42 0.99  1.51  0.01  905.1   5.1   122  114 39.8
( 4,  5) 1058.97  106 26.47  0.15 26.62 0.99  1.51  0.01  905.1   5.1   168  211 39.8
( 5,  4)   0.00    0 0.00  0.00  0.00 0.00  0.00  0.00    0.0   0.0     0    0 0.0
( 4,  3) 600.00   60 15.00  0.08 15.08 0.99  1.51  0.01  905.1   5.1     0  119 39.8
( 4,  2) 618.70   62 15.47  0.09 15.55 0.99  1.51  0.01  905.1   5.1    52  123 39.8
0 NETWORK= 15253.19   57 435.95  2.95 438.91 0.99  1.73  0.01  463.73  3.12 1064.5      34.8
1                    CUMULATIVE ESIM STATISTICS AT TIME 16:35: 0

          ELAPSED TIME IS  0:35: 0 ( 2100 SECONDS),  TIME PERIOD  3 ELAPSED TIME IS  300 SECONDS

                                   LINK STATISTICS

                          VEHICLE HOURS    RATIO  MINUTES/MILE  SECONDS/VEHICLE  AVERAGE VALUES
          VEHICLE    MOVE  DELAY  TOTAL  MOVE/  TOTAL  DELAY  TOTAL  DELAY  CNTNT  VOLUME
SPEED
  LINK     MILES  TRIPS  TIME   TIME   TIME  TOTAL   TIME   TIME   TIME   TIME       VPH  MPH
  ---    -------  -----  ----   ----   ----  -----   ----   ----   ----   ----       ---  ---
(8001,  1)        617                                                  1057
(8003,  3)        603                                                  1032
( 3,  1) 1488.04  149 37.20  0.21 37.41 0.99  1.51  0.01  905.1   5.1    10  255 39.8
( 1,  3) 1910.92  191 47.77  0.27 48.04 0.99  1.51  0.01  905.1   5.1     7  327 39.8
( 3,  4) 6640.67  664 166.02  0.94 166.95 0.99  1.51  0.01  905.1   5.1   246 1138 39.8
( 1,  2) 4717.28  472 188.69  1.70 190.39 0.99  2.42  0.02 1453.0  13.0   328  808 24.8
( 2,  4) 968.93   97 24.22  0.14 24.36 0.99  1.51  0.01  905.1   5.1   138  166 39.8
( 4,  5) 1730.24  173 43.26  0.24 43.50 0.99  1.51  0.01  905.1   5.1   168  296 39.8
( 5,  4)   0.00    0 0.00  0.00  0.00 0.00  0.00  0.00    0.0   0.0     0    0 0.0
( 4,  3) 600.83   60 15.02  0.08 15.11 0.99  1.51  0.01  905.1   5.1     0  102 39.8
( 4,  2) 829.98   83 20.75  0.12 20.87 0.99  1.51  0.01  905.1   5.1    52  142 39.8
0 NETWORK= 18886.89   78 542.93  3.70 546.63 0.99  1.74  0.01  422.48  2.86 951.8      34.6
1                    CUMULATIVE ESIM STATISTICS AT TIME 16:40: 0

          ELAPSED TIME IS  0:40: 0 ( 2400 SECONDS),  TIME PERIOD  3 ELAPSED TIME IS  600 SECONDS

                                   LINK STATISTICS

                          VEHICLE HOURS    RATIO  MINUTES/MILE  SECONDS/VEHICLE  AVERAGE VALUES
          VEHICLE    MOVE  DELAY  TOTAL  MOVE/  TOTAL  DELAY  TOTAL  DELAY  CNTNT  VOLUME
SPEED
  LINK     MILES  TRIPS  TIME   TIME   TIME  TOTAL   TIME   TIME   TIME   TIME       VPH  MPH
  ---    -------  -----  ----   ----   ----  -----   ----   ----   ----   ----       ---  ---
(8001,  1)        633                                                   949
(8003,  3)        683                                                  1024
( 3,  1) 1554.70  155 38.87  0.22 39.09 0.99  1.51  0.01  905.1   5.1     3  233 39.8
( 1,  3) 1959.52  196 48.99  0.28 49.26 0.99  1.51  0.01  905.1   5.1     2  293 39.8
( 3,  4) 7786.54  779 194.66  1.10 195.76 0.99  1.51  0.01  905.1   5.1   217 1167 39.8
( 1,  2) 5780.42  578 231.22  2.08 233.30 0.99  2.42  0.02 1453.0  13.0   245  867 24.8
( 2,  4) 1511.05  151 37.78  0.21 37.99 0.99  1.51  0.01  905.1   5.1   137  226 39.8
( 4,  5) 2395.15  240 59.88  0.34 60.22 0.99  1.51  0.01  905.1   5.1   166  359 39.8
( 5,  4)   0.00    0 0.00  0.00  0.00 0.00  0.00  0.00    0.0   0.0     0    0 0.0
( 4,  3) 601.67   60 15.04  0.08 15.13 0.99  1.51  0.01  905.1   5.1     0   90 39.8
( 4,  2) 1036.03  104 25.90  0.15 26.05 0.99  1.51  0.01  905.1   5.1    52  155 39.8
0 NETWORK= 22625.08   100 652.33  4.46 656.80 0.99  1.74  0.01  394.23  2.68 826.0      34.4
1                    CUMULATIVE ESIM STATISTICS AT TIME 16:45: 0

          ELAPSED TIME IS  0:45: 0 ( 2700 SECONDS),  TIME PERIOD  3 ELAPSED TIME IS  900 SECONDS

                                   LINK STATISTICS

                          VEHICLE HOURS    RATIO  MINUTES/MILE  SECONDS/VEHICLE  AVERAGE VALUES
          VEHICLE    MOVE  DELAY  TOTAL  MOVE/  TOTAL  DELAY  TOTAL  DELAY  CNTNT  VOLUME
SPEED
  LINK     MILES  TRIPS  TIME   TIME   TIME  TOTAL   TIME   TIME   TIME   TIME       VPH  MPH
  ---    -------  -----  ----   ----   ----  -----   ----   ----   ----   ----       ---  ---
(8001,  1)        650                                                   866
(8003,  3)        762                                                  1016
( 3,  1) 1589.81  159 39.75  0.22 39.97 0.99  1.51  0.01  905.1   5.1     0  211 39.8
( 1,  3) 1984.63  198 49.62  0.28 49.90 0.99  1.51  0.01  905.1   5.1     0  264 39.8
( 3,  4) 8668.50  867 216.71  1.22 217.94 0.99  1.51  0.01  905.1   5.1   210 1155 39.8
( 1,  2) 6842.97  684 273.72  2.47 276.18 0.99  2.42  0.02 1453.0  13.0   159  912 24.8
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LINK	VEHICLE MILES	TRIPS	VEH. HOURS MOVE TIME	VEH. HOURS DELAY TIME	TOTAL TIME	RATIO MOVE/TOTAL	MIN/MILE TOTAL TIME	MIN/MILE DELAY TIME	SEC/VEH TOTAL TIME	SEC/VEH DELAY TIME	CNTNT	VOLUME VPH	SPEED MPH
(2, 4)	2070.32	207	51.76	0.29	52.05	0.99	1.51	0.01	905.1	5.1	135	276	39.8
(4, 5)	3068.95	307	76.72	0.43	77.16	0.99	1.51	0.01	905.1	5.1	132	409	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	602.50	60	15.06	0.09	15.15	0.99	1.51	0.01	905.1	5.1	0	80	39.8
(4, 2)	1248.25	125	31.21	0.18	31.38	0.99	1.51	0.01	905.1	5.1	55	166	39.8
0 NETWORK=	26075.94	123	754.54	5.18	759.73	0.99	1.75	0.01	371.15	2.53	693.3		34.3

1 CUMULATIVE ESIM STATISTICS AT TIME 16:50: 0

ELAPSED TIME IS 0:50: 0 (3000 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 1200 SECONDS

LINK STATISTICS

SPEED LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	MPH
(8001, 1)		650							779				
(8003, 3)		843							1011				
(3, 1)	1590.64	159	39.77	0.22	39.99	0.99	1.51	0.01	905.1	5.1	0	190	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	238	39.8
(3, 4)	9506.39	951	237.66	1.34	239.00	0.99	1.51	0.01	905.1	5.1	206	1140	39.8
(1, 2)	7751.93	775	310.08	2.79	312.87	0.99	2.42	0.02	1453.0	13.0	68	930	24.8
(2, 4)	2615.18	262	65.38	0.37	65.75	0.99	1.51	0.01	905.1	5.1	123	313	39.8
(4, 5)	3733.84	373	93.35	0.53	93.87	0.99	1.51	0.01	905.1	5.1	95	448	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	605.50	61	15.14	0.09	15.22	0.99	1.51	0.01	905.1	5.1	0	72	39.8
(4, 2)	1454.29	145	36.36	0.21	36.56	0.99	1.51	0.01	905.1	5.1	58	174	39.8
0 NETWORK=	29242.40	145	847.34	5.83	853.17	0.99	1.75	0.01	353.44	2.41	553.5		34.3

1 CUMULATIVE ESIM STATISTICS AT TIME 16:55: 0

ELAPSED TIME IS 0:55: 0 (3300 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 1500 SECONDS

LINK STATISTICS

SPEED LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	MPH
(8001, 1)		650							709				
(8003, 3)		922							1006				
(3, 1)	1591.48	159	39.79	0.22	40.01	0.99	1.51	0.01	905.1	5.1	0	173	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	216	39.8
(3, 4)	10364.50	1036	259.11	1.46	260.58	0.99	1.51	0.01	905.1	5.1	200	1130	39.8
(1, 2)	8010.74	801	320.43	2.89	323.32	0.99	2.42	0.02	1453.0	13.0	42	873	24.8
(2, 4)	3146.47	315	78.66	0.44	79.11	0.99	1.51	0.01	905.1	5.1	74	343	39.8
(4, 5)	4240.13	424	106.00	0.60	106.60	0.99	1.51	0.01	905.1	5.1	75	462	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	608.50	61	15.21	0.09	15.30	0.99	1.51	0.01	905.1	5.1	0	66	39.8
(4, 2)	1679.04	168	41.98	0.24	42.21	0.99	1.51	0.01	905.1	5.1	59	183	39.8
0 NETWORK=	31625.49	163	910.80	6.22	917.02	0.99	1.74	0.01	338.11	2.29	454.7		34.5

1 CUMULATIVE ESIM STATISTICS AT TIME 17: 0: 0

ELAPSED TIME IS 1: 0: 0 (3600 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 1800 SECONDS

LINK STATISTICS

SPEED LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	MPH
(8001, 1)		650							649				
(8003, 3)		1002							1001				
(3, 1)	1594.04	159	39.85	0.23	40.08	0.99	1.51	0.01	905.1	5.1	0	159	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	198	39.8
(3, 4)	11155.01	1116	278.88	1.58	280.45	0.99	1.51	0.01	905.1	5.1	201	1115	39.8
(1, 2)	8244.07	824	329.76	2.97	332.73	0.99	2.42	0.02	1453.0	13.0	19	824	24.8

LINK	VEHICLE MILES	TRIPS	MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/TOTAL	MIN/MILE TOTAL TIME	MIN/MILE DELAY TIME	SEC/VEH TOTAL TIME	SEC/VEH DELAY TIME	CNTNT	VPH	MPH
(2, 4)	3663.68	366	91.59	0.52	92.11	0.99	1.51	0.01	905.1	5.1	25	366	39.8
(4, 5)	4539.60	454	113.49	0.64	114.13	0.99	1.51	0.01	905.1	5.1	75	453	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	611.50	61	15.29	0.09	15.37	0.99	1.51	0.01	905.1	5.1	0	61	39.8
(4, 2)	1914.64	191	47.87	0.27	48.14	0.99	1.51	0.01	905.1	5.1	56	191	39.8
0 NETWORK=	33707.18	178	966.34	6.57	972.91	0.99	1.73	0.01	327.66	2.21		380.2	34.6

1 CUMULATIVE ESIM STATISTICS AT TIME 17: 5: 0

ELAPSED TIME IS 1: 5: 0 (3900 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 2100 SECONDS

LINK STATISTICS

SPEED LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	MPH
(8001, 1)		650							599				
(8003, 3)		1083							999				
(3, 1)	1597.04	160	39.93	0.23	40.15	0.99	1.51	0.01	905.1	5.1	0	147	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	183	39.8
(3, 4)	11967.74	1197	299.19	1.69	300.88	0.99	1.51	0.01	905.1	5.1	200	1104	39.8
(1, 2)	8431.78	843	337.27	3.04	340.31	0.99	2.42	0.02	1453.0	13.0	1	778	24.8
(2, 4)	3877.94	388	96.95	0.55	97.50	0.99	1.51	0.01	905.1	5.1	5	357	39.8
(4, 5)	4842.98	484	121.07	0.68	121.76	0.99	1.51	0.01	905.1	5.1	78	447	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	614.50	61	15.36	0.09	15.45	0.99	1.51	0.01	905.1	5.1	0	56	39.8
(4, 2)	2153.87	215	53.85	0.30	54.15	0.99	1.51	0.01	905.1	5.1	40	198	39.8
0 NETWORK=	35470.48	192	1013.24	6.86	1020.10	0.99	1.73	0.01	319.60	2.15		327.9	34.8

1 CUMULATIVE ESIM STATISTICS AT TIME 17:10: 0

ELAPSED TIME IS 1:10: 0 (4200 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 2400 SECONDS

LINK STATISTICS

SPEED LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	MPH
(8001, 1)		650							557				
(8003, 3)		1161							995				
(3, 1)	1600.04	160	40.00	0.23	40.23	0.99	1.51	0.01	905.1	5.1	0	137	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	170	39.8
(3, 4)	12757.85	1276	318.95	1.80	320.75	0.99	1.51	0.01	905.1	5.1	200	1093	39.8
(1, 2)	8439.51	844	337.58	3.04	340.62	0.99	2.42	0.02	1453.0	13.0	0	723	24.8
(2, 4)	3907.47	391	97.69	0.55	98.24	0.99	1.51	0.01	905.1	5.1	2	334	39.8
(4, 5)	5142.54	514	128.56	0.73	129.29	0.99	1.51	0.01	905.1	5.1	82	440	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	617.50	62	15.44	0.09	15.52	0.99	1.51	0.01	905.1	5.1	0	52	39.8
(4, 2)	2377.37	238	59.43	0.34	59.77	0.99	1.51	0.01	905.1	5.1	22	203	39.8
0 NETWORK=	36826.93	201	1047.27	7.05	1054.32	0.99	1.72	0.01	314.38	2.10		309.4	34.9

1 CUMULATIVE ESIM STATISTICS AT TIME 17:15: 0

ELAPSED TIME IS 1:15: 0 (4500 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 2700 SECONDS

LINK STATISTICS

SPEED LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	MPH
(8001, 1)		650							519				
(8003, 3)		1243							994				
(3, 1)	1603.04	160	40.08	0.23	40.30	0.99	1.51	0.01	905.1	5.1	0	128	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	158	39.8
(3, 4)	13565.39	1357	339.13	1.92	341.05	0.99	1.51	0.01	905.1	5.1	201	1085	39.8
(1, 2)	8440.35	844	337.61	3.04	340.66	0.99	2.42	0.02	1453.0	13.0	1	675	24.8

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(2, 4)	3936.67	394	98.42	0.56	98.97	0.99	1.51	0.01	905.1	5.1	0	314	39.8
(4, 5)	5456.37	546	136.41	0.77	137.18	0.99	1.51	0.01	905.1	5.1	84	436	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	620.50	62	15.51	0.09	15.60	0.99	1.51	0.01	905.1	5.1	0	49	39.8
(4, 2)	2528.13	253	63.20	0.36	63.56	0.99	1.51	0.01	905.1	5.1	12	202	39.8
0 NETWORK=	38135.08	210	1079.98	7.24	1087.22	0.99	1.71	0.01	310.10	2.06		299.9	35.1

1 CUMULATIVE ESIM STATISTICS AT TIME 17:20: 0

ELAPSED TIME IS 1:20: 0 (4800 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 3000 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		650							487				
(8003, 3)		1322							991				
(3, 1)	1606.04	161	40.15	0.23	40.38	0.99	1.51	0.01	905.1	5.1	0	120	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	148	39.8
(3, 4)	14356.92	1436	358.92	2.03	360.95	0.99	1.51	0.01	905.1	5.1	200	1076	39.8
(1, 2)	8443.35	844	337.73	3.04	340.78	0.99	2.42	0.02	1453.0	13.0	1	633	24.8
(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	295	39.8
(4, 5)	5792.93	579	144.82	0.82	145.64	0.99	1.51	0.01	905.1	5.1	83	434	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	623.50	62	15.59	0.09	15.68	0.99	1.51	0.01	905.1	5.1	0	46	39.8
(4, 2)	2576.94	258	64.42	0.36	64.79	0.99	1.51	0.01	905.1	5.1	11	193	39.8
0 NETWORK=	39321.12	218	1109.68	7.40	1117.08	0.99	1.70	0.01	306.75	2.03		297.8	35.2

1 CUMULATIVE ESIM STATISTICS AT TIME 17:25: 0

ELAPSED TIME IS 1:25: 0 (5100 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 3300 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		650							458				
(8003, 3)		1361							960				
(3, 1)	1609.04	161	40.23	0.23	40.45	0.99	1.51	0.01	905.1	5.1	0	113	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	140	39.8
(3, 4)	15160.32	1516	379.01	2.14	381.15	0.99	1.51	0.01	905.1	5.1	160	1070	39.8
(1, 2)	8446.35	845	337.85	3.04	340.90	0.99	2.42	0.02	1453.0	13.0	1	596	24.8
(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	277	39.8
(4, 5)	6126.10	613	153.15	0.87	154.02	0.99	1.51	0.01	905.1	5.1	78	432	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	626.50	63	15.66	0.09	15.75	0.99	1.51	0.01	905.1	5.1	0	44	39.8
(4, 2)	2624.54	262	65.61	0.37	65.98	0.99	1.51	0.01	905.1	5.1	6	185	39.8
0 NETWORK=	40514.29	228	1139.55	7.57	1147.13	0.99	1.70	0.01	302.50	2.00		247.4	35.3

1 CUMULATIVE ESIM STATISTICS AT TIME 17:30: 0

ELAPSED TIME IS 1:30: 0 (5400 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 3600 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		650							433				
(8003, 3)		1361							907				
(3, 1)	1612.04	161	40.30	0.23	40.53	0.99	1.51	0.01	905.1	5.1	0	107	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	132	39.8
(3, 4)	15956.47	1596	398.91	2.25	401.17	0.99	1.51	0.01	905.1	5.1	80	1063	39.8
(1, 2)	8449.35	845	337.97	3.04	341.02	0.99	2.42	0.02	1453.0	13.0	1	563	24.8

(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	262	39.8
(4, 5)	6465.85	647	161.65	0.91	162.56	0.99	1.51	0.01	905.1	5.1	72	431	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	629.50	63	15.74	0.09	15.83	0.99	1.51	0.01	905.1	5.1	0	41	39.8
(4, 2)	2673.06	267	66.83	0.38	67.20	0.99	1.51	0.01	905.1	5.1	1	178	39.8
0 NETWORK=	41707.70	237	1169.43	7.74	1177.18	0.99	1.69	0.01	298.52	1.96	156.9		35.4

1 CUMULATIVE ESIM STATISTICS AT TIME 17:35: 0

ELAPSED TIME IS 1:35: 0 (5700 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 3900 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		650							410				
(8003, 3)		1361							859				
(3, 1)	1615.04	162	40.38	0.23	40.60	0.99	1.51	0.01	905.1	5.1	0	102	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	125	39.8
(3, 4)	16706.10	1671	417.65	2.36	420.01	0.99	1.51	0.01	905.1	5.1	5	1055	39.8
(1, 2)	8452.35	845	338.09	3.05	341.14	0.99	2.42	0.02	1453.0	13.0	1	533	24.8
(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	248	39.8
(4, 5)	6764.37	676	169.11	0.96	170.06	0.99	1.51	0.01	905.1	5.1	69	427	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	632.50	63	15.81	0.09	15.90	0.99	1.51	0.01	905.1	5.1	0	39	39.8
(4, 2)	2691.83	269	67.30	0.38	67.68	0.99	1.51	0.01	905.1	5.1	0	170	39.8
0 NETWORK=	42783.63	245	1196.38	7.89	1204.27	0.99	1.69	0.01	295.32	1.94	76.6		35.5

1 CUMULATIVE ESIM STATISTICS AT TIME 17:40: 0

ELAPSED TIME IS 1:40: 0 (6000 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 4200 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		650							389				
(8003, 3)		1361							816				
(3, 1)	1618.04	162	40.45	0.23	40.68	0.99	1.51	0.01	905.1	5.1	0	97	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	119	39.8
(3, 4)	16762.15	1676	419.05	2.37	421.42	0.99	1.51	0.01	905.1	5.1	0	1005	39.8
(1, 2)	8455.35	846	338.21	3.05	341.26	0.99	2.42	0.02	1453.0	13.0	1	507	24.8
(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	236	39.8
(4, 5)	7049.62	705	176.24	1.00	177.24	0.99	1.51	0.01	905.1	5.1	42	422	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	635.50	64	15.89	0.09	15.98	0.99	1.51	0.01	905.1	5.1	0	38	39.8
(4, 2)	2691.83	269	67.30	0.38	67.68	0.99	1.51	0.01	905.1	5.1	0	161	39.8
0 NETWORK=	43133.92	248	1205.18	7.95	1213.12	0.99	1.69	0.01	293.60	1.92	44.4		35.6

1 CUMULATIVE ESIM STATISTICS AT TIME 17:45: 0

ELAPSED TIME IS 1:45: 0 (6300 SECONDS), TIME PERIOD 3 ELAPSED TIME IS 4500 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	DELAY TIME	TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	DELAY TIME	SECONDS/VEHICLE TOTAL TIME	DELAY TIME	AVERAGE VALUES CNTNT	VOLUME VPH	SPEED MPH
(8001, 1)		650							371				
(8003, 3)		1361							777				
(3, 1)	1621.04	162	40.53	0.23	40.76	0.99	1.51	0.01	905.1	5.1	0	92	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	113	39.8
(3, 4)	16762.15	1676	419.05	2.37	421.42	0.99	1.51	0.01	905.1	5.1	0	957	39.8
(1, 2)	8458.35	846	338.33	3.05	341.38	0.99	2.42	0.02	1453.0	13.0	1	483	24.8

(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	224	39.8
(4, 5)	7326.56	733	183.16	1.03	184.20	0.99	1.51	0.01	905.1	5.1	14	418	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	638.50	64	15.96	0.09	16.05	0.99	1.51	0.01	905.1	5.1	0	36	39.8
(4, 2)	2691.83	269	67.30	0.38	67.68	0.99	1.51	0.01	905.1	5.1	0	153	39.8
0 NETWORK=	43419.86	251	1212.37	7.99	1220.36	0.99	1.69	0.01	292.05	1.91	16.7		35.6

1 CUMULATIVE ESIM STATISTICS AT TIME 17:48: 0

ELAPSED TIME IS 1:48: 0 (6480 SECONDS), TIME PERIOD 3 ELAPSED TIME IS-4680 SECONDS

LINK STATISTICS

LINK	VEHICLE MILES	TRIPS	VEHICLE HOURS MOVE TIME	VEHICLE HOURS DELAY TIME	VEHICLE HOURS TOTAL TIME	RATIO MOVE/ TOTAL	MINUTES/MILE TOTAL TIME	MINUTES/MILE DELAY TIME	SECONDS/VEHICLE TOTAL TIME	SECONDS/VEHICLE DELAY TIME	AVERAGE VALUES CNTNT	AVERAGE VALUES VOLUME VPH	SPEED MPH
(8001, 1)		650							361				
(8003, 3)		1361							756				
(3, 1)	1622.84	162	40.57	0.23	40.80	0.99	1.51	0.01	905.1	5.1	0	90	39.8
(1, 3)	1984.63	198	49.62	0.28	49.90	0.99	1.51	0.01	905.1	5.1	0	110	39.8
(3, 4)	16762.15	1676	419.05	2.37	421.42	0.99	1.51	0.01	905.1	5.1	0	931	39.8
(1, 2)	8460.15	846	338.41	3.05	341.45	0.99	2.42	0.02	1453.0	13.0	1	470	24.8
(2, 4)	3936.80	394	98.42	0.56	98.98	0.99	1.51	0.01	905.1	5.1	0	218	39.8
(4, 5)	7462.94	746	186.57	1.05	187.63	0.99	1.51	0.01	905.1	5.1	1	414	39.8
(5, 4)	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0	0	0.0
(4, 3)	640.30	64	16.01	0.09	16.10	0.99	1.51	0.01	905.1	5.1	0	35	39.8
(4, 2)	2691.83	269	67.30	0.38	67.68	0.99	1.51	0.01	905.1	5.1	0	149	39.8
0 NETWORK=	43561.64	252	1215.94	8.01	1223.95	0.99	1.69	0.01	291.30	1.91	3.1		35.6

MAX. CONTENT DURING EVACUATION 1

EVACUATION TIME 1: 48