TRAFFIC IMPACT STUDY

Paseo Lineal

San Juan, Puerto Rico

December 2013

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LIST OF ACRONYMS

AADT – Average Annual Daily Traffic
ADT – Average Daily Traffic
EB - Eastbound
FHWA – Federal Highway Administration
HCM – Highway Capacity Manual
LOS – Level(s) of Service
LRTP – Long Range Transportation Plan
MOE – Measures of Effectiveness
NB - Northbound
NHS – National Highway System
PHF – Peak Hour Factor
PHV – Peak Hour Volume
PRHTA – Puerto Rico Highway and Transportation Authority
PRPB – Puerto Rico Planning Board
SB – Southbound
TSS – Traffic Signal System
TWSC – Two-Way Stop Controlled
WB - Westbound

SUMMARY OF INPUTS

HV = 4%
Muñoz Rivera Avenue Speed = 40 mph
Ponce de León Avenue speed = 35 mph
Fernández Juncos Avenue speed = 35 mph
Traffic Growth Factor = 1.30 (20 years)
Driver Type Factor = 25
% of drivers who cooperate with lane changer = 50%
Driver familiarity = 90% know two turn movements in advance
Time Period Duration = 3,600 sec
Vehicle Entry Headway Distribution = normal
Random Seeds = 30 runs

I. PROJECT DESCRIPTION

The Puerto Rico Infrastructure Financing Authority (AFI for its Spanish acronym) proposes to build a new pedestrian/cyclist corridor along Muñoz Rivera Avenue from Dos Hermanos Bridge in Condado to Plaza Colón in the Old San Juan. The project will require the use of the exclusive bus lanes along Muñoz Rivera and Ponce de León Avenues in order to safely accommodate the pedestrian/cyclist corridor within the existing roadway section. The existing exclusive bus lanes along these two avenues will be relocated to Calle del Tren, which is an exclusive bus route further south. Currently, the Metropolitan Bus Authority (AMA for its Spanish acronym) has three exclusive routes in the Puerta de Tierra area: one exiting San Juan through Muñoz Rivera Avenue, one entering San Juan through Ponce de León Avenue, and one entering/exiting San Juan through Calle del Tren. As part of the project, Ponce de León Avenue's traffic pattern will be changed to a two-way roadway from a one-way (exiting San Juan) roadway. This will allow the inclusion of exclusive bicycle lanes along both sides of this road. In addition, several crossroads will be extended from Ponce de León Avenue to Fernández Juncos Avenue or from San Agustín Street to Fernández Juncos Avenue. The project also includes extending Fernández Street to connect Ponce de León Avenue with Fernández Juncos Avenue and eliminating the last portion of San Agustín Street (diagonal segment) connecting Ponce de León Avenue near Muñoz Rivera Park. This will allow the creation of Fortín Isabel II's Park at the location of the Old City's wall ruins. The project will also include improving San Agustín Street to have parallel parking on the south side of the street only to improve its operation. Another important aspect of the project, is the inclusion of a proper pedestrian/cyclist crossing from Muñoz Rivera Park to Condado. The designer proposes a raised crossing at the southeast end of Muñoz Rivera Park that will serve several purposes: 1) traffic calming since the large curve radius at this location invites drivers to speed, 2) level crossing for cyclists and pedestrians improving their safety, and 3) aesthetics.

Two new areas will be created: *Plaza Puerta de Santiago* and *Terraza hacia el Mar*. The first will be located in between *Casa Olímpica* and *Casino de Puerto Rico* where a local street is located and will provide visitors the opportunity to learn about the old Puerta de Tierra (*Puerta de Santiago*). The second will be located at the commonly known "lovers' lane," local road off Muñoz Rivera Avenue north of Pelayo Street. At this second location, a new terrace to enjoy the ocean view and restaurant are being proposed.

Figure 1 illustrates the project's site location plan and influence area. The influence area was determined to include twenty-three (23) intersections to be representative of the entire network. A description of each intersection is provided further ahead in the study. The average annual daily traffic (ADT) of Muñoz Rivera, Ponce de León, and Fernández Juncos Avenues decrease as they get closer to the Old San Juan as follows (refer to Figure 2):

<u>Muñoz Rivera Avenue (one-way roadway)</u>

From Dos Hermanos Bridge to the entrance to the Third Millennium Park – 20,495 vpd

From the entrance to the Third Millennium Park to Matías Ledesma Street – 18,830 vpd

From Matías Ledesma Street to Reverendo Gerardo Dávila Street – 16,630 vpd
From Reverendo Gerardo Dávila Street to Norzagaray Street – 11,995 vpd

Ponce de León Avenue (one-way roadway)

From Norzagaray Street to Reverendo Gerardo Dávila Street – 6,645 vpd
From Reverendo Gerardo Dávila Street to San Andrés Street – 10,630 vpd
From San Andrés Street to Matías Ledesma Street – 13,200 vpd
From Matías Ledesma Street to San Agustín Street – 13,595 vpd
From San Agustín Street to 5th Street – 16,705 vpd

Fernández Juncos Avenue (two-way roadway)

From 5th Street to Matías Ledesma Street – 19,240 vpd
From Matías Ledesma Street to San Andrés Street – 16,520 vpd
From San Andrés Street to Pershing Street – 14,980 vpd

The use of bicycles for recreation and exercise purposes has increased in the past ten years in Puerto Rico. However, the infrastructure needed to safely accommodate these users is non-existent at most locations and many cyclists have lost their lives due to irresponsible drivers. The current situation within the influence area is described in the next paragraph.

Today, cyclists travel from Condado to the Old San Juan via the "Condado Bike Trail," which ends at the west end of Dos Hermanos Bridge. From that point west, cyclists experience a combination of challenges to get to the old city. Some of the challenges are: having to share the road with motorists driving at +40 mph, uneven manholes, broken/non-existing/closed ramps to access the Bike Route at the Third Millennium Park, uneven sidewalks, disrespectful drivers, and numerous street furniture that represent obstacles (e.g., light poles, signs, oversized bus stop shelters, etc.). However, the major challenge for cyclists exists when trying to return to Condado from the old city. Some use the Ponce de León Avenue, which presents the same and additional challenges to these users. In order to avoid drivers, some tend to use bus lanes due to the decrease in traffic. However, once these arrive at the Muñoz Rivera Park there is no safe crossing toward Condado. This issue will be addressed by the proposed project.

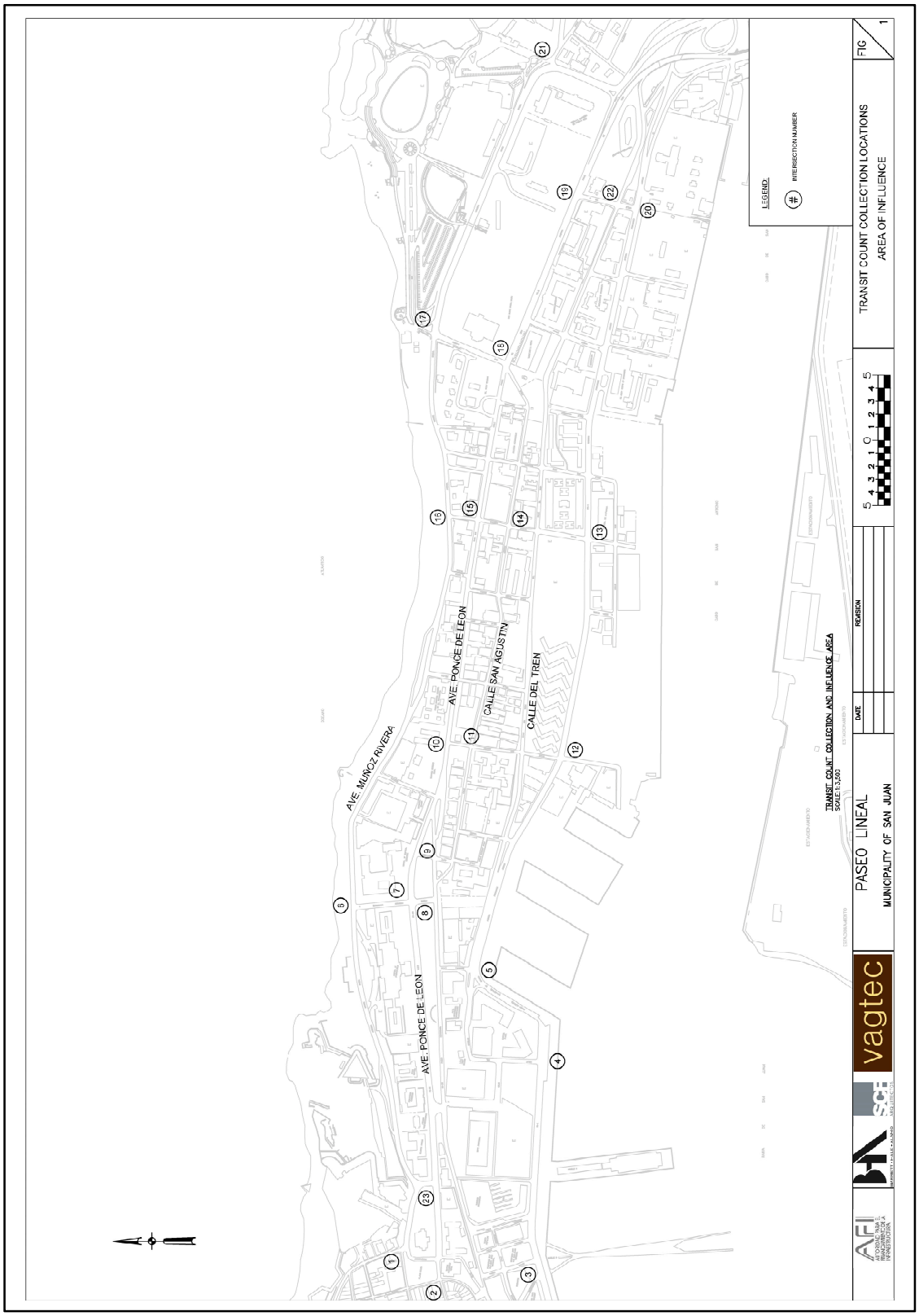

Figure 1 Location Plan and Influence Area

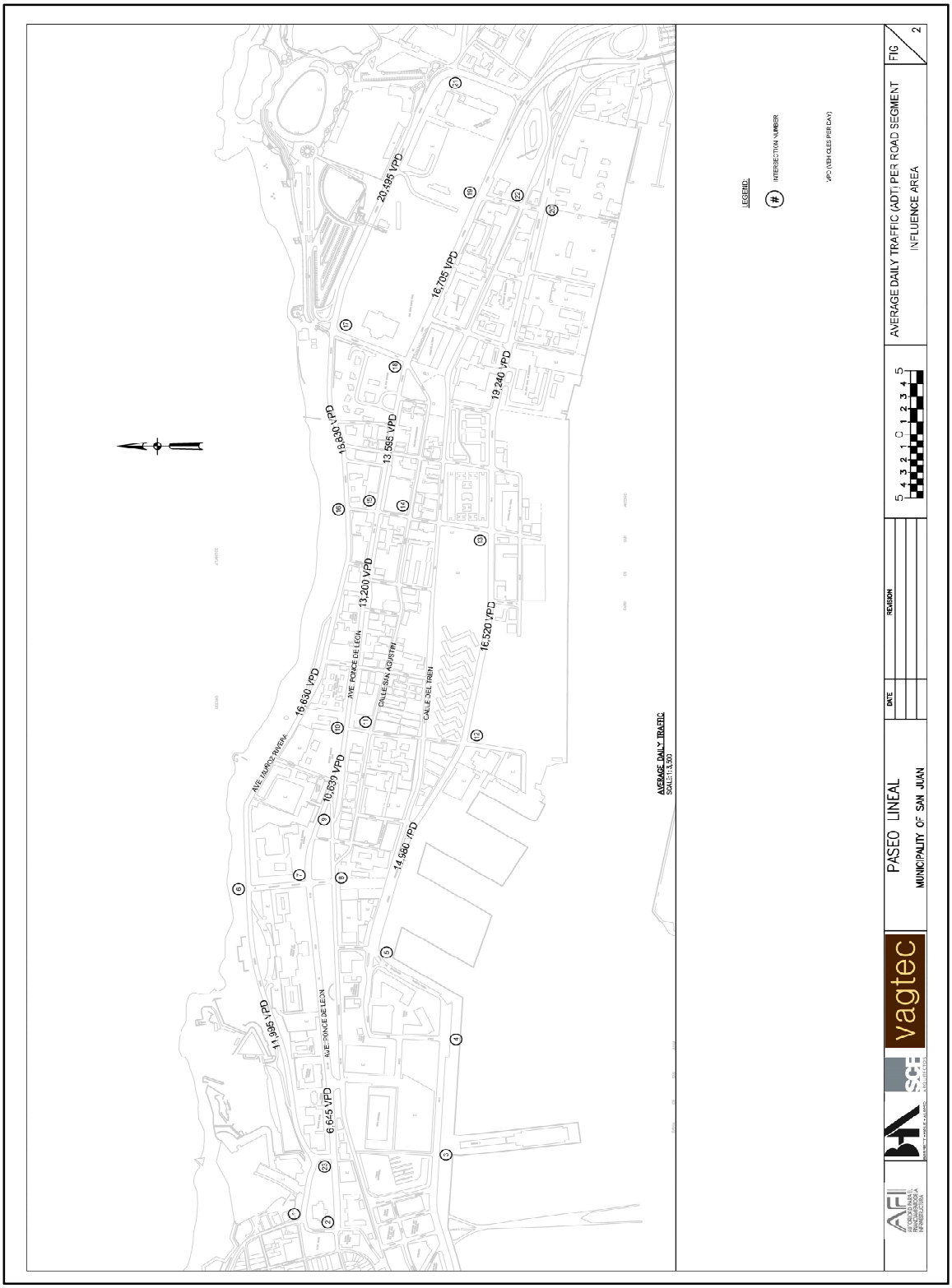

Figure 2 Average Daily Traffic per Roadway Segment

Figure 3 illustrates the proposed project from Phase I to Phase IV. Figure 4 illustrates Phase I of the proposed project.

A traffic impact study was conducted to determine the impact that the project will have on the surrounding road network. The analysis required the collection of manual traffic counts at twenty-three (23) intersections (Figure 1). A list of recommendations to mitigate the impact is included as part of this study, following the requirements of Tables III and IV of the "*Guías para la Preparación de Estudios Operacionales de Accesos y de Tránsito para Puerto Rico*" (PRHTA 2004).

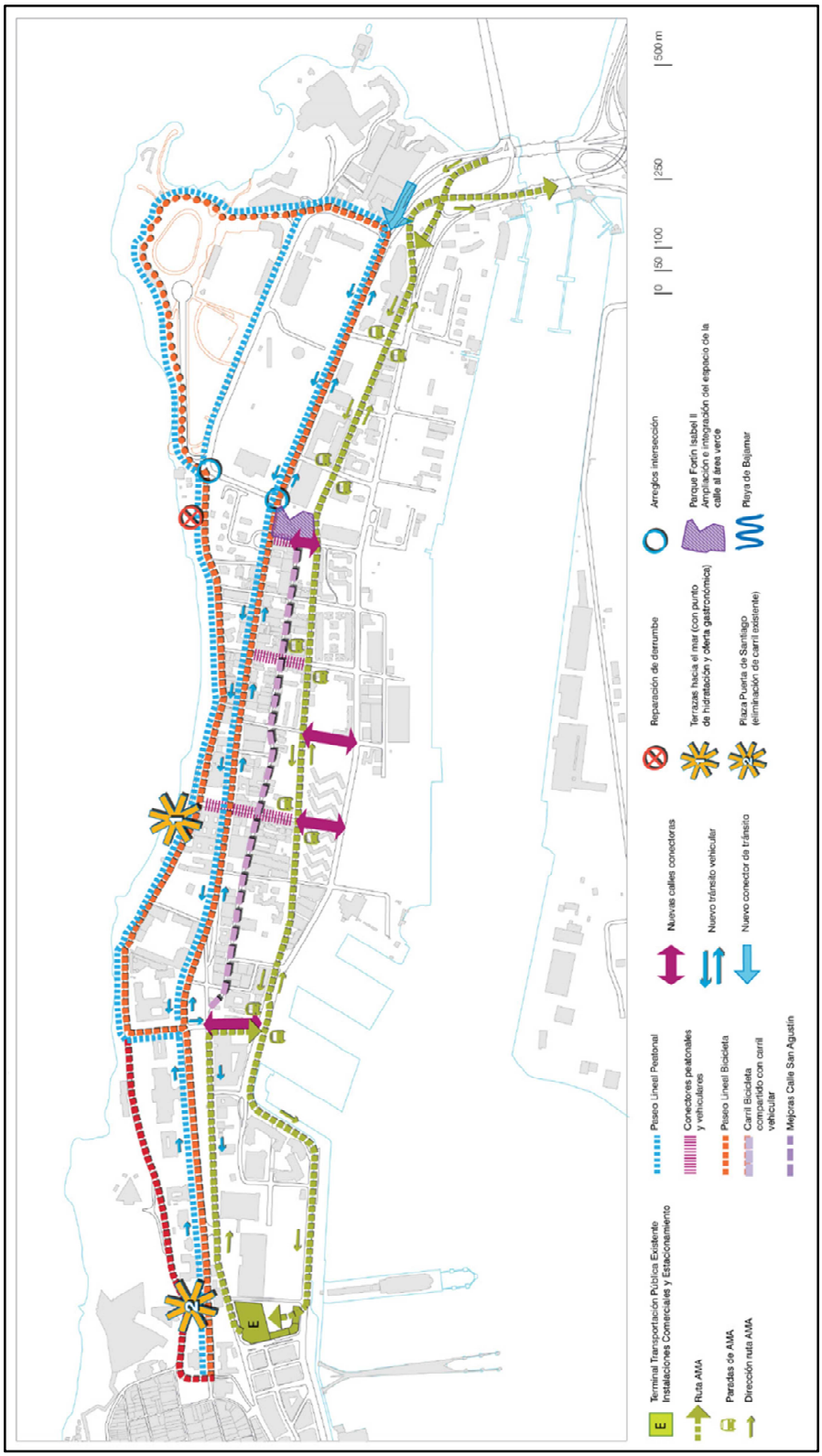

Figure 3 Proposed Project (Phase I through IV) (source: SCF Arquitectos)

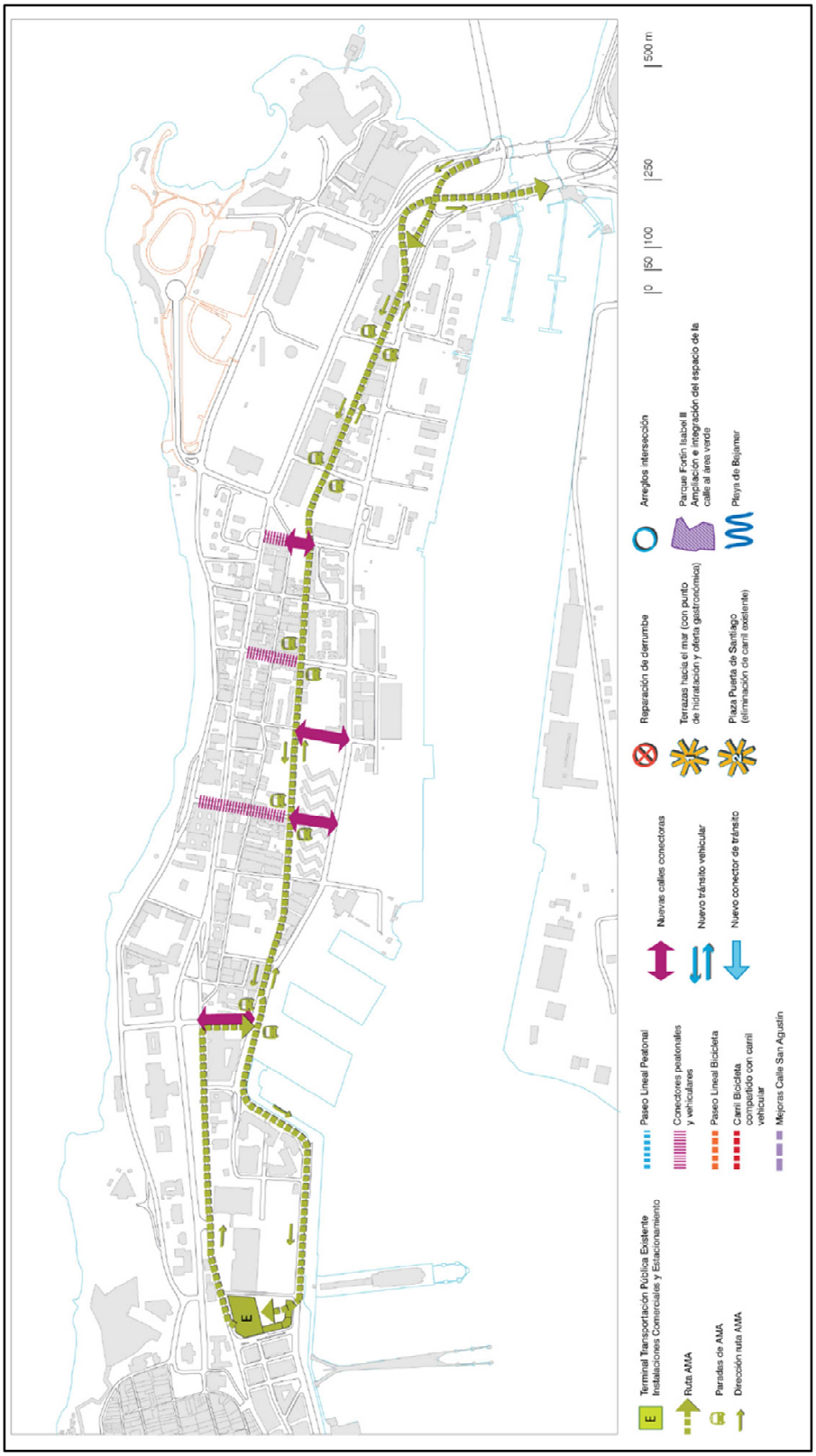

Figure 4 Proposed Project (Phase I) (source: SCF Arquitectos)

The intersections analyzed and their existing geometry are described below:

1. Muñoz Rivera Avenue with Norzagaray Street – non signalized
    a. Northbound – N/A
    b. Southbound – one shared lane (thru/right turn)
    c. Eastbound – one right-turn, one thru, and one left-turn lane
    d. Westbound – N/A
2. Ponce de León Avenue with Norzagaray Street – non signalized
    a. Northbound – N/A
    b. Southbound – one thru lane and one right-turn lane
    c. Eastbound – one shared right/thru lane
    d. Westbound – N/A
3. Marina Street with Juan A. Corretjer Street – non signalized
    a. Northbound – N/A
    b. Southbound – one shared right/left-turn lane
    c. Eastbound – one shared right/thru lane and one thru lane
    d. Westbound – one shared right/thru lane and one thru lane
4. Marina Street with Del Muelle Street – non signalized
    a. Northbound – N/A
    b. Southbound – one right-turn lane and one left-turn lane
    c. Eastbound – two thru lanes
    d. Westbound – N/A
5. Fernández Juncos Avenue with Marina Street – non signalized
    a. Northbound – two right-turn lanes to Fernández Juncos Avenue and one right-turn lane to Calle del Tren (bus lane)
    b. Southbound – one right-turn lane
    c. Eastbound – N/A
    d. Westbound – two thru lanes from Fernández Juncos and one thru lane from Calle del Tren
6. Muñoz Rivera Avenue with Reverendo Gerardo Dávila Street – non signalized
    a. Northbound – one left-turn lane
    b. Southbound – N/A
    c. Eastbound – N/A
    d. Westbound – one thru lane and one shared (thru/left-turn) lane
7. Ponce de León Avenue with Reverendo Gerardo Dávila Street – signalized
    a. Northbound – one shared (thru/right-turn) lane
    b. Southbound – one shared (thru/left-turn) lane
    c. Eastbound – two thru lanes, one thru lane that is currently closed to traffic, and one (bus lane) that is currently used as parking
    d. Westbound – one left-turn lane (bus lane)

8. Paseo Covadonga with Reverendo Gerardo Dávila Street – non signalized
    a. Northbound – N/A
    b. Southbound – one shared (right/left-turn) lane
    c. Eastbound – one shared (thru/left-turn) lane
    d. Westbound – N/A
9. Paseo Covadonga with San Agustín Street – non signalized
    a. Northbound – N/A
    b. Southbound – N/A
    c. Eastbound – one thru lane to Ponce de León Avenue and one right/turn lane to Ponce de León Avenue
    d. Westbound – N/A
10. Ponce de León Avenue with San Andrés Street – non signalized
    a. Northbound – one right-turn lane
    b. Southbound – N/A
    c. Eastbound – one thru lane and one shared (thru/right-turn) lane
    d. Westbound – one thru lane (bus lane)
11. San Agustín Street with San Andrés Street – non signalized
    a. Northbound – one shared (thru/right-turn) lane
    b. Southbound – one shared (thru/left-turn) lane
    c. Eastbound – one shared (thru/right/left-turn) lane
    d. Westbound – N/A
12. Fernández Juncos Avenue with San Andrés Street – signalized
    a. Northbound – one shared (thru/right/left-turn) lane
    b. Southbound – one shared (thru/right/left-turn) lane
    c. Eastbound – one shared (thru/right-turn) lane and one shared (thru/left-turn) lane
    d. Westbound – one shared (thru/right-turn) lane and one shared (thru/left-turn) lane
13. Fernández Juncos Avenue with Matías Ledesma Street – signalized
    a. Northbound – one shared (thru/right/left-turn) lane
    b. Southbound – one shared (thru/right/left-turn) lane
    c. Eastbound – one shared (thru/right-turn) lane and one shared (thru/left-turn) lane
    d. Westbound – one shared (thru/right-turn) lane and one shared (thru/left-turn) lane
14. San Agustín Street with Matías Ledesma Street – non signalized
    a. Northbound – one shared (thru/right-turn) lane
    b. Southbound – one shared (thru/left-turn) lane
    c. Eastbound – one shared (thru/right/left-turn) lane
15. Westbound – N/A Ponce de León Avenue with Matías Ledesma Street – non signalized
    a. Northbound – one shared (thru/right-turn) lane
    b. Southbound – one shared (thru/left-turn) lane
    c. Eastbound – one shared (thru/right-turn) lane and one shared (thru/left-turn) lane
    d. Westbound – one thru lane (bus lane)

16. Muñoz Rivera Avenue with Matías Ledesma Street – non signalized
    a. Northbound – one left-turn lane
    b. Southbound – N/A
    c. Eastbound – one thru lane (bus lane)
    d. Westbound – one shared (thru/left-turn) lane and one thru lane
17. Muñoz Rivera Avenue with San Agustín Street – signalized
    a. Northbound – N/A
    b. Southbound – one shared (thru/right-turn) lane
    c. Eastbound – one right-turn lane (bus lane)
    d. Westbound – two thru lanes, one right-turn lane, and one left-turn lane
18. Ponce de León Avenue with San Agustín Street – signalized
    a. Northbound – two right-turn lanes
    b. Southbound – two left-turn lanes
    c. Eastbound – two thru lanes
    d. Westbound – one thru lane (bus lane)
19. Ponce de León Avenue with 5th Street – non signalized
    a. Northbound – two right-turn lanes
    b. Southbound – N/A
    c. Eastbound – two thru lanes and one shared (thru/right-turn) lane
    d. Westbound – one thru lane (bus lane)
20. Fernández Juncos Avenue with 5th Street – non signalized
    a. Northbound – N/A
    b. Southbound – one right-turn lane and one left-turn lane
    c. Eastbound – one thru lane and one shared (thru/left-turn) lane
    d. Westbound – one thru lane and one shared (thru/right-turn) lane
21. Muñoz Rivera Avenue Rosales Street – non signalized
    a. Northbound – two left-turn lanes and one-right-turn lane
    b. Southbound – N/A
    c. Eastbound – N/A
    d. Westbound – one thru lane
22. Calle del Tren with 5th Street – non signalized
    a. Northbound – two thru lanes
    b. Southbound – two thru lanes
    c. Eastbound – one thru lane (bus lane)
    d. Westbound – one thru lane (bus lane)
23. Ponce de León Avenue with Local Street – non signalized
    a. Northbound – N/A
    b. Southbound – one right-turn lane
    c. Eastbound – one shared (thru/left-turn) lane and one thru lane
    d. Westbound – one thru lane (bus lane) that is currently used as parking

The following tasks were performed in order to achieve the study's objectives:

- Manual traffic counts were collected during 12-hour periods on a typical weekday during the year of the study (2013) (refer to Appendix A);
- Peak Hour Factors (PHF) were calculated for each movement of the intersections analyzed;
- results were analyzed;
- Photos of each intersections' approaches were taken (refer to Appendix B); and
- Conclusions and recommendations were discussed.

The following sources were consulted in the preparation of this study:

- TSIS/CORSIM 6.3, McTrans Moving Technology, University of Florida
- "*Guías para la Preparación de Estudios Operacionales de Accesos y Tránsito para Puerto Rico*," Puerto Rico Highway and Transportation Authority (PRHTA), December 2004
- Highway Capacity Manual, Transportation Research Board, 2010
- Trip Generation Manual, Institute of Transportation Engineers, 9th edition, 2012
- Highway Performance Monitoring System (HPMS) Functional Classification and Federal Aid Logs
- Puerto Rico Highway and Transportation Authority's Office of Data Collection and Analysis
- Puerto Rico Highway Transportation Official Map, 2011
- Manual of Transportation Engineering Studies, Institute of Transportation Engineers, 2nd edition

The document was organized following the outline proposed by the PRHTA in its "*Guías para la Preparación de Estudios Operacionales de Accesos y Tránsito para Puerto Rico*".

II. ANALYSIS PARAMETERS

1. Study Area

A traffic impact study for Phase I of the project was prepared for the proposed project. The influence area analyzed in the study was determined using both State and Federal guidelines.

2. Scenarios Analyzed

The traffic impact study includes the analysis of three (3) scenarios, for which both peak hours (AM and PM) were evaluated:

1) existing condition in year 2013,
2) opening year and full operation of Phase I (2014), and
3) opening year and full operation of the project (year 2015),

3. Typical Days

The traffic counts for the study were collected on six days typical days: Tuesday, September 3, Wednesday, September 4, Tuesday, September 10, Wednesday, September 11, Thursday, September 12, and Thursday, September 19, 2013, from 6:00 AM to 6:00 PM. On Thursday, September 5th a tropical storm hit the island and data collection activities were cancelled. There were no abnormalities reported in the traffic during the hours in which the data was collected, except for a pedestrian protests held during one of the days that resulted in large amounts of pedestrians throughout several intersections. The data was collected continuously in 15-minute intervals. Additionally, field trips were conducted during a weekday to take photos of each approach, observe the local traffic patterns, identify pedestrian crossings, identify parking patterns, and collect travel times.

4. Peak Hours (AM and PM)

From the traffic counts collected during the 12-hour period (from 6:00 AM to 6:00 PM), AM and PM peak hours were found to be from 7:30 to 8:30 AM and from 3:45 to 4:45 PM, respectively. The tabulation of the raw data, vehicle totals, pedestrian totals, cyclist totals, and hourly totals are included in Appendix A.

MODELING PROCESS

The modeling process consisted on the microsimulation of the existing network using TSIS/CORSIM corridor simulation capabilities during AM and PM peak hours and the microsimulation of the proposed condition (Phase I) during AM and PM peak hours.

The microsimulation modeling process was performed following the FHWA's and MnDOT's recommended guidelines for TSIS/CORSIM simulation modeling. The process consisted of the following steps:

1. defining the scope of the project,
2. selecting the model,
3. coordinating the data collection,
4. developing the base model,
5. checking for errors, and
6. calibrating the model.

The model calibration consisted of comparing the model's Measures of Effectiveness (MOE) with field data, adjusting the model parameters according to the field data collected, developing the alternatives analysis, and writing the final report. The MOE used to calibrate the model consisted of manual traffic counts collected at the twenty-three intersections analyzed, posted speeds, and physical characteristics of the transportation network within the study area (e.g., number of lanes, lane widths, grades, traffic signs, traffic signals' cycle and effective green times, number of traffic signal phases, length of exclusive lanes, parking areas, etc.).

The methodology used for creating the project's models consisted of:

1. determining the morning and afternoon peak hour traffic and Peak Hour Factor (PHF) from the manual traffic counts;
2. printing a base map to be used in the creation of the models;
3. creating a new file in TRAFED (the GUI-based traffic network and simulation input editor);
4. uploading the base map as a background image and setting it to real-world width to create a scaled model;
5. determining the type of network to be created (in this project it was a NETSIM (the surface street network simulation portion of CORSIM), since all roadways are arterials);
6. determining the location of the links and nodes (i.e., gore areas, intersections, lane drops after an entry/end node, etc.);
7. balancing the volumes to review the data as a whole and identify traffic counts by direction that are not consistent with the surrounding data;
8. entering the balanced volumes, percent of heavy vehicles, number and width of lanes, intersection controls, phases, cycles, effective green times, defining exclusive right- and left-turn lanes (width and storage length), etc.;
9. translate the model to TRAFVU (animation and simulation analysis tool) to create the simulation animation tool;
10. conducting multiple CORSIM runs (30 runs per model);
11. calibrating the model; and
12. calculating the arterial MOE following the MnDOT Arterial MOE Calculation Method (volumes, delays, directional delays, intersection delays, maximum queues, and LOS).

Figure 5 illustrates the model diagram over base map in TRAFED (TSIS' graphical input editor) for the existing condition. Figure 6 illustrates the simulation model diagram in TRAFVU (TSIS' animation and graphics module) for the existing condition. Notice that the color lines over the roadways on Figure 6 indicate the bus routes.

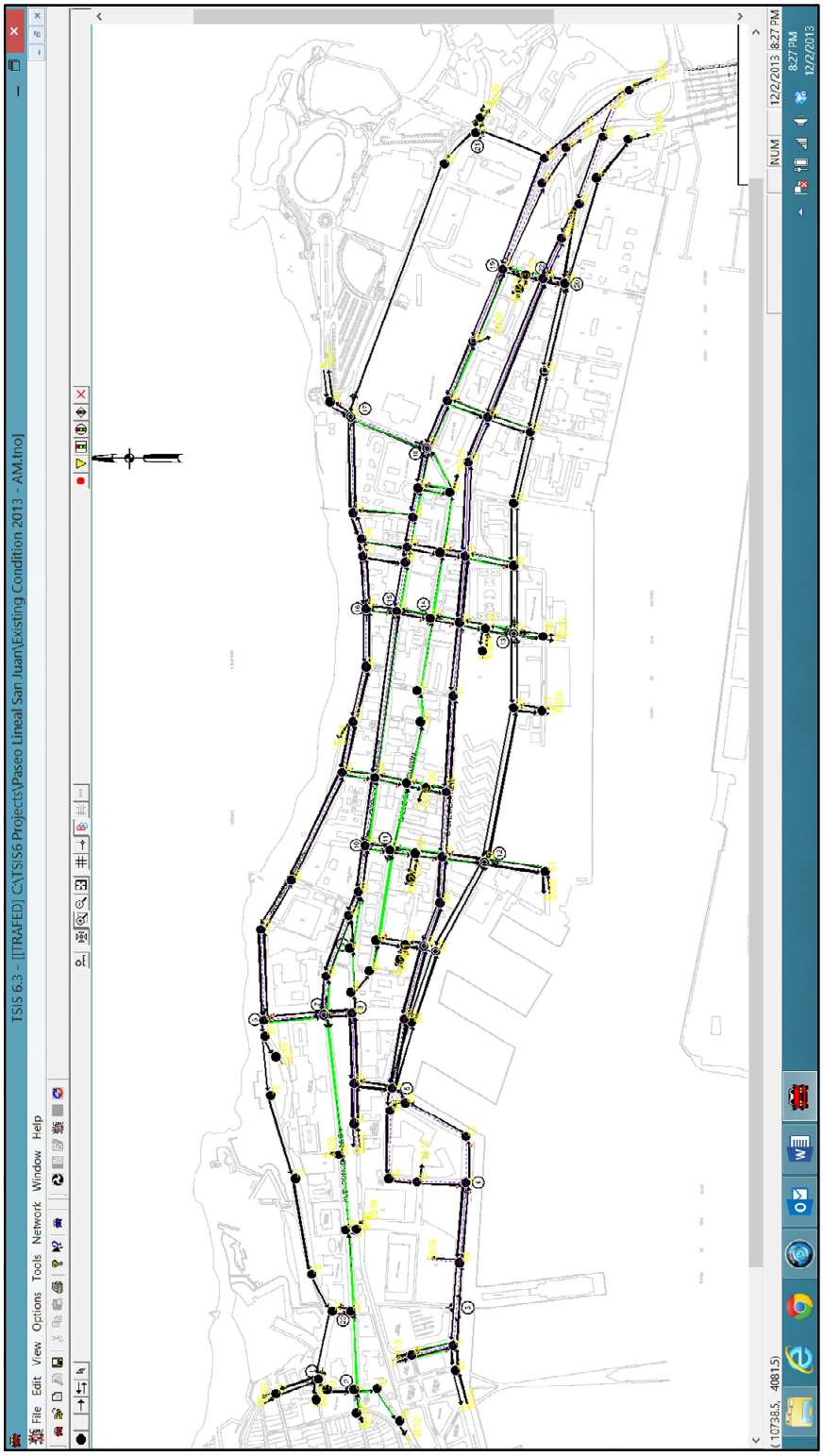

Figure 5 Model Diagram over Base Map in TRAFED for the Existing Condition

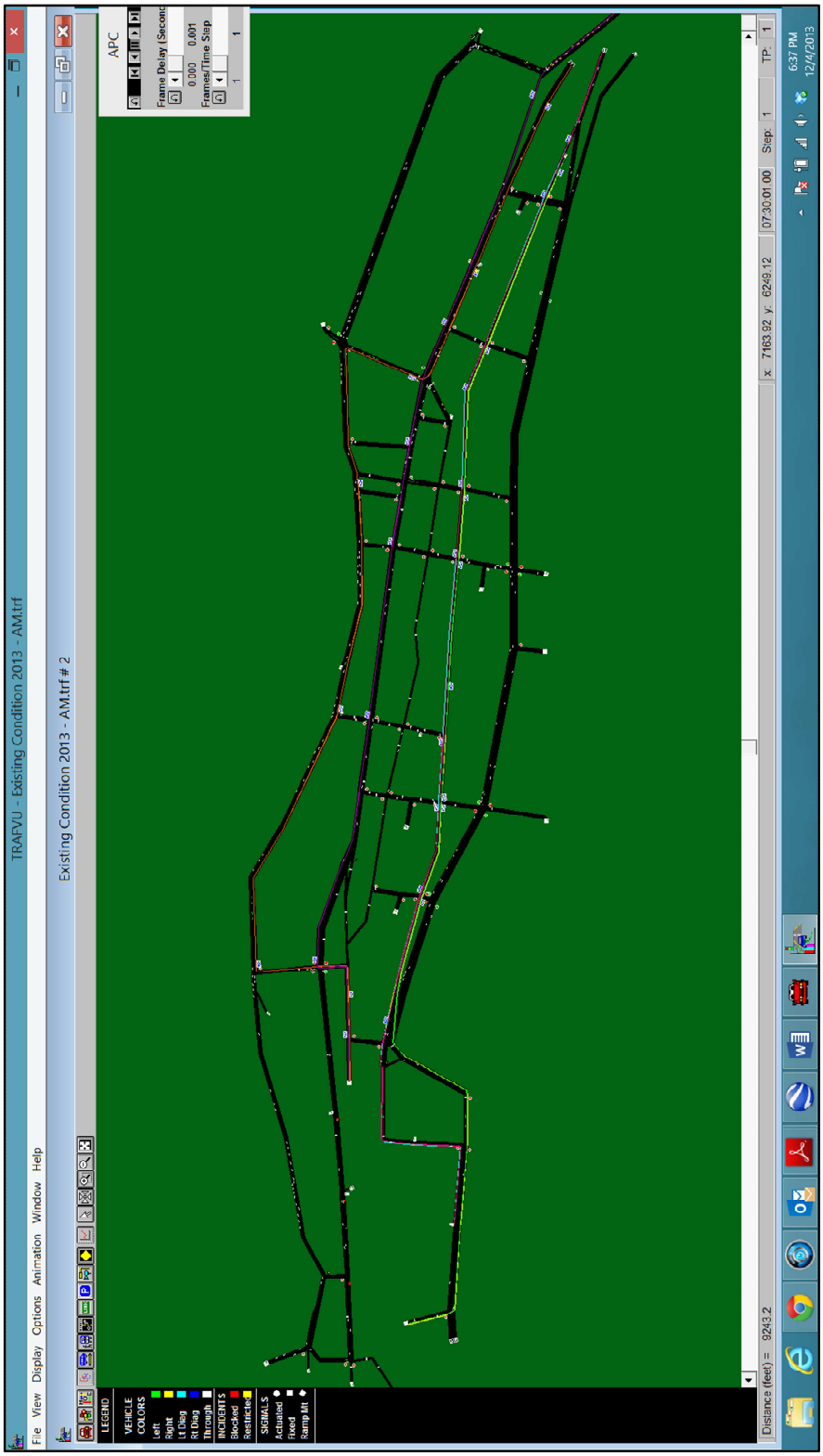

Figure 6 Simulation Model Diagram in TRAFVU for the Existing Condition

INPUT DATA

The input data for the existing condition's (2013) AM and PM peak hours is illustrated in Tables 1 through 6. The information included for each intersection is as follows: Peak Hour Volumes (PHV) per movement, Peak Hour Factor (PHF), and traffic control information (TSS = traffic signal system and TWSC = two way stop control). The input information was collected in the field, computed, or obtained from the sources available (e.g., quadrangle map). In terms of pedestrian and cyclists within Muñoz Rivera Avenue, it was determined that approximately 33 pedestrians per hour travel and 9 cyclists per hour travel through this avenue during a typical weekday peak hour. The data from Ponce de León Avenue indicate that approximately 22 pedestrians per hour and 7 cyclists per hour travel through this avenue during a typical weekday peak hour. From the data collection, it was determined that approximately 24 buses (12 in each direction) and 29 buses (15 in the EB direction and 14 in the WB direction) travel through Calle del Tren during the AM and PM peak hours, respectively.

Table 1 Vehicle Input Worksheet - AM 2013

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0	0	228	0.57	0	0	889	0.89		X
2	0	0	585	0.83	51	0.76	0	0		X
3	0	0	88	0.88	239	0.73	420	0.87		X
4	0	0	669	0.74	228	0.88	0	0		X
5	360	0.77	11	0.57	0	0	1029	0.74		X
6	38	0.86	0	0	0	0	1507	0.89		X
7	32	0.60	233	0.84	426	0.70	8	0.67	X	
8	0	0	249	0.82	145	0.74	0	0		X
9	0	0	0	0	113	0.81	0	0		X
10	24	0.86	0	0	563	0.82	8	0.67		X
11	40	0.60	17	0.45	35	0.77	0	0		X
12	7	0.31	26	0.38	327	0.63	1048	0.72	X	
13	5	0.38	49	0.63	384	0.66	1138	0.83	X	
14	58	0.70	18	0.62	61	0.67	0	0		X
15	29	0.66	56	0.71	612	0.70	10	0.63		X
16	14	0.70	0	0	9	0.75	1810	0.90		X
17	0	0	8	0.50	12	0.60	1935	0.87	X	
18	46	0.77	168	0.59	650	0.85	10	0.63	X	
19	16	0.50	0	0	889	0.78	11	0.69		X
20	0	0	13	0.69	415	0.82	1243	0.65		X
21	2022	0.85	0	0	0	0	137	0.84		X
22	9	0.75	15	0.54	12	0.60	12	0.60		X
23	0	0	218	0.76	299	0.74	0	0		X

Table 2 Vehicle Input Worksheet - PM 2013

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0	0	302	0.81	0	0	757	0.85		X
2	0	0	587	0.90	145	0.77	0	0		X
3	0	0	150	0.88	663	0.78	295	0.85		X
4	0	0	671	0.73	792	0.86	0	0		X
5	1024	0.69	87	0.51	0	0	463	0.75		X
6	66	0.71	0	0	0	0	824	0.93		X
7	47	0.69	109	0.69	765	0.71	12	0.57	X	
8	0	0	86	0.76	489	0.68	0	0		X
9	0	0	0	0	366	0.64	0	0		X
10	26	0.81	0	0	1337	0.70	12	0.60		X
11	28	0.49	43	0.38	99	0.55	0	0		X
12	17	0.46	67	0.63	1111	0.62	430	0.74	X	
13	6	0.34	51	0.63	1285	0.58	484	0.67	X	
14	35	0.70	13	0.60	122	0.55	0	0		X
15	11	0.53	46	0.69	1281	0.67	10	0.63		X
16	15	0.63	0	0	9	0.75	901	0.91		X
17	0	0	24	0.60	8	0.67	1247	0.82	X	
18	103	0.60	241	0.79	1415	0.88	13	0.54	X	
19	39	0.75	0	0	1904	0.80	9	0.56		X
20	0	0	9	0.57	1541	0.65	544	0.88		X
21	1228	0.90	0	0	0	0	96	0.89		X
22	39	0.81	14	0.58	15	0.63	14	0.70		X
23	0	0	44	0.55	324	0.77	0	0		X

Table 3 Cyclists Input Worksheet - AM 2013

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		0		0		1	0.25		X
2	0		0		1	0.25	0			X
3	0		0		3	0.38	0			X
4	0		0		3	0.38	2	0.50		X
5	2	0.50	1	0.25	0		0			X
6	0		0		3	0.38	7	0.88		X
7	0		0		1	0.25	1	0.25	X	
8	0		0		0		0			X
9	0		0		2	0.50	0			X
10	0		0		0		1	0.25		X
11	0		0		0		0			X
12	0		0		1	0.25	1	0.25	X	
13	0		0		0		0		X	
14	1	0.25	0		0		0			X
15	0		0		0		2	0.25		X
16	0		0		3	0.25	6	0.75		X
17	0		1	0.25	0		1	0.25	X	
18	1	0.25	1	0.25	4	0.50	1	0.25	X	
19	0		0		2	0.25	1	0.25		X
20	0		0		1	0.25	1	0.25		X
21	0		0		0		1	0.25		X
22	0		0		1	0.25	0			X
23	0		0		0		1	0.25		X

Table 4 Cyclists Input Worksheet - PM 2013

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		4	0.32	0		4	0.33		X
2	0		4	0.33	2	0.25	0			X
3	0		0		8	0.40	0			X
4	1	0.25	0		6	0.30	2	0.25		X
5	3	0.75	0		0		1	0.25		X
6	0		0		0		2	0.25		X
7	0		0		1	0.25	5	0.42	X	
8	0		0		2	0.50	1	0.25		X
9	0		0		5	0.42	1	0.25		X
10	0		0		6	0.38	5	0.42		X
11	0		0		1	0.25	2	0.25		X
12	0		0		1	0.25	1	0.25	X	
13	0		0		2	0.25	3	0.75	X	
14	0		1	0.25	4	0.50	0			X
15	0		0		0		1	0.25		X
16	1	0.25	0		0		1	0.25		X
17	0		1	0.25	3	0.38	2	0.50	X	
18	0		0		1	0.25	1	0.25	X	
19	0		0		7	0.38	2	0.25		X
20	0		2	0.25	2	0.25	3	0.38		X
21	4	0.50	3	0.75	0		2	0.50		X
22	0		1	0.25	2	0.25	2	0.50		X
23	0		0		0		1	0.25		X

Table 5 Pedestrian Input Worksheet - AM 2013

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		9	0.57	21	0.38	12	0.31		X
2	0		18	0.57	8	0.34	0			X
3	0		13	0.33	531	0.30	14	0.58		X
4	1	0.25	4	0.25	7	0.35	7	0.88		X
5	4	0.25	2	0.25	0		5	0.29		X
6	0		0		2	0.50	15	0.75		X
7	86	0.40	17	0.61	3	0.38	35	0.44	X	
8	0		9	0.34	7	0.34	4	0.33		X
9	0		0		5	0.63	12	0.60		X
10	20	0.53	5	0.42	8	0.67	14	0.44		X
11	3	0.25	4	0.25	5	0.25	7	0.40		X
12	0		1	0.25	1	0.25	0		X	
13	0		0		1	0.25	2	0.25	X	
14	12	0.36	7	0.34	38	0.59	0			X
15	12	0.36	5	0.33	10	0.44	22	0.47		X
16	3	0.25	0		3	0.75	13	0.53		X
17	1	0.25	0		4	0.25	3	0.56	X	
18	5	0.42	5	0.25	3	0.56	9	0.47	X	
19	1	0.25	1	0.25	5	0.29	3	0.38		X
20	0		0		1	0.25	0			X
21	17	0.38	0		2	0.25	10	0.31		X
22	0		0		0		4	0.33		X
23	0		1	0.25	1	0.25	7	0.58		X

Table 6 Pedestrian Input Worksheet - PM 2013

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		11	0.40	9	0.45	8	0.38		X
2	0		25	0.57	32	0.56	0			X
3	0		31	0.48	125	0.79	35	0.67		X
4	1	0.25	12	0.35	4	0.32	20	0.52		X
5	4	0.25	10	0.41	0		6	0.42		X
6	0		0		10	0.50	7	0.58		X
7	18	0.41	29	0.66	12	0.45	41	0.26	X	
8	0		7	0.32	5	0.42	5	0.25		X
9	1	0.25	0		4	0.33	2	0.50		X
10	20	0.37	218	0.32	11	0.42	20	0.47		X
11	10	0.40	85	0.32	8	0.40	9	0.38		X
12	0		1	0.25	4	0.32	0		X	
13	1	0.25	10	0.36	2	0.25	1	0.25	X	
14	15	0.35	12	0.38	36	0.62	0			X
15	15	0.64	2	0.25	25	0.71	23	0.40		X
16	6	0.50	0		9	0.38	13	0.65		X
17	0		0		7	0.32	4	0.25	X	
18	2	0.25	6	0.50	5	0.42	3	0.25	X	
19	0		0		2	0.50	2	0.5		X
20	0		1	0.25	2	0.25	0			X
21	14	0.44	4	0.33	4	0.32	11	0.31		X
22	0		0		0		0			X
23	1	0.25	4	0.33	3	0.38	2	0.25		X

Data from the Metropolitan Bus Authority (AMA for its Spanish acronym) was received and used as part of the input information for the creation of the existing condition models. The data includes the bus stop per route (Muñoz Rivera Avenue, Ponce de León Avenue, and Calle del Tren), the total of passengers entering and exiting at each bus stop, and the percentage of passengers entering and exiting at each bus stop.

Figures 7 through 10 illustrate AMA's San Juan's routes information regarding the ridership of passengers at each bus stop.

ESTUDIO DE CARGA

VARIABLE Carga de Pasajeros (Abordo y Descenso)

LUGAR Muñoz Rivera y Ponce de León

RUTAS 21 y 53 (DIRECCION DESDE TERMINAL)

FECHAS 2-15 SEPTIEMBRE 2013 - 6:00am a 6:00pm

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	IDENTIFICACION DE PARADA	SUBEN	BAJAN	SUBEN	BAJAN
T	Terminal San Juan	80.3%	0.0%	378	0
1	Paseo Covadonga Esq. antes lado opuesto Calle Rev. Gerardo Davila	0.2%	0.0%	1	0
2	Avenida Muñoz Rivera despues calle Reverendo Gerardo Davila	0.8%	1.9%	4	9
3	Avenida Muñoz Rivera despues Calle Pelayo	2.5%	0.8%	12	4
4	Avenida Muñoz Rivera antes Calle San Juan Bautista	1.5%	0.4%	7	2
5	Calle San Agustin antes Avenida Juan Ponce de León	0.4%	0.0%	2	0
6	Avenida Juan Ponce de León despues Calle Ramón Power	0.6%	0.0%	3	0
7	Avenida Juan Ponce de León antes Calle del Tren	2.1%	8.3%	10	39
				TOTAL	471

Figure 7 Metropolitan Bus Authority's Eastbound Route (Muñoz Rivera and Ponce de León Avenues) Ridership Data

ESTUDIO DE CARGA

VARIABLE Carga de Pasajeros (Abordo y Descenso)

LUGAR Muñoz Rivera y Ponce de León

RUTAS 21 y 53 (DIRECCION HACIA TERMINAL)

FECHAS 2-15 SEPTIEMBRE 2013 - 6:00am a 6:00pm

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	IDENTIFICACION DE PARADA	SUBEN	BAJAN	SUBEN	BAJAN
8	Avenida Juan Ponce de León despues Avenida Muñoz Rivera	27.4%	0.1%	188	1
9	Avenida Juan Ponce de León antes lado opuesto calle Ramón Power	0.7%	1.2%	5	8
10	Avenida Juan Ponce de León antes calle Lugo Viñas	0.1%	1.2%	1	8
11	Avenida Juan Ponce de León despues calle Matias Ledesma	0.9%	1.6%	6	11
12	Avenida Juan Ponce de León antes calle Pelayo	1.0%	0.9%	7	6
13	Avenida Juan Ponce de León antes lado opuesto calle Rev. Gerardo Davila	0.0%	0.7%	0	5
14	Paseo Covadonga lado opuesto calle Pershing	0.0%	0.1%	0	1
15	Paseo Covadonga despues lado opuesto calle General Contrera	0.0%	0.0%	0	0
16	Paseo Covadonga lado opuesto calle Juan Antonio Corretjer	0.0%	49.1%	0	337
T	Terminal San Juan	0.0%	14.9%	0	102
				TOTAL	686

Figure 8 Metropolitan Bus Authority's Westbound Route (Ponce de León Avenue) Ridership Data

ESTUDIO DE CARGA

VARIABLE Carga de Pasajeros (Abordo y Descenso)

LUGAR CALLE DEL TREN

RUTAS 5,8 Y 9 AMA (DIRECCION DESDE TERMINAL)

FECHAS **17-22 SEPTIEMBRE 2013 - 6:00am a 6:00pm (horarios variables)**

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	**IDENTIFICACION DE PARADA**	**SUBEN**	**BAJAN**	**SUBEN**	**BAJAN**
T	TERMINAL SAN JUAN	53.9%	0.0%	**294**	**0**
280	CARRIL EXCL. EL TREN ESQ. L/O CALLE VALDEZ	2.6%	0.0%	**14**	**0**
281	CARRIL EXCL. EL TREN L/O DESPUES ESQ. CALLE SAN ANDRES	10.3%	0.2%	**56**	**1**
282	CALLE EXCL. EL TREN L/O DESPUES ESQ. CALLE PELAYO	4.2%	1.1%	**23**	**6**
283	CARRIL EXCL. EL TREN DESP. ESQ. CALLE MATIAS LEDESMA	11.4%	2.8%	**62**	**15**
284	CARRIL EXCL. EL TREN ESQ. CALLE SAN JUAN BAUTISTA	8.6%	0.4%	**47**	**2**
285	CARRIL EXCL. EL TREN ANTES ESQ. CALLE RAMON POWER	1.5%	0.7%	**8**	**4**
286	CARRIL EXCL. EL TREN DESPUES ESQ. CALLE # 5	2.0%	0.4%	**11**	**2**
				TOTAL	**545**

Figure 9 Metropolitan Bus Authority's Eastbound Route (Calle del Tren) Ridership Data

ESTUDIO DE CARGA
VARIABLE Carga de Pasajeros (Abordo y Descenso)
LUGAR CALLE DEL TREN
RUTAS 5,8 Y 9 AMA (DIRECCION HACIA TERMINAL)
FECHAS **17-22 SEPTIEMBRE 2013 - 6:00am a 6:00pm (horarios variables)**

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	**IDENTIFICACION DE PARADA**	**SUBEN**	**BAJAN**	**SUBEN**	**BAJAN**
270	CARRIL EXCL. EL TREN DESPUES ESQ. AVENIDA F. JUNCOS	36.6%	1.1%	208	6
271	CARRIL EXCL. EL TREN ESQ. CALLE # 5	4.2%	1.2%	24	7
272	CARRIL EXCL. EL TREN ESQ. CALLE RAMON POWER	0.0%	1.6%	0	9
273	CARRIL EXCL. EL TREN ESQ. CALLE SAN JUAN BAUTISTA	0.5%	2.1%	3	12
274	CARRIL EXCL. EL TREN DESP. ESQ. CALLE MATIAS LEDESMA	1.1%	3.9%	6	22
275	CARRIL EXCL. EL TREN DESPUES ESQ. CALLE PELAYO	2.3%	2.8%	13	16
276	CARRIL EXCL. EL TREN DESP. ESQ. CALLE SAN ANDRES	1.9%	2.5%	11	14
277	CARRIL EXCL. EL TREN ANTES CALLE VALDEZ	1.2%	0.9%	7	5
278	CARRIL EXC. DEL TREN ESQ. P/ VETERANO PUERTORRIQUEÑO	0.9%	1.6%	5	9
279	CALLE LA MARINA DPTO. DE HACIENDA	0.0%	6.0%	0	34
T	TERMINAL SAN JUAN	0.0%	27.6%	0	157
				TOTAL	568

Figure 10 Metropolitan Bus Authority's Westbound Route (Calle del Tren) Ridership Data

There are two very clear patterns from AMA's ridership information:

1. The routes along Muñoz Rivera and Ponce de León Avenues do not have much ridership (entering/exiting) of passengers in any of the stops in between Stop 8 (Ponce de León Avenue past Muñoz Rivera Avenue near the Luis Muñoz Rivera Park) and Stop 16 (Paseo Covadonga opposite Juan A. Corretjer Street near the San Juan Terminal).
2. The routes along Calle del Tren have a large ridership (entering/exiting) of passengers along the entire Calle del Tren corridor.

These very distinct patterns proof that there are more users along Calle del Tren than there are along Muñoz River and Ponce de León Avenues' Routes together. In addition, the patterns agree with the proposal of moving AMA's routes through Muñoz Rivera and Ponce de León Avenues to Calle del

Tren because the demand along these two routes is minimal when compared to the demand along Calle del Tren.

Safety issues along Calle del Tren have been a concern of AMA through the years, to the point that after 6:00 PM all bus routes are currently moved out of Calle del Tren and into the bus routes along Muñoz Rivera and Ponce de León Avenues. However, as part of the project, improvements to the lighting, grading/drainage, pedestrian accesses, and bus stops along this route are being recommended. Including security system cameras at all four proposed bus stops.

CALIBRATION

Calibration of a TSIS/CORSIM model occurs only for the existing models using the data collected on the field. For this project, manual traffic counts, observed queues, posted speeds, and parking patterns were used as the main calibration parameters. However, other characteristics of the study area were used in the calibration of the analyses to simulate the existing conditions during the morning and afternoon peak hours (e.g., number and width of lanes, grades, types of signs and their location, intersection controls, traffic signals' cycle, phases and effective green times, balanced traffic volumes, and percent of heavy vehicles). Most of the time, having this basic information entered correctly does not replicate the congestion that is observed on site, so it is necessary to change the operating characteristics of the links and network properties. These base models were not an exception. Several default values were modified during the models' calibration.

The default values that were changed in TRAFED as part of the project inputs for the models' calibration are listed below:

- Surface Link Properties
  - Grade – default 0%, used as proposed
  - Free-Flow Speed – default 30 mph, used as proposed
  - Lane Channelization – default unrestricted, used as proposed
  - Lane Width – default 12 feet, used as proposed
  - Driver Type Factor – default 30; a value of 25 was used to simulate Puerto Rico's driver motivation to seek a lane-changing opportunity. This factor is used to compute how motivated a driver will be to seek a lane change because of a slow-moving leader. Decreasing this entry will widen the difference in intolerable speeds between different driver types. By decreasing this entry, aggressive drivers would have lower intolerable speeds (and be more likely to attempt a lane change) and timid drivers would have higher intolerable speeds (and be less likely to attempt a lane change).

- Intersection Nodes
  - Control – default none, used as proposed
  - Left Turn Pocket and Length – default 0, used as proposed
  - Right Turn Pocket and Length – default 0, used as proposed

- Lanes – default 2, used as proposed
- Turn Movements – default 0, used as estimated considering existing traffic counts, projected factor, and trip generation from the adjacent proposed developments
- Signs – default none, used as proposed

- Network Properties
  - Time Period
    - Simulation Time – default 0730, used as determined from manual traffic counts (0730 and 1545 military hour)
    - Duration – default 900 sec, duration of 3,600 sec per peak hour being analyzed (30 runs per model (30 random seeds variations))
    - Vehicle Type – NETSIM 8 double-bottom trailer truck default, this vehicle type was eliminated as in Puerto Rico the WB-60 is not allowed

- Entry Nodes
  - Entry Volumes or Counts – default 0, used as estimated
  - Truck % - default 0%, used as per data obtained from the PRHTA

The default values changed included parameters within the surface link properties, intersection nodes, network properties, and entry node properties. Nonetheless, the process of calibrating the network varies according to the size of the model, resources available, the purpose and objectives of the project, and the types of decisions that will be made from the simulation analysis. Maximum queues were the MOE used to calibrate the intersections.

III. STUDY MATRIX

The names of the electronic files for each analysis performed by means of TSIS/CORSIM are included in Table 7.

Table 7 Study Matrix

Name of Electronic Files	
Existing Condition 2013 – AM.tin	Phase I – 2014 – AM.tin
Existing Condition 2013 – PM.tin	Phase I – 2014 – PM.tin
Complete Project – AM.tin	Complete Project – PM.tin

IV. ANALYSIS OF EXISTING CONDITIONS (2013)

1. Volumes

The input information for the influence area is presented in Tables 1 through 6. The information included for each intersection is peak hour volumes (PHV) per approach and peak hour factor (PHF). Additional input information such as, number of lanes, approaches, and traffic control of each intersection, is presented on Section I Project Description. The input information was collected in the field, computed, or obtained from the sources available (e.g., quadrangle map, existing surveys, etc.).

2. Geometry of Intersections

The existing geometry of the twenty-three intersections is described in Section I Project Description.

3. Control of Intersections

The existing traffic control of the twenty-three intersections is described in Section I Project Description. Calle del Tren currently has five intersections (1) 5th Street, 2) Ramón Power Street, 3) Matías Ledesma Street, 4) San Andrés Street, and 5) Valdés Street) with traffic signal systems. However, only the traffic signal system at Calle del Tren with Valdés Street is in operation. The rest are non-operational, have missing traffic signal heads, broken traffic signal heads, and/or twisted traffic signal heads. Figure 11 illustrate the non-operational traffic signal system at Calle del Tren with 5th Street. It is evident that the traffic heads are old, damaged, and do not comply with the latest PRHTA's Design Directives and Special Provisions.

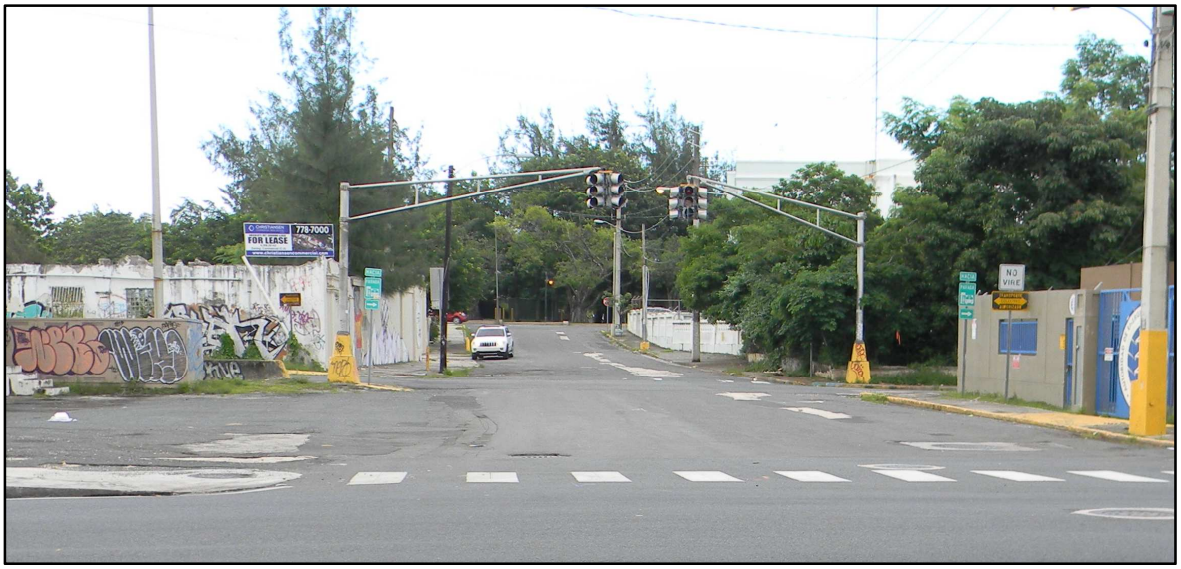

Figure 11 Non-Operational Traffic Signal System at Calle del Tren with 5th Street (Northbound View of 5th Street)

4. Capacity Analysis of Intersections

The summary of results for the influence area's traffic capacity analysis includes the control delay and LOS per intersection. In addition, the traffic control of each intersection is provided. Tables 8 and 9 present the summary of results for the AM and PM peak hours for year 2013. Since the analyses were performed with a simulation software (TSIS/CORSIM), the average speed along the entire network was determined to be 19.2 mph during the morning peak hour and 16.4 mph during the afternoon peak hour.

Table 8 Summary of Results - AM 2013

Intersection Number	Intersection		Traffic Control	Delay	LOS
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC	10.7	B
2	Ponce de León Ave.	Norzagaray St.	TWSC	46.4	D
3	Marina St.	Juan A. Corretjer St.	TWSC	4.6	A
4	Marina St.	Del Muelle St.	TWSC	9.1	A
5	Fernández Juncos Ave.	Marina St.	TWSC	0	A
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC	0.4	A
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS	24.1	C
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC	0	A
9	Paseo Covadonga	San Agustín St.	TWSC	0	A
10	Ponce de León Ave.	San Andrés St.	TWSC	1.8	A
11	San Agustin St.	San Andrés St.	TWSC	15.3	B
12	Fernández Juncos Ave.	San Andrés St.	TSS	5.8	A
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS	5.2	A
14	San Agustín St.	Matías Ledesma St.	TWSC	12.2	B
15	Ponce de León Ave.	Matías Ledesma St.	TWSC	3.4	A
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC	0.1	A
17	Muñoz Rivera Ave.	San Agustín St.	TSS	0.8	A
18	Ponce de León Ave.	San Agustín St.	TSS	12.7	B
19	Ponce de León Ave.	5th St.	TWSC	0	A
20	Fernández Juncos Ave.	5th St.	TWSC	0.1	A
21	Muñoz Rivera Ave.	Rosales St.	TWSC	5.9	A
22	Calle Del Tren	5th St.	TWSC	1.9	A
23	Ponce de León Ave.	Local St.	TWSC	3.2	A

Table 9 Summary of Results - PM 2013

Intersection Number	Intersection		Traffic Control	Delay	LOS
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC	30.9	C
2	Ponce de León Ave.	Norzagaray St.	TWSC	51.6	D
3	Marina St.	Juan A. Corretjer St.	TWSC	5.7	A
4	Marina St.	Del Muelle St.	TWSC	10.1	B
5	Fernández Juncos Ave.	Marina St.	TWSC	13.8	B
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC	0.9	A
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS	16.4	B
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC	0	A
9	Paseo Covadonga	San Agustín St.	TWSC	0	A
10	Ponce de León Ave.	San Andrés St.	TWSC	1.2	A
11	San Agustin St.	San Andrés St.	TWSC	19.4	B
12	Fernández Juncos Ave.	San Andrés St.	TSS	9.8	B
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS	8.3	A
14	San Agustín St.	Matías Ledesma St.	TWSC	6.6	A
15	Ponce de León Ave.	Matías Ledesma St.	TWSC	2.1	A
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC	0.3	A
17	Muñoz Rivera Ave.	San Agustín St.	TSS	3.9	A
18	Ponce de León Ave.	San Agustín St.	TSS	20.4	C
19	Ponce de León Ave.	5th St.	TWSC	0.3	A
20	Fernández Juncos Ave.	5th St.	TWSC	0	A
21	Muñoz Rivera Ave.	Rosales St.	TWSC	0.5	A
22	Calle Del Tren	5th St.	TWSC	0.9	A
23	Ponce de León Ave.	Local St.	TWSC	0.5	A

During field visits to the study area, the most remarkable physical characteristics that present constraints to the operation of the network at certain hours of the day are:

- parallel parking along both sides of the most narrow roads (especially the crossroads),
- damaged pavements with different patches,
- potholes,
- lack of pavement markings and signing,
- diagonal parking backing up to Ponce de León Avenue (one of the main roadways within the network),
- uneven manholes (especially along Ponce de León and Muñoz Rivera Avenues),

- very wide curves along Muñoz Rivera Avenue inviting drivers to speed along this road,
- pedestrian crossings at dangerous locations (especially at Muñoz Rivera and Ponce de León Avenues),
- pre-timed traffic signals, and
- illegal parking patterns along Ponce de León Avenue

The existing condition's analysis revealed that, during the AM peak hour, the operation of traffic within the influence area is acceptable with the intersections operating at LOS C or better. Intersection 7 (Ponce de León Avenue with Reverendo Gerardo Dávila Street) operates at LOS C during the morning peak hour, but it is mostly due to the amount of vehicles making a thru movement at the southbound approach. These are vehicles coming from Muñoz Rivera Avenue to enter the Puerta de Tierra area. One of the intersections analyzed, intersection 2 (Norzagaray Street with Ponce de León Avenue) operates at LOS D. However, at this location Ponce de León Avenue has parallel parking on both sides of the road that could be causing the delay during the morning peak hour.

During the PM peak hour, the operation of traffic within the influence area remains acceptable with LOS C or better. Intersection 1 (Muñoz Rivera Avenue with Norzagaray Street) operates at LOS C during the afternoon peak hour, but it is mostly due to both parking maneuvers along both sides of San Francisco Street (entering the Old San Juan) and the amount of traffic exiting the Old San Juan through Norzagaray Street (southbound approach). Intersection 18(Ponce de León Avenue with San Agustín Street) also operate at LOS C during this peak hour. The latter is due to that traffic exiting San Juan through Ponce de León Avenue doubles during the afternoon peak hour when compared to the morning peak hour. Intersection 2 operates at LOS D, which could be related to both parking maneuvers on both sides of Ponce de León Avenue and the increase in traffic exiting the Old San Juan.

V. OPENING OF PHASE I - CALLE DEL TREN AND CROSSROADS (2014)

Phase I includes relocating the bus routes from Muñoz Rivera and Ponce de León Avenue to Calle del Tren and extending several crossroads. The crossroads extended during Phase I of the project are: Reverendo Gerardo Dávila and Pelayo Streets. Tadeo Rivera Street currently extends from Ponce de León Avenue to Calle del Tren, but there is a public access from Fernández Juncos Avenue that does not connect to Calle del Tren. The proposal includes connecting these two in order to have Tadeo Rivera Street extend from Ponce de León Avenue to Fernández Juncos Avenue. The project proposes including four (4) stops along Calle del Tren, these are:

1) 5th Street,
2) Ramón Power Street,
3) Matías Ledesma Street, and
4) Pelayo Street.

However, an additional stop is being considered for Reverendo Gerardo Dávila Street as well. These four new stops will include a frame structure that will carry lighting across the entire intersection and where the stop shelters will be fixed to the frame structure. The bus shelter will be located caddy-corner on Calle del Tren to serve passengers entering and exiting San Juan. The street names on all four approaches of the intersections will include LED tube lights. In addition, security cameras are being proposed at each bus stop. Figures 12 and 13 illustrate the proposed bus stop conceptual configuration and cross-sectional view.

Figure 12 Proposed Bus Stop Conceptual Configuration (source: SCF Arquitectos)

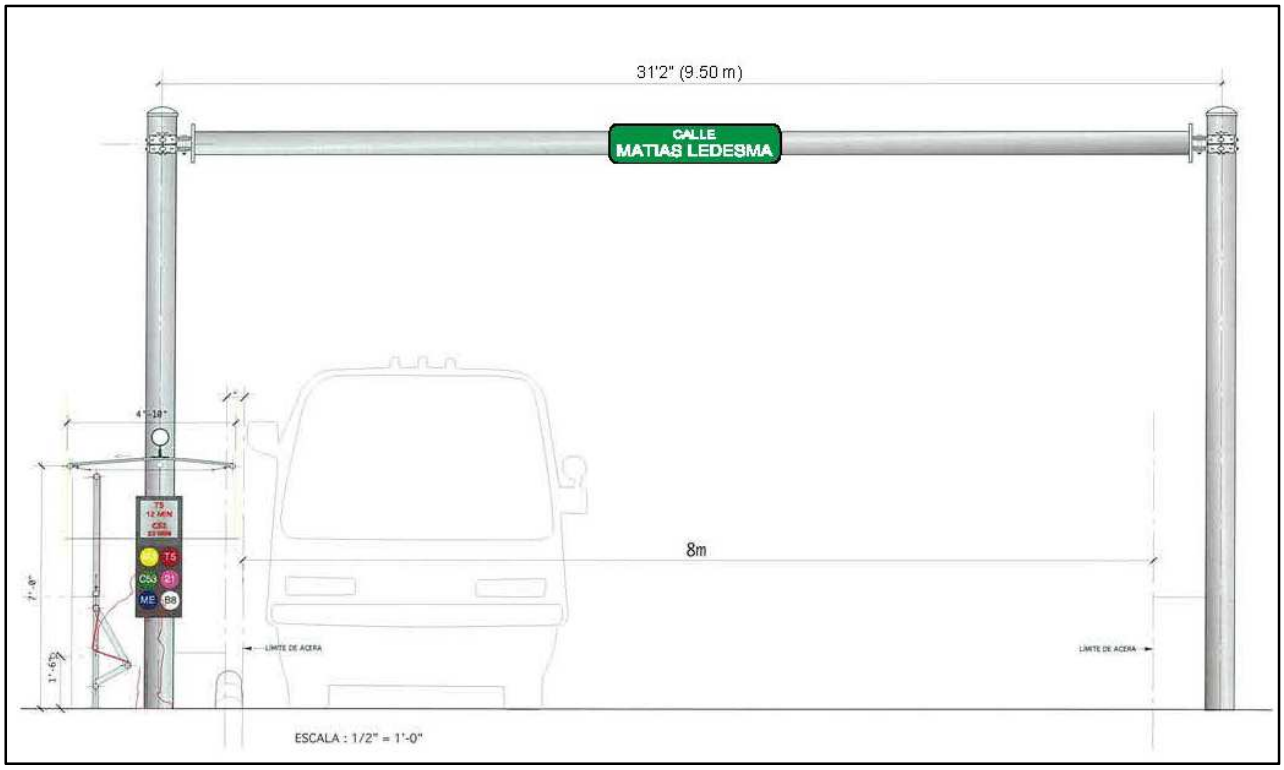

Figure 13 Proposed Bus Stop Cross-Section View

Improvements to the lighting, grading/drainage, and pedestrian accesses along Calle del Tren, in addition to the new improved bus stops, are being recommended in order to mitigate the safety concerns along this corridor.

Figure 14 illustrates the model created in TRAFED (TSIS' graphical input editor) for Phase I over the project's aerial photo. The details of each new intersection will be shown later in this study. Figure 15 illustrates the model's simulation in TRAFVU (TSIS' animation and graphics module) for Phase I.

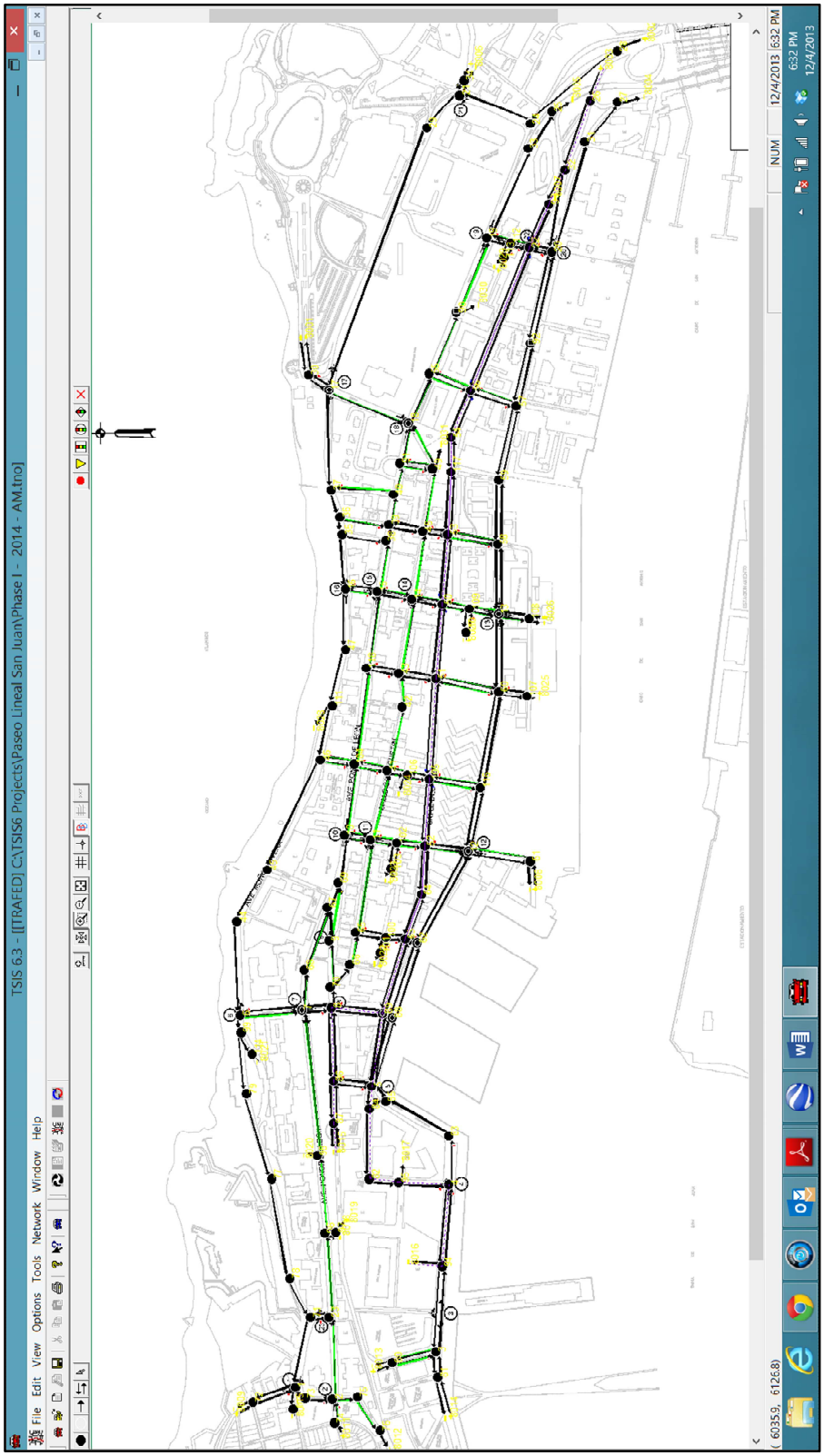

Figure 14 Model Diagram over Base Map in TRAFED for Phase I

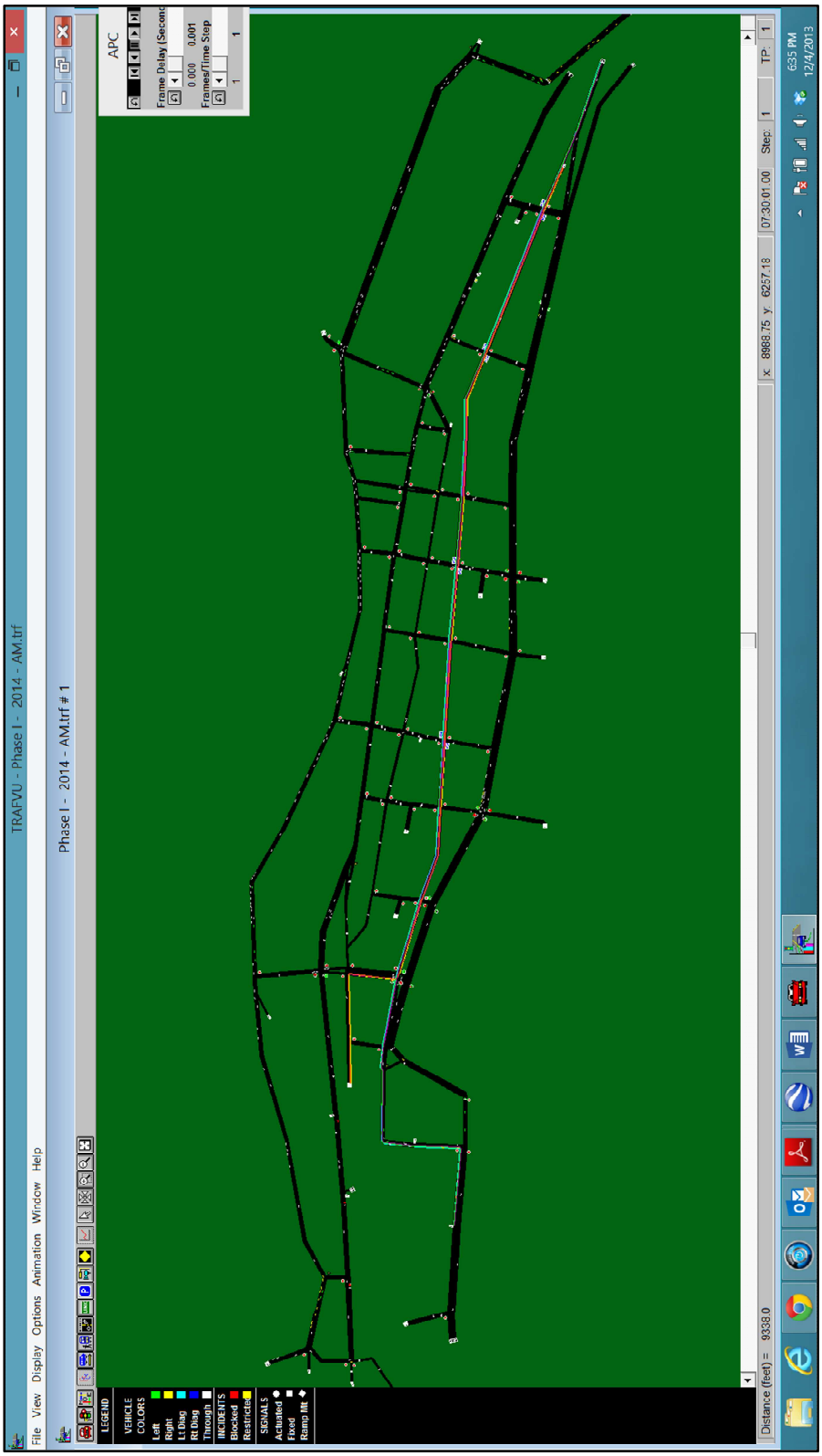

Figure 15 Simulation Model Diagram in TRAFVU for Phase I

1. Volumes

The influence area's traffic capacity analysis includes peak hour volumes (PHV) distributions along the new extended crossroads, peak hour factors (PHF), and traffic control for each intersection. The designer provided us with the proposed developments for the area (refer to Table 10). The analysis of trips generated by the proposed development and the projection of traffic growth is as follows:

a. Trip Generation

The analysis of future conditions in year 2015, when the entire project is expected to be operational, includes trips generated by the proposed development within the influence area, a quality restaurant off Muñoz Rivera Avenue. The trip generation analysis for this project was based on the 9th edition of the Trip Generation Manual of the Institute of Transportation Engineers (2012). The analysis, as presented by ITE, is based on land uses and the characteristics of the project, and it provides the percentage of trips entering and exiting the project.

Table 10 presents the number of trips entering and exiting the proposed project during the AM and PM peak hours. Refer to Appendix E for the trip generations' calculations.

Table 10 Trips Generated by Proposed Development

	AM Peak Hour			PM Peak Hour		
Land Use (Total Units) (ITE Code)	**Entering**	**Exiting**	**Total**	**Entering**	**Exiting**	**Total**
Quality Restaurant (6,500 sf) (931)	3	3	6	33	16	49

b. Projections

The traffic growth projections in the influence area were based on a growth rate factor of 1.30 (20-year projection) provided by the PRHTA's Office of Data Collection and Analysis for other projects within the area. The average traffic growth rate was calculated using Equation 1 (F/P, i%, n).

Equation 1 $F = P (1 + i)n$

where:

F = Future AADT
P = Present AADT
i = traffic growth rate
n = number of years in analysis

The estimated average traffic growth rate of 0.87% (or factor of 1.02) was used, in addition to the trips generated by the project during the completed year (2015). The trips generated by the

proposed new development (AM and PM) were added to the network. The distribution of the projected traffic growth was done considering the existing traffic distribution. The distribution of the traffic generated was made considering the location of the proposed land use, off Muñoz Rivera Avenue. Therefore, the traffic generated for the proposed land use (quality restaurant) was assumed all to enter through Muñoz Rivera Avenue in the westbound direction. The traffic exiting the proposed land use was assumed to travel Muñoz Rivera Avenue in the westbound direction and at its intersection with Reverendo Gerardo Dávila Street the traffic will distribute 50% turning left and 50% continuing thru into the Old San Juan.

Tables 11 and 12 illustrate the input data for the major intersections analyzed within the network. The information presented includes PHV per approach, PHF per approach, and traffic control for each intersection. For this phase, cyclists and pedestrian volumes were assumed to remain as existing (refer to Tables 3 to 6).

Table 11 Vehicle Input Worksheet - AM 2014 – Phase I

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0	0	240	0.57	0	0	733	0.89		X
2	0	0	406	0.83	51	0.76	0	0		X
3	0	0	88	0.88	239	0.73	420	0.87		X
4	0	0	669	0.74	228	0.88	0	0		X
5	331	0.77	5	0.57	0	0	783	0.74		X
6	28	0.86	0	0	0	0	1507	0.89		X
7	25	0.60	412	0.84	426	0.70	0	0	X	
8	248	0.90	443	0.82	90	0.74	0	0		X
9	0	0	0	0	113	0.81	0	0		X
10	24	0.86	0	0	494	0.82	0	0		X
11	35	0.60	14	0.45	33	0.77	0	0		X
12	7	0.31	26	0.38	327	0.63	1068	0.72	X	
13	5	0.38	49	0.63	384	0.66	1138	0.83	X	
14	58	0.70	18	0.62	61	0.67	0	0		X
15	41	0.66	47	0.71	612	0.70	0	0		X
16	10	0.70	0	0	0	0	1798	0.90		X
17	0	0	8	0.50	0	0	1935	0.87	X	
18	46	0.77	182	0.59	650	0.85	0	0	X	
19	16	0.50	0	0	890	0.78	0	0		X
20	0	0	15	0.69	409	0.82	1232	0.65		X
21	1912	0.85	0	0	0	0	137	0.84		X
22	9	0.75	15	0.54	22	0.90	23	0.90		X

23	0	0	218	0.76	299	0.74	0	0		X
88	0	0	45	0.90	332	0.90	1018	0.90	X	
62	0	0	58	0.90	325	0.90	963	0.90	X	
116	0	0	110	0.90	352	0.90	1048	0.90		X

Table 12 Vehicle Input Worksheet - PM 2014 – Phase I

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0	0	302	0.81	0	0	607	0.85		X
2	0	0	437	0.90	145	0.77	0	0		X
3	0	0	155	0.88	663	0.78	355	0.85		X
4	0	0	745	0.73	797	0.86	0	0		X
5	1017	0.69	8	0.51	0	0	452	0.75		X
6	56	0.71	0	0	0	0	824	0.93		X
7	41	0.69	259	0.69	616	0.71	0	0	X	
8	65	0.90	238	0.76	742	0.68	0	0		X
9	0	0	0	0	563	0.64	0	0		X
10	26	0.81	0	0	1218	0.70	0	0		X
11	35	0.49	48	0.38	105	0.55	0	0		X
12	17	0.46	67	0.63	1111	0.62	430	0.74	X	
13	6	0.34	51	0.63	1285	0.58	484	0.67	X	
14	24	0.70	20	0.60	117	0.55	0	0		X
15	11	0.53	48	0.69	1294	0.67	0	0		X
16	15	0.63	0	0	0	0	901	0.91		X
17	0	0	24	0.60	0	0	1247	0.82	X	
18	103	0.60	266	0.79	1415	0.88	0	0	X	
19	1	0.75	0	0	1504	0.80	0	0		X
20	0	0	9	0.57	1541	0.65	544	0.88		X
21	1228	0.90	0	0	0	0	116	0.89		X
22	29	0.81	9	0.58	25	0.90	23	0.90		X
23	0	0	44	0.55	371	0.77	0	0		X
88	0	0	149	0.90	939	0.90	456	0.90	X	
62	0	0	200	0.90	1002	0.90	366	0.90	X	
122	0	0	30	0.90	1180	0.90	431	0.90		X

2. Geometry of Intersections

The geometry of the twenty-three intersections analyzed will remain the same as described in Section 1 Project Description. However, the extension of Reverendo Gerardo Dávila and Pelayo Streets will create new intersections with the mayor roadways that are worth demonstrating. Figures 16 through 18 illustrate the geometry of the new intersections to be created by the extension of Reverendo Gerardo Dávila and Pelayo Streets with the major roadways.

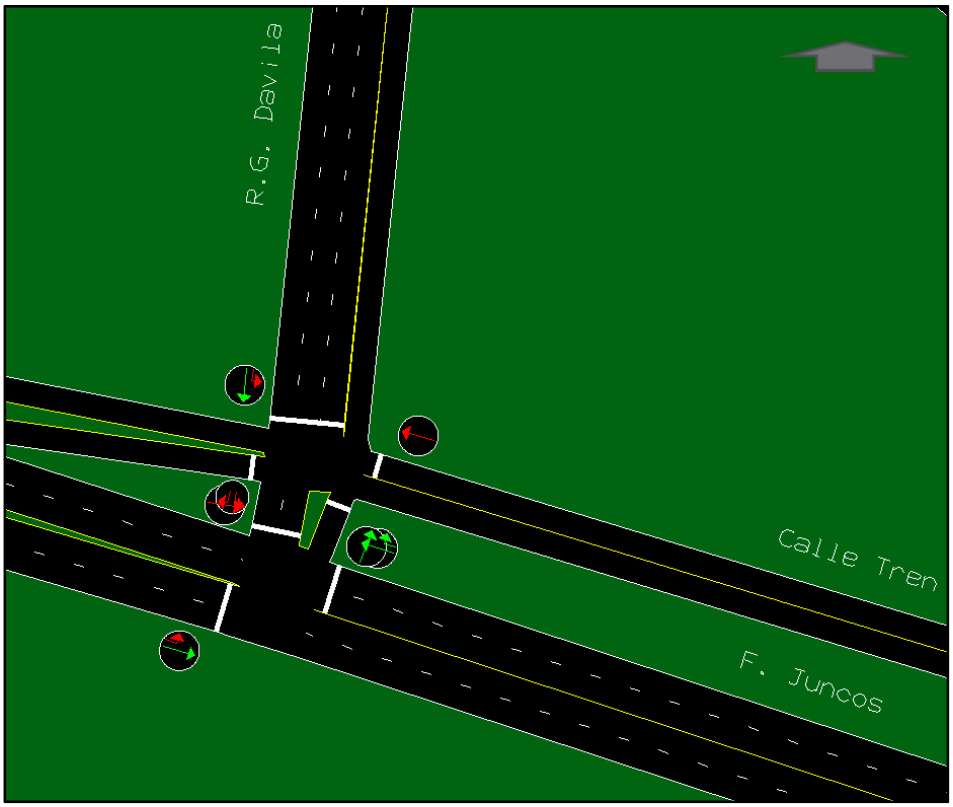

Figure 16 Proposed Geometry for Fernández Juncos Avenue with Reverendo Gerardo Dávila Street (Phase I)

Reverendo Gerardo Dávila Street's new segment will consist of one exclusive bus lane and two thru lanes in the southbound direction. The exclusive bus lanes will only be allowed to turn left onto Calle del Tren.

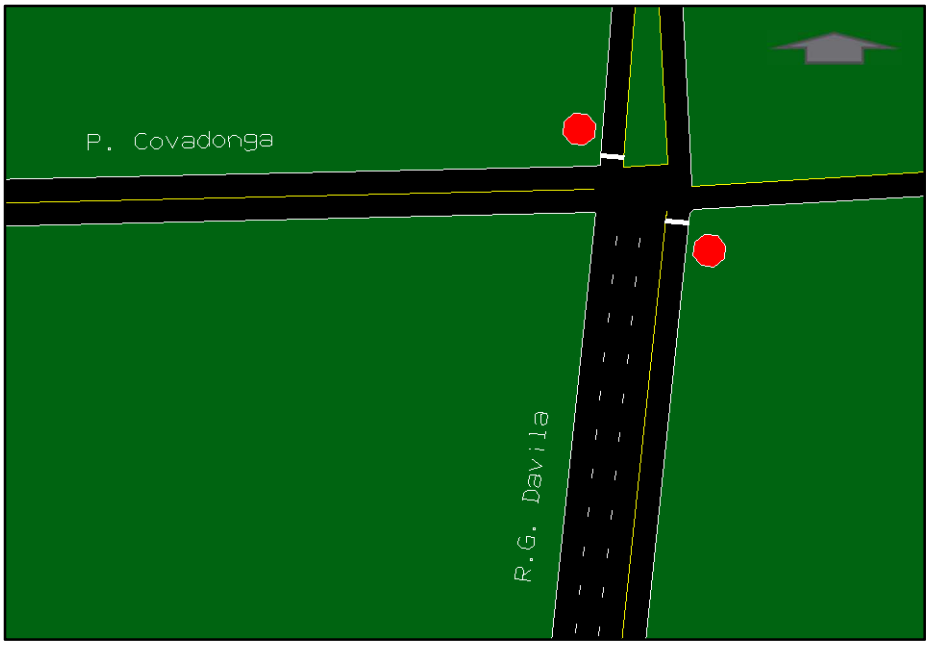

Figure 17 Proposed Geometry for Reverendo Gerardo Dávila Street with Paseo Covadonga Street (Phase I)

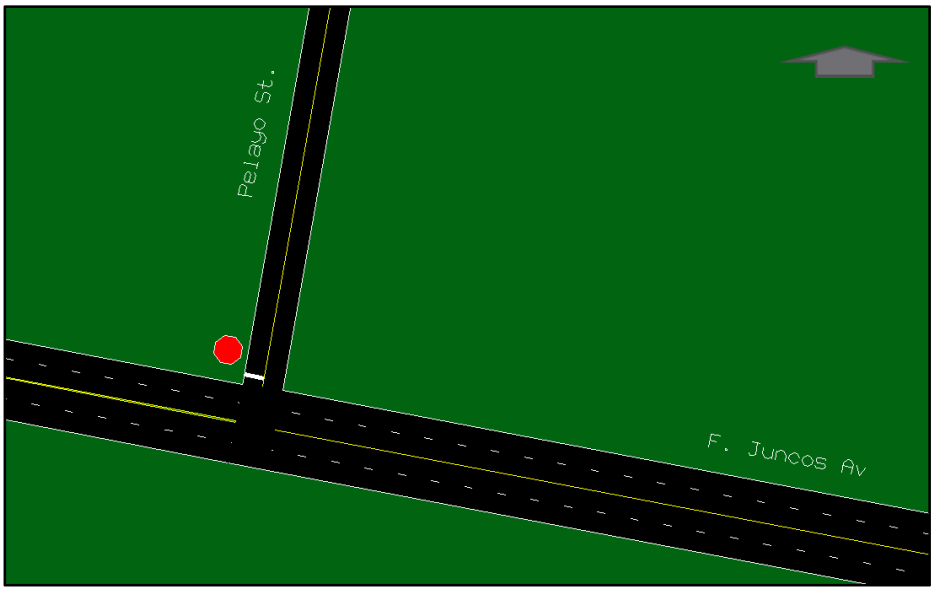

Figure 18 Proposed Geometry for Pelayo Street with Fernández Juncos Avenue

Pelayo Street's new segment will include parallel parking area on the right side in the northbound direction.

3. Control of Intersections

The control of the intersections analyzed is as indicated in Table 13.

Table 13 Proposed Traffic Control for the Intersections Analyzed – Phase I

Intersection Number	Intersection		Traffic Control
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC
2	Ponce de León Ave.	Norzagaray St.	TWSC
3	Marina St.	Juan A. Corretjer St.	TWSC
4	Marina St.	Del Muelle St.	TWSC
5	Fernández Juncos Ave.	Marina St.	TWSC
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC
9	Paseo Covadonga	San Agustín St.	TWSC
10	Ponce de León Ave.	San Andrés St.	TWSC
11	San Agustin St.	San Andrés St.	TWSC
12	Fernández Juncos Ave.	San Andrés St.	TSS
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS
14	San Agustín St.	Matías Ledesma St.	TWSC
15	Ponce de León Ave.	Matías Ledesma St.	TWSC
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC
17	Muñoz Rivera Ave.	San Agustín St.	TSS
18	Ponce de León Ave.	San Agustín St.	TSS
19	Ponce de León Ave.	5th St.	TWSC
20	Fernández Juncos Ave.	5th St.	TWSC
21	Muñoz Rivera Ave.	Rosales St.	TWSC
22	Calle Del Tren	5th St.	TWSC
23	Ponce de León Ave.	Local St.	TWSC
88	Fernández Juncos Ave.	Rvdo. G. Dávila St.	TSS
62	Fernández Juncos Ave.	Valdés St.	TSS
122	Fernández Juncos Ave.	Pelayo St.	TWSC

4. Capacity Analysis of Intersections

The summary of results for the influence area's traffic capacity analysis includes control delay per intersection and LOS per intersection during the AM and PM peak hours. In addition, the traffic control of each intersection is included. Tables 14 and 15 present the summary of results for the AM and PM peak hours for opening year 2014. The new intersections created by the extension to Reverendo Gerardo Dávila and Pelayo Streets have been included in these tables. The average speed

along the network will be 18.1 mph and 16.1 mph during the morning and afternoon peak hour, respectively.

Table 14 Summary of Results - AM 2014 – Phase I

Intersection Number	Intersection		Traffic Control	Delay	LOS
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC	4.9	A
2	Ponce de León Ave.	Norzagaray St.	TWSC	33.9	C
3	Marina St.	Juan A. Corretjer St.	TWSC	4.5	A
4	Marina St.	Del Muelle St.	TWSC	28	C
5	Fernández Juncos Ave.	Marina St.	TWSC	1.3	A
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC	1	A
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS	39.2	D
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC	11.9	B
9	Paseo Covadonga	San Agustín St.	TWSC	0	A
10	Ponce de León Ave.	San Andrés St.	TWSC	1.3	A
11	San Agustin St.	San Andrés St.	TWSC	14.8	B
12	Fernández Juncos Ave.	San Andrés St.	TSS	6.3	A
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS	5.2	A
14	San Agustín St.	Matías Ledesma St.	TWSC	11	B
15	Ponce de León Ave.	Matías Ledesma St.	TWSC	3.9	A
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC	0.1	A
17	Muñoz Rivera Ave.	San Agustín St.	TSS	0.8	A
18	Ponce de León Ave.	San Agustín St.	TSS	11.3	B
19	Ponce de León Ave.	5th St.	TWSC	0	A
20	Fernández Juncos Ave.	5th St.	TWSC	0.1	A
21	Muñoz Rivera Ave.	Rosales St.	TWSC	1.7	A
22	Calle Del Tren	5th St.	TWSC	0	A
23	Ponce de León Ave.	Local St.	TWSC	2.4	A
88	Fernández Juncos Ave.	Rvdo. G. Dávila St.	TSS	2.6	A
62	Fernández Juncos Ave.	Valdés St.	TSS	2.9	A
116	Fernández Juncos Ave.	Pelayo St.	TWSC	2.53	A

Table 15 Summary of Results - PM 2014 – Phase I

Intersection Number	Intersection		Traffic Control	Delay	LOS
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC	31.6	C
2	Ponce de León Ave.	Norzagaray St.	TWSC	35.3	D
3	Marina St.	Juan A. Corretjer St.	TWSC	6.5	A
4	Marina St.	Del Muelle St.	TWSC	10.8	B
5	Fernández Juncos Ave.	Marina St.	TWSC	0	A
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC	1.2	A
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS	28.3	C
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC	10.4	A
9	Paseo Covadonga	San Agustín St.	TWSC	0	A
10	Ponce de León Ave.	San Andrés St.	TWSC	1.2	A
11	San Agustin St.	San Andrés St.	TWSC	16.6	C
12	Fernández Juncos Ave.	San Andrés St.	TSS	10.2	B
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS	8.3	A
14	San Agustín St.	Matías Ledesma St.	TWSC	5.5	A
15	Ponce de León Ave.	Matías Ledesma St.	TWSC	1.9	A
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC	0.3	A
17	Muñoz Rivera Ave.	San Agustín St.	TSS	3.9	A
18	Ponce de León Ave.	San Agustín St.	TSS	20.3	C
19	Ponce de León Ave.	5th St.	TWSC	0.3	A
20	Fernández Juncos Ave.	5th St.	TWSC	0	A
21	Muñoz Rivera Ave.	Rosales St.	TWSC	0.5	A
22	Calle Del Tren	5th St.	TWSC	0.6	A
23	Ponce de León Ave.	Local St.	TWSC	0.5	A
88	Fernández Juncos Ave.	Rvdo. G. Dávila St.	TSS	5.1	A
62	Fernández Juncos Ave.	Valdés St.	TSS	8.8	A
122	Fernández Juncos Ave.	Pelayo St.	TWSC	0.48	A

The analysis of the future condition with Phase I in operation revealed that, during the AM peak hour, the operation of traffic within the influence area will be acceptable with the intersections operating at LOS C or better. Intersection 7 (Ponce de León Avenue with Reverendo Gerardo Dávila Street) would operate at LOS D during the morning peak hour, but it is mostly due to the amount of vehicles making a thru movement at the south- and northbound approaches. It is expected that with the extension of Reverendo Gerardo Dávila Street, more drivers will be inclined to enter Puerta de Tierra through Fernández Juncos Avenue as opposed to only through Muñoz Rivera Avenue. The increment in delay, of 15 sec/veh, from the existing condition is within the threshold values accepted by the

PRHTA as indicated in Table VI of "*Guías para la Preparación de Estudios Operacionales de Accesos y de Tránsito para Puerto Rico*" (December 2004).

During the PM peak hour, the operation of traffic within the influence area remains acceptable with LOS C or better. Intersection 2 (Ponce de León Avenue with Norzagaray Street) operates at LOS D during the afternoon peak hour, but it is mostly due to both parking maneuvers along both sides of Ponce de León Avenue and the amount of traffic exiting the Old San Juan through Norzagaray Street (southbound approach). Along this short segment of Norzagaray Street, east of Plaza Colón, there is an area for taxis to park. The maneuvering of taxis parking along the right edge of the street create some congestion during peak hours. This could also add to the LOS D at intersection 2 during the PM peak hour.

All crossroads along Calle del Tren will be controlled by a two-way stop control (TWSC), except for Reverendo Gerardo Dávila Street which will be controlled by a traffic signal system with video detection. At this intersection, Calle del Tren will have priority in order for the buses to have an acceptable level of service at all times. The operation capacity of Calle del Tren with all crossroads will be at LOS A. Traffic signal systems at all crossroads is not warranted due to the existing and estimated traffic volumes. In a meeting with PRHTA's Traffic Signal Division, they actually agreed that these crossroads should not have traffic signal systems. Reverendo Gerardo Dávila with Calle del Tren will have a control delay of 3.32 sec/veh with LOS A and and control delay of 4.31 sec/veh with LOS A during the AM and PM peak hours, respectively.

VI. PROJECT COMPLETION (2015)

The project completion includes a new pedestrian/cyclist corridor along Muñoz Rivera Avenue from Dos Hermanos Bridge in Condado to Plaza Colón in the Old San Juan. The project will require the use of the exclusive bus lanes along Muñoz Rivera and Ponce de León Avenues in order to safely accommodate the pedestrian/cyclist corridor within the existing roadway section. The existing exclusive bus lanes along these two avenues will be relocated to Calle del Tren, which is an exclusive bus route further south, as part of Phase I of this project. Currently, the Metropolitan Bus Authority (AMA for its Spanish acronym) has three exclusive routes in the Puerta de Tierra area: one exiting San Juan through Muñoz Rivera Avenue, one entering San Juan through Ponce de León Avenue, and one entering/exiting San Juan through Calle del Tren. As part of the project, Ponce de León Avenue's traffic pattern will be changed to a two-way roadway from a one-way (exiting San Juan) roadway. This will allow the inclusion of exclusive bicycle lanes along both sides of this road. In addition, several crossroads will be extended from Ponce de León Avenue to Fernández Juncos Avenue or from San Agustín Street to Fernández Juncos Avenue. The project also includes extending Fernández Street to connect Ponce de León Avenue with Fernández Juncos Avenue and eliminating the last portion of San Agustín Street (diagonal segment) connecting Ponce de León Avenue near Muñoz Rivera Park. This will allow the creation of Fortín Isabel II's Park at the location of the Old City's wall ruins. The project will also include improving San Agustín Street to have parallel parking on the south side of the street only to improve its operation. Another important aspect of the project, is the inclusion of a proper pedestrian/cyclist crossing from Muñoz Rivera Park to Condado. The designer proposes a raised crossing at the southeast end of Muñoz Rivera Park that will serve several purposes: 1) traffic calming since the large curve radius at this location invites drivers to speed, 2) level crossing for cyclists and pedestrians improving their safety, and 3) aesthetics. This raised crossing is shown in Section VI.2 of this document.

Two new areas will be created: *Plaza Puerta de Santiago* and *Terraza hacia el Mar*. The first will be located in between *Casa Olímpica* and *Casino de Puerto Rico* where a local street is located and will provide visitors the opportunity to learn about the old Puerta de Tierra (*Puerta de Santiago*). The second will be located at the commonly known "lovers' lane," local road off Muñoz Rivera Avenue north of Pelayo Street. At this second location, a new terrace to enjoy the ocean view and restaurant are being proposed. These two new location are illustrated in Figures 19 and 20.

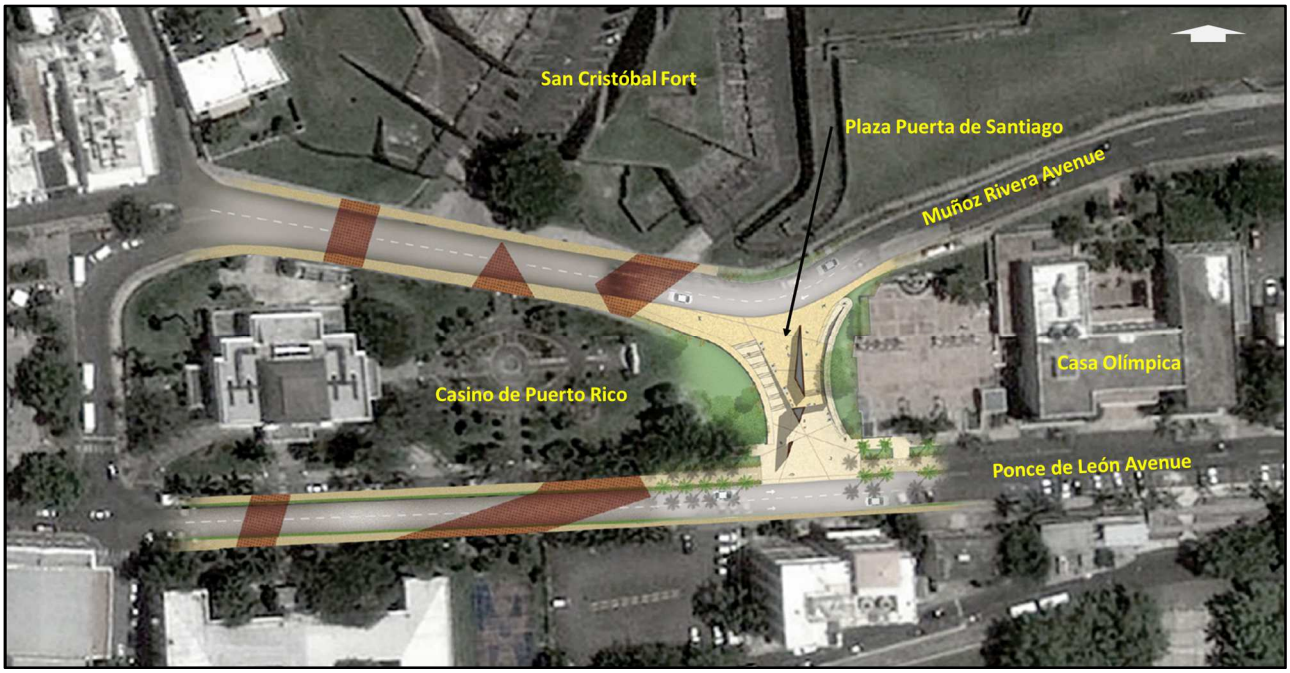

Figure 19 Proposed Project *Plaza Puerta de Santiago* Project (sourve: SCF Arquitectos)

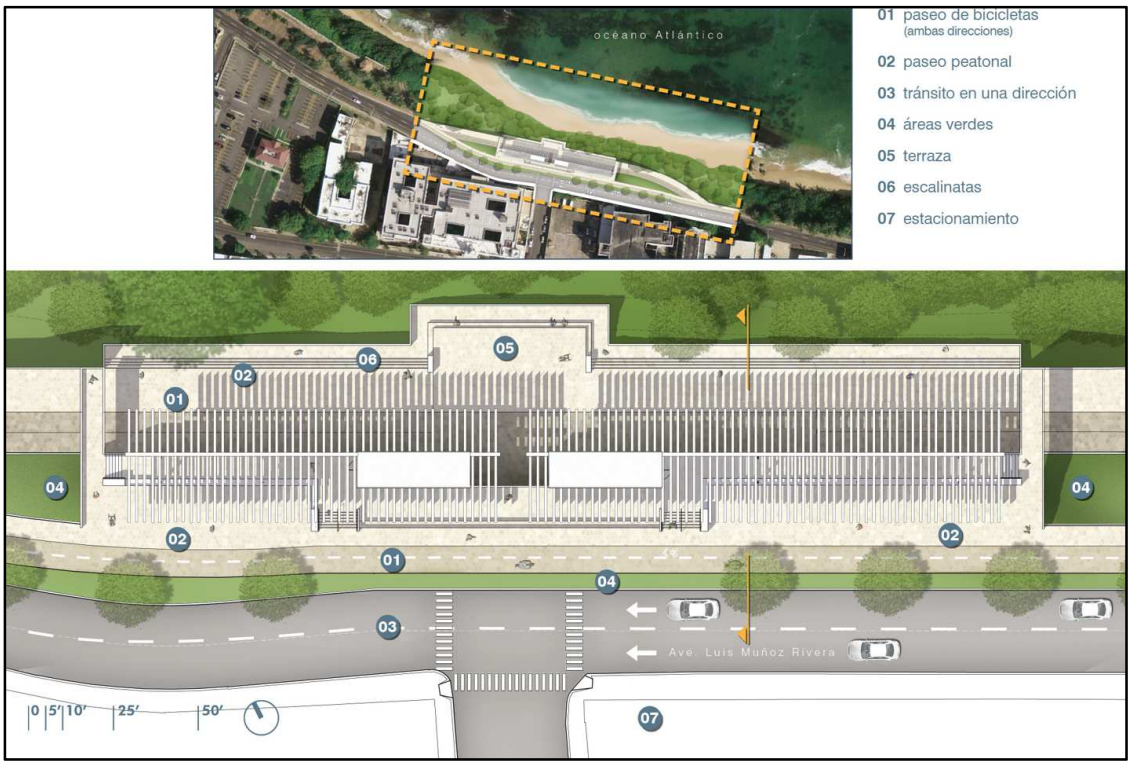

Figure 20 Proposed Project *Terraza hacia el Mar* Project (sourve: SCF Arquitectos)

Figure 21 illustrates the model created in TRAFED (TSIS' graphical input editor) for the Project Completion over the project's aerial photo. The details of each new intersection will be shown later in this study. Figure 22 illustrates the model's simulation in TRAFVU (TSIS' animation and graphics module) for the Project Completion.

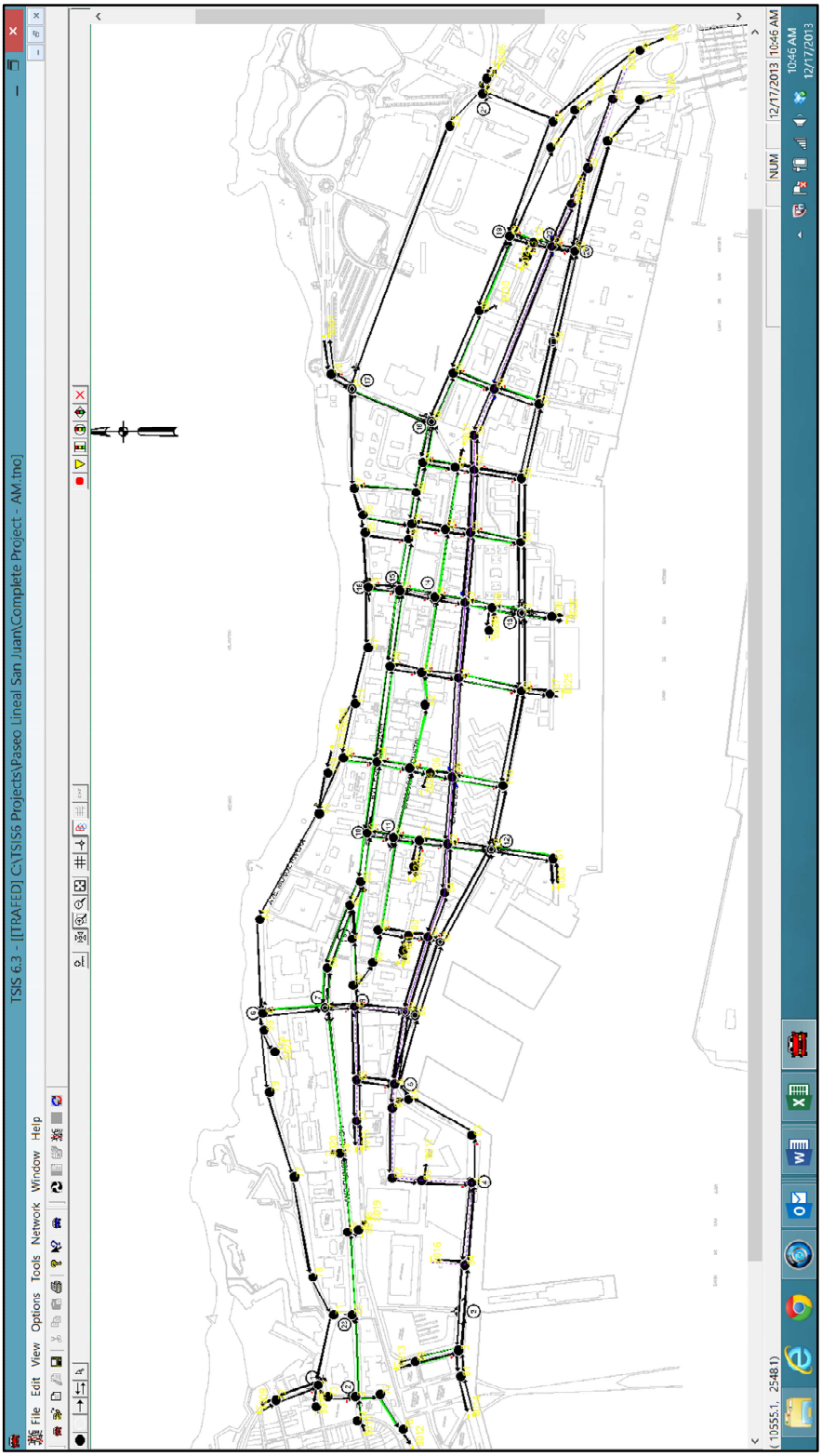

Figure 21 Model Diagram over Base Map in TRAFED for the Project Completion

Figure 22 Simulation Model Diagram in TRAFVU for the Project Completion

1. Volume

The input information for the influence area is presented in Tables 16 through 21. The information included for each intersection is peak hour volumes (PHV) per approach and peak hour factor (PHF). Additional input information such as, number of lanes, approaches, and traffic control of each intersection, is presented in the following sections.

Table 16 Vehicle Input Worksheet - AM 2015 – Project Completion

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1		0	245	0.90		0	384	0.90		X
2		0	324	0.90	52	0.90		0		X
3		0	91	0.90	244	0.90	437	0.90		X
4		0	701	0.90	233	0.90		0		X
5	338	0.90	5	0.90		0	830	0.90		X
6	29	0.90		0		0	966	0.90		X
7	26	0.90	421	0.90	151	0.90	591	0.90	X	
8	254	0.90	993	0.90	93	0.90		0		X
9		0		0	117	0.90		0		X
10	25	0.90		0	248	0.90	591	0.90		X
11	37	0.90	14	0.90	35	0.90		0		X
12	7	0.90	21	0.90	416	0.90	1090	0.90	X	
13	5	0.90	50	0.90		0.90	1163	0.90	X	
14	60	0.90	38	0.90	64	0.90		0		X
15	43	0.90	48	0.90	303	0.90	608	0.90		X
16	10	0.90		0		0	1252	0.90		X
17		0	9	0.90		0	1392	0.90	X	
18		0	186	0.90	383	0.90	584	0.90	X	
19	15	0.90		0	555	0.90	585	0.90		X
20		0	15	0.90	481	0.90	1218	0.90		X
21	1368	0.90		0		0	140	0.90		X
22	7	0.90	15	0.90	23	0.90	24	0.90		X
23		0		0	228	0.90		0		
88		0	152	0.90	338	0.90	1038	0.90	X	
62		0	59	0.90	419	0.90	982	0.90	X	
116		0	109	0.90	431	0.90	1069	0.90		X
89	253	0.90	169	0.90	23	0.90	24	0.90	X	

Table 17 Vehicle Input Worksheet - PM 2015 – Project Completion

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1		0	308	0.90		0	364	0.90		X
2		0	405	0.90	148	0.90		0		X
3		0	159	0.90	676	0.90	362	0.90		X
4		0	760	0.90	813	0.90		0		X
5	1037	0.90	8	0.90		0	549	0.90		X
6	57	0.90		0		0	510	0.90		X
7	42	0.90	174	0.90	385	0.90	365	0.90	X	
8	66	0.90	494	0.90	757	0.90		0		X
9		0		0	574	0.90		0		X
10	28	0.90		0	1151	0.90	365	0.90		X
11	37	0.90	51	0.90	107	0.90		0		X
12	17	0.90	68	0.90	1233	0.90	438	0.90	X	
13	6	0.90	52	0.90	1410	0.90	500	0.90	X	
14	26	0.90	24	0.90	120	0.90		0		X
15	13	0.90	50	0.90	1227	0.90	371	0.90		X
16	16	0.90		0		0	581	0.90		X
17		0	24	0.90		0	931	0.90	X	
18		0	271	0.90	1351	0.90	375	0.90	X	
19	1	0.90		0	1850	0.90	375	0.90		X
20		0	9	0.90	1679	0.90	561	0.90		X
21	911	0.90		0		0	118	0.90		X
22	30	0.90	9	0.90	26	0.90	24	0.90		X
23		0		0	429	0.90		0		
88		0	249	0.90	939	0.90	456	0.90	X	
62		0	204	0.90	1122	0.90	373	0.90	X	
122		0	29	0.90	1304	0.90	440	0.90		X
89	66	0.90	267	0.90	15	0.90	24	0.90	X	

Table 18 Cyclists Input Worksheet - AM 2015 – Project Completion

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		0		0		2	0.25		X
2	0		0		2	0.25	0			X
3	0		0		6	0.38	0			X
4	0		0		6	0.38	4	0.50		X
5	4	0.50	2	0.25	0		0			X
6	0		0		3	0.38	14	0.88		X
7	0		0		2	0.25	4	0.25	X	
8	0		0		0		0			X
9	0		0		4	0.50	0			X
10	0		0		0		2	0.25		X
11	0		0		0		0			X
12	0		0		2	0.25	2	0.25	X	
13	0		0		0		0		X	
14	2	0.25	0		0		0			X
15	0		0		0		4	0.25		X
16	0		0		6	0.25	12	0.75		X
17	0		2	0.25	0		2	0.25	X	
18	2	0.25	2	0.25	8	0.50	2	0.25	X	
19	0		0		4	0.25	2	0.25		X
20	0		0		2	0.25	2	0.25		X
21	0		0		0		2	0.25		X
22	0		0		2	0.25	0			X
23	0		0		0		2	0.25		

Table 19 Cyclists Input Worksheet - PM 2015 – Project Completion

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		8	0.32	0		8	0.33		X
2	0		8	0.33	4	0.25	0			X
3	0		0		16	0.40	0			X
4	2	0.25	0		12	0.30	4	0.25		X
5	6	0.75	0		0		2	0.25		X
6	0		0		0		2	0.25		X
7	0		0		2	0.25	10	0.42	X	
8	0		0		4	0.50	2	0.25		X
9	0		0		10	0.42	2	0.25		X
10	0		0		12	0.38	0	0.42		X
11	0		0		2	0.25	4	0.25		X
12	0		0		2	0.25	2	0.25	X	
13	0		0		4	0.25	6	0.75	X	
14	0		2	0.25	8	0.50	0			X
15	0		0		0		2	0.25		X
16	2	0.25	0		0		2	0.25		X
17	0		2	0.25	6	0.38	4	0.50	X	
18	0		0		2	0.25	2	0.25	X	
19	0		0		14	0.38	4	0.25		X
20	0		4	0.25	4	0.25	6	0.38		X
21	8	0.50	6	0.75	0		4	0.50		X
22	0		2	0.25	4	0.25	4	0.50		X
23	0		0		0		2	0.25		X

Table 20 Pedestrian Input Worksheet - AM 2015 – Project Completion

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		18	0.57	42	0.38	24	0.31		X
2	0		36	0.57	16	0.34	0			X
3	0		26	0.33	531	0.30	28	0.58		X
4	2	0.25	8	0.25	14	0.35	14	0.88		X
5	8	0.25	4	0.25	0		10	0.29		X
6	0		0		4	0.50	30	0.75		X
7	86	0.40	34	0.61	6	0.38	70	0.44	X	
8	0		18	0.34	14	0.34	8	0.33		X
9	0		0		10	0.63	24	0.60		X
10	40	0.53	10	0.42	16	0.67	28	0.44		X
11	6	0.25	8	0.25	10	0.25	14	0.40		X
12	0		2	0.25	2	0.25	0		X	
13	0		0		2	0.25	4	0.25	X	
14	24	0.36	14	0.34	76	0.59	0			X
15	24	0.36	10	0.33	20	0.44	44	0.47		X
16	6	0.25	0		6	0.75	26	0.53		X
17	2	0.25	0		8	0.25	6	0.56	X	
18	10	0.42	10	0.25	6	0.56	18	0.47	X	
19	2	0.25	2	0.25	10	0.29	6	0.38		X
20	0		0		2	0.25	0			X
21	34	0.38	0		4	0.25	20	0.31		X
22	0		0		0		8	0.33		X
23	0		2	0.25	2	0.25	14	0.58		X

Table 21 Pedestrian Input Worksheet - PM 2015 – Project Completion

Intersection Number	NB		SB		EB		WB		Control	
	PHV	PHF	PHV	PHF	PHV	PHF	PHV	PHF	TSS	TWSC
1	0		22	0.40	18	0.45	16	0.38		X
2	0		50	0.57	64	0.56	0			X
3	0		62	0.48	125	0.79	70	0.67		X
4	2	0.25	24	0.35	8	0.32	40	0.52		X
5	8	0.25	20	0.41	0		12	0.42		X
6	0		0		20	0.50	14	0.58		X
7	36	0.41	58	0.66	24	0.45	82	0.26	X	
8	0		14	0.32	10	0.42	10	0.25		X
9	2	0.25	0		8	0.33	4	0.50		X
10	40	0.37	218	0.32	22	0.42	40	0.47		X
11	20	0.40	85	0.32	16	0.40	18	0.38		X
12	0		2	0.25	8	0.32	0		X	
13	2	0.25	20	0.36	4	0.25	2	0.25	X	
14	30	0.35	24	0.38	72	0.62	0			X
15	30	0.64	4	0.25	50	0.71	46	0.40		X
16	12	0.50	0		18	0.38	26	0.65		X
17	0		0		14	0.32	8	0.25	X	
18	4	0.25	12	0.50	10	0.42	6	0.25	X	
19	0		0		4	0.50	4	0.5		X
20	0		1	0.25	2	0.25	0			X
21	28	0.44	8	0.33	8	0.32	22	0.31		X
22	0		0		0		0			X
23	2	0.25	8	0.33	6	0.38	4	0.25		X

2. Geometry

The geometry of most intersections will remain the same as described in Section 1 Project Description. However, the extension of Reverendo Gerardo Dávila and Pelayo Streets, the change in traffic pattern of Ponce de León Avenue, the extension of Fernández Street, elimination of the diagonal segment of San Agustín Street at its intersection with Ponce de León Avenue, and the improvements to the intersection of Muñoz Rivera Avenue with Ponce de León Avenue at the southeast corner of Muñoz Rivera Park will create new intersections with the mayor roadways that

are worth demonstrating. Figures 23 through 30 illustrate the geometry of these and other intersections that are important to the analysis.

Figure 23 illustrates the new intersection between Reverendo Gerardo Dávila Street and Ponce de León Street. At this location, it is recommended that Reverendo Gerardo Dávila have two lanes in the southbound direction from Muñoz Rivera Avenue. It is recommended that Ponce de León Avenue have two lanes in the eastbound direction and one in the westbound direction. However, the eastbound approach should have a right-turn and a left-turn traffic as illustrated.

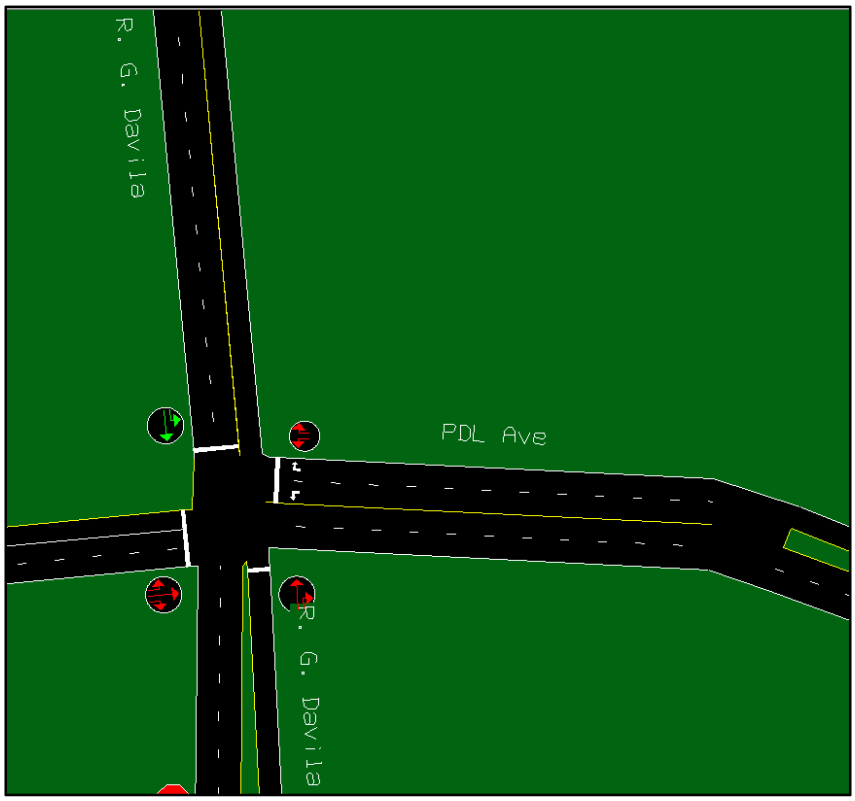

Figure 23 Proposed Geometry for Intersection 7 (Reverendo Gerardo Dávila Street with Ponce de León Avenue)

Figure 24 illustrates the proposed geometry for the intersection of Reverendo Gerardo Dávila Street with Paseo Covadonga Street. On the north approach Reverendo Gerardo Dávila Street will have two lanes and on the south approach it should have three receiving lanes. One of the lanes will be an exclusive bus lane for turning left into Calle del Tren as shown in Figure 25.

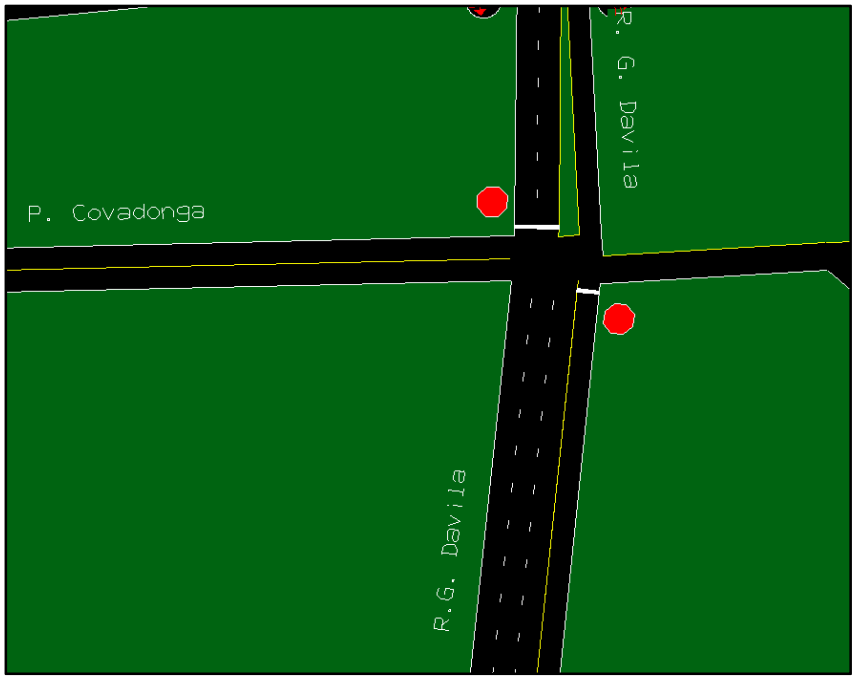

Figure 24 Proposed Geometry for Intersection 8 (Reverendo Gerardo Dávila Street with Paseo Covadonga Street)

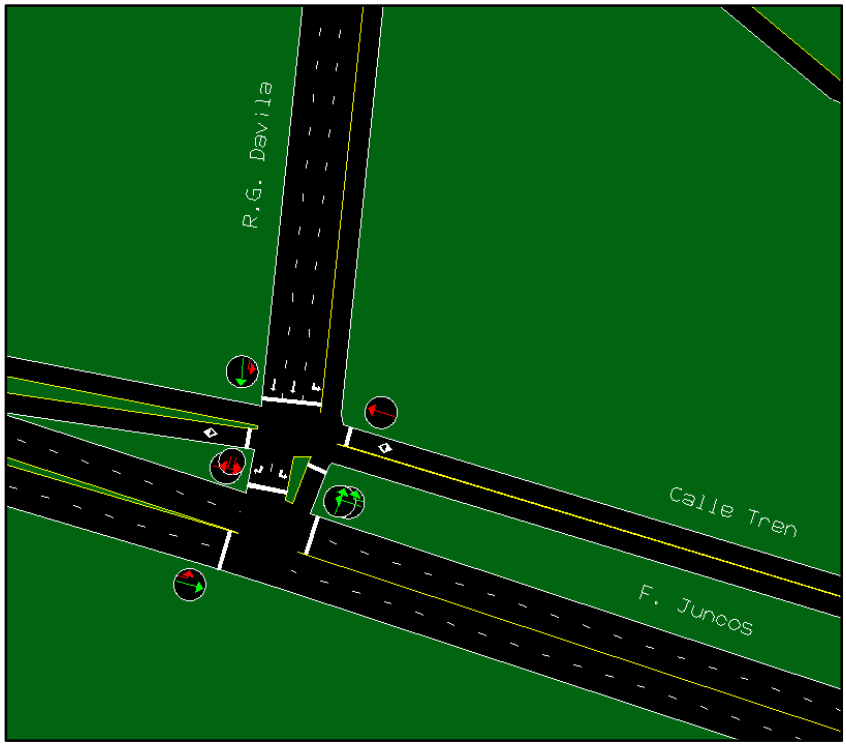

Figure 25 Proposed Geometry for Intersection 88 (Reverendo Gerardo Dávila Street with Fernández Juncos Avenue and Calle del Tren)

Figure 26 illustrates the proposed geometry for the intersection of San Agustín Street with Ponce de León Avenue. The existing diagonal segment of San Agustín Street entering the intersection on the south approach is eliminated and in the extension of Fernández Street will provide the outlet from San Agustín Street into Ponce de León Avenue as shown in Figure 27.

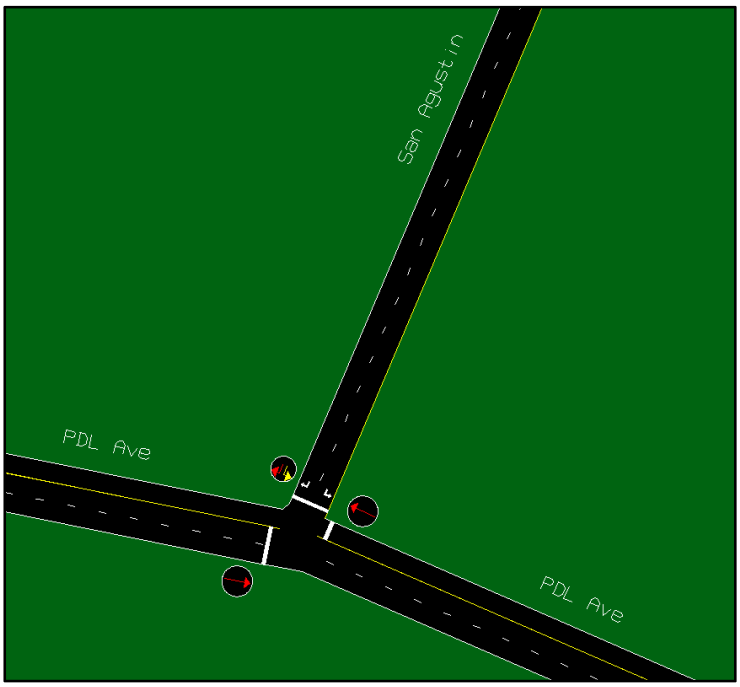

Figure 26 Proposed Geometry for Intersection 18 (Ponce de León Avenue with San Agustín Street)

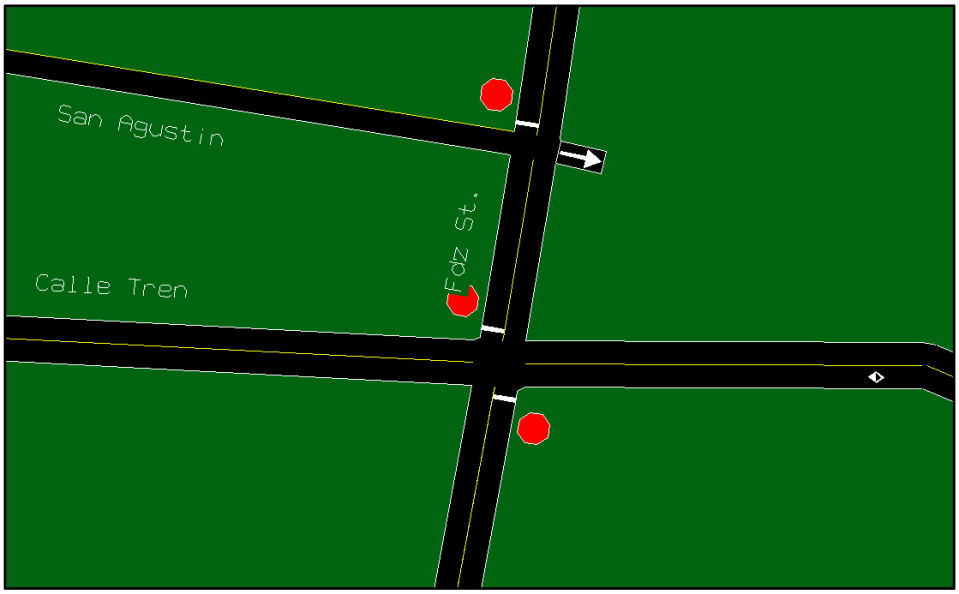

Figure 27 Proposed Geometry for the Intersections of Fernández Street with San Agustín Street and with Calle del Tren

Figure 28 illustrates the proposed geometry for the intersection of Pelayo Street with Ponce de León Avenue where Ponce de León Avenue has two lanes in the eastbound direction and one lane in the westbound direction. Ponce de León Avenue will have an exclusive right-turn lane. The elimination of the existing traffic signal system at Valdés Street with Calle del Tren is shown in Figure 29. A TWSC is proposed for this intersection.

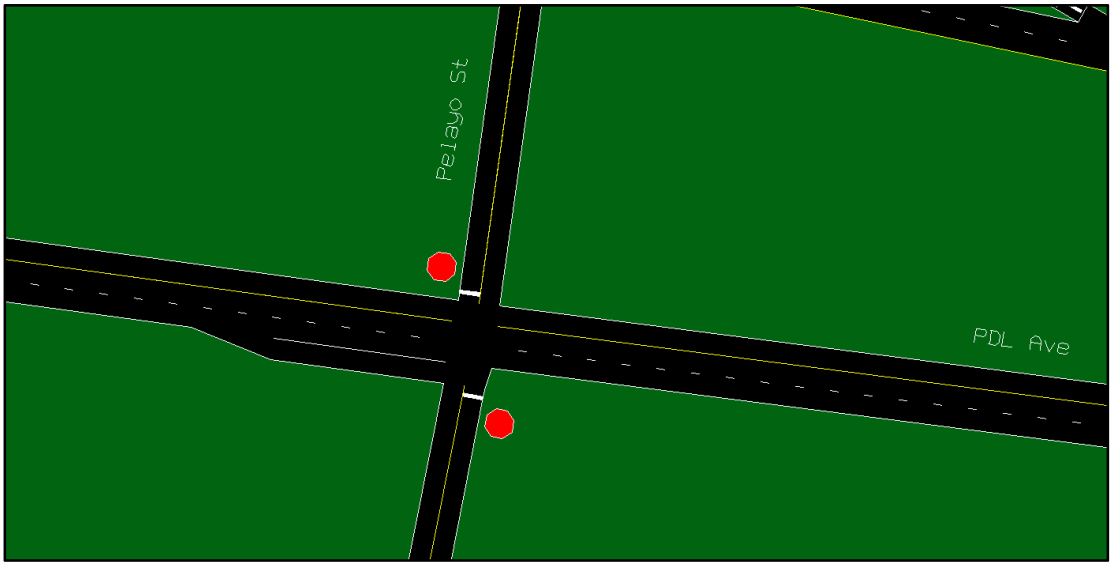

Figure 28 Proposed Geometry for the Intersection of Pelayo Street with Ponce de León Avenue

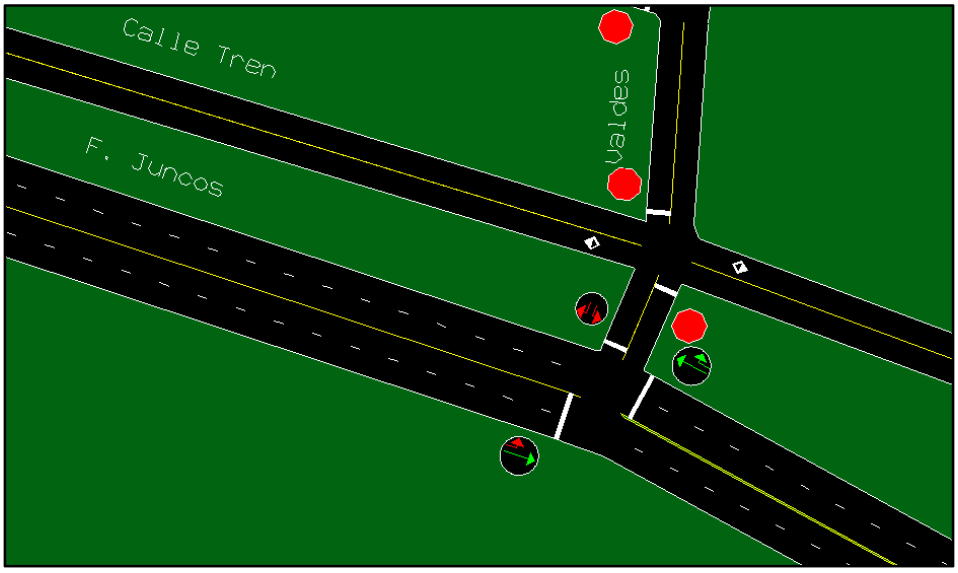

Figure 29 Proposed Geometry for the Intersection of Valdés Street with Fernández Juncos Avenue and Calle del Tren

Figure 30 illustrates a conceptual view of proposed geometry for the intersection of Muñoz Rivera Avenue with Ponce de León Avenue at the southeast corner of Muñoz Rivera Park. As shown, a traffic calming technique consisting of a raised pedestrian/cyclist crossing is proposed. In addition, a traffic signal system (TSS) for pedestrian/cyclist crossing Muñoz Rivera Avenue will be included. The TSS will be an on-demand system. Vehicles continuing into Ponce de León Avenue will not be affected by the TSS.

Figure 30 Proposed Geometry for the Pedestrian/Cyclist Crossing at Southeast End of Muñoz Rivera Park Conceptual Configuration (source: SCF Arquitectos)

3. Control of Intersections

The control of the intersections analyzed will remain as in Phase I. Table 22 illustrates the traffic control for each intersection. Due to the traffic pattern change for Ponce de León Avenue, traffic signal systems at its intersection with San Agustín Street and Reverendo Gerardo Dávila Street were optimized. The traffic signal systems at these two intersections will be improved to address the new lane configurations. Refer to the previous section for the intersection's geometry. Traffic signal systems within the influence area will be improved to include video detection and pedestrian traffic signals with APS as described in PRHTA's special provision 654.

The intersection (intersection 24) between Muñoz Rivera and Ponce de León Avenues at the southeast corner of Muñoz Rivera Park is currently uncontrolled. Muñoz Rivera Avenue has a large curve radius at this location that invites drivers to speed creating a dangerous condition for pedestrians and cyclists crossing at the existing pedestrian crossing about 100 meters further north. For this location, the designer proposes a traffic calming technique consisting of a raised

pedestrian/cyclists crossing. Such traffic calming technique will provide a safer condition for pedestrian/cyclists; however it will create a stop condition for vehicles increasing the control delay at this location.

Table 22 Proposed Traffic Control for the Intersections Analyzed – Project Completion

Intersection Number	Intersection		Traffic Control
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC
2	Ponce de León Ave.	Norzagaray St.	TWSC
3	Marina St.	Juan A. Corretjer St.	TWSC
4	Marina St.	Del Muelle St.	TWSC
5	Fernández Juncos Ave.	Marina St.	TWSC
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC
9	Paseo Covadonga	San Agustín St.	TWSC
10	Ponce de León Ave.	San Andrés St.	TWSC
11	San Agustin St.	San Andrés St.	TWSC
12	Fernández Juncos Ave.	San Andrés St.	TSS
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS
14	San Agustín St.	Matías Ledesma St.	TWSC
15	Ponce de León Ave.	Matías Ledesma St.	TWSC
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC
17	Muñoz Rivera Ave.	San Agustín St.	TSS
18	Ponce de León Ave.	San Agustín St.	TSS
19	Ponce de León Ave.	5th St.	TWSC
20	Fernández Juncos Ave.	5th St.	TWSC
21	Muñoz Rivera Ave.	Rosales St.	TWSC
22	Calle Del Tren	5th St.	TWSC
23	Ponce de León Ave.	Local St.	No Control, will no longer be an intersection
88	Fernández Juncos Ave.	Rvdo. G. Dávila St.	TSS
62	Fernández Juncos Ave.	Valdés St.	TSS
122	Fernández Juncos Ave.	Pelayo St.	TWSC
24	Muñoz Rivera Ave.	Ponce de León Ave.	Traffic Calming

4. Capacity Analysis of Intersections

The summary of results for the influence area's traffic capacity analysis includes control delay per intersection and LOS per intersection during the AM and PM peak hours. In addition, the traffic control of each intersection is included. Tables 23 and 24 present the summary of results for the AM and PM peak hours for year 2015 when the project will be completed. The new intersections created by the extension to Reverendo Gerardo Dávila and Pelayo Streets have been included in these tables. The average speed along the network will be 14.0 mph and 15.2 mph during the morning and afternoon peak hour, respectively.

Table 23 Summary of Results - AM 2015 – Project Completion

Intersection Number	Intersection		Traffic Control	Delay	LOS
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC	5	A
2	Ponce de León Ave.	Norzagaray St.	TWSC	31.1	C
3	Marina St.	Juan A. Corretjer St.	TWSC	4.4	A
4	Marina St.	Del Muelle St.	TWSC	28.5	C
5	Fernández Juncos Ave.	Marina St.	TWSC	0.1	A
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC	15.8	B
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS	40.9	D
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC	9.3	A
9	Paseo Covadonga	San Agustín St.	TWSC	0	A
10	Ponce de León Ave.	San Andrés St.	TWSC	1.1	A
11	San Agustin St.	San Andrés St.	TWSC	13.7	B
12	Fernández Juncos Ave.	San Andrés St.	TSS	7.2	A
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS	11	B
14	San Agustín St.	Matías Ledesma St.	TWSC	13.3	B
15	Ponce de León Ave.	Matías Ledesma St.	TWSC	9.8	A
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC	0.2	A
17	Muñoz Rivera Ave.	San Agustín St.	TSS	1	A
18	Ponce de León Ave.	San Agustín St.	TSS	17.2	B
19	Ponce de León Ave.	5th St.	TWSC	0	A
20	Fernández Juncos Ave.	5th St.	TWSC	0.1	A
21	Muñoz Rivera Ave.	Rosales St.	TWSC	1.2	A
22	Calle Del Tren	5th St.	TWSC	0.3	A
23	Ponce de León Ave.	Local St.	No Control, will no longer be an intersection	0	A
88	Fernández Juncos Ave.	Rvdo. G. Dávila St.	TSS	7.6	A
62	Fernández Juncos Ave.	Valdés St.	TSS	3.6	A
116	Fernández Juncos Ave.	Pelayo St.	TWSC	1.9	A
24	Muñoz Rivera Ave.	Ponce de León Ave.	Traffic Calming	42.6	D

Table 24 Summary of Results - PM 2015 – Project Completion

Intersection Number	Intersection		Traffic Control	Delay	LOS
1	Muñoz Rivera Ave.	Norzagaray St.	TWSC	16.6	B
2	Ponce de León Ave.	Norzagaray St.	TWSC	22.2	C
3	Marina St.	Juan A. Corretjer St.	TWSC	6.1	A
4	Marina St.	Del Muelle St.	TWSC	13.7	B
5	Fernández Juncos Ave.	Marina St.	TWSC	0	A
6	Muñoz Rivera Ave.	Rvdo. G. Dávila St.	TWSC	12.6	B
7	Ponce de León Ave.	Rvdo. G. Dávila St.	TSS	38	D
8	Paseo Covadonga	Rvdo. G. Dávila St.	TWSC	8.3	A
9	Paseo Covadonga	San Agustín St.	TWSC	0	A
10	Ponce de León Ave.	San Andrés St.	TWSC	5.9	A
11	San Agustin St.	San Andrés St.	TWSC	24	C
12	Fernández Juncos Ave.	San Andrés St.	TSS	12.6	B
13	Fernández Juncos Ave.	Matías Ledesma St.	TSS	9.9	A
14	San Agustín St.	Matías Ledesma St.	TWSC	9	A
15	Ponce de León Ave.	Matías Ledesma St.	TWSC	8.5	A
16	Muñoz Rivera Ave.	Matías Ledesma St.	TWSC	0.3	A
17	Muñoz Rivera Ave.	San Agustín St.	TSS	3.7	A
18	Ponce de León Ave.	San Agustín St.	TSS	19.7	B
19	Ponce de León Ave.	5th St.	TWSC	0.6	A
20	Fernández Juncos Ave.	5th St.	TWSC	0	A
21	Muñoz Rivera Ave.	Rosales St.	TWSC	0.5	A
22	Calle Del Tren	5th St.	TWSC	0.7	A
23	Ponce de León Ave.	Local St.	No Control, will no longer be an intersection	0	A
88	Fernández Juncos Ave.	Rvdo. G. Dávila St.	TSS	7	A
62	Fernández Juncos Ave.	Valdés St.	TSS	9.1	A
122	Fernández Juncos Ave.	Pelayo St.	TWSC	0.8	A
24	Muñoz Rivera Ave.	Ponce de León Ave.	Traffic Calming	4.4	A

The analysis of the future condition with the project completion in operation revealed that, during the AM peak hour, the operation of traffic within the influence area will be mostly acceptable with the intersections operating at LOS C or better.

Intersection 7 (Ponce de León Avenue with Reverendo Gerardo Dávila Street) would operate at LOS D with a control delay of 40.9 sec/veh during the morning peak hour, but it is mostly due to the

amount of vehicles making a thru movement at the south- and northbound approaches. Even though Ponce de León Avenue will have a westbound approach at this location, the LOS will remain as in Phase I because of the optimization of the traffic signal system. With the change in traffic of Ponce de León Avenue, it was estimated that about 30% of the traffic entering Puerta de Tierra through Muñoz Rivera Avenue will use Ponce de León Avenue. The increment in delay, of 16.8 sec/veh, from the existing condition (AM peak hour) is in the neighborhood of the threshold values accepted by the PRHTA as indicated in Table VI of "*Guías para la Preparación de Estudios Operacionales de Accesos y de Tránsito para Puerto Rico*" (December 2004).

Intersection 24 (Muñoz Rivera Avenue with Ponce de León Avenue at the southeast corner of Muñoz Rivera Park) will also operate at LOS D with a control delay of 42.6 sec/veh. Currently, vehicles travel at free-flow speeds along this location because of the large curve radius. However, as part of the project and in order to improve the safety for pedestrians/cyclists crossing from Muñoz Rivera Park to Condado, a traffic calming technique consisting of a raised pedestrian/cyclist crosswalk is proposed. This condition will only be for vehicles continuing through Muñoz Rivera Avenue, those entering Ponce de León Avenue will not be affected by the traffic calming technique proposed. The raised pedestrian/cyclists crossing will create a stop condition for vehicles as they approach the crossing. This stop condition decreases the operation condition for these users but it creates a safer operation condition for pedestrians and cyclists. Therefore, the traffic calming technique and its effect in the vehicle traffic is disregarded.

During the PM peak hour, the operation of traffic within the influence area remains acceptable with LOS C or better. Intersection 7 (Ponce de León Avenue with Reverendo Gerardo Dávila Street) would operate at LOS D with a control delay of 38 sec/veh during the afternoon peak hour, but it is mostly due to the additional approach (westbound approach of Ponce de León Avenue). Even though during the afternoon peak hour, most of the traffic is leaving San Juan as opposed to entering it, the additional approach will have an impact in the control delay of the intersection. However, when comparing the control delay at this intersection during the project completion with that of Phase I of the project the increase represents about 9.7 sec/veh (almost no impact) because of the optimization of the traffic signal system. With the change in traffic of Ponce de León Avenue, it was estimated that about 30% of the traffic entering Puerta de Tierra through Muñoz Rivera Avenue will use Ponce de León Avenue. The increment in delay, of 21.6 sec/veh, from the existing condition (PM peak hour) is in the neighborhood of the threshold values accepted by the PRHTA as indicated in Table VI of "*Guías para la Preparación de Estudios Operacionales de Accesos y de Tránsito para Puerto Rico*" (December 2004).

All crossroads along Calle del Tren will be controlled by a two-way stop control (TWSC), except for Reverendo Gerardo Dávila Street which will be controlled by a traffic signal system with video detection. At this intersection, Calle del Tren will have priority in order for the buses to have an acceptable level of service at all times. The operation capacity of Calle del Tren with all crossroads will be at LOS A. Traffic signal systems at all crossroads is not warranted due to the existing and estimated traffic volumes. Reverendo Gerardo Dávila with Calle del Tren will have a control delay of 3.22 sec/veh with LOS A and and control delay of 5.51 sec/veh with LOS A during the AM and PM peak hours, respectively.

VII. RESULTS

A traffic operational analysis was conducted for Paseo Lineal project. The project proposes to build a new pedestrian/cyclist corridor along Muñoz Rivera Avenue from Dos Hermanos Bridge in Condado to Plaza Colón in the Old San Juan. The project will require the use of the exclusive bus lanes along Muñoz Rivera and Ponce de León Avenues in order to accommodate the pedestrian/cyclist corridor within the existing roadway section. The existing exclusive bus lanes along these two avenues will be relocated to Calle del Tren, which is an exclusive bus route further south. Currently, the Metropolitan Bus Authority (AMA for its Spanish acronym) has three exclusive routes in the Puerta de Tierra area: one exiting San Juan through Muñoz Rivera Avenue, one entering San Juan through Ponce de León Avenue, and one entering/exiting San Juan through Calle del Tren. As part of the project, Ponce de León Avenue's traffic pattern will be changed to a two-way roadway instead of a one-way (exiting San Juan) roadway. This will allow the inclusion of exclusive bicycle lanes along both sides of this road. In addition, several crossroads will be extended from Ponce de León Avenue to Fernández Juncos Avenue or from San Agustín Street to Fernández Juncos Avenue. Phase I of the project will only include the relocation of bus routes from Muñoz Rivera and Ponce de León Avenues to Calle del Tren and the extension of several crossroads.

The project also includes extending Fernández Street to connect Ponce de León Avenue with Fernández Juncos Avenue and eliminating the last portion of San Agustín Street (diagonal segment) connecting Ponce de León Avenue near Muñoz Rivera Park. This will allow the creation of Fortín Isabel II's Park at the location of the Old City's wall ruins. The project will also include improving San Agustín Street to have parallel parking on the south side of the street only to improve its operation. Another important aspect of the project, is the inclusion of a proper pedestrian/cyclist crossing from Muñoz Rivera Park to Condado. The designer proposes a raised crossing at the southeast end of Muñoz Rivera Park that will serve several purposes: 1) traffic calming since the large curve radius at this location invites drivers to speed, 2) level crossing for cyclists and pedestrians improving their safety, and 3) aesthetics. This raised crossing is shown in Section VI.2 of this document.

Two new areas will be created by the project: *Plaza Puerta de Santiago* and *Terraza hacia el Mar*. The first will be located in between *Casa Olímpica* and *Casino de Puerto Rico* where a local street is located and will provide visitors the opportunity to learn about the old Puerta de Tierra (*Puerta de Santiago*).

The second will be located at the commonly known "lovers' lane," local road off Muñoz Rivera Avenue north of Pelayo Street. At this second location, a new terrace to enjoy the ocean view and restaurant are being proposed.

The main objective of the study for the project was to determine the impact that these new roadway infrastructure improvements would have on the traffic within the influence area. Therefore, the analysis included collecting manual traffic counts at twenty-three (23) intersections along the influence area.

The study was prepared following the requirements established by the PRHTA in its "*Guías para la Preparación de Estudios Operacionales de Accesos y Tránsito para Puerto Rico*" (PRHTA, 2004). From the traffic count data collected from September 3rd to September 19th, it was determined that the morning peak hour in the study area is from 7:30 to 8:30 AM and the afternoon peak hour is from 3:45 to 4:45 PM. According to the guidelines, three scenarios were analyzed: existing condition in year 2013, opening year and full operation of the Phase I of the project (year 2014), and opening and full operation of the project completion (2015). The three scenarios were modeled using the microsimulation software capabilities of TSIS/CORSIM in order to simulate the traffic along the entire influence area.

After conducting the traffic capacity analyses, several observations were made:

<u>Existing Condition (2013)</u>

⇒ During site visits, information related to the existing geometry, traffic controls, pavement markings, and signing were observed and collected. The input information is presented in Tables 1 and 2 and described in Section I Project Description of this document.

⇒ From the twenty-three intersections analyzed, five are controlled by traffic signals and eighteen are controlled by STOP regulatory signs on at-least one of its approaches. These were considered two-way stop controlled (TWSC) intersections.

⇒ Overall, the influence area operates acceptably with LOS C or better. With the exception of intersection 2, which operates with LOS D during both peak hours.

⇒ The bus routes through Muñoz Rivera and Ponce de León Avenues have very low demands when compared to the bus routes through Calle del Tren.

⇒ The most remarkable issues observed during several site visits were:

- parallel parking along both sides of the most narrow roads (especially the crossroads) and San Agustín Street,
- damaged pavements with different patches,
- potholes,
- lack of pavement markings and signing,
- diagonal parking backing up to Ponce de León Avenue (one of the main roadways within the network),
- uneven manholes (especially along Ponce de León and Muñoz Rivera Avenues),

- very wide curves along Muñoz Rivera Avenue inviting drivers to speed along this road creating unsafe conditions for all users (e.g., drivers, pedestrians, cyclists, and buses),
- pedestrian crossings at dangerous locations (especially at Muñoz Rivera and Ponce de León Avenues),
- pre-timed traffic signals, and
- illegal parking patterns along Ponce de León Avenue

⇒ From the data collected in the field it was observed that some of the existing crossroads such as 5th, Matías Ledesma, and San Andrés Streets are underutilized by drivers. These do not have much traffic traveling southbound. 5th Street does not have much traffic in either direction (north- or southbound). Matías Ledesma and San Andrés Streets have most of its traffic traveling northbound from Fernández Juncos Avenue.

⇒ All crossroads were observed to be narrow roadways with one lane in each direction, most are two-way roadways, and all suffer from illegal parallel parking on both sides of the road. These could be situations that discourage drivers from using the crossroads in Puerta de Tierra as they create an encroachment of the already narrow section.

⇒ Most of the congestion problems in the area are within the Old San Juan, west of Plaza Colón.

<u>Opening Year and Full Operation of Phase I of the Project (2014)</u>

⇒ For this analysis, the relocation of bus routes from Muñoz Rivera and Ponce de León Avenues to Calle del Tren were assumed to be completed. In addition to the extension of Reverendo Gerardo Dávila and Pelayo Streets, and the connection of Tadeo Rivera Street were assumed to be completed.

⇒ From the study it was determined that Pelayo Street will be controlled by a STOP sign at Pelayo Street in its intersection with Fernández Juncos Avenue. Reverendo Gerardo Dávila Street will be controlled by a traffic signal system at its intersection with Calle del Tren Street and Fernández Juncos Avenue. The existing traffic signal system at Calle del Tren Street with Valdés Street will be eliminated as the existing condition of passenger vehicles allowed onto Calle del Tren Street (westbound direction) through Valdés Street from Fernández Juncos Avenue will be eliminated. The new intersection of Reverendo Gerardo Dávila Street with Fernández Juncos Avenue will permit vehicles to access Paseo Covadonga Street easily without entering Calle del Tren Street. Paseo Covadonga Street with Reverendo Gerardo Dávila Street will continue to be controlled by a STOP sign creating a TWSC condition for Reverendo Gerardo Dávila Street.

⇒ This analysis revealed that the network will continue to operate at acceptable LOS C or better during both peak hours of the day. Intersection 7 will operate at LOS D during the AM peak hour and intersection 2 will continue to operate at LOS D during the PM peak hour.

<u>Opening Year and Full Operation of the Project Completion (2015)</u>

⇒ For this analysis, the conversion of Ponce de León Avenue to a two-way roadway was assumed to be completed. During the analysis, it was determined that Ponce de León Avenue would continue

to need two lanes exiting San Juan in order to have an acceptable operation. Only one lane entering San Juan was assumed.

⇒ The analysis also considered the extension of Fernández Street from Ponce de León Avenue to Fernández Juncos Avenue and the elimination of San Agustín's diagonal segment near its intersection with Ponce de León. This will allow the creation of Fortín Isabel II's Park at the location of the Old City's wall ruins.

⇒ The analysis included improving San Agustín Street to have parallel parking on the south side of the street only to improve its operation.

⇒ Another important aspect of the analysis was the inclusion of a proper pedestrian/cyclist crossing from Muñoz Rivera Park to Condado creating a STOP condition for vehicles continuing into Muñoz Rivera Avenue. The designer proposes a raised crossing at the southeast end of Muñoz Rivera Park that will serve several purposes: 1) traffic calming since the large curve radius at this location invites drivers to speed, 2) level crossing for cyclists and pedestrians improving their safety, and 3) aesthetics.

⇒ From the study it was determined that not every crossroad along Ponce de León Avenue could be allowed to make left-turn movements, especially 5th and Ramón Power Streets. These two streets would only be able to make right-turn movements into Ponce de León Avenue in order to maintain acceptable levels of service. In the same manner, Ponce de León Avenue could not be allowed to make left-turn movements into 5th and Ramón Power Streets.

⇒ Reverendo Gerardo Dávila Street will need two SB lanes on its segment between Muñoz Rivera and Ponce de León Avenue in order to mitigate the impact of the project.

⇒ Ponce de León Avenue will need exclusive left- and shared right-turn/thru lanes, in the eastbound direction, at its intersection with Reverendo Gerardo Dávila Street.

⇒ Ponce de León Avenue will need exclusive left- and right-turn lanes, in the westbound direction, at its intersection with Reverendo Gerardo Dávila Street.

⇒ Traffic signal systems for the intersections of crossroads with Calle del Tren are not being recommended because they are not warranted in terms of traffic volumes. Currently five crossroads have traffic signal systems in place, but only one is in operation. The remaining have old, broken or twisted traffic signal heads and/or have missing traffic signal heads. Most crossroads are currently underused by vehicles and even with the improvements recommended, these will not be able to attract the amount of traffic that is needed for a traffic signal system to be warranted. When new land uses (land uses that would generate good amounts of traffic) are proposed for the area, the need for traffic signal systems shall be evaluated. For now, the crossroads could easily be controlled by STOP regulatory signs and Calle del Tren would have the right-of-way all the time.

⇒ Even though Calle del Tren will have more traffic (all bus routes will travel in and out of San Juan through this exclusive corridor) with the proposed project, the operation of this mode of transportation will not be affected by the existing or the proposed expansion/improvements to the crossroads along Calle del Tren. The data from AMA showed that the bus routes through Calle del

Tren have the largest passenger demands when compared to the bus routes through Muñoz Rivera and Ponce de León Avenues. Therefore, confirming the benefit that this system will have by moving all of its routes to Calle del Tren. Safety issues along Calle del Tren have been a concern for AMA through the years, to the point that after 6:00 PM all bus routes are currently moved out of Calle del Tren and into the bus routes along Muñoz Rivera and Ponce de León Avenues. However, as part of the project, improvements to the lighting, grading/drainage, pedestrian accesses, and bus stops along this route are being recommended. Including security system cameras at all four proposed bus stops.

VIII. CONCLUSIONS AND RECOMMENDATIONS

After evaluating the existing network within the influence area and the proposed roadway infrastructure improvements for Paseo Lineal project, the proposed projects are recommended. The network will continue to operate acceptably with LOS C or better during the opening year (2015) with the exception of intersection 7, already discussed in the Results Section of this document. The roadway network within the influence area has many issues that contribute to the congestion during certain hours of the day, especially during rainy weather and special events at the Old San Juan, but with just a handful of intersections controlled by traffic signals, the operation of the network is usually acceptable. Most of the congestion problems in the area are within the Old San Juan, west of Plaza Colón. The narrow, one-way streets within the old city create long queues and long delays for motorists trying to enter the old city.

The proposed project provides an opportunity to maximize the use of Muñoz Rivera's existing roadway section in order to accommodate pedestrians and cyclists. An exclusive two-way bicycle route will be provided along the north edge of Muñoz Rivera Avenue improving the safety of these users. Currently, cyclists have to share the roadway with vehicles traveling at +40 mph. This will encourage new cyclists to use this mode of transportation. Pedestrian accesses will be improved along the north edge of Muñoz Rivera Avenue as well in order to encourage this mode of transportation. The relocation of bus routes from Muñoz Rivera and Ponce de León Avenues to Calle del Tren will provide an improved service to the current users. The new improved stops along Calle del Tren will encourage new users to this mode of transportation. The extension of crossroads from Ponce de León Avenue to Fernández Juncos Avenue will provide a better circulation of traffic along Puerta de Tierra area. The change in traffic pattern of Ponce de León Avenue from a one-way roadway to a two-way roadway will allow bicycle lanes to be included along this avenue in both directions. New recreational areas will be created by the project that will attract pedestrians/bicyclists encouraging these modes of transportation.

The following recommendations are made:

⇒ Implement a new traffic signal system at the intersection of Reverendo Gerardo Dávila Street with Calle del Tren and Reverendo Gerardo Dávila Street with Fernández Juncos Avenue.

- ⇒ Eliminate the traffic signal system at Valdés Street with Calle del Tren and replace the control to be a TWSC as vehicles will be able to access Paseo Covadonga Street through the new Reverendo Gerardo Dávila Street as opposed to through Calle del Tren at the aforementioned intersection.
- ⇒ Update the existing traffic signal system at Valdés, San Andrés, and Matías Ledesma with Fernández Juncos Avenue.
- ⇒ Synchronize the new traffic signal system at Reverendo Gerardo Dávila Street with Fernández Juncos Avenue with the updated traffic signal system at Valdés Street with Fernández Juncos Avenue as these intersections will be close in location (approximately 140 meters).
- ⇒ Optimize the programming of existing traffic signal system at Ponce de León Avenue with Reverendo Gerardo Dávila Street.
- ⇒ Eliminate the existing traffic signal systems, that are not in operation, at Calle del Tren intersection with 5th, Ramón Power, Matías Ledesma, and Pelayo Streets and replace with TWSC on the crossroads.
- ⇒ Change and update the pedestrian traffic signal at Muñoz Rivera Park (across Ponce de León Avenue) to near the intersection with 5th Street (closer to where the bus stops are located along Calle del Tren).
- ⇒ Update the traffic signal system at Muñoz Rivera Avenue with San Agustín Street (entrance to Fifth Millennium Park) and Ponce de León Avenue with San Agustín Street to PRHTA's most recent special provisions.

IX. CERTIFICATION OF WORK

I certify that the information presented herein is true, accurate, and complete and that it was obtained and analyzed using the criteria of the best practice used and accepted by traffic engineering in the Puerto Rico Highway and Transportation Authority.

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APPENDIX

1. Appendix A – Raw Traffic Count Data (every 15 minutes) for a 12-Hour Period Tabulated in a Spreadsheet

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000001-1157 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 1 - Muñoz Rivera & Norzagaray St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	15	0	0	37	10	42	0	0	0	0	0	0	0	0	0
06:15 AM	2	16	0	0	38	20	71	0	0	0	0	0	0	0	0	0
06:30 AM	2	21	0	0	56	24	77	0	0	0	0	0	0	0	0	0
06:45 AM	1	41	0	0	64	17	96	0	0	0	0	0	0	0	0	0
07:00 AM	2	54	0	0	68	30	92	1	0	0	0	0	0	0	0	0
07:15 AM	1	46	0	0	52	22	79	0	2	0	0	0	0	0	0	0
07:30 AM	9	71	0	0	87	47	85	1	0	0	0	0	0	0	0	0
07:45 AM	0	55	0	0	114	45	94	1	0	0	0	0	0	0	0	0
08:00 AM	4	54	0	0	106	45	79	1	0	1	0	0	0	0	0	0
08:15 AM	1	34	0	0	71	39	80	0	0	0	0	0	0	0	0	0
08:30 AM	5	36	0	0	84	61	119	0	0	0	0	0	0	0	0	0
08:45 AM	5	55	0	0	86	46	82	0	0	0	0	0	0	0	0	0
09:00 AM	2	42	0	0	83	43	82	1	0	0	0	0	0	0	0	0
09:15 AM	2	45	0	0	72	61	88	1	0	0	0	0	0	0	0	0
09:30 AM	0	51	0	0	76	56	91	1	0	0	0	0	0	0	0	0
09:45 AM	4	35	0	0	61	57	77	1	0	0	0	0	0	0	0	0
10:00 AM	2	42	0	0	51	43	63	0	0	0	0	0	0	0	0	0
10:15 AM	2	32	0	0	76	66	55	6	0	0	0	0	0	0	0	0
10:30 AM	4	47	0	0	73	49	84	0	0	0	0	0	0	0	0	0
10:45 AM	8	32	1	0	66	57	93	1	0	0	0	0	0	0	0	0
11:00 AM	7	30	0	0	59	55	90	2	0	0	0	0	0	0	0	0
11:15 AM	6	35	0	0	63	50	88	0	0	0	0	0	0	0	0	0
11:30 AM	5	33	0	0	66	48	70	2	0	0	0	0	0	0	0	0
11:45 AM	3	41	0	0	70	47	61	0	0	0	0	0	0	0	0	0
12:00 PM	5	35	0	0	50	40	60	1	0	0	0	0	0	0	0	0
12:15 PM	4	40	0	0	45	35	59	1	0	0	0	0	0	0	0	0
12:30 PM	3	42	0	0	52	30	66	1	0	0	0	0	0	0	0	0
12:45 PM	3	50	0	0	51	33	63	0	0	0	0	0	0	0	0	0
01:00 PM	5	53	0	0	70	45	67	4	0	0	0	0	0	0	0	0
01:15 PM	6	55	0	0	66	61	91	1	0	0	0	0	0	0	0	0
01:30 PM	4	67	0	0	72	47	73	1	0	0	0	0	0	0	0	0
01:45 PM	2	67	0	0	63	75	66	0	0	0	0	0	0	0	0	0
02:00 PM	5	90	0	0	75	39	65	1	0	0	0	0	0	0	0	0
02:15 PM	4	73	0	0	76	49	57	0	0	0	0	0	0	0	0	0
02:30 PM	3	83	0	0	69	46	51	0	0	0	0	0	0	0	0	0
02:45 PM	7	71	0	0	73	40	51	0	0	0	0	0	0	0	0	0
03:00 PM	4	93	5	0	59	62	67	0	0	0	0	0	0	0	0	0
03:15 PM	4	71	0	0	70	52	54	0	0	0	0	0	0	0	0	0
03:30 PM	5	88	0	0	62	60	61	0	0	0	0	0	0	0	0	0
03:45 PM	4	62	1	0	63	64	72	0	0	0	0	0	0	0	0	0
04:00 PM	3	87	0	0	51	52	63	0	0	0	0	0	0	0	0	0
04:15 PM	5	71	1	0	66	58	72	1	0	1	0	0	0	0	0	0
04:30 PM	4	66	7	0	54	48	94	0	0	0	0	0	0	0	0	0
04:45 PM	4	72	0	0	63	57	83	0	0	0	0	0	0	0	0	0
05:00 PM	6	81	0	0	72	54	51	0	0	0	0	0	0	0	0	0
05:15 PM	7	77	0	0	80	40	41	0	0	0	0	0	0	0	0	0
05:30 PM	7	89	0	0	81	43	49	0	0	0	0	0	0	0	0	0
05:45 PM	5	73	0	0	74	37	63	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000001-1157 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 1 - Muñoz Rivera & Norzagaray St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	4	3	3	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000001-1157 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 1 - Muñoz Rivera & Norzagaray St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	2	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:15 AM	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	2	0	0	1	1	0	0	1	0	0	0	0	0	0
07:00 AM	2	1	1	0	2	1	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	5	0	0
09:00 AM	6	0	2	0	0	1	0	0	1	0	0	0	0	4	1	0
09:15 AM	1	0	0	0	0	1	0	0	2	1	0	0	0	8	0	0
09:30 AM	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	1	0	0	7	0	0	0	0	0	0	0	2	7	0
10:00 AM	2	0	1	0	2	0	0	0	0	0	0	0	0	7	1	0
10:15 AM	1	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0
10:30 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
10:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
01:15 PM	0	3	2	0	0	3	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0
02:00 PM	0	1	3	0	0	2	0	0	0	0	0	0	0	2	0	0
02:15 PM	2	0	4	0	0	1	0	0	0	0	0	0	0	2	0	0
02:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
02:45 PM	4	2	1	0	2	3	0	0	3	2	0	0	0	1	0	0
03:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:45 PM	0	4	0	0	2	4	0	0	0	0	0	0	0	0	0	0
04:00 PM	9	6	0	0	2	8	2	0	2	2	0	0	0	0	0	0
04:15 PM	3	3	2	0	6	2	2	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	5	0	0	2	0	0	0	2	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	7	0	0	0	0	0	0	0	3	0	0
05:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	9	0	0
05:15 PM	0	0	2	0	1	3	0	0	0	1	0	0	0	2	0	0
05:30 PM	0	0	1	0	3	2	1	0	2	0	0	0	0	5	0	0
05:45 PM	2	0	0	0	3	10	2	0	0	0	0	0	0	4	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000002-1390 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 2 - Ponce de Leon & Norzagaray St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	37	24	0	0	0	0	0	0	0	0	0	1	4	0	0
06:15 AM	0	63	29	0	0	0	0	0	0	0	0	0	6	8	0	0
06:30 AM	1	66	45	0	0	0	0	0	0	0	0	0	1	6	0	0
06:45 AM	0	64	76	0	0	0	0	0	0	0	0	0	3	15	0	0
07:00 AM	0	56	89	0	0	0	0	0	0	0	0	0	2	12	0	0
07:15 AM	0	36	99	0	0	0	0	0	0	0	0	0	2	9	0	0
07:30 AM	0	53	103	0	0	0	0	0	0	0	0	0	2	7	0	0
07:45 AM	0	75	84	0	0	0	0	0	0	0	0	0	3	8	0	0
08:00 AM	0	72	67	0	0	0	0	0	0	0	0	0	3	15	0	0
08:15 AM	0	67	64	0	0	0	0	0	0	0	0	0	2	11	0	0
08:30 AM	0	101	65	0	0	0	0	0	0	0	0	0	3	17	0	0
08:45 AM	0	70	62	0	0	0	0	0	0	0	0	0	1	20	0	0
09:00 AM	0	74	51	0	0	0	0	0	0	0	0	0	3	12	0	0
09:15 AM	0	73	45	0	0	0	0	0	0	0	0	0	2	15	0	0
09:30 AM	0	72	64	0	0	0	0	0	0	0	0	0	4	18	0	0
09:45 AM	0	62	57	0	0	0	0	0	0	0	0	0	7	24	0	0
10:00 AM	0	51	57	0	0	0	0	0	0	0	0	0	3	21	0	0
10:15 AM	0	49	44	0	0	0	0	0	0	0	0	0	7	18	0	0
10:30 AM	0	71	55	0	0	0	0	0	0	0	0	0	14	18	0	0
10:45 AM	0	66	52	0	0	0	0	0	0	0	0	0	8	14	0	0
11:00 AM	0	60	53	0	0	0	0	0	0	0	0	0	4	22	0	0
11:15 AM	0	61	48	0	0	0	0	0	0	0	0	0	8	21	0	0
11:30 AM	0	55	42	0	0	0	0	0	0	0	0	0	7	28	0	0
11:45 AM	0	51	49	0	0	0	0	0	0	0	0	0	6	30	0	0
12:00 PM	0	53	61	0	0	0	0	0	0	0	0	0	5	25	0	0
12:15 PM	0	49	55	0	0	0	0	0	0	0	0	0	3	22	0	0
12:30 PM	0	38	52	0	0	0	0	0	0	0	0	0	4	34	0	0
12:45 PM	0	52	60	0	0	0	0	0	0	0	0	0	2	33	0	0
01:00 PM	1	52	66	0	0	0	0	0	0	0	0	0	4	29	0	0
01:15 PM	0	62	93	0	0	0	0	0	0	0	0	0	8	34	0	0
01:30 PM	0	56	94	0	0	0	0	0	0	0	0	0	6	29	0	0
01:45 PM	0	44	92	0	0	0	0	0	0	0	0	0	7	25	0	0
02:00 PM	0	44	95	0	0	0	0	0	0	0	0	0	9	28	1	0
02:15 PM	0	43	83	0	0	0	0	0	0	0	0	0	2	29	1	0
02:30 PM	0	43	95	0	0	0	0	0	0	0	0	0	8	32	0	0
02:45 PM	0	34	83	0	0	0	0	0	0	0	0	0	5	28	0	0
03:00 PM	0	47	101	0	0	0	0	0	0	0	0	0	5	12	0	0
03:15 PM	0	31	87	0	0	0	0	0	0	0	0	0	6	22	0	0
03:30 PM	0	41	107	0	0	0	0	0	0	0	0	0	7	35	0	0
03:45 PM	0	45	78	0	0	0	0	0	0	0	0	0	10	31	0	0
04:00 PM	0	41	112	0	0	0	0	0	0	0	0	0	8	24	0	0
04:15 PM	0	47	94	0	0	0	0	0	0	0	0	0	8	38	0	0
04:30 PM	0	47	123	0	0	0	0	0	0	0	0	0	5	21	0	0
04:45 PM	0	48	96	0	0	0	0	0	0	0	0	0	6	40	0	0
05:00 PM	0	40	85	0	0	0	0	0	0	0	0	0	10	34	0	0
05:15 PM	0	31	83	0	0	0	0	0	0	0	0	0	10	26	0	0
05:30 PM	0	26	81	0	0	0	0	0	0	0	0	0	8	20	0	0
05:45 PM	0	31	71	0	0	0	0	0	0	0	0	0	5	29	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000002-1390 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 2 - Ponce de Leon & Norzagaray St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000002-1390 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 2 - Ponce de Leon & Norzagaray St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0
06:15 AM	1	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0
06:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0
07:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0
07:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	5	3	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
09:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	2	5	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
09:30 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:45 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	2	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0
10:15 AM	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	2	2	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2	0
12:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0
12:15 PM	1	2	3	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	2	2	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
01:00 PM	1	1	5	0	0	0	0	0	0	0	0	0	2	3	0	0
01:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	2	0	2	0
01:30 PM	2	3	2	0	0	0	0	0	0	0	0	0	2	2	0	0
01:45 PM	3	3	3	0	0	0	0	0	0	0	0	0	0	6	3	0
02:00 PM	2	2	3	0	0	0	0	0	0	0	0	0	0	4	4	0
02:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0
02:30 PM	3	5	0	0	0	0	0	0	0	0	0	0	0	0	7	0
02:45 PM	1	3	2	0	0	0	0	0	0	0	0	0	0	1	6	0
03:00 PM	6	8	1	0	0	0	0	0	0	0	0	0	0	5	4	0
03:15 PM	7	5	1	0	0	0	0	0	0	0	0	0	1	3	10	0
03:30 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	1	0	0
03:45 PM	1	2	2	0	0	0	0	0	0	0	0	0	1	0	1	0
04:00 PM	1	3	1	0	0	0	0	0	0	0	0	0	2	1	3	0
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	5	0
04:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	2	0	5	0
05:00 PM	6	6	0	0	0	0	0	0	0	0	0	0	1	1	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	21	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0
05:45 PM	4	8	1	0	0	0	0	0	0	0	0	0	0	3	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000003-1391 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 3 - Marina St & Juan A Corretjer St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound			Northbound			Eastbound		
Start Time	Right	Thru	Left	Left AMA	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
06:00 AM	5	0	7	0	14	23	0	0	0	0	0	19	3
06:15 AM	3	0	10	1	16	32	0	0	0	0	0	22	1
06:30 AM	2	0	12	5	23	44	0	0	0	0	0	23	5
06:45 AM	2	0	7	5	29	36	0	0	0	0	0	25	7
07:00 AM	0	0	2	5	32	38	0	0	0	0	0	28	6
07:15 AM	0	0	4	3	33	42	0	0	0	0	0	33	10
07:30 AM	1	0	7	8	33	65	0	0	0	0	0	43	10
07:45 AM	5	0	11	6	38	65	0	0	0	0	0	47	7
08:00 AM	5	0	13	3	44	53	0	0	0	0	0	61	7
08:15 AM	4	0	18	7	45	77	1	0	0	0	0	48	16
08:30 AM	8	0	13	6	51	76	0	0	0	0	0	65	21
08:45 AM	4	0	11	5	53	70	0	0	0	0	0	68	10
09:00 AM	13	0	9	7	52	59	0	0	0	0	0	52	11
09:15 AM	1	0	15	3	61	60	0	0	0	0	0	72	18
09:30 AM	7	0	11	4	82	65	0	0	0	0	0	65	11
09:45 AM	7	0	18	6	69	66	0	0	0	0	0	92	18
10:00 AM	6	0	16	7	60	70	0	0	0	0	0	74	12
10:15 AM	9	0	19	4	82	60	0	0	0	0	0	98	14
10:30 AM	10	0	20	6	61	52	0	0	0	0	0	97	22
10:45 AM	3	0	24	6	54	68	0	0	0	0	0	109	19
11:00 AM	1	0	20	4	50	61	0	0	0	0	0	100	17
11:15 AM	2	0	14	3	51	60	0	0	0	0	0	99	15
11:30 AM	1	0	15	3	49	51	0	0	0	0	0	102	14
11:45 AM	3	0	11	4	45	50	0	0	0	0	0	106	12
12:00 PM	2	0	18	5	42	42	0	0	0	0	0	92	10
12:15 PM	4	0	12	3	39	38	0	0	0	0	0	90	9
12:30 PM	2	0	10	2	41	35	0	0	0	0	0	101	12
12:45 PM	1	0	9	3	42	33	0	0	0	0	0	88	15
01:00 PM	6	0	18	5	46	40	0	0	0	0	0	108	18
01:15 PM	4	0	16	4	54	60	0	0	0	0	0	126	21
01:30 PM	7	0	36	7	46	38	0	0	0	0	0	109	17
01:45 PM	2	1	15	3	53	49	0	0	0	0	0	115	10
02:00 PM	4	0	29	5	36	50	0	0	0	0	0	131	15
02:15 PM	5	0	24	7	52	39	0	0	0	0	0	142	16
02:30 PM	3	0	19	3	48	48	0	0	0	0	0	130	18
02:45 PM	4	0	24	4	39	37	0	0	0	0	0	139	11
03:00 PM	5	0	17	4	18	39	0	0	0	0	0	138	12
03:15 PM	3	0	27	5	29	46	1	0	0	0	0	136	13
03:30 PM	3	0	18	2	26	38	0	0	0	0	0	147	13
03:45 PM	4	0	19	6	26	29	0	0	0	0	0	135	12
04:00 PM	9	0	28	9	23	63	0	0	0	0	0	181	8
04:15 PM	9	0	30	2	28	53	0	0	0	0	0	161	7
04:30 PM	4	0	25	5	28	45	0	0	0	0	0	144	15
04:45 PM	8	0	29	4	24	31	0	0	0	0	0	166	11
05:00 PM	10	0	22	3	21	37	0	0	0	0	0	118	9
05:15 PM	3	0	32	6	9	29	0	0	0	0	0	156	9
05:30 PM	3	0	7	5	5	28	0	0	0	0	0	127	7
05:45 PM	6	0	17	7	14	31	0	0	0	0	0	114	5

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000003-1391 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 3 - Marina St & Juan A Corretjer St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000003-1391 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 3 - Marina St & Juan A Corretjer St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	13	0
06:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	5	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6	0
06:45 AM	1	0	0	0	3	1	0	0	0	0	0	0	0	8	19	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	5	16	0
07:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	8	2	0
07:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	7	9	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
08:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	8	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	7	9	0
09:00 AM	4	0	0	0	0	3	0	0	0	0	0	0	0	4	9	0
09:15 AM	1	0	1	0	1	6	0	0	0	0	0	0	0	6	6	0
09:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	6	4	0
09:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	8	13	0
10:00 AM	10	0	0	0	0	3	0	0	0	0	0	0	0	10	7	0
10:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	32	13	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	318	130	0
10:45 AM	2	0	0	0	2	9	0	0	0	0	0	0	0	466	96	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	401	90	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	402	92	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	340	80	0
11:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	190	50	0
12:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	55	51	0
12:15 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	50	19	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	49	22	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	40	30	0
01:00 PM	9	0	5	0	3	5	0	0	0	0	0	0	0	24	27	0
01:15 PM	0	0	7	0	4	7	0	0	0	0	0	0	0	49	48	0
01:30 PM	1	0	2	0	4	2	0	0	0	0	0	0	0	14	30	0
01:45 PM	7	0	2	0	0	5	0	0	0	0	0	0	0	13	31	0
02:00 PM	4	0	4	0	2	8	0	0	0	0	0	0	0	19	41	0
02:15 PM	0	0	9	0	4	6	0	0	0	0	0	0	0	35	38	0
02:30 PM	0	0	5	0	2	8	0	0	0	0	0	0	0	29	43	0
02:45 PM	0	0	0	0	1	8	0	0	0	0	0	0	0	30	49	0
03:00 PM	0	0	0	0	3	1	0	0	0	0	0	0	0	24	51	0
03:15 PM	3	0	0	0	1	19	0	0	0	0	0	0	0	13	14	0
03:30 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	6	27	0
03:45 PM	4	0	0	0	0	17	0	0	0	0	0	0	0	29	35	0
04:00 PM	4	0	0	0	0	18	0	0	0	0	0	0	0	23	24	0
04:15 PM	3	0	0	0	0	23	0	0	0	0	0	0	0	14	15	0
04:30 PM	8	0	0	0	0	16	0	0	0	0	0	0	0	11	22	0
04:45 PM	1	0	0	0	0	12	0	0	0	0	0	0	0	20	18	0
05:00 PM	2	0	0	0	0	29	0	0	0	0	0	0	0	7	11	0
05:15 PM	4	0	0	0	0	11	0	0	0	0	0	0	0	12	18	0
05:30 PM	5	0	0	0	0	3	0	0	0	0	0	0	0	23	14	0
05:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000004-1160 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 4 - Marina St & Del Muelle St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	44	0	4	0	0	0	0	0	0	0	1	0	0	24	0	0
06:15 AM	59	0	9	0	0	0	0	0	0	0	0	0	0	26	0	0
06:30 AM	92	0	14	0	0	0	0	0	0	0	0	0	0	35	0	0
06:45 AM	94	0	15	0	0	0	0	0	0	0	0	0	0	28	0	0
07:00 AM	94	0	18	0	0	0	0	0	0	0	0	0	0	26	0	0
07:15 AM	110	0	39	0	0	0	0	0	0	0	0	0	0	35	0	0
07:30 AM	133	0	32	0	0	0	0	0	0	0	0	0	0	53	0	0
07:45 AM	171	0	18	0	0	1	0	0	0	0	0	0	0	55	0	0
08:00 AM	120	0	16	0	0	0	0	0	0	0	0	0	0	65	0	0
08:15 AM	139	4	40	0	0	0	0	0	0	0	0	0	0	55	0	0
08:30 AM	147	0	29	0	0	0	0	0	0	0	0	0	0	74	0	0
08:45 AM	134	0	45	0	0	0	0	0	0	0	0	0	0	74	0	0
09:00 AM	117	0	28	0	0	0	0	0	0	0	0	0	0	72	1	0
09:15 AM	149	0	17	0	0	0	0	0	0	0	0	0	0	76	0	0
09:30 AM	165	0	21	0	0	0	0	0	0	0	0	0	0	88	0	0
09:45 AM	152	1	15	0	0	0	0	0	0	0	0	0	0	94	0	0
10:00 AM	143	0	14	0	0	1	0	0	0	0	0	0	0	89	0	0
10:15 AM	172	0	21	0	0	0	0	0	0	0	0	0	0	101	0	0
10:30 AM	134	0	20	0	0	0	0	0	0	0	0	0	0	101	0	0
10:45 AM	142	0	18	0	0	0	0	0	0	0	0	0	0	127	0	0
11:00 AM	133	0	11	0	0	0	0	0	0	0	0	0	0	120	0	0
11:15 AM	130	0	25	0	0	0	0	0	0	0	0	0	0	125	0	0
11:30 AM	125	0	9	0	0	0	0	0	0	0	0	0	0	114	0	0
11:45 AM	120	0	11	0	0	0	0	0	0	0	0	0	0	111	0	0
12:00 PM	129	0	14	0	0	0	0	0	0	0	0	0	0	130	0	0
12:15 PM	131	0	10	0	0	0	0	0	0	0	0	0	0	121	0	0
12:30 PM	105	0	8	0	0	0	0	0	0	0	0	0	0	106	0	0
12:45 PM	101	0	26	0	0	0	0	0	0	0	0	0	0	133	0	0
01:00 PM	111	1	32	0	0	0	0	0	0	0	0	0	0	128	0	0
01:15 PM	130	0	8	0	0	0	0	0	0	0	0	0	0	151	0	0
01:30 PM	106	0	15	0	0	0	0	0	0	0	0	0	0	155	0	0
01:45 PM	105	0	10	0	6	0	0	0	0	0	0	0	0	143	0	0
02:00 PM	117	6	13	0	1	0	0	0	0	0	0	0	0	176	0	0
02:15 PM	108	0	11	0	0	0	0	0	0	0	0	0	0	193	0	0
02:30 PM	105	0	21	0	0	0	0	0	0	0	0	0	0	170	0	0
02:45 PM	90	0	19	0	0	0	0	0	0	0	0	0	0	180	0	0
03:00 PM	78	4	40	0	1	0	0	0	0	0	0	0	0	194	0	0
03:15 PM	99	0	46	0	0	0	0	0	0	0	0	0	0	186	0	0
03:30 PM	81	0	84	0	0	0	0	0	0	0	0	0	0	185	0	0
03:45 PM	83	0	53	0	0	0	0	0	0	0	0	0	0	166	0	0
04:00 PM	93	0	75	0	0	0	0	0	0	0	0	0	0	197	0	0
04:15 PM	80	0	50	0	0	0	0	0	0	0	0	0	0	198	0	0
04:30 PM	86	0	151	0	0	0	0	0	0	0	0	0	0	231	0	0
04:45 PM	70	0	120	0	0	0	0	0	0	0	0	0	0	195	0	0
05:00 PM	87	0	31	0	0	0	0	0	0	0	0	0	0	167	0	0
05:15 PM	52	0	6	0	0	0	0	0	0	0	0	0	0	186	0	0
05:30 PM	50	0	12	0	0	0	0	0	0	0	0	0	0	171	0	0
05:45 PM	71	0	15	0	0	0	0	0	0	0	0	0	0	134	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000004-1160 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 4 - Marina St & Del Muelle St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
09:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000004-1160 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 4 - Marina St & Del Muelle St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	5	0	0
06:45 AM	0	0	0	0	2	7	0	0	0	0	0	0	0	5	0	0
07:00 AM	0	1	1	0	0	4	0	0	0	3	0	0	0	1	0	0
07:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	3	1	0
07:30 AM	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	5	0	0	0	2	0	0	0	4	2	0
08:00 AM	0	1	0	0	1	2	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
09:30 AM	1	2	1	0	0	2	0	0	0	1	0	0	0	0	0	0
09:45 AM	1	0	1	0	0	2	0	0	0	1	0	0	0	2	0	0
10:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
10:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	1	0
11:45 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	3	1	0
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
01:00 PM	0	4	0	0	1	6	0	0	0	0	0	0	0	1	1	0
01:15 PM	0	0	0	0	11	0	0	0	0	0	0	0	0	3	0	0
01:30 PM	3	0	3	0	1	4	0	0	0	1	0	0	0	2	0	0
01:45 PM	1	0	0	0	4	1	0	0	0	1	0	0	0	0	1	0
02:00 PM	0	0	2	0	7	2	0	0	0	0	0	0	0	1	0	0
02:15 PM	0	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	4	0	0	2	1	0	0	0	0	0	0	0	2	0	0
02:45 PM	0	0	3	0	0	1	0	0	0	0	0	0	0	2	0	0
03:00 PM	0	0	0	0	5	2	0	0	0	1	0	0	0	5	0	0
03:15 PM	1	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	9	0	0	0	0	0	0	0	4	0	0
03:45 PM	3	1	1	0	0	7	0	0	0	3	0	0	0	8	0	0
04:00 PM	0	1	1	0	1	4	0	0	0	0	0	0	0	5	0	0
04:15 PM	1	2	0	0	1	5	0	0	0	0	0	0	0	1	0	0
04:30 PM	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	2	8	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	1	3	0	5	6	0	0	0	0	0	0	0	1	0	0
05:15 PM	1	2	0	0	1	1	0	0	0	1	0	0	0	4	1	0
05:30 PM	0	0	0	0	4	5	0	0	0	0	0	0	0	8	2	0
05:45 PM	1	2	1	0	1	3	0	0	0	0	0	0	0	5	1	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000005-1388 +1158 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 5 - Fernandez Juncos & Marina St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru AMA	Thru	Left	Right	Right AMA	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	9	1	62	0	26	2	0	0	0	0	0	0
06:15 AM	2	0	1	0	12	4	97	0	35	3	0	0	0	0	0	0
06:30 AM	1	0	1	0	8	3	151	0	42	3	0	0	0	0	0	0
06:45 AM	1	0	1	0	25	2	167	0	38	3	1	0	0	0	0	0
07:00 AM	3	0	0	0	34	1	164	0	39	2	1	0	0	0	0	0
07:15 AM	2	0	4	0	39	4	148	0	75	2	0	0	0	0	0	0
07:30 AM	1	0	3	0	45	2	221	0	80	4	1	0	0	0	0	0
07:45 AM	1	0	1	0	41	3	225	0	69	5	0	0	0	0	0	0
08:00 AM	2	0	2	0	85	1	150	0	87	2	1	0	0	0	0	0
08:15 AM	1	0	0	0	76	4	176	0	95	2	1	0	0	0	0	0
08:30 AM	0	0	2	0	71	3	167	0	95	4	1	0	0	0	0	0
08:45 AM	2	0	0	0	50	2	153	0	106	2	4	0	0	0	0	0
09:00 AM	2	0	3	0	44	2	151	0	90	4	1	1	0	0	0	0
09:15 AM	3	0	7	0	38	2	145	0	86	1	4	0	0	0	0	0
09:30 AM	4	0	4	0	38	2	178	0	92	3	3	0	0	0	0	0
09:45 AM	5	0	6	0	44	2	160	0	102	3	7	0	0	0	0	0
10:00 AM	6	0	4	0	24	4	135	0	94	4	2	0	0	0	0	0
10:15 AM	3	0	6	0	28	2	173	0	111	2	3	0	0	0	0	0
10:30 AM	4	0	12	0	37	2	156	0	116	4	3	0	0	0	0	0
10:45 AM	8	0	9	0	26	1	142	0	138	1	6	0	0	0	0	0
11:00 AM	2	0	7	0	15	1	125	0	131	1	0	0	0	0	0	0
11:15 AM	2	0	6	0	19	1	111	0	120	2	1	0	0	0	0	0
11:30 AM	1	0	4	0	20	2	126	0	114	1	2	0	0	0	0	0
11:45 AM	3	0	6	0	27	3	130	0	120	3	5	0	0	0	0	0
12:00 PM	0	0	2	0	20	2	111	0	122	1	3	0	0	0	0	0
12:15 PM	2	0	6	0	11	1	105	0	104	1	4	0	0	0	0	0
12:30 PM	3	0	7	0	9	3	124	0	100	3	3	0	0	0	0	0
12:45 PM	8	0	3	0	18	2	130	0	128	2	3	0	0	0	0	0
01:00 PM	6	0	5	0	21	1	120	0	126	3	4	0	0	0	0	0
01:15 PM	3	0	4	0	21	4	134	0	150	2	4	0	0	0	0	0
01:30 PM	2	0	4	0	22	2	121	0	154	4	1	0	0	0	0	0
01:45 PM	3	0	6	0	30	2	105	0	154	2	2	0	0	0	0	0
02:00 PM	2	0	9	0	19	3	109	0	155	3	1	0	0	0	0	0
02:15 PM	3	0	3	0	26	2	115	0	187	2	2	0	0	0	0	0
02:30 PM	2	0	19	0	11	3	120	0	166	2	3	0	0	0	0	0
02:45 PM	3	0	7	0	20	0	96	0	167	4	2	0	0	0	0	0
03:00 PM	5	0	5	0	17	2	72	0	211	1	6	0	0	0	0	0
03:15 PM	3	0	4	0	21	3	122	0	197	4	5	1	0	0	0	0
03:30 PM	4	0	7	0	16	1	83	0	259	2	2	0	0	0	0	0
03:45 PM	2	0	5	0	14	2	98	0	203	2	5	0	0	0	0	0
04:00 PM	2	0	19	0	22	3	98	0	257	4	5	0	0	0	0	0
04:15 PM	4	0	17	0	17	1	105	0	231	1	1	1	0	0	0	0
04:30 PM	0	0	38	0	11	1	91	0	301	3	1	0	0	0	0	0
04:45 PM	8	0	18	0	2	3	82	0	259	2	3	0	0	0	0	0
05:00 PM	1	0	38	0	9	4	86	0	188	2	5	0	0	0	0	0
05:15 PM	5	0	37	0	10	2	55	0	162	3	1	0	0	0	0	0
05:30 PM	4	0	9	0	12	1	58	0	163	2	1	0	0	0	0	0
05:45 PM	4	0	7	0	3	2	71	0	132	3	8	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000005-1388 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 5 - Fernandez Juncos & Marina St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000005-1388 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 5 - Fernandez Juncos & Marina St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	4	2	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	1	0	2	0	3	0	2	0	1	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0
08:00 AM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0
10:45 AM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
11:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	9	6	0	0	1	0	0	0	0	2	0	0	2	0	0	0
01:15 PM	0	1	0	0	1	1	0	0	0	6	0	0	0	0	0	0
01:30 PM	0	4	1	0	1	3	0	0	0	2	1	0	0	0	0	0
01:45 PM	1	4	0	0	1	2	1	0	0	4	0	0	0	0	0	0
02:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0
03:00 PM	6	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	2	0	1	1	2	0	0	0	0	0
04:15 PM	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	1	0	2	3	0	0	0	0	0	0
05:45 PM	1	2	2	0	2	0	1	0	2	1	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000006-1388 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 6 - Muñoz Rivera & Reverendo Gerardo Davila St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	1	0	120	20	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	154	29	0	3	0	2	0	0	0	0	0
06:30 AM	0	0	0	0	0	188	36	0	6	0	7	0	0	0	0	0
06:45 AM	0	0	0	0	0	200	31	0	3	0	4	0	0	0	0	0
07:00 AM	0	0	0	0	0	244	36	0	3	0	8	0	0	0	0	0
07:15 AM	0	0	0	0	0	278	46	0	3	0	4	0	0	0	0	0
07:30 AM	0	0	0	0	0	297	45	0	2	0	5	0	0	0	0	0
07:45 AM	0	0	0	0	0	333	63	0	3	0	8	0	0	0	0	0
08:00 AM	0	0	0	0	0	311	76	0	2	0	8	0	0	0	0	0
08:15 AM	0	0	0	0	0	311	71	0	3	0	7	0	0	0	0	0
08:30 AM	0	0	0	0	0	347	64	0	1	0	13	0	0	0	0	0
08:45 AM	0	0	0	0	0	304	56	0	2	0	11	0	0	0	0	0
09:00 AM	0	0	0	0	0	343	28	0	1	0	1	0	0	0	0	0
09:15 AM	0	0	0	0	0	260	61	0	2	0	15	0	0	0	0	0
09:30 AM	0	0	0	0	0	268	24	0	3	0	10	0	0	0	0	0
09:45 AM	0	0	0	0	0	267	39	0	2	0	19	0	0	0	0	0
10:00 AM	0	0	0	0	0	221	40	0	2	0	16	0	0	0	0	0
10:15 AM	0	0	0	0	0	267	28	0	2	0	25	0	0	0	0	0
10:30 AM	0	0	0	0	0	240	28	0	2	0	15	0	0	0	0	0
10:45 AM	0	0	0	0	0	238	28	0	1	0	27	0	0	0	0	0
11:00 AM	0	0	0	0	0	222	25	0	1	0	15	0	0	0	0	0
11:15 AM	0	0	0	0	0	229	26	0	2	0	20	0	0	0	0	0
11:30 AM	0	0	0	0	0	205	24	0	2	0	21	0	0	0	0	0
11:45 AM	0	0	0	0	0	200	20	0	1	0	15	0	0	0	0	0
12:00 PM	0	0	0	0	0	218	30	0	1	0	11	0	0	0	0	0
12:15 PM	0	0	0	0	0	234	29	0	3	0	12	0	0	0	0	0
12:30 PM	0	0	0	0	0	233	33	0	2	0	8	0	0	0	0	0
12:45 PM	0	0	0	0	0	240	15	0	1	0	21	0	0	0	0	0
01:00 PM	0	0	0	0	0	214	26	1	2	0	18	0	0	0	0	0
01:15 PM	0	0	0	0	5	211	27	0	4	0	16	0	0	0	0	0
01:30 PM	0	0	0	0	0	250	32	0	1	0	16	0	0	0	0	0
01:45 PM	0	0	0	0	0	232	25	0	2	0	9	0	0	0	0	0
02:00 PM	0	0	0	0	0	231	30	0	1	0	14	0	0	0	0	0
02:15 PM	0	0	0	0	0	215	14	0	6	0	14	0	0	0	0	0
02:30 PM	0	0	0	0	0	220	17	0	2	0	19	0	0	0	0	0
02:45 PM	0	0	0	0	1	193	16	0	2	0	9	0	0	0	0	0
03:00 PM	0	0	0	0	0	201	29	0	2	0	12	0	0	0	0	0
03:15 PM	0	0	0	0	3	186	18	0	3	0	10	0	0	0	0	0
03:30 PM	0	0	0	0	0	98	11	0	3	0	3	0	0	0	0	0
03:45 PM	0	0	0	0	1	177	19	0	4	0	17	0	0	0	0	0
04:00 PM	0	0	0	0	0	169	18	0	2	0	13	0	0	0	0	0
04:15 PM	0	0	0	0	3	187	20	0	2	0	12	0	0	0	0	0
04:30 PM	0	0	0	0	0	190	22	0	2	0	12	0	0	0	0	0
04:45 PM	0	0	0	0	0	150	20	0	4	0	8	0	0	0	0	0
05:00 PM	0	0	0	0	0	182	15	0	3	0	10	0	0	0	0	0
05:15 PM	0	0	0	0	0	185	13	0	6	0	6	0	0	0	0	0
05:30 PM	0	0	0	0	0	180	9	0	0	0	9	0	0	0	0	0
05:45 PM	0	0	0	0	0	164	12	0	2	0	6	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000006-1388 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 6 - Muñoz Rivera & Reverendo Gerardo Davila St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
01:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000006-1388 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 6 - Muñoz Rivera & Reverendo Gerardo Davila St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	17	0	0	3	0	1	0	0	0	0	0
06:15 AM	0	0	0	0	0	7	0	0	1	0	0	0	0	15	0	0
06:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
06:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
07:00 AM	0	0	0	0	0	3	1	0	0	0	0	0	1	4	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	7	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
09:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
11:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
02:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
02:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
03:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
03:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
05:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0
05:30 PM	0	0	0	0	0	3	0	0	0	0	3	0	4	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000007-1160 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 7 - Ponce de Leon & Reverendo Gerardo Davila St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	19	4	0	0	0	3	0	0	2	0	0	5	27	0	0
06:15 AM	0	17	5	0	1	0	2	0	1	3	0	0	2	32	3	0
06:30 AM	0	15	13	0	0	0	2	0	0	0	0	0	5	42	1	0
06:45 AM	0	21	6	0	0	0	1	0	0	2	0	0	11	80	4	0
07:00 AM	0	29	8	0	0	0	0	0	0	0	0	0	6	102	3	0
07:15 AM	0	20	5	0	0	0	4	0	1	2	0	0	6	95	7	0
07:30 AM	0	47	5	0	0	0	3	0	0	2	0	0	10	128	4	0
07:45 AM	0	42	5	0	0	0	1	0	0	0	0	0	10	78	4	0
08:00 AM	0	61	7	0	0	0	1	0	3	5	0	0	16	83	9	0
08:15 AM	0	60	6	0	0	0	3	0	0	6	0	0	10	66	8	0
08:30 AM	0	54	6	0	0	0	2	0	2	9	0	0	20	80	5	0
08:45 AM	0	41	8	0	0	0	3	0	2	10	0	0	13	91	8	0
09:00 AM	0	42	8	0	0	0	4	0	4	5	0	0	18	84	8	0
09:15 AM	0	37	13	0	0	0	2	0	2	10	0	0	18	83	13	0
09:30 AM	0	42	7	0	0	0	0	0	1	3	0	0	17	73	15	0
09:45 AM	0	35	7	0	0	0	2	0	3	7	0	0	11	92	10	0
10:00 AM	0	39	10	0	0	0	2	0	5	5	0	0	18	80	10	0
10:15 AM	0	45	13	0	0	0	0	0	5	11	0	0	13	76	10	1
10:30 AM	0	32	9	0	0	0	2	0	8	12	0	0	19	100	17	0
10:45 AM	0	16	8	0	0	0	3	0	11	12	0	0	11	108	14	0
11:00 AM	0	20	6	0	0	0	0	0	8	9	0	0	10	100	9	0
11:15 AM	0	22	5	0	0	0	1	0	2	10	0	0	9	112	10	0
11:30 AM	0	25	8	0	0	0	1	0	5	5	0	0	12	104	12	0
11:45 AM	0	29	11	0	0	0	2	0	4	8	0	0	4	98	9	0
12:00 PM	0	19	9	0	0	0	0	0	3	6	0	0	5	106	15	0
12:15 PM	0	21	10	0	0	0	2	0	4	6	0	0	5	121	12	0
12:30 PM	0	12	12	0	0	0	3	0	6	10	0	0	10	120	11	0
12:45 PM	0	26	5	0	0	0	3	0	5	9	0	0	6	128	10	0
01:00 PM	0	37	14	0	0	0	1	0	4	12	0	0	5	119	8	0
01:15 PM	0	22	9	0	0	0	2	0	8	6	0	0	5	143	12	1
01:30 PM	0	18	6	0	0	0	2	0	1	6	0	0	12	174	12	0
01:45 PM	0	14	11	0	0	0	1	0	1	3	0	0	7	172	14	0
02:00 PM	0	20	7	0	0	0	0	0	1	8	0	0	8	145	9	0
02:15 PM	0	16	13	0	0	0	3	0	1	2	0	0	13	148	12	0
02:30 PM	0	14	10	0	1	0	1	0	3	3	0	0	13	151	10	0
02:45 PM	0	17	9	0	0	0	2	0	4	6	0	0	13	144	4	0
03:00 PM	0	15	11	0	0	1	2	0	1	7	0	0	14	174	9	0
03:15 PM	0	12	6	0	1	0	0	0	1	4	0	0	4	141	9	0
03:30 PM	0	9	11	0	0	0	3	0	4	4	0	0	7	168	15	0
03:45 PM	0	11	7	0	0	0	2	0	2	4	0	0	11	156	11	0
04:00 PM	0	10	11	0	1	0	2	0	2	2	0	0	3	150	4	0
04:15 PM	0	14	12	0	1	0	4	0	1	7	0	0	5	160	8	0
04:30 PM	0	14	30	0	0	0	2	0	5	8	0	0	10	238	9	0
04:45 PM	0	9	18	0	0	0	2	0	1	4	0	0	8	174	6	0
05:00 PM	0	9	22	0	0	0	3	0	0	6	0	0	11	229	10	0
05:15 PM	0	12	32	0	0	0	3	0	1	3	0	0	8	179	6	0
05:30 PM	0	7	15	0	0	0	2	0	2	2	0	0	7	173	6	0
05:45 PM	0	1	21	0	0	0	4	0	0	4	0	0	4	155	4	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000007-1160 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 7 - Ponce de Leon & Reverendo Gerardo Davila St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000007-1160 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 7 - Ponce de Leon & Reverendo Gerardo Davila St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	1	0	0	1	2	0	0	1	2	1	0	0	1	0	0
06:15 AM	0	0	0	0	0	2	0	0	0	6	2	0	0	1	1	0
06:30 AM	0	1	0	0	0	0	0	0	1	5	0	0	0	1	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0
07:00 AM	0	5	1	0	0	0	0	0	1	6	2	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
07:30 AM	0	2	0	0	0	2	0	0	0	7	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	1	10	0	0	0	0	0	0
08:00 AM	0	3	0	0	0	1	1	0	0	18	0	0	0	0	1	0
08:15 AM	0	5	0	0	0	0	0	0	0	26	1	0	0	0	0	0
08:30 AM	0	5	0	0	0	1	0	0	0	26	2	0	0	0	0	0
08:45 AM	0	2	0	0	0	2	0	0	0	10	0	0	0	0	0	0
09:00 AM	0	5	0	0	0	4	0	0	1	14	0	0	1	0	0	0
09:15 AM	0	5	0	0	0	2	0	0	0	12	3	0	0	0	0	0
09:30 AM	0	7	0	0	0	5	0	0	1	15	0	0	1	0	38	0
09:45 AM	0	3	0	0	0	11	0	0	0	24	2	0	1	0	0	0
10:00 AM	0	5	0	0	1	4	2	0	0	5	1	0	0	1	0	0
10:15 AM	0	7	0	0	0	13	0	0	0	7	33	0	0	1	0	0
10:30 AM	0	2	0	0	0	2	2	0	0	14	0	0	0	0	0	0
10:45 AM	0	15	0	0	0	2	0	0	0	1	2	0	5	1	0	0
11:00 AM	0	0	0	0	0	3	0	0	0	10	3	0	0	0	0	0
11:15 AM	0	5	0	0	0	2	0	0	0	5	4	0	0	1	0	0
11:30 AM	0	7	0	0	0	3	0	0	0	4	2	0	0	1	0	0
11:45 AM	0	10	0	0	0	1	0	0	0	3	1	0	0	0	0	0
12:00 PM	0	8	0	0	0	4	0	0	0	2	0	0	0	2	0	0
12:15 PM	0	6	0	0	0	5	0	0	0	1	2	0	0	0	0	0
12:30 PM	0	5	0	0	0	3	0	0	0	5	3	0	0	3	0	0
12:45 PM	0	8	0	0	0	3	0	0	0	6	2	0	0	0	0	0
01:00 PM	0	15	0	0	0	2	0	0	0	3	0	0	0	4	0	0
01:15 PM	0	11	0	0	0	1	0	0	0	8	1	0	37	0	0	0
01:30 PM	0	12	0	0	0	5	0	0	0	7	0	0	0	2	0	0
01:45 PM	0	3	0	0	0	1	1	0	0	2	2	0	0	1	5	0
02:00 PM	0	9	0	0	0	0	0	0	0	5	0	0	0	1	3	0
02:15 PM	0	6	0	0	0	0	0	0	0	2	0	0	0	2	0	0
02:30 PM	0	11	0	0	26	13	0	0	0	7	0	0	0	0	0	0
02:45 PM	0	21	0	0	1	1	0	0	0	1	1	0	0	7	0	0
03:00 PM	0	9	0	0	4	1	0	0	1	16	0	0	3	9	0	0
03:15 PM	0	3	0	0	4	3	0	0	0	13	0	0	6	9	3	0
03:30 PM	0	8	0	0	1	0	1	0	0	12	0	0	0	13	0	0
03:45 PM	0	7	0	0	2	2	0	0	0	4	0	0	0	2	0	0
04:00 PM	0	17	0	0	0	0	0	0	0	5	0	0	0	4	0	0
04:15 PM	0	6	0	0	0	2	0	0	0	5	1	0	0	0	0	0
04:30 PM	0	39	0	0	2	13	0	0	0	3	0	0	0	2	0	0
04:45 PM	0	17	0	0	3	2	0	0	1	2	0	0	0	0	0	0
05:00 PM	0	40	0	0	0	0	4	0	1	2	0	0	0	4	0	0
05:15 PM	0	11	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	14	0	0	0	2	0	0	0	0	0	0	0	6	0	0
05:45 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000008-1157 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 8 - Paseo Covadonga & Reverendo Gerardo Davila
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	17	0	8	0	0	0	0	0	0	0	0	0	0	22	1	0
06:15 AM	11	0	10	0	0	0	0	0	0	0	0	0	0	17	4	0
06:30 AM	19	0	9	0	0	0	0	0	0	0	0	0	0	22	4	0
06:45 AM	17	0	7	0	0	0	0	0	0	0	0	0	0	21	3	0
07:00 AM	21	0	17	0	0	0	0	0	0	0	0	0	1	36	6	0
07:15 AM	19	0	12	0	0	0	0	0	0	0	0	0	0	25	3	0
07:30 AM	34	0	18	0	0	0	0	0	0	0	0	0	0	34	4	0
07:45 AM	46	1	13	0	0	0	0	0	0	0	0	0	0	27	7	0
08:00 AM	47	0	16	0	0	0	0	0	0	0	0	0	0	32	5	0
08:15 AM	60	0	15	0	0	0	0	0	0	0	0	0	0	25	11	0
08:30 AM	65	0	11	0	0	0	0	0	0	0	0	0	0	31	2	0
08:45 AM	38	0	9	0	0	0	0	0	0	0	0	0	2	39	14	0
09:00 AM	30	0	12	0	0	0	0	0	0	0	0	0	0	40	14	0
09:15 AM	47	0	14	0	0	0	1	0	0	0	0	0	1	51	15	0
09:30 AM	42	0	8	0	0	0	0	0	0	0	0	0	0	52	13	0
09:45 AM	42	0	11	0	0	0	0	0	0	0	0	0	0	72	21	0
10:00 AM	31	0	17	0	0	0	0	0	0	0	0	0	0	65	17	0
10:15 AM	27	0	13	0	0	0	0	0	0	0	0	0	6	62	8	0
10:30 AM	24	0	12	0	0	0	0	0	0	0	0	0	0	77	12	0
10:45 AM	28	0	10	0	0	0	0	0	0	0	0	0	0	80	18	0
11:00 AM	22	0	9	0	0	0	0	0	0	0	0	0	0	80	12	0
11:15 AM	20	0	10	0	0	0	0	0	0	0	0	0	0	70	11	0
11:30 AM	26	0	12	0	0	0	0	0	0	0	0	0	0	65	15	0
11:45 AM	28	0	5	0	0	0	0	0	0	0	0	0	0	55	10	0
12:00 PM	30	0	6	0	0	0	0	0	0	0	0	0	0	58	17	0
12:15 PM	21	0	7	0	0	0	0	0	0	0	0	0	0	62	16	0
12:30 PM	19	0	8	0	0	0	0	0	0	0	0	0	0	63	11	0
12:45 PM	22	0	7	0	0	0	0	0	0	0	0	0	0	61	9	0
01:00 PM	24	0	6	0	0	0	0	0	0	0	0	0	0	70	17	0
01:15 PM	21	0	9	0	0	0	0	0	0	0	0	0	0	78	12	0
01:30 PM	25	0	15	0	0	0	0	1	0	0	0	0	1	97	16	0
01:45 PM	7	0	6	0	0	0	0	0	0	0	0	0	0	87	14	0
02:00 PM	14	1	16	0	0	0	0	0	0	0	0	0	0	96	10	0
02:15 PM	21	0	6	0	0	0	0	0	0	0	0	0	0	104	15	0
02:30 PM	8	0	17	0	0	0	0	0	0	0	0	0	0	99	18	0
02:45 PM	13	0	3	1	0	0	0	0	0	0	0	0	0	90	12	0
03:00 PM	13	0	11	0	0	0	0	0	0	0	0	0	0	81	14	0
03:15 PM	9	0	8	0	0	0	0	0	0	0	0	0	0	84	15	0
03:30 PM	9	0	7	0	0	0	0	0	0	0	0	0	0	101	11	0
03:45 PM	16	0	8	0	0	0	0	0	0	0	0	0	0	82	12	0
04:00 PM	13	0	6	0	0	0	0	0	0	0	0	0	0	102	10	0
04:15 PM	10	0	5	0	0	0	0	0	0	0	0	0	0	85	9	0
04:30 PM	16	0	12	0	0	0	0	0	0	0	0	0	0	172	17	0
04:45 PM	10	0	6	0	0	0	0	0	0	0	0	0	0	153	12	0
05:00 PM	15	0	18	0	0	0	0	0	0	0	0	0	0	167	11	0
05:15 PM	10	0	9	0	0	0	0	0	0	0	0	0	0	198	10	0
05:30 PM	2	0	4	0	0	0	0	0	0	0	0	0	0	185	5	0
05:45 PM	6	0	2	0	0	1	0	0	0	0	0	0	0	119	9	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000008-1157 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 8 - Paseo Covadonga & Reverendo Gerardo Davila
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
09:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000008-1157 (10 sep. 13).ppd
Start Date:	9/10/2013
Start Time:	6:00:00 AM
Site Code:	Int 8 - Paseo Covadonga & Reverendo Gerardo Davila
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0
06:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
07:30 AM	0	0	1	0	4	6	0	0	0	0	0	0	0	2	3	0
07:45 AM	4	0	1	1	0	1	0	0	0	0	0	0	0	9	7	0
08:00 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0
08:15 AM	0	0	0	0	4	5	1	0	0	0	0	0	0	10	17	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0
08:45 AM	3	1	0	0	1	4	0	1	0	0	0	0	0	5	5	0
09:00 AM	8	0	0	0	0	6	0	0	0	0	0	0	0	5	5	0
09:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	2	0	2	0	0	1	0	0	0	0	0	0	0	1	1	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	4	0	3	0	1	0	0	0	0	0	0	0	0	2	2	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	2	0	3	0	0	0	0	0	0	0	0	0	3	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
01:00 PM	5	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0
01:30 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	5	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00 PM	1	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0
02:15 PM	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
03:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
04:30 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
04:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
05:00 PM	9	0	2	0	0	0	0	0	0	0	0	0	0	5	2	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000009-1159 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	8:45:00 AM
Site Code:	Int 9 - Paseo Covadonga & San Agustin St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	15	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	14	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	21	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	15	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	31	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	26	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	16	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	23	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	24	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	36	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	42	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	7	46	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	36	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	52	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	49	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	50	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	63	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	59	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	55	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	61	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	60	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	50	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	52	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	62	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	60	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	67	0	0
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	5	68	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	69	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	74	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	79	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	84	2	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	73	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	79	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	71	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	79	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	68	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	81	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	71	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	91	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	69	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	5	124	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	10	89	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	123	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	141	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	105	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	116	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000009-1159 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	8:45:00 AM
Site Code:	Int 9 - Paseo Covadonga & San Agustin St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000009-1159 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	8:45:00 AM
Site Code:	Int 9 - Paseo Covadonga & San Agustin St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
07:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
10:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
01:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
02:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000010-1389 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 10 - Ponce de Leon & San Andres St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	3	0	0	2	0	0	0	0	60	0	0
06:15 AM	0	0	0	0	0	4	0	0	4	0	0	0	2	64	0	0
06:30 AM	0	0	0	0	0	2	0	0	8	0	0	0	2	78	0	0
06:45 AM	0	0	0	0	0	1	0	0	4	0	0	0	3	120	0	0
07:00 AM	0	0	0	0	0	0	0	0	11	0	0	0	1	162	0	0
07:15 AM	0	0	0	0	0	4	0	0	12	0	0	0	4	139	0	0
07:30 AM	0	0	0	0	0	2	0	0	6	0	0	0	5	165	0	0
07:45 AM	0	0	0	0	0	1	0	0	6	0	0	0	3	127	0	0
08:00 AM	0	0	0	0	0	2	0	0	7	0	0	0	4	142	0	0
08:15 AM	0	0	0	0	0	3	0	0	5	0	0	0	4	113	0	0
08:30 AM	0	0	0	0	0	2	0	0	8	0	0	0	7	121	0	0
08:45 AM	0	0	0	0	0	2	0	0	7	0	0	0	2	162	0	0
09:00 AM	0	0	0	0	0	4	0	0	9	0	0	0	9	166	0	0
09:15 AM	0	0	0	0	0	2	0	0	6	0	0	0	11	157	0	0
09:30 AM	0	0	0	0	0	1	0	0	5	0	0	0	13	155	0	0
09:45 AM	0	0	0	0	0	1	0	0	8	0	0	0	8	165	0	0
10:00 AM	0	0	0	0	0	2	0	0	15	0	0	0	8	174	0	0
10:15 AM	0	0	0	0	0	2	0	0	4	0	0	0	25	183	0	0
10:30 AM	0	0	0	0	0	2	0	0	13	0	0	0	8	210	0	0
10:45 AM	0	0	0	0	0	3	0	0	6	0	0	0	9	218	0	0
11:00 AM	0	0	0	0	0	2	0	0	5	0	0	0	8	210	0	0
11:15 AM	0	0	0	0	0	2	0	0	10	0	0	0	10	225	0	0
11:30 AM	0	0	0	0	0	1	0	0	9	0	0	0	9	209	0	0
11:45 AM	0	0	0	0	0	1	0	0	5	0	0	0	8	214	0	0
12:00 PM	0	0	0	0	0	2	0	0	6	0	0	0	6	213	0	0
12:15 PM	0	0	0	0	0	3	0	0	7	0	0	0	5	209	0	0
12:30 PM	0	0	0	0	0	1	0	0	6	0	0	0	9	230	0	0
12:45 PM	0	0	0	0	0	2	0	0	11	0	0	0	12	231	0	0
01:00 PM	0	0	0	0	0	1	0	0	14	0	0	0	11	241	0	0
01:15 PM	0	0	0	0	0	3	0	0	8	0	0	0	7	266	0	0
01:30 PM	0	0	0	0	0	2	0	0	13	0	0	0	6	284	0	0
01:45 PM	0	0	0	0	0	1	0	0	5	0	0	0	7	277	0	0
02:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	11	279	0	0
02:15 PM	0	0	0	0	0	4	0	0	10	0	0	0	10	290	0	0
02:30 PM	0	0	0	0	0	1	0	0	11	0	0	0	18	303	0	0
02:45 PM	0	0	0	0	0	1	0	0	4	0	0	0	11	270	0	0
03:00 PM	0	0	0	0	0	2	0	0	12	0	0	0	7	305	0	0
03:15 PM	0	0	0	0	0	0	0	0	6	0	0	0	9	289	0	0
03:30 PM	0	0	0	0	0	3	0	0	1	0	0	0	5	320	0	0
03:45 PM	0	0	0	0	0	2	0	0	7	0	0	0	8	260	0	0
04:00 PM	0	0	0	0	0	2	0	0	6	0	0	0	14	346	0	0
04:15 PM	0	0	0	0	0	5	0	0	8	0	0	0	6	278	0	0
04:30 PM	0	0	0	0	0	3	0	0	5	0	0	0	20	405	0	1
04:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	53	355	0	0
05:00 PM	0	0	0	0	0	3	0	0	5	0	0	0	50	357	0	0
05:15 PM	0	0	0	0	0	3	0	0	11	0	0	0	41	389	0	0
05:30 PM	0	0	0	0	0	2	0	0	6	0	0	0	3	294	0	0
05:45 PM	0	0	0	0	0	4	0	0	11	0	0	0	6	320	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000010-1389 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 10 - Ponce de Leon & San Andres St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000010-1389 (3 sep. 13).ppd
Start Date:	9/3/2013
Start Time:	6:00:00 AM
Site Code:	Int 10 - Ponce de Leon & San Andres St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	1	0	0	5	0	0	0	0	4	0
07:00 AM	1	0	0	0	3	0	0	0	1	12	0	0	0	1	19	0
07:15 AM	1	0	1	0	19	1	0	0	1	22	0	0	0	1	5	0
07:30 AM	0	0	3	0	12	0	2	0	2	15	0	0	0	4	7	0
07:45 AM	1	0	0	0	0	1	1	0	4	0	0	0	0	2	0	0
08:00 AM	1	1	0	0	0	0	0	0	2	0	1	0	0	1	2	0
08:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0
08:30 AM	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0	0
08:45 AM	0	0	1	0	2	1	1	0	1	0	0	0	0	3	0	0
09:00 AM	0	0	1	0	0	1	1	0	8	0	0	0	0	5	0	0
09:15 AM	0	0	0	0	0	1	1	0	3	0	0	0	0	2	0	0
09:30 AM	0	0	0	0	0	2	2	0	6	2	0	0	0	1	0	0
09:45 AM	0	2	0	0	0	2	1	0	8	0	0	0	0	3	0	0
10:00 AM	0	0	0	0	0	4	0	0	5	0	0	0	0	2	0	0
10:15 AM	0	0	0	0	0	1	1	0	3	0	1	0	0	2	0	0
10:30 AM	0	3	0	0	0	1	4	0	2	0	1	0	0	1	0	0
10:45 AM	0	0	0	0	0	1	0	0	4	2	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 AM	0	0	0	0	0	3	1	0	0	0	1	0	0	2	0	0
11:30 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	3	0	0
11:45 AM	0	0	0	0	0	2	5	0	0	0	2	0	0	1	0	0
12:00 PM	0	0	0	0	0	0	3	0	2	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	1	0	0	1	0	2	0	0	4	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0
01:00 PM	0	0	0	0	0	2	2	0	2	0	0	0	0	10	0	0
01:15 PM	0	0	0	0	0	2	1	0	0	0	1	0	0	2	0	0
01:30 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0
01:45 PM	0	0	0	0	0	5	0	0	1	0	1	0	2	1	0	0
02:00 PM	1	0	0	0	0	1	1	0	7	0	0	0	0	2	1	0
02:15 PM	7	29	12	0	0	2	1	0	3	0	0	0	2	3	0	0
02:30 PM	38	97	34	0	0	4	6	0	4	1	3	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	2	0	10	1	1	0	0	4	0	0
03:00 PM	0	5	5	0	0	3	2	0	7	1	0	0	0	7	0	0
03:15 PM	0	0	0	0	0	7	0	0	2	0	0	0	1	3	0	0
03:30 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	4	0	0
03:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	5	0	0
04:00 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	1	3	0	2	0	1	0	1	0	0	0
04:45 PM	0	0	0	0	0	2	1	0	1	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	3	7	0	0	0	1	0	1	0	0	0
05:30 PM	0	0	0	0	0	3	6	0	2	0	0	0	0	6	0	0
05:45 PM	0	0	0	0	0	4	10	0	1	0	0	0	0	3	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000011-1159 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 11 - San Agustin St & San Andres St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	1	0	0	0	0	0	1	2	0	0	0	2	1	0
06:15 AM	0	2	0	0	0	0	0	0	3	4	0	0	2	3	0	0
06:30 AM	0	0	0	0	0	0	0	0	4	1	0	0	1	4	4	0
06:45 AM	0	1	1	0	0	0	0	1	4	4	0	0	2	5	1	0
07:00 AM	0	2	1	0	0	0	0	0	2	12	0	0	0	5	3	0
07:15 AM	0	8	2	0	0	0	0	0	4	6	0	0	0	7	3	0
07:30 AM	0	2	3	0	0	0	0	0	3	5	1	0	1	7	2	0
07:45 AM	0	7	0	0	0	0	0	0	3	2	0	0	0	5	2	0
08:00 AM	0	0	1	0	0	0	0	0	4	6	0	0	2	5	2	0
08:15 AM	0	2	2	0	0	0	0	0	7	10	1	0	1	6	2	0
08:30 AM	0	3	1	0	0	0	0	0	1	5	0	1	2	5	4	0
08:45 AM	0	2	2	0	0	0	0	0	10	7	1	0	1	7	4	0
09:00 AM	2	1	2	0	0	0	0	0	11	6	0	0	2	5	5	0
09:15 AM	0	3	2	0	0	1	0	0	13	4	0	0	3	4	6	0
09:30 AM	0	1	3	0	0	0	2	0	10	6	0	0	1	8	2	0
09:45 AM	0	5	4	0	0	0	0	0	5	2	0	0	0	11	4	0
10:00 AM	0	2	3	0	0	0	1	0	5	2	0	0	0	5	1	0
10:15 AM	0	0	1	0	0	1	0	0	5	1	0	0	2	4	2	0
10:30 AM	0	2	2	0	0	0	0	0	3	4	0	0	3	3	1	0
10:45 AM	0	4	1	0	0	0	0	0	5	4	0	0	4	10	6	0
11:00 AM	0	2	1	0	0	0	0	0	3	2	0	0	2	8	3	0
11:15 AM	0	3	2	0	0	0	0	0	4	1	0	0	4	4	2	0
11:30 AM	0	4	3	0	0	0	0	0	2	1	0	0	3	5	7	0
11:45 AM	0	4	2	0	0	0	0	0	1	4	0	0	2	6	5	0
12:00 PM	0	5	1	0	0	0	0	0	3	2	0	0	1	6	5	0
12:15 PM	0	3	1	0	0	0	0	0	2	1	0	0	3	8	9	0
12:30 PM	0	3	2	0	0	0	0	0	1	3	0	0	5	7	5	0
12:45 PM	0	2	1	0	0	0	0	0	1	1	0	0	2	5	3	0
01:00 PM	0	5	5	0	0	0	0	0	5	4	2	0	5	4	2	0
01:15 PM	0	4	1	0	1	0	0	0	9	6	0	0	4	9	3	0
01:30 PM	1	3	1	0	0	0	0	0	9	1	1	0	4	9	3	0
01:45 PM	0	2	3	0	0	0	0	0	15	1	0	0	5	11	5	0
02:00 PM	1	2	6	0	0	0	0	0	14	8	1	0	5	8	2	0
02:15 PM	0	12	3	0	0	0	0	0	9	4	0	0	2	12	3	0
02:30 PM	0	22	5	0	0	0	2	0	6	2	0	0	8	18	4	0
02:45 PM	0	8	1	0	0	0	0	0	7	2	1	0	1	9	1	0
03:00 PM	0	4	5	0	0	0	0	0	12	4	0	0	4	13	4	0
03:15 PM	0	2	1	0	0	0	0	0	7	3	0	0	1	7	1	0
03:30 PM	1	1	1	0	0	0	0	0	5	1	1	0	1	10	2	0
03:45 PM	0	2	1	0	0	0	0	0	8	4	0	0	3	9	0	0
04:00 PM	0	5	1	0	0	0	0	0	10	0	0	0	6	16	2	0
04:15 PM	0	5	0	0	0	0	0	0	1	1	0	0	2	13	3	0
04:30 PM	0	13	16	0	0	0	0	0	2	2	0	0	7	37	1	0
04:45 PM	0	11	9	0	0	0	0	0	4	4	0	0	6	25	1	0
05:00 PM	0	14	3	0	0	0	0	0	7	2	0	0	10	27	1	0
05:15 PM	0	9	2	0	0	0	0	0	5	4	1	0	5	6	3	0
05:30 PM	0	0	0	0	0	0	0	0	7	3	0	0	2	5	0	0
05:45 PM	0	2	3	0	0	0	0	0	5	11	0	0	0	6	2	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000011-1159 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 11 - San Agustin St & San Andres St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000011-1159 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 11 - San Agustin St & San Andres St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	1	0	0	0	2	0	0	3	1	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	4	0	1	8	0	0	0	0	1	0
07:00 AM	0	2	0	0	4	0	4	0	0	13	0	0	0	0	0	0
07:15 AM	0	2	0	0	7	1	0	0	1	9	0	0	0	1	7	0
07:30 AM	0	2	0	0	0	0	1	0	2	4	0	0	0	2	5	0
07:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	2	1	0
08:00 AM	0	0	0	0	4	1	1	0	0	0	0	0	0	0	2	0
08:15 AM	0	0	0	0	0	0	4	0	0	1	0	0	0	3	0	0
08:30 AM	1	0	1	0	0	3	1	0	1	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	1	0	2	0	3	2	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0
09:15 AM	1	0	1	0	0	3	2	0	0	1	0	0	0	3	1	0
09:30 AM	0	0	0	0	0	2	1	0	1	1	0	0	0	1	0	0
09:45 AM	0	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	1	4	0	1	2	0	0	1	0	1	0
10:15 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	3	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0
11:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	1	1	0
11:15 AM	0	0	0	0	0	3	2	0	0	0	0	0	1	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	0
11:45 AM	0	0	0	0	1	2	3	0	1	1	0	0	0	0	2	0
12:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	1	1	0	0
12:15 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	1	0	5	0	2	0	1	1	0	0	0	1	0	0
01:15 PM	0	0	0	0	0	0	2	0	1	0	0	0	1	0	1	0
01:30 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0
01:45 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
02:00 PM	1	3	0	0	3	3	0	0	0	0	0	0	0	1	2	0
02:15 PM	0	26	0	0	0	0	0	0	1	1	0	0	0	0	0	0
02:30 PM	0	36	18	0	0	2	0	0	7	0	0	0	0	3	1	0
02:45 PM	1	3	0	0	0	1	4	0	9	0	0	0	3	1	0	0
03:00 PM	0	6	5	1	0	3	2	0	3	0	0	0	0	1	1	0
03:15 PM	0	1	0	0	1	4	1	0	1	0	0	0	0	1	0	0
03:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	4	1	0
03:45 PM	0	0	0	0	1	3	1	0	5	0	0	0	0	3	0	0
04:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	4	4	0	1	0	0	0	1	7	1	0
04:30 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	4	1	0
04:45 PM	0	0	0	0	0	2	3	0	0	0	0	0	1	1	0	0
05:00 PM	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	2	2	0	2	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	2	0	1	0	0	0	2	4	0	0
05:45 PM	0	0	0	0	0	4	5	0	0	1	0	0	1	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000012-1391 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 12 - Fernandez Juncos & San Andres St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	2	0	8	101	2	0	0	0	0	0	0	26	0	0
06:15 AM	0	0	4	0	6	100	7	0	1	0	0	0	0	25	0	0
06:30 AM	0	0	2	0	5	170	2	0	0	0	0	0	0	18	0	0
06:45 AM	0	0	1	0	16	206	2	0	0	0	1	0	0	45	0	0
07:00 AM	0	0	5	0	10	171	3	0	0	0	0	0	0	62	1	0
07:15 AM	1	0	5	0	14	191	5	0	0	0	1	0	0	54	0	0
07:30 AM	0	0	4	0	22	231	4	2	1	0	1	0	0	87	0	0
07:45 AM	0	1	4	0	19	245	6	0	1	0	0	0	0	62	0	0
08:00 AM	2	0	6	0	9	245	1	0	0	1	0	0	1	84	1	0
08:15 AM	0	0	9	0	13	239	14	0	3	0	0	0	1	90	1	0
08:30 AM	1	1	2	0	12	279	3	0	2	0	1	0	2	110	0	0
08:45 AM	2	0	4	0	19	226	9	0	0	0	2	0	1	93	0	0
09:00 AM	0	0	1	0	12	216	8	0	0	0	0	0	0	86	0	0
09:15 AM	0	1	5	0	15	180	6	0	5	0	0	0	0	90	3	0
09:30 AM	0	0	4	0	6	181	5	0	0	0	0	0	0	91	1	0
09:45 AM	0	0	11	0	9	196	14	0	0	0	1	0	0	114	3	0
10:00 AM	1	0	6	0	15	188	10	0	0	0	1	0	0	92	0	0
10:15 AM	1	0	1	0	20	150	8	0	1	0	1	0	0	103	1	0
10:30 AM	2	0	2	0	6	148	8	0	5	0	0	0	2	116	4	0
10:45 AM	1	0	12	0	10	162	2	0	4	0	0	0	0	122	1	0
11:00 AM	1	0	9	0	9	160	2	0	0	0	0	0	0	120	0	0
11:15 AM	1	0	10	0	8	151	2	0	2	0	1	0	1	125	2	0
11:30 AM	2	0	8	0	11	148	3	0	0	0	0	0	0	130	1	0
11:45 AM	2	0	9	0	9	121	1	0	0	0	1	0	2	111	2	0
12:00 PM	1	0	10	0	10	122	5	0	1	0	1	0	2	112	2	0
12:15 PM	3	0	6	0	8	110	6	0	3	0	0	0	0	120	3	0
12:30 PM	2	0	12	0	6	112	6	0	4	0	1	0	1	108	2	0
12:45 PM	1	0	8	0	8	113	7	0	2	0	0	0	0	105	3	0
01:00 PM	1	0	2	0	10	118	10	0	0	0	2	0	3	127	3	0
01:15 PM	7	0	3	0	8	148	6	0	4	0	2	0	0	131	2	0
01:30 PM	1	1	6	0	18	150	4	0	4	0	0	0	3	151	3	0
01:45 PM	1	0	8	0	15	156	10	0	6	0	1	0	0	157	4	0
02:00 PM	2	0	11	0	10	126	5	0	3	0	1	0	1	156	2	0
02:15 PM	0	0	11	0	17	121	10	0	2	0	1	0	0	186	2	0
02:30 PM	3	0	14	0	12	119	10	0	3	0	0	0	0	221	1	0
02:45 PM	1	0	14	0	13	111	8	0	9	0	1	0	0	184	3	0
03:00 PM	3	0	9	0	16	106	13	0	12	0	0	0	1	192	1	0
03:15 PM	0	0	3	0	9	105	4	0	2	0	0	0	0	191	1	0
03:30 PM	0	0	3	0	15	99	11	0	1	0	0	0	0	229	1	0
03:45 PM	2	1	11	0	18	98	7	0	3	0	0	0	1	232	2	0
04:00 PM	1	0	20	0	13	90	2	0	3	0	0	0	0	271	1	0
04:15 PM	0	0	16	0	5	90	2	0	4	0	0	0	0	219	1	0
04:30 PM	2	1	13	0	19	81	5	0	6	0	1	0	1	382	1	0
04:45 PM	2	0	24	0	9	73	3	0	2	0	0	0	0	351	1	0
05:00 PM	1	0	19	0	12	88	4	0	1	0	0	0	1	265	0	0
05:15 PM	1	0	18	0	12	74	3	0	4	0	0	0	0	232	0	0
05:30 PM	0	0	14	0	13	75	3	0	1	0	0	0	0	176	0	0
05:45 PM	0	0	10	0	20	59	7	0	0	0	0	0	1	169	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000012-1391 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 12 - Fernandez Juncos & San Andres St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000012-1391 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 12 - Fernandez Juncos & San Andres St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	1	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0
03:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000013-1158 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 13 - Fernandez Juncos & Matias Ledesma St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru AMA	Thru	Left	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	2	0	0	0	4	1	95	2	1	1	2	0	1	26	2	0
06:15 AM	5	0	1	0	9	1	141	5	1	0	0	0	0	38	0	0
06:30 AM	6	0	4	0	6	0	191	0	0	0	1	0	0	38	0	0
06:45 AM	2	0	1	0	10	0	238	3	2	0	0	0	0	68	1	0
07:00 AM	2	1	3	0	12	0	174	4	1	0	0	0	0	64	0	0
07:15 AM	4	0	6	0	9	0	217	6	1	1	0	0	0	68	0	0
07:30 AM	5	1	4	0	7	0	250	4	0	0	0	0	0	96	1	0
07:45 AM	8	0	4	0	16	0	286	5	1	0	0	0	0	77	1	0
08:00 AM	7	0	5	0	14	0	255	4	1	0	0	0	0	103	1	0
08:15 AM	10	0	5	0	15	0	280	2	2	1	0	0	0	100	5	0
08:30 AM	7	0	0	0	12	0	300	5	1	1	1	0	1	122	0	0
08:45 AM	5	0	4	0	7	0	239	5	0	0	0	0	0	126	1	0
09:00 AM	4	1	3	0	8	0	263	7	1	1	0	0	0	111	0	0
09:15 AM	6	13	4	0	9	0	176	4	2	1	0	0	0	106	3	0
09:30 AM	6	2	3	0	14	0	187	1	3	0	0	0	1	91	2	0
09:45 AM	4	0	5	0	9	0	213	3	0	0	0	0	0	126	4	0
10:00 AM	5	1	5	0	6	0	197	2	1	1	0	0	1	113	2	0
10:15 AM	5	0	0	0	4	0	165	3	0	0	0	0	0	111	2	0
10:30 AM	5	1	6	0	6	0	159	2	0	0	0	0	0	132	2	0
10:45 AM	4	0	3	0	5	1	169	7	1	1	0	0	1	160	3	0
11:00 AM	3	1	0	0	4	0	160	2	0	1	0	0	0	142	2	0
11:15 AM	4	1	2	0	3	1	142	2	1	0	0	0	0	141	2	0
11:30 AM	2	2	0	0	2	0	140	3	0	0	0	0	0	130	1	0
11:45 AM	3	0	2	0	4	1	133	1	2	1	0	0	1	129	3	0
12:00 PM	3	2	1	0	3	1	125	1	1	1	0	0	0	135	0	0
12:15 PM	4	0	0	0	5	0	130	2	0	0	0	0	1	144	3	0
12:30 PM	5	1	2	0	4	0	141	1	0	1	0	0	0	133	1	0
12:45 PM	2	0	0	0	6	0	139	1	1	0	0	0	0	126	1	0
01:00 PM	3	1	3	0	8	0	128	1	0	1	0	0	1	134	3	0
01:15 PM	3	2	6	0	9	1	165	1	0	0	1	0	0	142	1	0
01:30 PM	8	0	5	0	7	0	160	1	0	0	0	0	0	192	0	0
01:45 PM	3	0	4	0	9	0	167	3	2	0	1	0	0	159	7	0
02:00 PM	5	1	6	0	13	0	134	4	0	0	0	0	0	178	3	0
02:15 PM	5	2	6	0	5	0	147	2	1	0	0	0	1	212	3	0
02:30 PM	1	0	3	0	11	0	123	4	5	1	0	0	3	261	2	0
02:45 PM	8	1	8	0	13	0	133	2	0	0	0	0	0	219	1	0
03:00 PM	7	0	5	0	13	1	127	2	3	1	0	0	1	226	2	0
03:15 PM	1	1	3	0	10	1	115	2	5	0	0	0	0	224	1	0
03:30 PM	3	2	9	0	7	0	125	3	2	0	0	0	1	265	1	0
03:45 PM	1	3	8	0	13	0	114	4	1	1	0	0	4	267	1	0
04:00 PM	5	0	10	0	17	0	108	1	3	0	0	0	1	321	2	0
04:15 PM	2	1	7	0	8	0	107	0	0	0	0	0	0	285	1	0
04:30 PM	5	1	8	0	8	0	103	1	1	0	0	0	0	402	1	0
04:45 PM	2	0	13	0	10	0	94	0	1	0	0	0	0	413	4	0
05:00 PM	4	0	17	0	3	0	96	1	2	1	0	0	1	281	1	0
05:15 PM	7	0	8	0	14	0	83	4	1	1	0	0	1	267	2	0
05:30 PM	7	1	4	0	10	0	83	4	0	0	0	0	0	207	3	0
05:45 PM	5	3	3	0	7	0	94	3	1	0	0	0	1	197	1	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000013-1158 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 13 - Fernandez Juncos & Matias Ledesma St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	1	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000013-1158 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 13 - Fernandez Juncos & Matias Ledesma St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	2	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
08:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:00 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
02:15 PM	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0
02:45 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	2	0	0
03:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	2	1	0	0	1	0	0	0	2	1	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0
05:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000014-1158 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 14 - San Agustin & Matias Ledesma St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	3	1	0
06:15 AM	0	4	1	0	0	0	0	0	3	4	0	0	4	3	1	0
06:30 AM	0	6	0	0	0	0	0	0	5	2	0	0	1	6	0	0
06:45 AM	0	4	3	0	0	0	0	0	4	6	0	0	2	10	2	0
07:00 AM	0	2	2	0	0	0	0	0	6	7	0	0	3	10	2	0
07:15 AM	0	5	1	0	0	0	0	0	5	6	0	0	4	15	0	0
07:30 AM	0	3	0	0	0	0	0	0	8	8	0	0	3	10	0	0
07:45 AM	0	3	3	0	0	0	0	0	11	8	0	0	5	9	5	0
08:00 AM	0	3	1	0	0	0	0	0	5	10	0	0	2	4	2	0
08:15 AM	0	4	1	0	0	0	0	0	5	3	0	0	7	9	5	0
08:30 AM	0	1	0	0	0	0	0	0	1	3	0	0	6	5	1	0
08:45 AM	0	3	2	0	0	0	0	0	2	1	0	0	6	8	6	1
09:00 AM	0	0	1	0	0	0	0	0	8	7	0	0	5	13	1	0
09:15 AM	0	1	1	0	0	0	0	0	2	7	0	0	3	7	1	0
09:30 AM	0	2	2	0	0	0	0	0	4	5	0	0	5	11	1	0
09:45 AM	0	2	2	0	0	0	0	0	8	3	0	0	3	4	1	0
10:00 AM	0	4	5	0	0	0	0	0	6	7	0	0	4	14	4	0
10:15 AM	0	0	1	0	0	0	0	0	3	6	0	0	3	15	1	0
10:30 AM	0	3	1	0	0	0	0	0	6	2	0	0	4	8	1	0
10:45 AM	0	5	0	0	0	0	0	0	5	5	0	0	3	9	1	0
11:00 AM	0	1	1	0	0	0	0	0	3	4	0	0	3	11	2	0
11:15 AM	0	1	2	0	0	0	0	0	2	3	0	0	2	9	1	0
11:30 AM	0	2	1	0	0	0	0	0	1	4	0	0	4	7	2	0
11:45 AM	0	3	0	0	0	0	0	0	2	5	0	0	3	12	2	0
12:00 PM	0	2	1	0	0	0	0	0	2	3	0	0	2	5	1	0
12:15 PM	0	0	1	0	0	0	0	0	3	3	0	0	4	6	0	0
12:30 PM	0	3	2	0	0	0	0	0	2	5	0	0	3	4	1	0
12:45 PM	0	0	0	0	0	0	0	0	2	4	0	0	2	8	1	0
01:00 PM	0	2	2	0	0	0	0	0	2	5	0	0	4	6	1	0
01:15 PM	0	3	1	0	0	0	0	0	4	5	0	0	2	14	2	0
01:30 PM	0	4	2	0	0	0	0	0	6	5	0	0	4	16	1	0
01:45 PM	0	2	3	0	0	0	0	0	5	5	0	0	5	23	2	0
02:00 PM	0	1	1	0	0	0	0	0	3	6	0	0	7	10	1	0
02:15 PM	0	4	6	0	0	0	0	0	5	6	0	0	8	23	2	0
02:30 PM	0	3	1	0	0	0	0	0	1	6	0	0	10	29	3	0
02:45 PM	0	2	0	0	0	0	0	0	5	3	0	0	8	21	1	0
03:00 PM	2	3	2	0	0	0	0	0	5	7	0	0	4	17	3	0
03:15 PM	0	2	0	0	0	0	0	0	3	8	0	0	3	15	0	0
03:30 PM	0	2	2	0	0	0	0	0	2	2	0	0	2	13	1	0
03:45 PM	0	2	0	0	0	0	0	0	5	3	0	0	4	14	1	0
04:00 PM	0	2	3	0	0	0	0	0	5	5	0	0	3	28	1	0
04:15 PM	0	1	4	0	0	0	0	0	2	8	0	0	9	15	6	0
04:30 PM	0	1	0	0	0	0	0	0	4	3	0	0	7	34	0	0
04:45 PM	0	3	0	0	0	0	0	0	4	3	0	0	7	61	2	1
05:00 PM	0	3	0	0	0	0	0	0	4	5	0	0	7	43	1	0
05:15 PM	0	5	1	0	0	0	0	0	2	1	0	0	5	24	0	0
05:30 PM	0	5	1	0	0	0	0	0	7	4	0	0	2	12	1	0
05:45 PM	0	0	4	0	0	0	0	0	3	5	0	0	3	14	2	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000014-1158 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 14 - San Agustin & Matias Ledesma St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000014-1158 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 14 - San Agustin & Matias Ledesma St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	0
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	9	4	0	0
06:45 AM	1	0	0	0	0	0	0	0	0	2	1	0	4	3	2	0
07:00 AM	0	0	0	0	0	0	0	0	0	11	2	0	7	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	4	4	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	5	5	0
07:45 AM	0	0	0	0	0	0	0	0	4	4	2	0	7	7	3	2
08:00 AM	0	4	0	0	0	0	0	0	0	0	4	0	5	3	3	0
08:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	3	3	2	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	4	3	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	2	2	0
09:00 AM	0	4	0	0	0	0	0	0	0	1	5	0	8	1	4	0
09:15 AM	1	3	0	0	0	0	0	0	0	0	0	0	2	6	0	0
09:30 AM	1	2	0	0	0	0	0	0	0	2	1	0	0	2	1	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0
10:00 AM	0	3	0	0	0	0	0	0	0	1	0	0	8	2	4	0
10:15 AM	2	2	0	0	0	0	0	0	0	4	1	0	5	4	3	0
10:30 AM	0	0	0	0	0	0	0	0	2	2	2	0	5	2	0	0
10:45 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	1	1	0
11:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	2	1	0
11:15 AM	1	2	0	0	0	0	0	0	1	2	2	0	2	2	2	0
11:30 AM	1	2	0	0	0	0	0	0	1	0	2	0	3	3	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	3	1	1	0
12:00 PM	1	0	0	0	0	0	0	0	0	1	3	0	1	2	0	0
12:15 PM	1	3	0	0	0	0	0	0	1	5	2	0	2	1	1	0
12:30 PM	0	3	0	0	0	0	0	0	0	0	2	0	3	2	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0
01:00 PM	0	3	0	0	0	0	0	0	0	6	5	0	4	4	2	0
01:15 PM	0	3	2	0	0	0	0	0	2	3	2	0	5	3	1	0
01:30 PM	0	2	0	0	0	0	0	0	1	0	3	0	8	2	1	0
01:45 PM	0	0	0	0	0	0	0	0	1	0	5	0	6	4	0	0
02:00 PM	0	0	0	0	0	0	0	0	4	2	0	0	3	0	3	0
02:15 PM	2	0	2	0	0	0	0	0	0	0	2	0	4	5	0	0
02:30 PM	2	5	1	0	0	0	0	0	0	1	0	0	4	4	3	0
02:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	4	3	0	0
03:00 PM	1	15	4	0	0	0	0	0	0	0	1	0	1	6	1	0
03:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	4	5	1	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0
04:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	2	5	0	0
04:15 PM	4	0	1	0	0	0	0	0	1	1	2	0	5	0	0	0
04:30 PM	0	5	0	0	0	0	0	0	0	1	5	0	2	3	4	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	6	13	1	0
05:00 PM	4	3	0	0	0	0	0	0	0	0	0	0	1	6	2	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	17	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
05:45 PM	0	2	0	0	0	0	0	0	2	0	0	0	6	3	0	0

File Name:	E:\para trabajar en mac\MTC Data\Raw Data\00000015-1160 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 15 - Ponce de Leon & Matias Ledesma St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Thru AMA	Left
06:00 AM	0	1	9	0	0	3	0	0	0	0	0	0	0	39	0	3
06:15 AM	0	5	8	0	0	2	0	0	1	2	0	0	0	66	1	1
06:30 AM	0	4	14	0	0	3	0	0	1	2	0	0	2	92	0	0
06:45 AM	0	6	8	0	0	3	0	0	0	4	0	0	3	109	0	1
07:00 AM	0	4	14	0	0	2	1	0	1	4	0	0	2	147	0	2
07:15 AM	0	1	11	0	0	1	0	0	1	8	0	0	5	184	0	1
07:30 AM	1	5	14	0	0	4	0	0	5	4	0	0	5	213	0	0
07:45 AM	0	2	11	0	0	2	0	0	3	2	0	0	5	140	0	0
08:00 AM	0	3	10	0	0	2	0	0	4	3	0	0	3	129	0	4
08:15 AM	0	3	8	0	1	2	0	0	7	1	2	0	1	116	0	4
08:30 AM	0	4	13	0	0	2	0	0	5	8	2	0	1	152	0	2
08:45 AM	0	0	10	0	0	3	0	0	2	1	0	0	2	151	0	1
09:00 AM	0	2	8	0	0	4	0	0	4	6	0	0	2	159	1	5
09:15 AM	1	3	11	0	0	1	0	0	1	6	1	0	2	148	0	6
09:30 AM	0	2	7	0	0	1	0	0	0	5	0	0	1	153	0	4
09:45 AM	0	2	11	0	0	2	0	0	2	2	0	0	0	152	0	2
10:00 AM	0	3	8	0	0	3	0	0	3	5	0	0	4	151	0	0
10:15 AM	0	2	7	0	0	1	0	0	6	3	0	0	0	167	0	7
10:30 AM	0	2	13	0	0	1	0	0	3	5	0	0	3	181	0	6
10:45 AM	0	1	8	0	0	2	0	0	4	3	0	0	6	191	0	1
11:00 AM	0	1	6	0	0	0	0	0	2	2	0	0	3	188	0	0
11:15 AM	0	1	5	0	0	1	0	0	2	2	0	0	2	170	0	1
11:30 AM	0	2	6	0	0	1	0	0	1	1	0	0	1	179	0	1
11:45 AM	0	2	4	0	0	2	0	0	3	1	0	0	1	182	0	2
12:00 PM	0	3	7	0	0	0	0	0	2	2	0	0	2	191	0	1
12:15 PM	0	2	6	0	0	3	0	0	1	1	0	0	2	192	0	0
12:30 PM	0	1	5	0	0	2	0	0	1	1	0	0	1	189	0	2
12:45 PM	0	2	8	0	0	1	0	0	1	2	0	0	3	196	0	0
01:00 PM	0	3	8	0	0	2	0	0	4	4	0	0	2	200	0	1
01:15 PM	0	1	7	0	0	2	0	0	2	1	0	0	2	258	0	1
01:30 PM	0	4	15	0	0	2	0	0	3	2	0	0	4	237	0	2
01:45 PM	0	3	11	0	0	3	0	0	0	2	0	0	2	211	0	2
02:00 PM	0	0	13	0	0	0	0	0	5	2	0	0	5	279	0	0
02:15 PM	0	0	17	0	0	3	0	0	7	3	0	0	4	258	0	1
02:30 PM	0	3	11	0	0	2	0	0	2	2	0	0	0	271	0	0
02:45 PM	0	1	5	0	0	1	0	0	5	3	0	0	4	340	0	1
03:00 PM	0	1	10	0	0	2	0	0	4	2	0	0	2	260	0	6
03:15 PM	0	1	12	0	0	1	0	0	3	3	0	0	2	291	0	1
03:30 PM	0	1	10	0	0	3	0	0	4	6	0	0	3	255	0	2
03:45 PM	0	1	10	0	0	3	0	0	2	0	0	0	1	257	0	2
04:00 PM	1	2	10	0	0	2	0	0	3	1	0	0	8	313	0	2
04:15 PM	0	1	10	0	0	4	0	0	0	0	0	0	4	363	0	0
04:30 PM	0	0	12	0	0	1	0	0	4	1	0	0	2	333	0	4
04:45 PM	0	1	10	0	0	2	0	0	0	4	0	0	3	360	0	0
05:00 PM	0	1	14	0	0	2	0	0	1	1	0	0	0	349	0	2
05:15 PM	0	2	14	0	0	2	0	0	0	3	0	0	8	368	0	1
05:30 PM	0	2	11	0	0	2	0	0	2	2	0	0	1	320	0	1
05:45 PM	0	2	13	0	0	2	0	0	3	1	0	0	2	329	0	1

File Name:	E:\para trabajar en mac\MTC Data\Raw Data\00000015-1160 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 15 - Ponce de Leon & Matias Ledesma St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	E:\para trabajar en mac\MTC Data\Raw Data\00000015-1160 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 15 - Ponce de Leon & Matias Ledesma St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	2	1	0
06:30 AM	0	3	0	0	1	1	1	0	0	1	0	0	0	3	1	0
06:45 AM	0	1	0	0	0	0	1	0	2	2	0	0	0	2	0	0
07:00 AM	0	0	0	0	0	0	1	0	7	1	2	0	0	8	0	0
07:15 AM	0	1	0	0	0	8	3	0	11	3	1	0	1	5	0	0
07:30 AM	0	1	0	0	0	0	0	0	4	5	0	0	2	4	2	0
07:45 AM	3	1	0	0	0	3	0	0	7	1	0	0	0	9	0	0
08:00 AM	0	0	0	0	0	3	1	0	1	0	1	0	1	8	0	0
08:15 AM	0	0	0	0	0	2	1	0	2	1	1	0	1	1	0	0
08:30 AM	0	1	3	0	0	5	1	0	2	1	0	0	1	6	0	0
08:45 AM	1	0	1	0	0	6	4	0	1	0	3	0	1	2	0	0
09:00 AM	0	0	0	0	1	3	4	0	0	0	1	0	2	0	0	0
09:15 AM	1	0	1	0	3	4	4	0	0	0	1	0	0	4	1	0
09:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
09:45 AM	0	1	0	0	0	3	3	0	0	0	0	0	0	2	0	0
10:00 AM	1	0	2	0	2	4	1	0	2	1	3	0	0	0	0	0
10:15 AM	0	0	0	0	3	5	0	0	0	2	4	0	1	2	1	0
10:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0
10:45 AM	0	0	0	0	0	2	1	0	0	4	1	0	4	3	0	0
11:00 AM	0	0	0	0	1	0	1	0	2	0	1	0	1	2	1	0
11:15 AM	0	0	0	0	1	1	3	0	1	0	1	0	1	2	1	0
11:30 AM	0	0	0	0	2	1	2	0	0	2	2	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0
12:00 PM	0	0	0	0	2	2	3	0	0	0	2	0	1	1	1	0
12:15 PM	0	0	0	0	3	2	2	0	2	3	1	0	2	1	1	0
12:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	1	0
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0
01:00 PM	0	0	1	0	0	3	0	0	0	0	1	0	1	6	1	0
01:15 PM	0	1	2	0	1	3	0	0	0	0	0	0	2	10	0	0
01:30 PM	1	0	0	0	1	1	0	0	1	0	1	0	2	4	1	0
01:45 PM	0	0	2	0	0	1	1	0	1	1	1	0	4	0	1	0
02:00 PM	0	0	0	0	1	6	1	0	3	1	1	0	1	3	1	0
02:15 PM	0	0	0	0	0	7	4	0	2	0	0	0	3	4	0	0
02:30 PM	0	0	0	0	0	2	0	0	2	1	2	0	3	4	1	0
02:45 PM	0	1	0	0	0	3	0	0	0	0	1	0	2	7	0	0
03:00 PM	1	1	1	0	0	4	21	0	0	1	2	0	4	5	1	0
03:15 PM	0	1	0	0	1	2	3	0	2	3	1	0	4	2	2	0
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	7	0	1	0
04:00 PM	0	1	0	0	2	3	0	0	0	1	2	0	1	2	1	0
04:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0
04:30 PM	0	2	0	0	0	1	0	0	1	3	0	0	1	1	0	0
04:45 PM	0	3	0	0	0	1	0	0	0	2	0	0	3	1	1	0
05:00 PM	0	2	0	0	0	1	0	0	1	1	1	0	5	2	0	0
05:15 PM	0	2	0	0	0	0	2	0	0	0	0	0	1	2	0	0
05:30 PM	0	0	1	0	1	3	1	0	0	0	0	0	1	3	0	0
05:45 PM	0	1	1	0	0	1	1	0	3	0	0	0	2	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000016-1390 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 16 - Muñoz Rivera & Matias Ledesma St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	168	11	0	0	0	1	0	0	2	0	0
06:15 AM	0	0	0	0	0	226	14	0	0	0	3	0	0	2	0	0
06:30 AM	0	0	0	0	0	287	16	0	0	0	2	0	0	3	0	0
06:45 AM	0	0	0	0	0	307	15	0	0	0	5	0	0	3	0	0
07:00 AM	0	0	0	0	0	350	17	0	0	0	2	0	0	3	0	0
07:15 AM	0	0	0	0	0	386	16	0	1	0	10	0	0	2	0	0
07:30 AM	0	0	0	0	0	433	18	0	0	0	5	0	0	2	0	0
07:45 AM	0	0	0	0	0	450	17	0	0	0	2	0	0	2	0	0
08:00 AM	0	0	0	0	0	439	12	0	0	0	3	0	0	3	0	0
08:15 AM	0	0	0	0	0	429	12	0	0	0	4	0	0	2	0	1
08:30 AM	0	0	0	0	0	437	17	0	0	0	7	0	0	3	0	0
08:45 AM	0	0	0	0	0	415	12	0	0	0	1	0	0	1	0	0
09:00 AM	0	0	0	0	0	330	12	0	0	0	10	0	0	2	0	0
09:15 AM	0	0	0	0	0	310	17	0	1	0	4	0	0	2	0	0
09:30 AM	0	0	0	0	0	305	11	0	0	0	8	0	0	1	0	0
09:45 AM	0	0	0	0	0	299	10	0	0	0	6	0	0	1	0	0
10:00 AM	0	0	0	0	0	305	11	0	0	0	3	0	0	1	0	0
10:15 AM	0	0	0	0	0	298	12	0	0	0	7	0	0	2	0	0
10:30 AM	0	0	0	0	0	274	14	0	0	0	5	0	0	1	0	0
10:45 AM	0	0	0	0	0	278	13	0	0	0	6	0	0	2	0	0
11:00 AM	0	0	0	0	0	270	10	0	0	0	5	0	0	1	0	0
11:15 AM	0	0	0	0	0	266	11	0	0	0	5	0	0	1	0	0
11:30 AM	0	0	0	0	0	270	12	0	0	0	3	0	0	0	0	0
11:45 AM	0	0	0	0	0	260	9	0	0	0	4	0	0	2	0	0
12:00 PM	0	0	0	0	0	255	10	0	0	0	6	0	0	1	0	0
12:15 PM	0	0	0	0	0	251	11	0	0	0	5	0	0	1	0	0
12:30 PM	0	0	0	0	0	263	9	0	0	0	5	0	0	2	0	0
12:45 PM	0	0	0	0	0	260	10	0	0	0	5	0	0	3	0	0
01:00 PM	0	0	0	0	0	264	10	0	0	0	8	0	0	3	0	0
01:15 PM	0	0	0	0	0	272	10	0	0	0	2	0	0	2	0	0
01:30 PM	0	0	0	0	0	297	19	0	0	0	5	0	0	1	0	0
01:45 PM	0	0	0	0	0	273	15	0	0	0	2	0	0	2	0	0
02:00 PM	0	0	0	0	0	273	12	0	0	0	2	0	0	1	0	0
02:15 PM	0	0	0	0	0	244	18	0	0	0	3	0	0	3	0	0
02:30 PM	0	0	0	0	0	276	15	0	0	0	6	0	0	2	0	0
02:45 PM	0	1	0	0	0	265	8	0	0	0	4	0	0	2	0	0
03:00 PM	0	0	0	0	0	250	12	0	0	0	4	0	0	2	0	0
03:15 PM	0	0	0	0	0	252	10	0	0	0	4	0	0	2	0	0
03:30 PM	0	0	0	0	0	243	12	0	0	0	8	0	0	3	0	0
03:45 PM	0	0	0	0	0	193	13	0	0	0	6	0	1	2	0	0
04:00 PM	0	0	0	0	0	217	14	0	0	0	5	0	0	2	0	0
04:15 PM	0	0	0	0	0	218	10	0	0	0	2	0	0	3	0	0
04:30 PM	0	0	0	0	0	225	11	0	0	0	2	0	0	2	0	0
04:45 PM	0	0	0	0	0	223	15	0	0	0	3	0	0	3	0	0
05:00 PM	0	0	0	0	0	218	15	0	0	0	2	0	0	2	0	0
05:15 PM	0	0	0	0	0	196	20	0	0	0	3	0	0	4	0	0
05:30 PM	0	0	0	0	0	231	15	0	0	0	1	0	0	1	0	0
05:45 PM	0	0	0	0	2	211	12	0	0	0	2	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000016-1390 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 16 - Muñoz Rivera & Matias Ledesma St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
06:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
08:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000016-1390 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 16 - Muñoz Rivera & Matias Ledesma St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	18	0	0	0	0	0	0	0	5	0	0
06:15 AM	0	0	0	0	0	6	0	0	1	0	0	0	0	11	0	0
06:30 AM	0	0	0	0	0	3	0	0	2	0	1	0	0	7	0	0
06:45 AM	0	0	0	0	0	5	0	0	1	0	0	0	0	3	0	0
07:00 AM	0	0	0	0	0	9	0	0	1	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	3	1	0	2	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	7	0	0
07:45 AM	0	0	0	0	0	2	2	0	3	0	0	0	0	3	0	0
08:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	1	5	0	0
08:45 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
09:15 AM	0	0	0	0	0	1	2	0	4	0	0	0	0	2	0	0
09:30 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0
09:45 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0
10:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0
10:30 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	3	0	0
10:45 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0
11:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	3	0	0	1	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	1	2	0	1	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	3	2	0	1	0	0	0	1	4	0	0
01:15 PM	0	0	0	0	0	4	0	0	1	0	1	0	0	3	0	0
01:30 PM	0	0	0	0	0	1	1	0	1	1	1	0	0	2	0	0
01:45 PM	0	0	0	0	0	3	0	0	1	0	1	0	1	0	0	0
02:00 PM	0	0	0	0	0	5	0	0	0	0	2	0	0	4	0	0
02:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
02:30 PM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0
02:45 PM	0	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0
03:00 PM	0	0	0	0	0	1	2	0	2	0	1	0	0	4	0	0
03:15 PM	0	0	0	0	0	1	1	0	4	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	3	0	1	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0
04:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	2	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000017-1391 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 17 - Muñoz Rivera & San Agustin St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	4	184	17	0	0	0	0	0	2	0	0	0
06:15 AM	1	0	0	0	5	222	16	0	0	0	0	0	3	0	0	0
06:30 AM	0	0	0	0	3	237	25	0	0	0	0	0	4	0	0	0
06:45 AM	1	2	0	0	9	324	29	0	0	0	0	0	2	0	0	0
07:00 AM	2	4	0	0	7	345	38	0	0	0	0	0	2	0	0	1
07:15 AM	0	6	0	0	9	434	44	0	0	0	0	0	2	0	0	0
07:30 AM	1	1	0	0	5	406	39	0	0	0	0	0	3	0	0	0
07:45 AM	0	1	0	0	5	460	39	0	0	0	0	0	2	0	0	0
08:00 AM	0	3	0	0	3	443	55	0	0	0	0	0	5	0	0	0
08:15 AM	1	1	0	0	4	433	43	0	0	0	0	0	2	0	0	0
08:30 AM	1	8	0	0	3	333	38	0	0	0	0	0	3	0	0	0
08:45 AM	2	14	0	0	5	345	52	0	0	0	0	0	1	0	0	0
09:00 AM	2	4	0	0	1	367	48	0	0	0	0	0	2	0	0	0
09:15 AM	1	4	0	0	0	353	45	0	0	0	0	0	3	0	0	0
09:30 AM	2	3	0	0	3	349	62	0	0	0	0	0	1	0	0	0
09:45 AM	3	1	0	0	7	387	36	0	0	0	0	0	2	0	0	0
10:00 AM	1	3	0	0	8	374	49	0	0	0	0	0	2	0	0	0
10:15 AM	0	4	0	0	4	337	50	0	0	0	0	0	3	0	0	0
10:30 AM	3	3	0	0	6	303	55	0	0	0	0	0	1	0	0	0
10:45 AM	2	1	0	0	1	263	42	0	0	0	0	0	1	0	0	0
11:00 AM	2	0	0	0	0	260	40	0	0	0	0	0	2	0	0	0
11:15 AM	1	2	0	0	2	261	41	0	0	0	0	0	2	0	0	0
11:30 AM	1	2	0	0	1	263	50	0	0	0	0	0	1	0	0	0
11:45 AM	2	0	0	0	2	262	51	0	0	0	0	0	1	0	0	0
12:00 PM	2	1	0	0	1	258	48	0	0	0	0	0	2	0	0	0
12:15 PM	1	1	0	0	1	255	45	0	0	0	0	0	2	0	0	0
12:30 PM	1	1	0	0	1	251	60	0	0	0	0	0	2	0	0	0
12:45 PM	0	0	0	0	0	263	51	0	0	0	0	0	1	0	0	0
01:00 PM	2	4	0	0	3	267	63	0	0	0	0	0	3	0	0	0
01:15 PM	1	0	0	0	3	313	46	0	0	0	0	0	1	0	0	0
01:30 PM	2	4	0	0	5	306	54	0	0	0	0	0	2	0	0	0
01:45 PM	2	8	0	0	9	313	42	0	0	0	0	0	3	0	0	0
02:00 PM	2	3	0	0	2	256	57	0	0	0	0	0	2	1	1	1
02:15 PM	1	5	0	0	0	251	52	0	0	0	0	0	2	0	0	0
02:30 PM	0	3	0	0	0	293	66	0	0	0	0	0	3	0	0	0
02:45 PM	3	6	0	0	4	282	56	0	0	0	0	0	2	0	0	0
03:00 PM	0	1	0	0	3	245	81	0	0	0	0	0	2	0	0	0
03:15 PM	1	1	0	0	2	246	54	0	0	0	0	0	3	0	0	0
03:30 PM	2	5	0	0	11	280	73	0	0	0	0	0	2	0	0	0
03:45 PM	3	5	0	0	10	261	62	0	0	0	0	0	3	0	1	0
04:00 PM	3	3	0	0	15	227	72	0	0	0	0	0	1	0	0	1
04:15 PM	1	2	0	0	10	226	51	0	0	0	0	0	3	0	0	0
04:30 PM	0	7	0	0	8	250	55	0	0	0	0	0	1	0	0	0
04:45 PM	5	3	0	0	19	233	55	0	0	0	0	0	1	0	0	0
05:00 PM	1	1	0	0	6	192	72	0	0	0	0	0	4	0	0	0
05:15 PM	1	7	0	0	6	220	69	0	0	0	0	0	3	0	0	0
05:30 PM	3	7	0	0	7	214	53	0	0	0	0	0	1	0	0	0
05:45 PM	1	4	0	0	19	216	37	0	0	0	0	0	3	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000017-1391 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 17 - Muñoz Rivera & San Agustin St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000017-1391 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 17 - Muñoz Rivera & San Agustin St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
07:15 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0
07:30 AM	0	2	0	0	0	1	2	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
08:15 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0
10:15 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
01:00 PM	0	0	0	0	0	6	0	0	0	0	0	0	1	1	0	0
01:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	2	0
01:45 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	2	4	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
04:00 PM	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	15	0	0	0	3	0	0	0	5	0	0	0	1	0	0
05:15 PM	3	1	0	0	0	6	0	0	0	2	0	0	0	0	5	0
05:30 PM	1	1	0	0	0	3	1	0	0	4	0	0	0	1	0	0
05:45 PM	3	0	0	0	0	2	0	0	0	0	0	0	0	3	1	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000018-1390 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 18 - Ponce de Leon & San Agustin St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left AMA	Left	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	2	14	0	4	0	0	3	0	0	0	0	68	0	0
06:15 AM	0	0	0	11	0	2	0	0	5	0	0	0	0	52	0	0
06:30 AM	0	0	5	28	0	2	0	0	2	0	0	0	0	83	0	0
06:45 AM	0	0	1	25	0	1	0	0	8	0	0	0	0	125	0	0
07:00 AM	0	0	3	31	0	1	0	0	14	0	0	0	0	153	0	0
07:15 AM	0	0	1	31	0	2	0	0	14	0	0	0	0	191	0	0
07:30 AM	0	0	2	29	0	4	0	0	15	0	0	0	0	192	0	0
07:45 AM	0	0	2	28	0	1	0	0	11	0	0	0	0	172	0	0
08:00 AM	0	0	1	45	0	2	0	0	10	0	0	0	0	153	0	0
08:15 AM	0	0	2	79	0	3	0	0	10	0	0	0	0	133	0	0
08:30 AM	0	0	3	76	0	2	0	0	7	0	0	0	0	173	0	0
08:45 AM	0	0	3	53	0	6	0	0	13	0	0	0	0	174	0	0
09:00 AM	0	0	2	45	0	0	0	0	17	0	0	0	0	194	0	0
09:15 AM	0	0	2	39	0	3	0	0	6	0	0	0	0	144	0	0
09:30 AM	0	0	0	34	0	1	0	0	16	0	0	0	0	195	0	0
09:45 AM	0	0	2	35	0	2	0	0	11	0	0	0	0	175	0	0
10:00 AM	0	0	1	45	0	2	0	0	23	0	0	0	0	194	0	0
10:15 AM	0	0	1	41	0	3	0	0	17	0	0	0	0	220	0	0
10:30 AM	0	0	2	42	0	2	0	0	15	0	0	0	0	209	0	0
10:45 AM	0	0	1	62	0	2	0	0	16	0	0	0	0	222	0	0
11:00 AM	0	0	1	42	0	1	0	0	12	0	0	0	0	220	0	0
11:15 AM	0	0	1	40	0	1	0	0	12	0	0	0	0	214	0	0
11:30 AM	0	0	2	50	0	2	0	0	10	0	0	0	0	229	0	0
11:45 AM	0	0	2	52	0	0	0	0	9	0	0	0	0	234	0	0
12:00 PM	0	0	1	45	0	2	0	0	11	0	0	0	0	231	0	0
12:15 PM	0	0	1	40	0	3	0	0	14	0	0	0	0	246	0	0
12:30 PM	0	0	1	39	0	3	0	0	13	0	0	0	0	241	0	0
12:45 PM	0	0	1	32	0	2	0	0	8	0	0	0	0	252	0	0
01:00 PM	0	0	2	46	0	3	0	0	12	0	0	0	0	262	0	0
01:15 PM	0	0	2	47	0	1	0	0	16	0	0	0	0	214	0	0
01:30 PM	0	0	1	49	0	1	0	0	20	0	0	0	0	300	0	0
01:45 PM	0	0	3	47	0	3	0	0	19	0	0	0	0	269	0	0
02:00 PM	0	0	1	60	0	2	0	0	15	0	0	0	0	213	2	0
02:15 PM	0	0	2	47	0	2	0	0	27	0	0	0	0	207	1	0
02:30 PM	0	0	2	57	0	1	0	0	32	0	0	0	0	277	0	0
02:45 PM	0	0	2	58	0	2	0	0	36	0	0	0	0	382	0	0
03:00 PM	0	0	3	68	0	2	0	0	20	0	0	0	0	340	0	0
03:15 PM	0	0	1	46	0	1	0	0	20	0	0	0	0	363	0	0
03:30 PM	0	0	3	64	0	0	0	0	20	0	0	0	0	332	0	0
03:45 PM	0	0	1	60	0	3	0	0	18	0	0	0	0	296	0	0
04:00 PM	0	0	2	52	1	6	0	0	43	0	0	0	0	363	0	0
04:15 PM	0	0	4	45	0	3	0	0	17	0	0	0	0	355	0	0
04:30 PM	0	0	1	76	0	1	0	0	25	0	0	0	0	401	0	0
04:45 PM	0	0	3	55	0	4	0	0	64	0	0	0	1	374	0	0
05:00 PM	0	0	1	87	0	1	0	0	37	0	0	0	0	380	0	0
05:15 PM	0	0	3	62	0	3	0	0	25	0	0	0	0	443	0	0
05:30 PM	0	0	2	51	0	1	0	0	15	0	0	0	0	429	0	0
05:45 PM	0	0	2	59	0	5	0	0	14	0	0	0	0	340	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000018-1390 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 18 - Ponce de Leon & San Agustin St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000018-1390 (4 sep. 13).ppd
Start Date:	9/4/2013
Start Time:	6:00:00 AM
Site Code:	Int 18 - Ponce de Leon & San Agustin St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	2	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	0	0	1	2	0	0	0	1	0	0	0	2	0	0
07:00 AM	0	1	0	0	2	1	0	0	1	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	2	3	0	0	0	1	0	0	1	0	2	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	2	0	0	0	5	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0
08:30 AM	0	1	2	0	0	2	0	0	0	1	0	0	0	3	0	0
08:45 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0
09:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	3	2	0	0	1	0	0	0	1	0	0	0	1	0	0
09:45 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	0	0	0	1	1	1	0	0	0	0	0	0	4	0	0
10:15 AM	0	1	0	0	1	1	0	0	0	3	0	0	0	3	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0
10:45 AM	0	0	2	0	1	0	0	0	0	1	0	0	0	2	0	0
11:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
11:15 AM	0	0	0	0	2	1	0	0	0	1	0	0	0	2	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0
12:00 PM	0	0	0	0	2	1	0	0	0	1	0	0	0	2	0	0
12:15 PM	0	0	0	0	3	1	0	0	0	1	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	2	0	0	2	0	0	0	2	0	0
01:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	3	0	0
02:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
02:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	0	1	0	0	0	3	1	0	0	1	0	0	0	5	0	0
03:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0
03:30 PM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0
04:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	2	5	0	0	0	0	0	0	2	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	3	0	0	2	0	0	0	4	0	0
05:00 PM	0	1	0	0	2	0	0	0	0	2	0	0	0	3	0	0
05:15 PM	0	0	0	0	0	4	1	0	0	4	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	1	2	0	0	0	6	1	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000019-1160 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 19 - Ponce de Leon & 5th St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	5	0	0	3	0	0	0	0	79	0	0
06:15 AM	0	0	0	0	0	3	0	0	5	0	0	0	0	76	0	0
06:30 AM	0	0	0	0	0	2	0	0	3	0	0	0	2	110	0	0
06:45 AM	0	0	0	0	0	3	0	0	2	0	0	0	3	143	0	0
07:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	1	199	0	0
07:15 AM	0	0	0	0	0	3	1	0	4	0	0	0	2	261	0	0
07:30 AM	0	0	0	0	0	4	0	0	4	0	0	0	1	257	0	0
07:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	4	219	0	0
08:00 AM	0	0	0	0	0	3	0	0	8	1	1	0	4	204	0	0
08:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	2	199	0	0
08:30 AM	0	0	0	0	0	2	0	0	6	0	0	0	1	205	0	0
08:45 AM	0	0	0	0	0	2	0	0	8	0	0	0	4	234	0	0
09:00 AM	0	0	0	0	0	2	0	0	6	0	0	0	3	220	0	0
09:15 AM	0	0	0	0	0	1	0	0	2	0	0	0	1	201	0	0
09:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	264	0	0
09:45 AM	0	0	0	0	2	2	0	0	4	0	0	0	1	192	0	0
10:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	209	0	0
10:15 AM	0	0	0	0	0	4	0	0	3	0	0	0	4	276	0	0
10:30 AM	0	0	0	0	0	1	0	0	3	0	0	0	3	284	0	0
10:45 AM	0	0	0	0	0	4	0	0	6	0	0	0	1	305	0	0
11:00 AM	0	0	0	0	0	1	0	0	4	0	0	0	1	300	0	0
11:15 AM	0	0	0	0	2	2	0	0	3	0	0	0	1	288	0	0
11:30 AM	0	0	0	0	1	2	0	0	2	0	0	0	2	292	0	0
11:45 AM	0	0	0	0	0	3	0	0	2	0	0	0	3	302	0	0
12:00 PM	0	0	0	0	0	1	0	0	5	0	0	0	4	280	0	0
12:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	2	310	0	0
12:30 PM	0	0	0	0	0	1	0	0	6	0	0	0	1	306	0	0
12:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	1	320	0	0
01:00 PM	0	0	0	0	3	2	0	0	10	0	0	0	4	311	0	0
01:15 PM	0	0	0	0	0	2	0	0	4	0	0	0	6	309	0	0
01:30 PM	0	0	0	0	0	3	0	0	1	0	0	0	5	373	0	0
01:45 PM	0	0	0	0	3	3	0	0	5	0	0	0	4	366	0	0
02:00 PM	0	0	0	0	0	1	0	0	5	0	0	0	4	373	0	0
02:15 PM	0	0	0	0	0	3	1	0	4	0	0	0	1	341	0	0
02:30 PM	0	0	0	0	0	1	0	0	6	0	0	0	1	401	0	0
02:45 PM	0	0	0	0	0	3	0	0	11	0	0	0	1	473	0	0
03:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	408	0	0
03:15 PM	0	0	0	0	0	0	0	0	11	0	0	0	3	403	0	0
03:30 PM	0	0	0	0	0	4	0	0	6	0	0	0	2	365	0	0
03:45 PM	0	0	0	0	0	2	0	0	6	0	0	0	2	371	1	0
04:00 PM	0	0	0	0	0	2	0	0	11	0	0	0	5	521	0	0
04:15 PM	0	0	0	0	0	1	0	0	13	0	0	0	4	527	0	0
04:30 PM	0	0	0	0	0	4	0	0	9	0	0	0	3	471	0	0
04:45 PM	0	0	0	0	0	2	0	0	9	0	0	0	1	516	0	0
05:00 PM	0	0	0	0	0	2	0	0	11	0	0	0	0	513	0	0
05:15 PM	0	0	0	0	0	1	0	0	11	0	0	0	3	518	0	0
05:30 PM	0	0	0	0	0	4	0	0	10	0	0	0	1	443	0	0
05:45 PM	0	0	0	0	0	2	0	0	7	0	0	0	3	385	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000019-1160 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 19 - Ponce de Leon & 5th St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0
10:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
03:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000019-1160 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 19 - Ponce de Leon & 5th St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	1	1	0	1	3	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	2	0	0	0	0	2	0	1	2	0	0
08:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
09:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
09:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
09:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:15 PM	0	0	0	0	0	2	0	0	0	1	2	0	0	0	0	0
01:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0
05:00 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	22	0	0
05:15 PM	0	0	0	0	0	3	0	0	2	0	0	0	0	6	0	0
05:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000020-1389 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 20 - Fernandez Juncos & 5th St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru AMA	Thru	Left	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	3	0	0	0	3	0	149	0	0	0	0	0	0	48	1	0
06:15 AM	2	0	1	0	1	1	175	0	0	0	0	0	0	56	0	0
06:30 AM	0	0	0	0	5	0	239	0	0	0	0	0	0	38	0	0
06:45 AM	2	0	0	0	3	0	267	0	0	0	0	0	0	84	0	0
07:00 AM	3	0	0	0	0	0	218	0	0	0	0	0	0	88	0	0
07:15 AM	0	0	0	0	1	0	252	0	0	0	0	0	0	99	0	0
07:30 AM	1	0	1	0	2	0	294	0	0	0	0	0	0	89	2	0
07:45 AM	4	0	1	0	10	0	294	0	0	0	0	0	0	87	3	0
08:00 AM	3	0	0	0	2	0	287	0	0	0	0	0	0	114	1	0
08:15 AM	2	0	1	0	3	0	351	0	0	0	0	0	0	116	3	0
08:30 AM	0	0	0	0	0	0	323	0	0	0	0	0	3	128	1	0
08:45 AM	3	0	0	0	5	0	262	0	0	0	0	0	0	128	2	0
09:00 AM	0	0	2	0	7	0	292	0	0	0	0	0	0	141	2	0
09:15 AM	1	0	1	0	6	0	232	0	0	0	0	0	0	124	0	0
09:30 AM	3	0	0	0	6	0	228	0	0	0	0	0	0	115	0	0
09:45 AM	3	0	1	0	7	0	249	0	0	0	0	0	0	153	1	0
10:00 AM	2	0	1	0	3	0	247	0	0	0	0	0	0	128	2	0
10:15 AM	0	0	0	0	1	0	170	0	0	0	0	0	0	127	6	0
10:30 AM	1	0	1	0	3	0	187	0	0	0	0	0	0	131	0	0
10:45 AM	1	0	1	0	2	1	199	0	0	0	0	0	0	175	2	0
11:00 AM	0	0	0	0	2	0	190	0	0	0	0	0	0	170	0	0
11:15 AM	1	0	1	0	3	0	174	0	0	0	0	0	0	171	0	0
11:30 AM	1	0	1	0	2	0	166	0	0	0	0	0	0	173	2	0
11:45 AM	2	0	0	0	2	0	160	0	0	0	0	0	0	180	2	0
12:00 PM	0	0	2	0	1	0	159	0	0	0	0	0	0	176	0	0
12:15 PM	2	0	2	0	5	0	163	0	0	0	0	0	0	154	1	0
12:30 PM	1	0	1	0	4	0	148	0	0	0	0	0	0	160	2	0
12:45 PM	0	0	0	0	3	0	144	0	0	0	0	0	0	165	0	0
01:00 PM	2	0	1	0	6	0	175	0	0	0	0	0	0	178	4	0
01:15 PM	2	0	2	0	6	1	195	0	0	0	0	0	0	167	0	0
01:30 PM	0	0	2	0	4	0	190	0	0	0	0	0	0	220	2	0
01:45 PM	0	0	0	0	6	0	201	0	0	0	0	0	0	226	0	0
02:00 PM	0	0	2	0	3	0	172	0	0	0	0	0	0	206	3	0
02:15 PM	3	0	2	0	2	0	200	0	0	0	0	0	0	245	2	0
02:30 PM	4	0	0	0	10	0	146	0	0	0	0	0	0	320	3	0
02:45 PM	2	0	1	0	4	0	163	0	0	0	0	0	0	275	2	0
03:00 PM	1	0	4	0	4	1	148	0	0	0	0	0	0	281	0	0
03:15 PM	1	0	4	0	7	1	136	0	0	0	0	0	0	303	1	0
03:30 PM	2	0	1	0	5	0	146	0	0	0	0	0	0	305	0	0
03:45 PM	2	0	2	0	2	0	137	0	0	0	0	0	0	345	3	0
04:00 PM	2	0	1	0	6	0	130	0	0	0	0	0	0	439	0	0
04:15 PM	0	0	0	0	5	0	134	0	0	0	0	0	0	334	1	0
04:30 PM	0	0	2	0	6	0	124	0	0	0	0	0	0	413	6	0
04:45 PM	2	0	0	0	5	0	103	0	0	0	0	0	0	512	2	0
05:00 PM	0	0	1	0	9	0	106	0	0	0	0	0	0	352	2	0
05:15 PM	2	0	1	0	3	0	108	0	0	0	0	0	0	299	3	0
05:30 PM	2	0	0	0	4	0	141	0	0	0	0	0	0	228	3	0
05:45 PM	4	0	1	0	7	0	99	0	0	0	0	0	0	212	4	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000020-1389 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 20 - Fernandez Juncos & 5th St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000020-1389 (11 sep. 13).ppd
Start Date:	9/11/2013
Start Time:	6:00:00 AM
Site Code:	Int 20 - Fernandez Juncos & 5th St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000021-1388 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 21 - Muñoz Rivera & Rosales St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	1	0	0	0	0	0	0	0	0	0	218	0	0	0	1	0
06:15 AM	0	0	0	0	12	0	0	0	15	0	234	0	0	0	0	0
06:30 AM	0	0	0	0	9	0	0	0	6	0	282	0	0	0	0	0
06:45 AM	0	0	0	0	8	0	0	0	10	0	363	0	0	0	0	0
07:00 AM	0	0	0	0	14	0	0	0	14	0	376	0	0	0	0	0
07:15 AM	0	0	0	0	28	0	0	0	26	0	484	0	0	0	0	0
07:30 AM	0	0	0	0	32	0	0	0	33	0	441	0	0	0	0	0
07:45 AM	0	0	0	0	40	0	0	0	23	0	510	0	0	0	0	0
08:00 AM	0	0	0	1	24	0	0	0	20	0	467	0	1	1	1	0
08:15 AM	0	0	0	0	41	0	0	0	38	0	490	0	0	0	0	0
08:30 AM	0	0	0	0	23	0	0	0	35	0	404	0	0	0	0	0
08:45 AM	0	0	0	0	24	0	0	0	22	0	393	0	0	0	0	0
09:00 AM	0	0	0	0	39	0	0	0	34	0	410	0	0	0	0	0
09:15 AM	0	0	0	0	26	0	0	0	44	0	414	0	0	0	0	0
09:30 AM	0	0	0	0	19	0	0	0	35	0	414	0	0	0	0	0
09:45 AM	0	0	0	0	23	0	0	0	26	0	421	0	0	0	0	0
10:00 AM	0	0	0	0	19	0	0	0	30	0	410	0	0	0	0	0
10:15 AM	0	0	0	0	22	0	0	0	31	0	349	0	0	0	0	0
10:30 AM	0	0	0	0	30	0	0	0	30	0	361	0	0	0	0	0
10:45 AM	0	0	0	0	38	0	0	0	30	0	316	0	0	0	0	0
11:00 AM	0	0	0	0	32	0	0	0	21	0	311	0	0	0	0	0
11:15 AM	0	0	0	0	30	0	0	0	20	0	289	0	0	0	0	0
11:30 AM	0	0	0	0	31	0	0	0	19	0	290	0	0	0	0	0
11:45 AM	0	0	0	0	28	0	0	0	28	0	305	0	0	0	0	0
12:00 PM	0	0	0	0	27	0	0	0	21	0	279	0	0	0	0	0
12:15 PM	0	0	0	0	33	0	0	0	20	0	314	0	0	0	0	0
12:30 PM	0	0	0	0	17	0	0	0	30	0	301	0	0	0	0	0
12:45 PM	0	0	0	0	16	0	0	0	24	0	322	0	0	0	0	0
01:00 PM	0	0	0	0	21	0	0	0	30	0	307	0	0	0	1	0
01:15 PM	0	0	0	0	37	0	0	0	33	0	352	0	0	0	0	0
01:30 PM	0	0	0	0	21	0	0	0	22	0	351	0	0	0	0	0
01:45 PM	0	0	0	0	24	0	0	0	21	0	338	0	0	0	0	0
02:00 PM	0	0	0	0	22	0	0	0	34	0	301	0	0	0	0	0
02:15 PM	0	0	0	0	30	0	0	0	31	0	291	0	0	0	0	0
02:30 PM	0	0	0	0	24	0	0	0	34	0	344	0	0	0	0	0
02:45 PM	0	0	0	0	31	0	0	0	29	0	279	0	0	0	0	0
03:00 PM	0	0	0	0	33	0	0	0	33	0	298	0	0	2	0	0
03:15 PM	0	0	0	0	27	0	0	0	32	0	277	0	0	0	0	0
03:30 PM	0	0	0	0	31	0	0	0	25	0	329	0	0	0	0	0
03:45 PM	0	0	0	0	23	0	0	0	25	0	308	0	0	0	0	0
04:00 PM	0	0	0	0	20	0	0	0	18	0	271	0	0	0	0	0
04:15 PM	0	0	0	0	27	0	0	0	26	0	278	0	0	0	0	0
04:30 PM	0	0	0	0	26	0	0	0	28	0	274	0	0	0	0	0
04:45 PM	0	0	0	0	33	0	0	0	28	0	260	0	0	0	0	0
05:00 PM	1	0	0	0	28	0	0	0	24	0	219	0	0	0	0	0
05:15 PM	0	0	0	0	26	0	0	0	34	0	248	0	0	0	0	0
05:30 PM	0	0	0	0	29	0	0	0	21	0	243	0	0	0	0	0
05:45 PM	0	0	0	0	20	0	0	0	29	0	245	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000021-1388 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 21 - Muñoz Rivera & Rosales St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	1	0	0	0	1	0	1	0	0	2	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
05:30 PM	0	0	2	0	3	0	0	0	0	0	1	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000021-1388 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 21 - Muñoz Rivera & Rosales St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	4	0	0	0	4	0	0	0	2	0	0	0
07:15 AM	0	0	0	0	3	0	0	0	4	0	1	0	0	0	0	0
07:30 AM	0	0	2	0	4	1	0	0	6	0	2	0	0	0	0	0
07:45 AM	0	0	2	0	3	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	6	0	0	0	3	0	1	0	0	0	0	0
08:15 AM	0	0	0	0	10	0	0	0	9	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	5	0	0	0	4	0	0	0	0	2	0	0
09:15 AM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0
10:30 AM	0	0	0	0	8	0	0	0	0	0	0	0	2	1	0	0
10:45 AM	0	0	0	0	2	0	0	0	7	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0
11:45 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
01:15 PM	0	0	0	0	10	0	0	0	6	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	9	0	0	0	20	0	0	0	0	1	0	0
01:45 PM	0	0	1	0	9	0	0	0	11	0	0	0	0	2	0	0
02:00 PM	0	0	0	0	7	1	0	0	6	0	0	0	0	0	0	0
02:15 PM	0	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0
02:30 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	1	0	0
02:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	0	1	0	4	0	0	3	0	0
03:15 PM	0	0	0	0	1	5	0	0	0	0	4	0	0	0	0	0
03:30 PM	0	0	0	0	3	0	2	0	0	0	1	0	0	0	0	0
03:45 PM	0	0	4	0	1	0	2	0	4	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	6	0	0	0	0	0	1	0	0	1	0	0
04:30 PM	0	0	2	0	3	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0
05:15 PM	0	0	2	0	6	0	1	0	0	0	7	0	0	2	0	0
05:30 PM	0	0	2	0	3	0	0	0	6	0	2	0	0	3	0	0
05:45 PM	0	0	0	0	2	0	0	0	4	0	5	0	1	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000022-1390 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 22 - Calle del Tren & 5th St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	4	0	0
06:15 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	6	0	0
06:30 AM	0	3	0	0	0	2	0	0	0	1	0	0	0	2	0	0
06:45 AM	0	2	0	0	0	5	0	0	0	4	0	0	0	5	0	0
07:00 AM	0	1	0	0	0	4	0	0	0	1	0	0	0	3	0	0
07:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	4	0	0
07:30 AM	0	4	0	0	0	3	0	0	0	2	0	0	0	1	0	0
07:45 AM	0	1	0	0	0	2	0	0	0	3	0	0	0	4	0	0
08:00 AM	0	7	0	0	0	2	0	0	0	2	0	0	0	2	0	0
08:15 AM	0	3	0	0	0	5	0	0	0	2	0	0	0	5	0	0
08:30 AM	0	6	0	0	0	3	0	0	0	3	0	0	0	3	0	0
08:45 AM	0	7	0	0	0	3	0	0	0	4	0	0	0	3	0	0
09:00 AM	0	6	0	0	0	4	0	0	0	6	0	0	0	5	0	0
09:15 AM	0	5	0	0	0	3	0	0	0	1	0	0	0	2	0	0
09:30 AM	0	3	0	0	0	5	0	0	0	1	0	0	0	3	0	0
09:45 AM	0	7	0	0	0	5	0	0	0	4	0	0	0	4	0	0
10:00 AM	0	4	0	0	0	2	0	0	0	3	0	0	0	4	0	0
10:15 AM	0	1	0	0	0	3	0	0	0	3	0	0	0	2	0	0
10:30 AM	0	4	0	0	0	3	0	0	0	3	0	0	0	3	0	0
10:45 AM	0	6	0	0	0	3	0	0	0	1	0	0	0	7	0	0
11:00 AM	0	3	0	0	0	1	0	0	0	1	0	0	0	1	0	0
11:15 AM	0	4	0	0	0	2	0	0	0	1	0	0	0	2	0	0
11:30 AM	0	2	0	0	0	2	0	0	0	2	0	0	0	3	0	0
11:45 AM	0	2	0	0	0	3	0	0	0	3	0	0	0	4	0	0
12:00 PM	0	1	0	0	0	2	0	0	0	3	0	0	0	3	0	0
12:15 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0	0
12:30 PM	0	2	0	0	0	2	0	0	0	4	0	0	0	3	0	0
12:45 PM	0	3	0	0	0	1	0	0	0	2	0	0	0	4	0	0
01:00 PM	0	9	0	0	0	1	0	0	0	4	0	0	0	4	0	0
01:15 PM	0	3	0	0	0	4	0	0	0	4	0	0	0	3	0	0
01:30 PM	0	2	0	0	0	2	0	0	0	5	0	0	0	1	0	0
01:45 PM	0	6	0	0	0	1	0	0	0	6	0	0	0	4	0	0
02:00 PM	0	6	0	0	0	3	0	0	0	5	0	0	0	0	0	0
02:15 PM	0	2	0	0	0	3	0	0	0	5	0	0	0	2	0	0
02:30 PM	0	4	0	0	0	1	0	0	0	8	0	0	0	3	0	0
02:45 PM	0	0	0	0	0	5	0	0	0	8	0	0	0	5	0	0
03:00 PM	0	3	0	0	0	2	0	0	0	3	0	0	0	4	0	0
03:15 PM	0	5	0	0	0	1	0	0	0	13	0	0	0	3	0	0
03:30 PM	0	4	0	0	0	2	0	0	0	7	0	0	0	2	0	0
03:45 PM	0	1	0	0	0	5	0	0	0	6	0	0	0	6	0	0
04:00 PM	0	6	0	0	0	1	0	0	0	12	0	0	0	1	0	0
04:15 PM	0	4	0	0	0	4	0	0	0	12	0	0	0	4	0	0
04:30 PM	0	3	0	0	0	4	0	0	0	9	0	0	0	4	0	0
04:45 PM	0	1	0	0	0	6	0	0	0	6	0	0	0	5	0	0
05:00 PM	0	1	0	0	0	3	0	0	0	11	0	0	0	2	0	0
05:15 PM	0	3	0	0	0	4	0	0	0	11	0	0	0	2	0	0
05:30 PM	0	1	0	0	0	4	0	0	0	9	0	0	0	6	0	0
05:45 PM	0	3	0	0	0	2	0	0	0	9	0	0	0	4	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000022-1390 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 22 - Calle del Tren & 5th St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000022-1390 (12 sep. 13).ppd
Start Date:	9/12/2013
Start Time:	6:00:00 AM
Site Code:	Int 22 - Calle del Tren & 5th St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000023-1159 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 23 - Ponce de Leon & Local St
Comment 1:	Vehicles
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	12	0	0	0	0	0	0	0	0	0	0	29	2	0
06:15 AM	0	0	23	0	0	0	0	0	0	0	0	0	0	30	2	0
06:30 AM	0	0	29	0	0	0	0	0	0	0	0	0	0	52	2	0
06:45 AM	0	0	36	0	0	1	0	0	0	0	0	0	0	59	0	0
07:00 AM	0	0	31	0	0	0	0	0	0	0	0	0	0	93	4	0
07:15 AM	0	0	61	0	0	0	0	0	0	0	0	0	0	109	6	0
07:30 AM	0	0	51	0	0	0	0	0	0	0	0	0	6	99	3	0
07:45 AM	0	0	72	0	0	0	0	0	0	0	0	0	0	70	4	0
08:00 AM	0	0	49	0	0	0	0	0	0	0	0	0	0	58	3	0
08:15 AM	0	0	46	0	0	0	0	0	0	0	0	0	0	57	5	0
08:30 AM	0	0	49	0	0	0	0	0	0	0	0	0	0	66	8	0
08:45 AM	0	0	47	0	0	0	0	0	0	0	0	0	0	64	8	0
09:00 AM	0	0	50	0	0	0	0	0	0	0	0	0	0	81	3	0
09:15 AM	0	0	50	0	0	0	0	0	0	0	0	0	0	61	7	0
09:30 AM	0	0	43	0	0	0	0	0	0	0	0	0	0	73	3	0
09:45 AM	0	0	47	0	0	0	0	0	0	0	0	0	0	73	6	0
10:00 AM	0	0	55	0	0	0	0	0	0	0	0	0	0	58	2	0
10:15 AM	0	3	43	0	0	0	0	0	0	0	0	0	1	68	10	0
10:30 AM	0	0	50	0	0	0	0	0	0	0	0	0	0	66	9	0
10:45 AM	0	0	58	0	0	0	0	0	0	0	0	0	0	76	6	0
11:00 AM	0	0	44	0	0	0	0	0	0	0	0	0	0	70	3	0
11:15 AM	0	0	41	0	0	0	0	0	0	0	0	0	1	65	3	0
11:30 AM	0	0	39	0	0	0	0	0	0	0	0	0	0	61	4	0
11:45 AM	0	0	46	0	0	0	0	0	0	0	0	0	2	73	6	0
12:00 PM	0	0	30	0	0	0	0	0	0	0	0	0	1	75	4	0
12:15 PM	0	0	33	0	0	0	0	0	0	0	0	0	0	80	5	0
12:30 PM	0	0	31	0	0	0	0	0	0	0	0	0	1	66	6	0
12:45 PM	0	0	28	0	0	0	0	0	0	0	0	0	1	90	8	0
01:00 PM	0	0	31	0	0	0	0	0	0	0	0	0	2	88	8	0
01:15 PM	0	0	35	0	0	0	0	0	0	0	0	0	0	87	7	0
01:30 PM	0	0	43	0	0	0	0	0	0	0	0	0	0	64	7	0
01:45 PM	0	0	46	0	0	0	0	0	0	0	0	0	1	88	10	0
02:00 PM	0	0	17	0	0	0	0	0	0	0	0	0	0	97	20	0
02:15 PM	0	0	28	0	0	0	0	0	0	0	0	0	4	94	7	0
02:30 PM	0	0	43	0	0	0	0	0	0	0	0	0	0	122	7	0
02:45 PM	0	0	39	0	0	0	0	0	0	0	0	0	0	96	4	0
03:00 PM	0	0	17	0	0	0	0	0	0	0	0	0	0	92	6	0
03:15 PM	0	0	26	0	0	0	0	0	0	0	0	0	0	93	10	0
03:30 PM	0	0	17	0	0	0	0	0	0	0	0	0	0	92	8	0
03:45 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	81	5	0
04:00 PM	0	0	10	0	0	0	0	0	0	0	0	0	0	87	12	0
04:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	44	10	0
04:30 PM	0	0	10	0	0	0	0	0	0	0	0	0	1	79	6	0
04:45 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	103	3	0
05:00 PM	0	0	14	0	0	0	0	0	0	0	0	0	0	93	10	0
05:15 PM	0	0	13	0	0	0	0	0	0	0	0	0	0	82	11	0
05:30 PM	0	0	6	0	0	0	0	0	0	0	0	0	1	98	10	0
05:45 PM	0	0	15	0	0	0	0	0	0	0	0	0	0	100	5	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000023-1159 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 23 - Ponce de Leon & Local St
Comment 1:	Cyclists
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

File Name:	C:\Users\yessenia\Desktop\VAGTEC\MTC Data\Raw Data\00000023-1159 (19 sep. 13).ppd
Start Date:	9/19/2013
Start Time:	6:00:00 AM
Site Code:	Int 23 - Ponce de Leon & Local St
Comment 1:	Pedestrians
Comment 2:	Change These in The Preferences Window
Comment 3:	Select File/Preference in the Main Scree
Comment 4:	Then Click the Comments Tab

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
06:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
01:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0
01:30 PM	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0
01:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0
02:00 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0
02:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
03:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	2	0	0	0	4	0	0	0	1	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0

2. Appendix B – Pictures of Intersections

Photo 1 Intersection 1 Eastbound View

Photo 2 Intersection 1 Northbound View

Photo 3 Intersection 1 Southbound View

Photo 4 Intersection 1 Westbound View

Photo 5 Intersection 2 Eastbound View

Photo 6 Intersection 2 Northbound View

Photo 7 Intersection 2 Southbound View

Photo 8 Intersection 2 Westbound View

Photo 9 Intersection 3 Eastbound View

Photo 10 Intersection 3 Northbound View

Photo 11 Intersection 3 Southbound View

Photo 12 Intersection 3 Westbound View

Photo 13 Intersection 4 Eastbound View

Photo 14 Intersection 4 Northbound View

Photo 15 Intersection 4 Southbound View

Photo 16 Intersection 4 Westbound View

Photo 17 Intersection 5 Eastbound View

Photo 18 Intersection 5 Northbound View

Photo 19 Intersection 5 Southbound View

Photo 20 Intersection 5 Westbound View

Photo 21 Intersection 6 Eastbound View

Photo 22 Intersection 6 Northbound View

Photo 23 Intersection 6 Southbound View

Photo 24 Intersection 6 Westbound View

Photo 25 Intersection 7 Eastbound View

Photo 26 Intersection 7 Northbound View

Photo 27 Intersection 7 Southbound View

Photo 28 Intersection 7 Westbound View

Photo 29 Intersection 8 Eastbound View

Photo 30 Intersection 8 Northbound View

Photo 31 Intersection 8 Southbound View

Photo 32 Intersection 8 Westbound View

Photo 33 Intersection 9 Eastbound View

Photo 34 Intersection 9 Northbound View

Photo 35 Intersection 9 Southbound View

Photo 36 Intersection 9 Westbound View

Photo 37 Intersection 10 Eastbound View

Photo 38 Intersection 10 Northbound View

Photo 39 Intersection 10 Southbound View

Photo 40 Intersection 10 Westbound View

Photo 41 Intersection 11 Eastbound View

Photo 42 Intersection 11 Northbound View

Photo 43 Intersection 11 Southbound View

Photo 44 Intersection 11 Westbound View

Photo 45 Intersection 12 Eastbound View

Photo 46 Intersection 12 Northbound View

Photo 47 Intersection 12 Southbound View

Photo 48 Intersection 12 Westbound View

Photo 49 Intersection 13 Eastbound View

Photo 50 Intersection 13 Northbound View

Photo 51 Intersection 13 Southbound View

Photo 52 Intersection 13 Westbound View

Photo 53 Intersection 14 Eastbound View

Photo 54 Intersection 14 Northbound View

Photo 55 Intersection 14 Southbound View

Photo 56 Intersection 14 Westbound View

Photo 57 Intersection 15 Eastbound View

Photo 58 Intersection 15 Northbound View

Photo 59 Intersection 15 Southbound View

Photo 60 Intersection 15 Westbound View

Photo 61 Intersection 16 Eastbound View

Photo 62 Intersection 16 Northbound View

Photo 63 Intersection 16 Southbound View

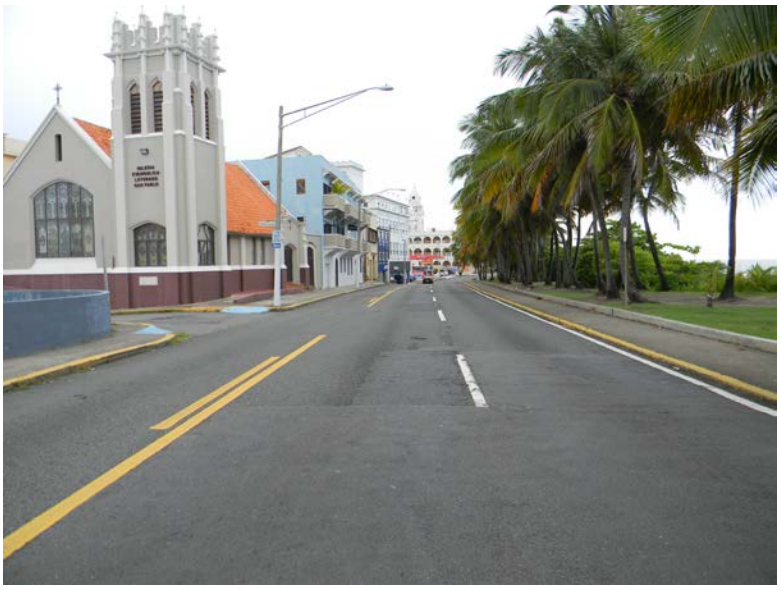

Photo 64 Intersection 16 Westbound View

Photo 65 Intersection 17 Eastbound View

Photo 66 Intersection 17 North Approach

Photo 67 Intersection 17 South Approach

Photo 68 Intersection 17 Westbound View

Photo 69 Intersection 18 Eastbound View

Photo 70 Intersection 18 Northbound View

Photo 71 Intersection 18 Southbound View

Photo 72 Intersection 18 Westbound View

Photo 73 Intersection 19 Eastbound View

Photo 74 Intersection 19 Northbound View

Photo 75 Intersection 19 Southbound View

Photo 76 Intersection 20 Eastbound View

Photo 77 Intersection 20 Northbound View

Photo 78 Intersection 20 Southbound View

Photo 79 Intersection 20 Westbound View

Photo 80 Intersection 21 Eastbound View

Photo 81 Intersection 21 Northbound View

Photo 82 Intersection 21 Southbound View

Photo 83 Intersection 21 Westbound View

Photo 84 Intersection 22 Eastbound View

Photo 85 Intersection 22 Northbound View

Photo 86 Intersection 22 Southbound View

Photo 87 Intersection 22 Westbound View

Photo 88 Intersection 23 Eastbound View

Photo 89 Intersection 23 Northbound View

Photo 90 Intersection 23 Southbound View

Photo 91 Intersection 23 Westbound View

3. Appendix C –TRANSYT-7F Output Exported from TSIS/CORSIM

Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.32

Analyst: Date Performed:
Agency: Analysis Time Period:
Jurisdiction:
Run Title: Run Title
File Name: Existing Condition 2013 - AM.tin

CORSIM Version 6
Random # Seed Variations: 30
Volume Multiplier: 1
Simulation Period (sec): 3600
Initialization Period (sec): 600

Processing Results:

<----------NETSIM Approach Links---------->							Network-Wide	
Control Delay	Total Delay	Stop Delay	Queue Delay	Vehicle Trips	Percent Stops (%)	Speed (mph)	Delay Time (veh-hr)	Speed (mph)
----------(sec/veh)----------								
4.9	8.8	5.9	5.1	35791	23.8	21.8	126.5	19.2
							Links	
0.0	3.4	0.3	0.0	1902	52.1	19.9	(24,	21)
0.5	5.0	0.4	0.5	1923	3.2	22.9	(29,	17)
37.6	39.7	35.5	36.5	214	88.5	6.3	(17,	18)
0.0	0.0	0.0	0.0	0	0.0	0.0	(17,	30)
74.5	74.7	74.7	74.9	7	99.5	2.8	(30,	17)
0.0	0.0	0.0	0.0	7	0.0	0.0	(8001,	30)
0.0	1.4	0.1	0.0	1032	0.2	30.5	(90,	19)
10.5	12.6	10.8	10.8	21	24.8	13.6	(55,	18)
10.6	12.2	10.9	11.1	3	93.3	6.4	(112,	19)
6.7	11.2	7.9	8.1	14	100.0	6.7	(22,	20)
0.0	0.6	0.0	0.0	1228	0.0	37.9	(32,	20)
0.0	1.9	1.0	0.0	21	4.3	23.3	(24,	19)
100.5	114.0	108.2	111.8	119	94.2	0.6	(34,	21)
29.8	35.0	30.6	31.8	52	100.0	3.8	(16,	15)
13.0	17.3	14.0	14.3	14	100.0	6.3	(15,	16)
6.0	7.1	5.0	5.5	773	36.2	11.2	(91,	18)
0.0	2.1	1.5	0.0	21	17.0	20.8	(38,	15)
0.0	3.0	0.6	0.0	725	4.7	23.0	(104,	15)
0.0	1.1	0.1	0.0	21	0.0	23.3	(104,	10)
2.5	6.5	3.4	3.6	18	100.0	12.3	(15,	14)
31.6	38.5	33.1	34.2	41	100.0	3.9	(14,	15)
35.5	43.6	39.6	40.5	11	100.0	4.2	(10,	11)
42.3	47.4	42.6	43.6	28	100.0	2.8	(11,	10)
0.0	2.1	0.4	0.0	1774	3.6	27.8	(35,	16)
0.0	0.3	0.0	0.0	16	0.0	23.7	(36,	37)
0.0	2.5	0.1	0.1	16	1.3	22.1	(37,	17)
0.0	2.6	0.2	0.0	1732	0.7	29.3	(17,	37)
0.0	0.2	0.0	0.0	21	0.0	23.3	(39,	38)
0.0	1.5	0.5	0.0	784	5.6	21.6	(15,	38)
0.0	0.8	0.1	0.0	21	0.2	22.0	(40,	39)
0.0	0.3	0.0	0.0	801	0.2	22.7	(38,	39)
11.1	14.7	11.5	12.0	77	100.0	10.8	(40,	37)
3.4	7.3	4.1	4.5	17	100.0	13.6	(36,	39)
4.8	8.1	5.5	5.8	18	100.0	12.4	(35,	38)
0.0	25.7	21.7	0.0	75	29.9	9.6	(43,	14)
0.0	26.1	23.7	0.0	62	28.5	9.4	(11,	41)
0.0	0.5	0.0	0.0	17	0.0	24.9	(45,	46)
0.0	10.3	6.0	0.0	1727	20.7	15.7	(111,	46)

0.0	0.3	0.0	0.0	16	0.3	24.8	(47,	16)
37.7	41.0	33.6	35.0	254	80.2	5.3	(6,	7)
88.5	92.4	88.5	89.1	35	98.4	1.3	(8,	7)
10.7	12.9	9.4	10.6	48	99.4	9.3	(49,	18)
0.0	25.4	22.8	0.0	72	30.5	8.8	(48,	49)
0.0	28.9	26.2	0.0	68	32.3	8.2	(14,	48)
2.4	6.6	3.4	3.6	14	100.0	12.1	(39,	48)
57.0	59.8	56.5	57.2	20	99.0	2.2	(109,	13)
33.1	40.3	34.0	35.3	52	100.0	3.6	(50,	14)
32.8	37.4	32.1	33.9	52	100.0	3.2	(109,	50)
2.6	6.9	3.1	3.5	35	100.0	11.2	(14,	50)
37.4	40.8	36.4	37.4	26	100.0	3.2	(102,	52)
32.8	39.7	35.5	36.7	36	100.0	3.3	(102,	11)
87.7	98.0	91.1	92.1	25	98.5	1.9	(52,	12)
4.2	7.8	4.6	5.1	66	100.0	12.5	(12,	52)
0.0	2.7	1.7	0.0	19	4.0	21.2	(105,	52)
0.0	1.1	0.8	0.0	11	29.1	23.5	(51,	50)
0.0	4.0	2.0	0.0	11	4.2	19.7	(50,	53)
0.0	1.9	0.8	0.0	19	14.8	22.1	(53,	50)
2.1	6.9	3.0	3.2	9	100.0	9.8	(48,	53)
0.0	1.8	0.8	0.0	18	17.9	22.9	(54,	53)
0.0	1.7	1.1	0.0	21	15.0	22.2	(90,	55)
0.0	2.7	0.4	0.0	1033	3.5	25.0	(18,	55)
0.0	0.7	0.1	0.0	18	0.2	24.7	(22,	56)
0.0	1.1	1.0	0.0	11	28.0	22.7	(54,	56)
0.0	0.0	0.0	0.0	0	0.0	0.0	(55,	56)
40.6	50.0	43.6	44.8	48	100.0	4.0	(56,	55)
35.5	42.5	37.4	38.7	49	100.0	4.5	(57,	56)
0.0	1.1	0.0	0.0	396	0.2	36.5	(92,	20)
28.8	42.2	37.7	38.3	9	100.0	6.2	(53,	58)
0.0	0.8	0.0	0.0	388	0.0	36.6	(13,	58)
5.1	7.6	4.2	4.7	1137	18.9	21.3	(58,	13)
0.0	1.8	0.5	0.0	1188	1.0	32.9	(59,	58)
0.0	1.4	0.1	0.0	357	0.0	37.4	(12,	60)
4.5	8.1	3.8	4.1	1036	17.7	27.7	(60,	12)
2.8	3.9	2.8	2.8	389	11.9	27.7	(60,	13)
0.1	1.6	0.1	0.1	1086	1.4	33.6	(13,	60)
61.3	77.6	75.6	76.1	6	100.0	4.2	(61,	12)
2.7	4.1	2.7	2.8	334	13.2	29.9	(62,	12)
9.9	13.6	8.2	8.8	945	32.2	18.6	(12,	62)
0.0	1.7	1.4	0.0	11	29.1	21.5	(64,	52)
3.4	6.3	5.2	4.4	18	41.1	15.0	(64,	63)
0.0	23.9	21.2	0.0	57	27.9	11.6	(65,	11)
0.0	0.0	0.0	0.0	0	0.0	0.0	(100,	65)
31.0	33.3	30.2	30.7	84	79.7	2.4	(100,	63)
19.2	25.0	23.7	23.9	242	46.6	1.5	(62,	63)
5.1	9.2	5.0	6.2	83	95.7	4.9	(63,	62)
9.3	13.2	11.2	10.2	21	45.0	8.9	(68,	7)
0.0	1.1	0.3	0.0	608	0.7	22.3	(69,	10)
0.0	22.1	19.4	0.0	123	24.1	5.8	(66,	65)
0.0	18.9	12.9	0.0	885	50.7	11.7	(71,	1)
51.7	55.2	48.7	53.8	230	100.0	4.4	(72,	1)
45.8	54.8	45.4	51.4	539	100.0	2.2	(73,	2)
52.1	67.5	66.1	67.8	49	100.0	1.6	(74,	2)
0.0	3.6	1.0	0.0	329	8.9	20.1	(2,	23)
8.2	9.7	7.8	8.8	215	100.0	5.5	(71,	23)
12.0	14.4	11.0	11.5	444	48.2	16.1	(98,	7)
32.3	38.0	34.2	35.6	91	100.0	4.9	(80,	3)
2.2	1.3	2.2	2.2	238	8.1	21.9	(81,	3)
2.8	5.0	3.1	3.4	231	100.0	15.6	(94,	4)
0.0	8.0	6.1	0.0	419	9.0	17.4	(94,	3)
11.3	16.6	9.0	12.7	673	100.0	8.0	(95,	4)
0.0	2.3	0.0	0.0	337	0.0	15.3	(85,	5)

0.1	1.9	0.5	0.1	76	4.7	22.0	(8, 86)
0.0	0.0	0.0	0.0	83	0.7	29.4	(87, 86)
4.0	6.6	4.3	4.4	8	100.0	13.0	(86, 5)
2.7	6.0	5.2	4.1	11	47.6	17.7	(89, 63)
0.7	1.3	0.7	0.7	330	7.5	35.0	(88, 62)
0.0	0.8	0.0	0.0	782	0.7	36.5	(88, 5)
0.0	5.0	0.1	0.0	259	2.5	18.1	(89, 5)
2.3	3.1	2.5	2.5	21	20.0	20.9	(19, 90)
4.2	6.6	3.5	3.9	1076	24.0	19.6	(55, 90)
10.9	16.8	8.3	11.4	245	100.0	7.3	(5, 86)
0.0	1.2	0.1	0.0	21	0.0	21.6	(18, 91)
0.0	0.9	0.2	0.0	774	4.2	21.6	(40, 91)
0.0	0.0	0.0	0.0	0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0	0.0	0.0	(49, 91)
3.2	8.4	4.3	4.6	48	100.0	10.5	(48, 39)
2.2	7.7	3.4	3.7	48	100.0	9.2	(53, 48)
27.9	35.8	30.9	32.0	48	100.0	5.6	(58, 53)
0.0	1.7	0.6	0.0	65	2.2	19.2	(65, 100)
0.0	0.0	0.0	0.0	0	0.0	0.0	(63, 100)
2.9	3.0	3.4	3.6	19	100.0	9.5	(101, 100)
0.0	35.9	32.1	0.0	66	31.4	3.7	(52, 102)
0.0	30.9	28.4	0.0	14	30.5	5.4	(11, 102)
3.5	3.2	3.5	3.8	12	100.0	11.3	(103, 102)
0.0	2.6	1.1	0.0	21	16.0	23.3	(15, 104)
0.0	2.3	1.1	0.0	623	8.3	21.3	(10, 104)
64.2	73.4	58.2	66.5	232	100.0	2.0	(46, 104)
0.0	0.0	0.0	0.0	0	0.0	0.0	(104, 46)
40.2	48.5	41.4	43.5	125	100.0	3.2	(104, 41)
0.0	0.0	0.0	0.0	0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0	0.0	0.0	(106, 41)
3.0	3.3	3.3	3.5	32	100.0	13.0	(107, 60)
16.2	16.6	16.4	16.6	4	100.0	8.1	(108, 13)
0.0	34.8	32.9	0.0	56	35.0	3.5	(13, 109)
0.0	29.2	25.3	0.0	34	28.4	4.2	(50, 109)
0.0	0.0	0.0	0.0	0	0.0	0.0	(110, 109)
0.0	1.6	0.5	0.0	11	0.2	17.9	(19, 112)
0.0	3.4	1.0	0.0	4	0.0	12.4	(22, 112)
1.9	1.7	2.1	2.2	3	100.0	11.1	(113, 112)

Average Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(29, 17)
0.9	2.0	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(37, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(45, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(47, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 63)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)

Maximum Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
1.7	2.4	2.8	0.0	0.0	0.0	0.0	(24, 21)
0.0	8.2	8.6	2.5	0.0	0.0	0.0	(29, 17)
6.2	9.0	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)

1.8	0.0	0.0	0.0	0.0	0.0	0.0	(30,	17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001,	30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90,	19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112,	19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24,	19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34,	21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91,	18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35,	16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36,	37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(37,	17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17,	37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39,	38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35,	38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43,	14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11,	41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(45,	46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111,	46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(47,	16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49,	18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14,	48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39,	48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2,	23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19,	90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91,	49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101,	100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52,	102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11,	102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103,	102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10,	104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46,	104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104,	46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104,	41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41,	104)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)

Average Occupancy	Percent Storage	Phase Failures	Lane Changes	Links
9.0	11.7	0.0	0.0	(24, 21)
29.2	7.7	0.0	0.0	(29, 17)
4.0	7.0	1.2	0.0	(17, 18)
0.0	0.0	0.0	0.0	(17, 30)
0.3	3.4	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	(104, 15)
0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	(36, 37)
0.0	0.0	0.0	0.0	(37, 17)
0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	(45, 46)
0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	(47, 16)
0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	(102, 52)

0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	(54, 53)
0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	(53, 58)
0.0	0.0	0.0	0.0	(13, 58)
0.0	0.0	0.0	0.0	(58, 13)
0.0	0.0	0.0	0.0	(59, 58)
0.0	0.0	0.0	0.0	(12, 60)
0.0	0.0	0.0	0.0	(60, 12)
0.0	0.0	0.0	0.0	(60, 13)
0.0	0.0	0.0	0.0	(13, 60)
0.0	0.0	0.0	0.0	(61, 12)
0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	(64, 52)
0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	(68, 7)
0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	(94, 4)
0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	(19, 90)
0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	(40, 91)

0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	(15, 104)
0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	(113, 112)

Signalized Intersection Level of Service

Node	Control Delay (sec / veh)	LOS	CORSIM_ID
1	10.7	B	Intersection #1
2	46.4	D	Intersection #2
3	4.6	A	Intersection #3
4	9.1	A	Intersection #4
5	0.0	A	Intersection #5
6	1.8	A	Intersection #10
7	15.3	B	Intersection #11
8	12.2	B	Intersection #14
9	3.4	A	Intersection #15
10	0.1	A	Intersection #16
11	0.0	A	Intersection #19
12	0.1	A	Intersection #20
13	5.9	A	Intersection #21
14	3.2	A	Intersection #23
16	0.5	A	Intersection #37
17	0.1	A	Intersection #38
18	0.2	A	Intersection #39
19	27.0	C	Intersection #41
21	1.1	A	Intersection #48
23	15.4	B	Intersection #50
24	10.1	B	Intersection #52
25	15.8	B	Intersection #53
26	1.8	A	Intersection #55
27	22.2	C	Intersection #56
28	0.2	A	Intersection #58
29	0.1	A	Intersection #60
30	20.6	C	Intersection #63
32	6.6	A	Intersection #86
33	4.2	A	Intersection #90
35	0.7	A	Intersection #100
36	0.5	A	Intersection #102

37	17.0	B	Intersection #104
39	0.3	A	Intersection #112
40	24.1	C	Intersection #7
41	5.8	A	Intersection #12
42	5.2	A	Intersection #13
43	0.8	A	Intersection #17
44	12.7	B	Intersection #18

Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.32

Analyst: Date Performed:
Agency: Analysis Time Period:
Jurisdiction:
Run Title: Run Title
File Name: Existing Condition 2013 - PM.tin

CORSIM Version 6
Random # Seed Variations: 30
Volume Multiplier: 1
Simulation Period (sec): 3600
Initialization Period (sec): 600

Processing Results:

<----------NETSIM Approach Links---------->							Network-Wide	
Control Delay	Total Delay	Stop Delay	Queue Delay	Vehicle Trips	Percent Stops (%)	Speed (mph)	Delay Time (veh-hr)	Speed (mph)
----------(sec/veh)----------								
6.6	11.0	7.8	6.8	49900	24.7	20.9	194.1	16.4
							Links	
0.0	3.0	0.3	0.0	1223	51.5	20.4	(24,	21)
3.8	7.6	3.2	3.4	1256	32.5	21.8	(29,	17)
50.9	53.5	46.4	48.7	280	89.1	5.1	(17,	18)
0.0	45.0	42.8	44.0	38	100.0	2.1	(17,	30)
15.0	15.4	15.4	15.6	23	82.0	5.0	(30,	17)
0.0	0.0	0.0	0.0	23	0.0	0.0	(8001,	30)
0.0	1.8	0.0	0.0	1884	0.0	29.5	(90,	19)
9.5	12.5	10.0	10.1	15	26.4	13.0	(55,	18)
15.7	18.5	16.1	16.4	40	100.0	4.7	(112,	19)
0.0	0.0	0.0	0.0	0	0.0	0.0	(112,	22)
1.7	4.9	2.3	2.4	31	100.0	10.7	(20,	22)
0.0	0.0	0.0	0.0	0	0.0	0.0	(22,	20)
0.0	0.5	0.0	0.0	544	0.6	38.3	(32,	20)
0.0	2.4	1.4	0.0	15	6.1	22.9	(24,	19)
6.2	5.2	6.1	6.3	115	48.5	7.2	(34,	21)
41.7	48.1	43.2	44.7	52	100.0	2.9	(16,	15)
11.3	14.6	11.9	12.2	27	100.0	7.6	(15,	16)
13.6	17.1	10.8	12.8	1384	47.9	6.9	(91,	18)
0.0	2.5	2.0	0.0	15	23.9	20.2	(38,	15)
0.0	4.7	1.1	0.0	1185	10.4	21.9	(104,	15)
0.0	1.4	0.2	0.0	15	0.0	22.8	(104,	10)
4.5	8.6	5.3	5.6	18	100.0	11.4	(15,	14)
41.2	49.5	44.9	45.6	12	100.0	3.5	(14,	15)
39.0	44.2	39.7	40.9	36	100.0	3.1	(10,	11)
42.7	48.4	43.3	44.5	35	100.0	2.7	(11,	10)
0.0	1.0	0.2	0.0	909	3.6	30.3	(35,	16)
0.0	0.4	0.0	0.0	12	0.0	23.7	(36,	37)
1.3	3.8	1.4	1.5	12	29.7	20.8	(37,	17)
0.0	2.3	0.1	0.0	970	0.0	29.5	(17,	37)
0.0	0.2	0.0	0.0	15	0.0	23.4	(39,	38)
0.0	3.4	1.4	0.0	1204	12.1	18.6	(15,	38)
0.0	1.1	0.2	0.0	15	0.0	21.0	(40,	39)
0.0	1.2	0.6	0.0	1241	4.7	18.1	(38,	39)
6.6	10.0	7.3	7.6	15	100.0	13.1	(40,	37)
9.7	13.5	10.3	10.9	38	100.0	9.8	(36,	39)
12.0	15.2	12.6	13.0	37	100.0	8.5	(35,	38)
0.0	27.4	23.0	0.0	118	30.3	9.2	(43,	14)
0.0	31.0	27.2	0.0	118	31.3	8.1	(11,	41)

0.0	1.9	0.0	0.0	837	4.8	29.9	(44, 6)
0.0	0.8	0.0	0.0	13	0.0	24.8	(45, 46)
0.0	0.9	0.1	0.0	870	2.9	30.8	(111, 46)
0.0	0.3	0.0	0.0	12	0.0	24.8	(47, 16)
33.6	35.6	31.9	32.6	115	81.4	3.6	(116, 7)
10.9	14.0	10.0	11.0	72	100.0	11.0	(7, 6)
67.6	70.5	66.2	67.2	51	96.3	1.7	(8, 7)
30.4	33.1	27.1	29.7	104	98.7	5.1	(49, 18)
0.0	34.0	29.7	0.0	168	33.3	7.3	(48, 49)
0.0	26.2	22.5	0.0	119	31.3	9.0	(14, 48)
0.0	0.0	0.0	0.0	0	0.0	0.0	(39, 48)
79.9	84.8	79.7	80.9	47	97.7	1.5	(109, 13)
37.1	44.4	38.6	39.6	27	100.0	3.2	(50, 14)
34.2	37.5	33.1	34.4	27	100.0	3.7	(109, 50)
2.7	6.8	3.0	3.5	30	100.0	11.3	(14, 50)
38.0	44.4	38.9	40.6	56	100.0	3.1	(102, 52)
37.1	45.5	40.0	41.9	61	100.0	2.7	(102, 11)
122.7	131.4	121.9	124.1	55	98.8	1.4	(52, 12)
11.7	16.1	12.3	13.1	63	100.0	11.3	(12, 52)
0.0	1.9	0.9	0.0	16	2.9	22.0	(105, 52)
0.0	1.6	1.2	0.0	12	25.7	22.7	(51, 50)
0.0	3.9	2.0	0.0	12	4.7	19.5	(50, 53)
0.0	2.6	1.4	0.0	16	17.5	21.1	(53, 50)
0.0	0.0	0.0	0.0	0	0.0	0.0	(48, 53)
0.0	2.1	1.1	0.0	16	20.2	22.5	(54, 53)
0.0	1.6	0.2	0.0	12	0.7	23.8	(56, 22)
0.0	1.4	1.2	0.0	17	16.7	22.1	(93, 22)
0.0	2.5	1.7	0.0	15	22.3	21.0	(90, 55)
0.0	4.1	1.0	0.0	1767	8.2	22.0	(18, 55)
0.0	0.8	0.1	0.0	17	0.0	24.7	(22, 56)
0.0	1.4	1.1	0.0	12	25.7	22.1	(54, 56)
0.0	0.0	0.0	0.0	0	0.0	0.0	(55, 56)
55.2	62.6	52.8	56.1	117	100.0	3.1	(56, 55)
0.0	0.0	0.0	0.0	0	0.0	0.0	(56, 57)
40.4	47.8	40.0	42.9	118	100.0	4.3	(57, 56)
0.0	1.8	0.0	0.0	1483	0.0	34.2	(92, 20)
0.0	5.6	3.7	0.0	530	5.8	25.6	(92, 57)
0.0	0.0	0.0	0.0	0	0.0	0.0	(53, 58)
0.0	2.3	0.5	0.0	1348	1.4	31.0	(13, 58)
7.5	9.8	6.7	7.2	480	22.8	19.6	(58, 13)
0.0	2.2	0.5	0.0	1539	1.3	32.1	(59, 57)
0.0	5.4	3.6	0.0	532	7.1	25.0	(59, 58)
0.0	0.7	0.0	0.0	469	0.1	37.2	(57, 59)
0.0	0.7	0.0	0.0	1280	0.0	36.5	(58, 59)
0.0	2.4	0.0	0.0	1224	0.2	35.4	(12, 60)
6.5	9.4	6.1	6.3	421	21.9	26.5	(60, 12)
5.9	9.5	4.6	5.6	1328	22.9	19.6	(60, 13)
0.4	1.8	0.4	0.5	439	2.8	33.3	(13, 60)
47.3	62.4	59.8	60.4	16	99.5	4.2	(61, 12)
5.2	9.0	4.2	5.0	1173	22.9	22.7	(62, 12)
8.0	11.3	7.3	7.7	358	36.9	20.3	(12, 62)
0.0	1.1	0.6	0.0	12	25.5	22.5	(64, 52)
4.3	7.0	6.0	5.7	16	43.7	14.4	(64, 63)
0.0	30.7	26.7	0.0	92	33.9	9.9	(65, 11)
3.1	8.3	4.5	4.7	5	96.7	9.7	(100, 65)
83.9	88.9	82.5	84.0	171	97.6	0.9	(100, 63)
20.5	23.5	22.2	22.6	59	57.7	1.6	(62, 63)
34.3	46.0	40.5	42.6	170	95.2	1.2	(63, 62)
6.2	9.9	8.0	6.7	15	37.5	11.2	(68, 7)
0.0	3.4	1.4	0.0	1208	12.1	18.0	(69, 10)
0.0	21.8	20.1	0.0	96	26.2	6.1	(66, 65)
0.0	31.9	25.3	0.0	804	55.5	7.5	(71, 1)
140.6	153.4	132.7	148.1	226	100.0	1.3	(72, 1)

47.1	54.8	44.4	51.4	521	100.0	2.0	(73, 2)
68.9	78.2	71.8	77.0	136	100.0	1.4	(74, 2)
0.0	2.8	0.3	0.0	443	9.5	21.1	(2, 23)
5.2	6.8	5.8	6.3	49	100.0	6.8	(71, 23)
9.9	12.6	8.7	9.3	686	44.4	16.8	(98, 7)
35.8	43.5	37.1	40.3	158	100.0	4.5	(80, 3)
0.6	0.1	0.5	0.6	661	2.4	29.1	(81, 3)
11.3	14.9	9.7	11.8	794	100.0	9.5	(118, 4)
0.0	5.3	4.0	0.0	239	4.9	16.4	(94, 3)
8.3	10.6	7.1	8.4	564	100.0	10.2	(95, 4)
0.0	2.0	0.0	0.0	1040	0.0	16.1	(85, 5)
188.5	189.6	183.4	185.4	48	86.5	2.9	(8, 86)
0.0	29.5	26.4	0.0	618	17.2	8.8	(87, 86)
349.3	366.7	350.4	359.1	61	100.0	0.5	(86, 5)
5.8	9.2	8.2	7.3	12	56.5	15.4	(89, 63)
3.6	5.5	3.0	3.4	1082	23.0	24.5	(88, 62)
0.0	0.8	0.2	0.0	374	6.6	36.5	(88, 5)
0.0	6.4	3.9	0.0	74	5.8	20.1	(89, 5)
3.9	4.9	4.3	4.4	15	28.3	19.2	(19, 90)
10.3	16.6	7.7	9.4	1882	38.2	12.2	(55, 90)
59.5	64.8	59.6	61.0	57	100.0	3.2	(5, 86)
0.0	1.3	0.1	0.0	15	0.0	21.5	(18, 91)
0.0	6.6	3.2	0.0	1324	22.5	11.7	(40, 91)
0.0	0.0	0.0	0.0	0	0.0	0.0	(91, 49)
75.9	90.3	83.3	85.8	62	100.0	1.9	(49, 91)
17.1	22.2	17.8	18.5	65	100.0	6.8	(48, 39)
10.8	16.9	11.9	12.6	117	100.0	6.1	(53, 48)
36.8	46.5	38.3	41.4	118	100.0	4.2	(58, 53)
2.2	3.2	2.0	2.1	527	16.3	30.7	(20, 92)
3.6	6.1	2.6	3.2	1483	20.6	21.6	(57, 92)
0.0	6.5	5.0	0.0	9	16.6	12.9	(65, 100)
0.0	0.0	0.0	0.0	0	0.0	0.0	(63, 100)
73.3	83.1	76.9	81.9	168	100.0	0.8	(101, 100)
0.0	46.1	42.4	0.0	63	37.6	3.0	(52, 102)
0.0	31.2	28.6	0.0	36	29.5	4.2	(11, 102)
11.3	12.5	12.7	13.1	22	100.0	7.5	(103, 102)
0.0	3.5	1.9	0.0	15	23.9	22.7	(15, 104)
0.0	3.2	1.3	0.0	1206	9.9	20.2	(10, 104)
54.2	58.5	53.4	54.9	45	100.0	2.6	(46, 104)
40.7	48.4	44.7	45.3	13	100.0	3.6	(104, 46)
34.6	41.9	36.6	37.8	55	100.0	3.8	(104, 41)
39.7	46.6	43.8	44.1	2	86.7	5.8	(41, 104)
0.0	0.2	0.0	0.0	16	0.0	25.4	(51, 105)
0.0	1.5	0.2	0.0	12	0.0	22.5	(52, 105)
0.0	0.0	0.0	0.0	0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0	0.0	0.0	(106, 41)
11.2	11.5	11.3	11.7	104	100.0	7.3	(107, 60)
23.1	23.7	23.4	23.7	5	100.0	5.9	(108, 13)
0.0	34.8	32.6	0.0	56	30.4	3.4	(13, 109)
0.0	36.1	32.6	0.0	30	35.1	3.8	(50, 109)
7.1	7.4	7.4	7.7	20	100.0	8.7	(110, 109)
0.0	0.0	0.0	0.0	0	0.0	0.0	(19, 112)
0.0	3.5	1.0	0.0	31	2.0	12.1	(22, 112)
1.9	1.7	2.1	2.3	13	100.0	11.0	(113, 112)
0.0	1.7	0.1	0.0	295	0.0	21.9	(4, 118)
0.0	0.3	0.0	0.0	749	0.0	19.4	(94, 118)
5.1	4.9	5.5	5.7	46	100.0	7.0	(119, 118)
37.4	43.7	36.7	42.5	324	100.0	1.5	(121, 59)

Average Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 21)

0.0	0.5	0.9	0.0	0.0	0.0	0.0	(29,	17)
1.2	3.1	0.0	0.0	0.0	0.0	0.0	(17,	18)
0.4	0.0	0.0	0.0	0.0	0.0	0.0	(17,	30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(30,	17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001,	30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90,	19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112,	19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24,	19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34,	21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91,	18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14,	15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35,	16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36,	37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(37,	17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17,	37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39,	38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15,	38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35,	38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43,	14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11,	41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44,	6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(45,	46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111,	46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(47,	16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7,	6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49,	18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14,	48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39,	48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	22)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2,	23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19,	90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91,	49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	39)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 59)

Maximum Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
1.4	1.9	2.2	0.0	0.0	0.0	0.0	(24, 21)
2.0	6.3	6.5	5.6	0.0	0.0	0.0	(29, 17)
8.0	12.8	0.0	0.0	0.0	0.0	0.0	(17, 18)
4.3	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
1.6	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 37)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(37, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(45, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(47, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 52)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 59)

Average Occupancy	Percent Storage	Phase Failures	Lane Changes	Links
5.8	7.6	0.0	0.0	(24, 21)
20.1	5.3	0.4	0.0	(29, 17)
6.1	10.7	3.5	0.0	(17, 18)
0.8	8.6	0.0	0.0	(17, 30)
0.3	3.2	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	(104, 15)
0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	(36, 37)
0.0	0.0	0.0	0.0	(37, 17)
0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	(45, 46)
0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	(47, 16)
0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	(14, 50)

0.0	0.0	0.0	0.0	(102,	52)
0.0	0.0	0.0	0.0	(102,	11)
0.0	0.0	0.0	0.0	(52,	12)
0.0	0.0	0.0	0.0	(12,	52)
0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	(54,	53)
0.0	0.0	0.0	0.0	(56,	22)
0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	(90,	55)
0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	(12,	60)
0.0	0.0	0.0	0.0	(60,	12)
0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	(68,	7)
0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	(2,	23)
0.0	0.0	0.0	0.0	(71,	23)
0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	(118,	4)
0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	(89,	63)

0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	(19, 90)
0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	(15, 104)
0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	(121, 59)

Signalized Intersection Level of Service

Node	Control Delay (sec / veh)	LOS	CORSIM_ID
1	30.9	C	Intersection #1
2	51.6	D	Intersection #2
3	5.7	A	Intersection #3
4	10.1	B	Intersection #4
5	13.8	B	Intersection #5
6	0.9	A	Intersection #6
7	1.2	A	Intersection #10
8	19.4	B	Intersection #11
9	6.6	A	Intersection #14
10	2.1	A	Intersection #15
11	0.3	A	Intersection #16
12	0.3	A	Intersection #19
14	0.5	A	Intersection #21
15	0.9	A	Intersection #22

16	0.5	A	Intersection #23
17	0.0	A	Intersection #30
18	0.1	A	Intersection #37
19	0.4	A	Intersection #38
20	1.1	A	Intersection #39
21	11.0	B	Intersection #41
22	0.6	A	Intersection #46
23	5.4	A	Intersection #48
25	11.6	B	Intersection #50
26	19.4	B	Intersection #52
27	29.7	C	Intersection #53
28	3.4	A	Intersection #55
29	32.4	C	Intersection #56
32	5.8	A	Intersection #59
33	0.8	A	Intersection #60
34	0.2	A	Intersection #65
35	17.1	B	Intersection #86
36	10.2	B	Intersection #90
37	3.4	A	Intersection #91
38	3.2	A	Intersection #92
39	69.7	E	Intersection #100
40	2.0	A	Intersection #102
41	2.0	A	Intersection #104
43	1.4	A	Intersection #109
44	0.6	A	Intersection #112
45	0.2	A	Intersection #118
46	16.4	B	Intersection #7
47	9.8	A	Intersection #12
48	8.3	A	Intersection #13
49	3.9	A	Intersection #17
50	20.4	C	Intersection #18
51	7.8	A	Intersection #62
52	60.7	E	Intersection #63

Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.32

Analyst: Date Performed:
Agency: Analysis Time Period:
Jurisdiction:
Run Title: Run Title
File Name: Phase I - 2014 - AM.tin

CORSIM Version 6
Random # Seed Variations: 30
Volume Multiplier: 1
Simulation Period (sec): 3600
Initialization Period (sec): 600

Processing Results:

<----------NETSIM Approach Links---------->							Network-Wide	
Control Delay	Total Delay	Stop Delay	Queue Delay	Vehicle Trips	Percent Stops (%)	Speed (mph)	Delay Time (veh-hr)	Speed (mph)
----------(sec/veh)----------								
4.5	8.0	5.0	4.6	39705	23.3	20.7	132.4	18.1
							Links	
0.0	3.9	0.4	0.0	1911	54.3	19.3	(24,	21)
0.5	5.3	0.4	0.4	1949	3.1	22.8	(29,	17)
31.5	33.3	29.3	30.4	200	88.0	7.1	(17,	18)
0.0	0.0	0.0	0.0	0	0.0	0.0	(17,	30)
73.3	73.5	73.5	73.7	7	99.6	2.6	(30,	17)
0.0	0.0	0.0	0.0	7	0.0	0.0	(8001,	30)
0.0	1.4	0.1	0.0	1050	0.2	22.9	(90,	19)
11.6	13.1	11.9	12.1	3	96.7	6.6	(112,	19)
9.8	14.2	11.0	11.2	14	100.0	5.6	(22,	20)
0.0	0.6	0.0	0.0	1239	0.0	37.9	(32,	20)
25.2	25.5	25.1	26.0	135	72.5	2.6	(34,	21)
34.3	38.6	33.8	35.1	53	100.0	3.6	(16,	15)
16.2	20.8	17.4	17.8	14	100.0	6.0	(15,	16)
6.3	7.8	5.2	5.8	802	38.8	10.7	(91,	18)
0.0	1.9	0.5	0.0	759	6.6	22.2	(118,	15)
3.5	7.4	4.2	4.4	19	100.0	12.0	(15,	14)
37.2	44.6	39.1	40.3	41	100.0	3.6	(14,	15)
27.2	31.3	27.6	28.3	12	100.0	4.2	(10,	11)
29.4	33.7	29.4	30.1	27	100.0	3.7	(11,	10)
0.0	1.9	0.2	0.0	1800	2.6	21.1	(35,	16)
0.0	2.6	0.0	0.0	1755	0.0	21.9	(17,	37)
0.0	1.5	0.5	0.0	818	5.4	21.6	(15,	38)
0.0	0.3	0.0	0.0	836	0.2	22.8	(38,	39)
13.5	17.3	13.8	14.5	82	100.0	9.7	(40,	37)
3.1	6.9	3.7	4.0	17	100.0	13.8	(36,	39)
4.9	8.5	5.8	6.0	17	100.0	12.0	(35,	38)
0.0	27.9	24.1	0.0	73	30.7	9.0	(43,	14)
0.0	25.8	23.4	0.0	57	32.1	9.6	(11,	41)
0.0	9.2	5.2	0.0	1751	23.4	13.5	(111,	46)
53.6	59.3	45.5	48.8	428	89.4	4.0	(6,	7)
101.2	105.8	100.3	100.9	27	98.6	1.2	(8,	7)
10.3	13.0	9.6	10.7	48	99.8	9.3	(49,	18)
0.0	27.7	25.1	0.0	72	33.3	8.1	(48,	49)
0.0	22.8	20.3	0.0	68	27.8	9.8	(14,	48)
2.2	6.3	3.1	3.3	15	100.0	12.3	(39,	48)
69.4	73.2	69.5	70.2	20	99.1	1.9	(109,	13)
29.5	37.0	31.0	32.2	51	100.0	3.7	(50,	14)
36.2	41.2	35.9	37.7	51	100.0	3.3	(109,	50)

2.9	7.2	3.4	3.9	33	100.0	11.0	(14, 50)
30.7	35.4	31.2	32.1	26	100.0	3.8	(102, 52)
36.2	42.2	38.3	39.2	32	100.0	3.0	(102, 11)
103.2	110.6	104.2	105.0	26	98.8	1.6	(52, 12)
6.1	9.8	6.4	7.0	82	100.0	11.3	(12, 52)
0.0	1.8	0.2	0.0	26	0.1	21.8	(105, 52)
0.0	3.9	3.6	0.0	33	32.9	19.6	(51, 50)
0.0	1.3	0.1	0.0	33	0.0	22.8	(50, 53)
0.0	4.8	4.4	0.0	26	44.3	18.3	(53, 50)
2.5	6.9	2.9	3.2	10	100.0	9.9	(48, 53)
0.0	0.0	0.0	0.0	26	0.5	25.9	(117, 53)
0.0	2.3	0.6	0.0	1050	6.7	20.2	(18, 55)
0.0	6.2	4.6	0.0	25	44.1	20.6	(22, 56)
0.0	4.4	3.7	0.0	33	38.9	17.1	(54, 56)
0.0	0.0	0.0	0.0	0	0.0	0.0	(55, 56)
50.3	57.4	50.6	52.2	49	100.0	3.5	(56, 55)
34.0	41.6	36.4	37.8	50	100.0	4.9	(57, 56)
0.0	1.0	0.0	0.0	447	0.0	36.6	(92, 20)
29.6	42.7	38.1	38.8	9	100.0	5.2	(53, 58)
0.0	0.7	0.0	0.0	438	0.0	36.8	(13, 58)
5.2	7.7	4.3	4.7	1145	18.2	21.2	(58, 13)
0.0	1.7	0.5	0.0	1198	0.8	33.1	(59, 58)
2.0	3.1	1.8	1.8	449	9.8	31.4	(116, 60)
4.9	7.5	4.1	4.5	1077	20.0	19.7	(116, 12)
2.3	3.6	2.3	2.3	438	11.6	28.5	(60, 13)
0.7	2.4	0.6	0.6	1094	3.0	31.8	(13, 60)
60.2	72.4	70.4	70.9	6	100.0	5.0	(61, 12)
2.8	4.2	2.8	2.9	385	14.3	29.9	(62, 12)
3.0	5.5	2.4	2.7	969	14.7	27.3	(12, 62)
0.0	0.1	0.0	0.0	33	0.5	25.5	(64, 52)
0.0	0.0	0.0	0.0	26	0.0	26.1	(64, 63)
0.0	25.5	22.7	0.0	56	32.2	10.8	(65, 11)
0.0	0.0	0.0	0.0	0	0.0	0.0	(100, 65)
3.0	6.4	3.1	3.8	84	100.0	8.9	(100, 63)
0.0	0.0	0.0	0.0	0	0.0	0.0	(62, 63)
10.4	15.2	11.3	11.9	84	91.7	3.2	(63, 62)
0.0	1.1	0.2	0.0	592	0.9	22.3	(69, 10)
0.0	25.6	23.0	0.0	121	26.3	5.3	(66, 65)
0.0	5.8	2.1	0.0	763	43.7	17.8	(71, 1)
20.6	22.0	19.4	21.8	238	100.0	8.1	(72, 1)
32.8	37.3	32.0	35.3	410	100.0	3.3	(73, 2)
43.1	53.8	52.7	54.1	49	100.0	2.1	(74, 2)
0.0	2.7	0.2	0.0	307	8.1	21.2	(2, 23)
5.6	7.7	5.6	6.5	232	100.0	6.3	(71, 23)
21.5	24.0	19.8	20.6	441	61.8	12.9	(98, 7)
31.0	35.7	32.3	33.7	87	100.0	5.2	(80, 3)
2.5	1.6	2.5	2.5	238	8.5	21.5	(81, 3)
3.0	5.6	3.2	3.5	226	100.0	15.1	(94, 4)
0.0	10.3	8.2	0.0	412	9.4	16.4	(94, 3)
35.6	48.8	28.0	40.5	737	100.0	3.7	(95, 4)
0.0	1.4	0.0	0.0	393	0.0	15.1	(85, 5)
0.0	3.0	1.0	1.0	391	0.2	20.4	(8, 86)
0.0	0.0	0.0	0.0	109	0.0	29.5	(87, 86)
5.1	7.6	5.4	5.5	20	100.0	12.0	(86, 5)
6.8	10.3	8.6	8.8	26	91.2	14.4	(63, 89)
0.0	2.2	0.3	0.0	33	0.3	21.7	(89, 63)
2.7	6.1	2.1	2.4	1046	17.3	23.5	(62, 88)
0.9	1.5	0.9	0.9	383	7.6	34.3	(88, 62)
0.0	6.2	0.5	0.0	833	20.5	22.5	(88, 5)
1.7	4.5	1.6	1.7	393	7.6	25.4	(5, 88)
0.0	5.6	1.9	0.0	26	26.9	17.7	(89, 5)
0.0	0.0	0.0	0.0	0	0.0	0.0	(5, 89)
5.1	7.2	4.2	4.6	1095	27.7	15.6	(55, 90)

2.5	5.0	2.9	3.1	1	80.0	10.7	(5, 86)
0.0	0.9	0.4	0.0	804	6.4	17.5	(40, 91)
0.0	0.0	0.0	0.0	0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0	0.0	0.0	(49, 91)
3.4	8.6	4.6	4.8	49	100.0	10.3	(48, 39)
2.2	7.7	3.4	3.7	49	100.0	9.2	(53, 48)
28.2	37.9	32.8	34.1	48	100.0	5.5	(58, 53)
2.0	3.6	1.7	1.8	1252	16.3	29.8	(20, 92)
1.5	2.3	1.4	1.5	446	13.6	30.3	(57, 92)
0.0	1.0	0.0	0.0	65	0.1	21.3	(65, 100)
0.0	0.0	0.0	0.0	0	0.0	0.0	(63, 100)
2.2	1.9	2.4	2.6	19	100.0	10.8	(101, 100)
0.0	33.3	29.6	0.0	81	29.2	3.9	(52, 102)
0.0	39.6	36.9	0.0	14	35.3	3.9	(11, 102)
3.5	3.4	3.7	4.0	12	100.0	11.1	(103, 102)
0.0	2.4	1.1	0.0	605	9.5	21.2	(10, 104)
56.9	66.9	52.3	60.0	235	100.0	2.1	(46, 104)
21.4	23.6	21.9	22.1	0	46.7	3.2	(104, 46)
37.4	45.7	38.4	40.6	128	100.0	3.1	(104, 41)
17.5	28.7	25.1	25.5	1	76.7	5.3	(41, 104)
25.2	28.9	26.3	26.7	2	93.3	6.9	(106, 41)
6.2	6.2	6.5	6.7	34	100.0	10.3	(107, 60)
14.7	15.0	14.9	15.1	4	98.3	8.4	(108, 13)
0.0	36.4	34.5	0.0	56	34.1	3.6	(13, 109)
0.0	34.0	30.1	0.0	32	30.2	3.9	(50, 109)
0.0	0.0	0.0	0.0	0	0.0	0.0	(110, 109)
0.0	1.5	0.5	0.0	11	0.0	18.1	(19, 112)
0.0	3.1	1.0	0.0	3	1.1	12.3	(22, 112)
1.9	1.6	2.0	2.2	3	100.0	11.2	(113, 112)
4.4	7.4	5.4	5.5	77	54.0	12.0	(8, 89)
7.2	9.4	7.6	8.0	44	97.3	4.1	(89, 88)
2.7	3.0	2.9	3.1	266	21.6	7.1	(88, 89)
36.7	48.2	42.8	43.7	34	100.0	5.2	(51, 60)

Average Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(29, 17)
0.4	1.5	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85, 5)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)

Maximum Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
1.8	2.9	3.4	0.0	0.0	0.0	0.0	(24, 21)
0.0	8.7	8.9	2.9	0.0	0.0	0.0	(29, 17)
5.4	8.5	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
1.7	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 1)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)

Average Occupancy	Percent Storage	Phase Failures	Lane Changes	Links
9.3	12.1	0.0	0.0	(24, 21)
29.7	7.8	0.0	0.0	(29, 17)

3.4	5.9	1.0	0.0	(17,	18)
0.0	0.0	0.0	0.0	(17,	30)
0.3	3.4	0.0	0.0	(30,	17)
0.0	0.0	0.0	0.0	(8001,	30)
0.0	0.0	0.0	0.0	(90,	19)
0.0	0.0	0.0	0.0	(112,	19)
0.0	0.0	0.0	0.0	(22,	20)
0.0	0.0	0.0	0.0	(32,	20)
0.0	0.0	0.0	0.0	(34,	21)
0.0	0.0	0.0	0.0	(16,	15)
0.0	0.0	0.0	0.0	(15,	16)
0.0	0.0	0.0	0.0	(91,	18)
0.0	0.0	0.0	0.0	(118,	15)
0.0	0.0	0.0	0.0	(15,	14)
0.0	0.0	0.0	0.0	(14,	15)
0.0	0.0	0.0	0.0	(10,	11)
0.0	0.0	0.0	0.0	(11,	10)
0.0	0.0	0.0	0.0	(35,	16)
0.0	0.0	0.0	0.0	(17,	37)
0.0	0.0	0.0	0.0	(15,	38)
0.0	0.0	0.0	0.0	(38,	39)
0.0	0.0	0.0	0.0	(40,	37)
0.0	0.0	0.0	0.0	(36,	39)
0.0	0.0	0.0	0.0	(35,	38)
0.0	0.0	0.0	0.0	(43,	14)
0.0	0.0	0.0	0.0	(11,	41)
0.0	0.0	0.0	0.0	(111,	46)
0.0	0.0	0.0	0.0	(6,	7)
0.0	0.0	0.0	0.0	(8,	7)
0.0	0.0	0.0	0.0	(49,	18)
0.0	0.0	0.0	0.0	(48,	49)
0.0	0.0	0.0	0.0	(14,	48)
0.0	0.0	0.0	0.0	(39,	48)
0.0	0.0	0.0	0.0	(109,	13)
0.0	0.0	0.0	0.0	(50,	14)
0.0	0.0	0.0	0.0	(109,	50)
0.0	0.0	0.0	0.0	(14,	50)
0.0	0.0	0.0	0.0	(102,	52)
0.0	0.0	0.0	0.0	(102,	11)
0.0	0.0	0.0	0.0	(52,	12)
0.0	0.0	0.0	0.0	(12,	52)
0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	(117,	53)
0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	(116,	60)
0.0	0.0	0.0	0.0	(116,	12)
0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	(61,	12)

0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	(64, 52)
0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	(94, 4)
0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	(63, 89)
0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	(62, 88)
0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	(5, 88)
0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	(19, 112)

0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	(51, 60)

Signalized Intersection Level of Service

Node	Control Delay (sec / veh)	LOS	CORSIM_ID
1	4.9	A	Intersection #1
2	33.9	C	Intersection #2
3	4.5	A	Intersection #3
4	28.0	C	Intersection #4
5	0.1	A	Intersection #5
6	1.3	A	Intersection #10
7	14.8	B	Intersection #11
8	11.0	B	Intersection #14
9	3.9	A	Intersection #15
10	0.1	A	Intersection #16
11	0.0	A	Intersection #19
12	0.1	A	Intersection #20
13	1.7	A	Intersection #21
14	2.4	A	Intersection #23
16	0.6	A	Intersection #37
17	0.1	A	Intersection #38
18	0.2	A	Intersection #39
19	25.9	C	Intersection #41
20	0.0	A	Intersection #46
21	1.1	A	Intersection #48
23	13.6	B	Intersection #50
24	7.8	A	Intersection #52
25	11.9	B	Intersection #53
26	2.2	A	Intersection #55
27	15.6	B	Intersection #56
28	0.2	A	Intersection #58
29	1.9	A	Intersection #60
31	0.0	A	Intersection #86
32	5.1	A	Intersection #90
34	1.9	A	Intersection #92
35	0.5	A	Intersection #100
36	0.4	A	Intersection #102
37	15.9	B	Intersection #104
39	0.3	A	Intersection #112
40	39.2	D	Intersection #7
41	6.3	A	Intersection #12
42	5.2	A	Intersection #13
43	0.8	A	Intersection #17
44	11.3	B	Intersection #18
45	2.9	A	Intersection #62
46	1.8	A	Intersection #63
47	2.6	A	Intersection #88
48	3.4	A	Intersection #89

Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.32

Analyst: Date Performed:
Agency: Analysis Time Period:
Jurisdiction:
Run Title: Run Title
File Name: Phase I - 2014 - PM.tin

CORSIM Version 6
Random # Seed Variations: 30
Volume Multiplier: 1
Simulation Period (sec): 3600
Initialization Period (sec): 600

Processing Results:

<----------NETSIM Approach Links---------->							Network-Wide	
Control Delay	Total Delay	Stop Delay	Queue Delay	Vehicle Trips	Percent Stops (%)	Speed (mph)	Delay Time (veh-hr)	Speed (mph)
----------(sec/veh)----------								
6.4	10.9	7.4	6.6	59087	26.7	19.9	206.0	16.1
							Links	
0.0	3.2	0.3	0.0	1236	52.3	20.2	(24,	21)
3.7	7.6	3.1	3.4	1266	32.0	21.8	(29,	17)
45.3	48.0	41.2	43.3	270	87.7	5.5	(17,	18)
0.0	40.9	38.8	39.9	38	100.0	2.3	(17,	30)
15.0	15.3	15.3	15.6	23	80.6	5.1	(30,	17)
0.0	0.0	0.0	0.0	23	0.0	0.0	(8001,	30)
0.0	1.9	0.0	0.0	2009	0.0	29.4	(90,	19)
17.4	20.2	17.8	18.1	40	100.0	4.3	(112,	19)
0.0	0.0	0.0	0.0	0	0.0	0.0	(112,	22)
1.7	4.9	2.2	2.4	31	100.0	10.8	(20,	22)
0.0	0.0	0.0	0.0	0	0.0	0.0	(22,	20)
0.0	0.5	0.0	0.0	542	0.5	38.3	(32,	20)
5.6	4.5	5.5	5.6	115	48.2	7.7	(34,	21)
41.9	48.2	43.2	44.7	53	100.0	2.8	(16,	15)
9.7	13.0	10.4	10.7	32	100.0	7.9	(15,	16)
15.1	19.3	12.1	14.5	1544	50.2	6.4	(91,	18)
0.0	4.0	1.6	0.0	1364	14.6	19.5	(123,	15)
4.4	9.3	6.2	6.4	18	100.0	11.1	(15,	14)
44.6	51.4	47.0	47.6	12	100.0	3.3	(14,	15)
32.2	38.4	33.9	35.2	38	100.0	3.2	(10,	11)
40.7	45.6	40.5	41.6	37	100.0	2.7	(11,	10)
0.0	1.1	0.1	0.0	916	3.9	30.1	(35,	16)
0.0	2.4	0.1	0.0	977	0.0	29.1	(17,	37)
0.0	4.3	1.9	0.0	1375	14.4	17.8	(15,	38)
0.0	2.0	1.0	0.0	1411	10.0	15.6	(38,	39)
6.7	10.1	7.4	7.7	15	100.0	13.0	(40,	37)
9.9	13.8	10.5	11.1	39	100.0	9.7	(36,	39)
15.1	18.6	15.9	16.4	36	100.0	7.4	(35,	38)
0.0	28.0	23.9	0.0	120	31.1	9.0	(43,	14)
0.0	31.4	27.6	0.0	124	34.0	8.1	(11,	41)
0.0	21.0	19.0	0.0	125	25.4	6.1	(42,	43)
0.0	3.4	1.0	0.0	845	15.7	27.4	(44,	6)
0.0	1.0	0.1	0.0	880	3.3	30.5	(111,	46)
48.9	51.9	44.6	46.4	262	80.6	2.7	(116,	7)
18.7	21.8	17.7	18.7	60	100.0	8.4	(7,	6)
36.9	42.2	34.5	38.4	214	100.0	2.8	(7,	8)
72.6	75.4	71.1	71.9	52	96.5	1.6	(8,	7)
32.6	35.3	29.3	31.9	103	99.1	4.9	(49,	18)

0.0	43.9	39.3	0.0	167	38.4	6.4	(48,	49)
0.0	31.6	28.1	0.0	118	31.6	8.0	(14,	48)
0.0	0.0	0.0	0.0	0	0.0	0.0	(39,	48)
81.1	85.3	80.0	81.2	48	97.6	1.5	(109,	13)
31.8	38.4	33.1	33.9	26	100.0	3.7	(50,	14)
32.0	34.8	30.8	31.8	26	100.0	3.5	(109,	50)
2.9	7.2	3.4	4.0	31	100.0	11.1	(14,	50)
38.1	42.6	37.0	38.8	58	100.0	3.2	(102,	52)
34.8	42.1	37.1	38.7	61	100.0	3.0	(102,	11)
128.5	137.9	128.4	130.7	56	98.9	1.4	(52,	12)
5.8	9.7	6.2	6.8	63	100.0	12.3	(12,	52)
0.0	0.5	0.0	0.0	21	0.0	24.6	(105,	51)
0.0	0.7	0.0	0.0	30	0.2	24.0	(105,	52)
0.0	0.7	0.7	0.0	21	21.1	24.1	(51,	50)
0.0	1.0	0.1	0.0	30	0.1	23.5	(50,	51)
0.0	0.9	0.2	0.0	21	0.0	23.5	(50,	53)
0.0	0.8	0.6	0.0	30	13.9	23.8	(53,	50)
0.0	0.0	0.0	0.0	0	0.0	0.0	(48,	53)
0.0	0.4	0.0	0.0	30	0.0	25.0	(54,	53)
0.0	2.5	1.5	0.0	21	6.6	23.1	(56,	22)
0.0	1.1	1.0	0.0	30	13.0	22.5	(93,	22)
0.0	4.2	1.2	0.0	1915	8.9	21.6	(18,	55)
0.0	1.7	0.8	0.0	30	4.0	23.8	(22,	56)
0.0	1.3	1.2	0.0	21	21.8	22.2	(54,	56)
0.0	0.0	0.0	0.0	0	0.0	0.0	(55,	56)
194.1	207.3	189.6	198.2	104	100.0	1.0	(56,	55)
0.0	0.0	0.0	0.0	0	0.0	0.0	(56,	57)
93.3	99.6	88.5	93.5	112	100.0	2.7	(57,	56)
0.0	1.8	0.0	0.0	1479	0.1	34.3	(92,	20)
0.0	11.9	9.4	0.0	521	12.9	19.9	(92,	57)
0.0	0.0	0.0	0.0	0	0.0	0.0	(53,	58)
0.0	2.7	0.8	0.0	1357	2.0	30.3	(13,	58)
6.4	8.7	5.7	6.2	473	23.0	19.6	(58,	13)
0.0	3.8	1.6	0.0	1543	3.9	29.2	(59,	57)
0.0	7.8	5.8	0.0	525	7.4	23.9	(59,	58)
0.0	1.6	0.7	0.0	462	0.9	35.0	(57,	59)
0.0	0.7	0.0	0.0	1290	0.0	36.6	(58,	59)
1.0	2.5	0.8	1.0	1276	3.1	33.6	(122,	60)
7.2	9.7	6.6	7.0	419	22.8	18.1	(122,	12)
6.3	10.2	4.9	6.1	1335	23.8	18.9	(60,	13)
5.9	7.5	5.7	5.8	433	7.4	26.4	(13,	60)
52.7	74.6	71.7	72.3	16	99.8	3.6	(61,	12)
5.2	9.2	4.1	4.9	1197	22.4	22.6	(62,	12)
7.6	10.4	6.8	7.3	355	33.7	21.2	(12,	62)
0.0	0.1	0.0	0.0	21	0.0	25.5	(64,	52)
0.0	0.2	0.0	0.0	30	0.2	25.1	(64,	63)
0.0	31.6	27.8	0.0	102	32.6	10.0	(65,	11)
4.2	9.4	5.6	5.8	6	100.0	10.0	(100,	65)
29.9	30.7	24.6	26.8	195	100.0	3.0	(100,	63)
0.0	0.0	0.0	0.0	0	0.0	0.0	(62,	63)
37.4	49.5	43.8	45.2	195	82.8	1.1	(63,	62)
0.0	4.0	1.8	0.0	1237	14.4	17.2	(69,	10)
0.0	20.3	18.8	0.0	107	24.7	6.3	(66,	65)
0.0	27.3	22.7	0.0	669	49.4	8.7	(71,	1)
120.4	132.4	113.2	127.4	239	100.0	1.6	(72,	1)
28.0	31.7	25.4	29.4	388	100.0	3.4	(73,	2)
56.0	66.6	60.7	65.5	136	100.0	1.7	(74,	2)
0.0	2.8	0.3	0.0	407	11.5	21.1	(2,	23)
4.9	6.6	5.6	6.0	47	100.0	6.9	(71,	23)
16.2	18.8	14.1	15.0	639	52.6	14.5	(98,	7)
44.2	52.0	44.7	48.4	152	100.0	3.6	(80,	3)
0.6	0.1	0.6	0.6	661	2.8	28.8	(81,	3)
11.8	15.4	10.1	12.2	790	100.0	9.3	(118,	4)

0.0	4.4	3.2	0.0	281	4.5	16.7	(94, 3)
9.4	12.0	7.9	9.6	621	100.0	9.6	(95, 4)
23.2	31.1	18.1	24.8	1059	100.0	5.0	(4, 83)
0.0	2.0	0.0	0.0	1038	0.0	16.1	(85, 5)
0.0	16.8	12.2	0.0	754	20.4	11.8	(86, 8)
5.3	8.2	6.0	6.1	173	8.7	16.8	(8, 86)
0.0	4.1	3.2	0.0	747	5.8	18.8	(87, 86)
2.3	6.5	3.4	3.6	7	100.0	12.9	(86, 5)
7.2	10.0	8.2	8.4	30	90.1	14.6	(63, 89)
0.0	2.4	0.3	0.0	21	0.0	21.5	(89, 63)
5.0	8.3	4.5	4.7	442	28.9	20.4	(62, 88)
4.1	6.9	3.3	3.8	1090	23.5	22.2	(88, 62)
0.0	3.6	0.3	0.0	436	5.3	27.8	(88, 5)
2.9	6.3	2.5	2.7	1038	19.2	22.1	(5, 88)
0.0	4.4	0.5	0.0	30	2.6	18.8	(89, 5)
0.0	0.0	0.0	0.0	0	0.0	0.0	(5, 89)
10.9	17.5	8.0	10.0	2009	38.8	11.6	(55, 90)
78.7	82.7	79.2	79.8	18	100.0	2.7	(5, 86)
0.0	9.9	5.2	0.0	1488	30.5	9.2	(40, 91)
0.0	0.0	0.0	0.0	0	0.0	0.0	(91, 49)
116.2	133.8	125.6	128.9	60	100.0	1.2	(49, 91)
27.1	31.7	27.3	28.1	64	100.0	5.4	(48, 39)
13.6	19.8	14.8	15.6	117	100.0	6.0	(53, 48)
37.3	46.6	38.5	41.5	117	100.0	4.8	(58, 53)
2.7	3.8	2.5	2.6	525	16.1	30.3	(20, 92)
3.5	6.1	2.5	3.1	1482	20.2	21.6	(57, 92)
0.0	1.8	0.7	0.0	9	3.4	19.7	(65, 100)
0.0	0.0	0.0	0.0	0	0.0	0.0	(63, 100)
9.3	10.0	9.5	10.4	194	100.0	7.6	(101, 100)
0.0	39.8	36.2	0.0	62	34.5	3.6	(52, 102)
0.0	32.8	30.3	0.0	38	32.4	4.0	(11, 102)
8.7	8.9	9.1	9.4	22	100.0	8.9	(103, 102)
0.0	3.1	1.2	0.0	1235	10.0	20.2	(10, 104)
55.5	59.9	54.7	56.3	47	100.0	2.5	(46, 104)
43.4	48.9	45.3	45.9	14	100.0	3.3	(104, 46)
33.0	40.4	34.9	36.3	58	100.0	3.9	(104, 41)
23.4	29.8	27.1	27.5	2	86.7	6.2	(41, 104)
0.0	1.1	0.6	0.0	30	3.1	23.7	(51, 105)
0.0	0.7	0.5	0.0	21	2.2	24.0	(52, 105)
37.7	42.7	38.0	39.5	27	100.0	2.6	(106, 105)
0.0	0.0	0.0	0.0	0	0.0	0.0	(106, 41)
64.6	70.0	61.6	67.1	218	100.0	1.8	(107, 60)
21.5	23.3	23.1	23.3	5	100.0	5.4	(108, 13)
0.0	28.5	26.2	0.0	55	30.8	4.3	(13, 109)
0.0	33.1	29.7	0.0	31	32.2	4.1	(50, 109)
4.3	4.7	4.7	5.1	20	100.0	9.7	(110, 109)
0.0	0.0	0.0	0.0	0	0.0	0.0	(19, 112)
0.0	3.5	1.0	0.0	31	2.1	12.1	(22, 112)
1.8	1.6	2.0	2.2	13	100.0	11.1	(113, 112)
0.0	1.7	0.1	0.0	346	0.0	21.8	(4, 118)
0.0	0.3	0.0	0.0	745	0.0	19.4	(94, 118)
6.3	5.9	6.6	6.9	46	100.0	6.3	(119, 118)
37.2	43.4	36.6	42.3	321	100.0	1.5	(121, 59)
4.0	6.5	4.9	5.0	154	40.4	12.6	(8, 89)
36.3	38.6	34.2	36.0	84	100.0	5.3	(89, 8)
22.5	24.9	22.5	23.1	132	85.3	1.8	(89, 88)
2.7	3.5	3.2	3.4	84	25.8	7.0	(88, 89)
0.0	0.9	0.1	0.0	420	0.3	37.0	(60, 122)
0.2	1.6	0.1	0.2	1251	0.4	33.3	(12, 122)
44.9	54.8	48.2	49.7	27	100.0	3.8	(105, 122)
0.0	0.0	0.0	0.0	0	0.0	0.0	(122, 105)
0.0	3.1	0.9	0.0	1213	8.8	21.3	(104, 123)
0.0	0.0	0.0	0.0	0	0.0	0.0	(123, 43)

18.4	24.1	18.2	19.6	152	100.0	5.0	(43, 123)
2.1	4.9	2.0	2.1	3	96.7	13.6	(43, 51)
6.3	12.2	7.2	7.8	153	100.0	9.4	(51, 43)
29.0	48.9	44.3	44.9	3	96.7	6.9	(51, 60)
39.2	46.2	37.0	39.9	154	100.0	5.5	(60, 51)

Average Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 21)
0.0	0.5	0.9	0.0	0.0	0.0	0.0	(29, 17)
1.0	2.7	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.4	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2,	23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	89)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 51)

Maximum Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
1.5	2.2	2.6	0.0	0.0	0.0	0.0	(24, 21)
1.8	6.0	6.3	5.4	0.0	0.0	0.0	(29, 17)
7.7	10.7	0.0	0.0	0.0	0.0	0.0	(17, 18)
4.5	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
1.9	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92, 57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 58)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 83)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 51)

Average Occupancy	Percent Storage	Phase Failures	Lane Changes	Links
5.9	7.7	0.0	0.0	(24, 21)
20.3	5.3	0.2	0.0	(29, 17)
5.5	9.5	3.0	0.0	(17, 18)
0.7	8.0	0.0	0.0	(17, 30)
0.3	3.1	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	(34, 21)
0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	(123, 15)
0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	(17, 37)

0.0	0.0	0.0	0.0	(15,	38)
0.0	0.0	0.0	0.0	(38,	39)
0.0	0.0	0.0	0.0	(40,	37)
0.0	0.0	0.0	0.0	(36,	39)
0.0	0.0	0.0	0.0	(35,	38)
0.0	0.0	0.0	0.0	(43,	14)
0.0	0.0	0.0	0.0	(11,	41)
0.0	0.0	0.0	0.0	(42,	43)
0.0	0.0	0.0	0.0	(44,	6)
0.0	0.0	0.0	0.0	(111,	46)
0.0	0.0	0.0	0.0	(116,	7)
0.0	0.0	0.0	0.0	(7,	6)
0.0	0.0	0.0	0.0	(7,	8)
0.0	0.0	0.0	0.0	(8,	7)
0.0	0.0	0.0	0.0	(49,	18)
0.0	0.0	0.0	0.0	(48,	49)
0.0	0.0	0.0	0.0	(14,	48)
0.0	0.0	0.0	0.0	(39,	48)
0.0	0.0	0.0	0.0	(109,	13)
0.0	0.0	0.0	0.0	(50,	14)
0.0	0.0	0.0	0.0	(109,	50)
0.0	0.0	0.0	0.0	(14,	50)
0.0	0.0	0.0	0.0	(102,	52)
0.0	0.0	0.0	0.0	(102,	11)
0.0	0.0	0.0	0.0	(52,	12)
0.0	0.0	0.0	0.0	(12,	52)
0.0	0.0	0.0	0.0	(105,	51)
0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	(50,	51)
0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	(54,	53)
0.0	0.0	0.0	0.0	(56,	22)
0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	(122,	60)
0.0	0.0	0.0	0.0	(122,	12)
0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	(100,	65)

0.0	0.0	0.0	0.0	(100, 63)
0.0	0.0	0.0	0.0	(62, 63)
0.0	0.0	0.0	0.0	(63, 62)
0.0	0.0	0.0	0.0	(69, 10)
0.0	0.0	0.0	0.0	(66, 65)
0.0	0.0	0.0	0.0	(71, 1)
0.0	0.0	0.0	0.0	(72, 1)
0.0	0.0	0.0	0.0	(73, 2)
0.0	0.0	0.0	0.0	(74, 2)
0.0	0.0	0.0	0.0	(2, 23)
0.0	0.0	0.0	0.0	(71, 23)
0.0	0.0	0.0	0.0	(98, 7)
0.0	0.0	0.0	0.0	(80, 3)
0.0	0.0	0.0	0.0	(81, 3)
0.0	0.0	0.0	0.0	(118, 4)
0.0	0.0	0.0	0.0	(94, 3)
0.0	0.0	0.0	0.0	(95, 4)
0.0	0.0	0.0	0.0	(4, 83)
0.0	0.0	0.0	0.0	(85, 5)
0.0	0.0	0.0	0.0	(86, 8)
0.0	0.0	0.0	0.0	(8, 86)
0.0	0.0	0.0	0.0	(87, 86)
0.0	0.0	0.0	0.0	(86, 5)
0.0	0.0	0.0	0.0	(63, 89)
0.0	0.0	0.0	0.0	(89, 63)
0.0	0.0	0.0	0.0	(62, 88)
0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	(5, 88)
0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	(55, 90)
0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	(22, 112)

0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	(121, 59)
0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	(60, 122)
0.0	0.0	0.0	0.0	(12, 122)
0.0	0.0	0.0	0.0	(105, 122)
0.0	0.0	0.0	0.0	(122, 105)
0.0	0.0	0.0	0.0	(104, 123)
0.0	0.0	0.0	0.0	(123, 43)
0.0	0.0	0.0	0.0	(43, 123)
0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	(60, 51)

Signalized Intersection Level of Service

Node	Control Delay (sec / veh)	LOS	CORSIM_ID
1	31.6	C	Intersection #1
2	35.3	D	Intersection #2
3	6.5	A	Intersection #3
4	10.8	B	Intersection #4
5	0.0	A	Intersection #5
6	1.2	A	Intersection #6
7	10.4	B	Intersection #8
8	1.2	A	Intersection #10
9	16.6	B	Intersection #11
10	5.5	A	Intersection #14
11	1.9	A	Intersection #15
12	0.3	A	Intersection #16
13	0.3	A	Intersection #19
15	0.5	A	Intersection #21
16	0.5	A	Intersection #23
17	0.0	A	Intersection #30
18	0.1	A	Intersection #37
19	0.4	A	Intersection #38
20	1.4	A	Intersection #39
21	10.5	B	Intersection #41
22	3.5	A	Intersection #43
23	0.7	A	Intersection #46
24	6.8	A	Intersection #48
26	29.0	C	Intersection #51
27	14.9	B	Intersection #52
28	25.9	C	Intersection #53
29	10.0	A	Intersection #55
32	5.8	A	Intersection #59
33	9.3	A	Intersection #60
34	23.6	C	Intersection #63
35	0.2	A	Intersection #65
36	23.2	C	Intersection #83
37	2.5	A	Intersection #86
38	10.9	B	Intersection #90
39	4.5	A	Intersection #91
40	3.3	A	Intersection #92
41	8.8	A	Intersection #100

42	1.6	A	Intersection #102
43	2.1	A	Intersection #104
44	0.8	A	Intersection #109
45	0.5	A	Intersection #112
46	0.3	A	Intersection #118
47	0.8	A	Intersection #122
48	2.0	A	Intersection #123
49	28.3	C	Intersection #7
50	10.2	B	Intersection #12
51	8.3	A	Intersection #13
52	3.9	A	Intersection #17
53	20.3	C	Intersection #18
54	0.6	A	Intersection #22
55	8.5	A	Intersection #50
56	64.0	E	Intersection #56
57	8.8	A	Intersection #62
58	5.1	A	Intersection #88
59	4.0	A	Intersection #89
60	13.0	B	Intersection #105

Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.32

Analyst: Date Performed:
Agency: Analysis Time Period:
Jurisdiction:
Run Title: Run Title
File Name: Complete Project - AM.tin

CORSIM Version 6
Random # Seed Variations: 30
Volume Multiplier: 1
Simulation Period (sec): 3600
Initialization Period (sec): 600

Processing Results:

<----------NETSIM Approach Links---------->							Network-Wide	
Control Delay	Total Delay	Stop Delay	Queue Delay	Vehicle Trips	Percent Stops (%)	Speed (mph)	Delay Time (veh-hr)	Speed (mph)
----------(sec/veh)----------								
6.0	11.2	7.7	6.2	47030	26.3	19.7	228.4	14.0
							Links	
0.6	4.0	0.5	0.6	1437	2.7	23.3	(29,	17)
30.8	32.9	28.4	29.7	192	85.0	7.2	(17,	18)
0.0	2.9	2.1	2.4	15	100.0	10.4	(17,	30)
83.5	83.7	83.7	83.9	7	99.4	2.8	(30,	17)
0.0	0.0	0.0	0.0	7	0.0	0.0	(8001,	30)
0.0	1.0	0.0	0.0	715	0.2	23.6	(90,	19)
15.7	17.7	16.3	16.6	3	100.0	5.6	(112,	19)
1.7	4.6	2.3	2.5	10	100.0	10.5	(112,	22)
1.7	5.3	2.5	2.7	4	100.0	10.9	(20,	22)
9.9	14.3	11.2	11.4	10	100.0	5.6	(22,	20)
0.0	0.5	0.0	0.0	1229	0.0	38.0	(32,	20)
58.0	63.6	57.8	59.7	50	100.0	2.2	(16,	15)
14.5	18.7	15.6	15.9	22	100.0	6.3	(15,	16)
6.9	8.2	6.1	6.6	553	39.5	10.4	(91,	18)
0.4	1.7	0.5	0.6	487	4.8	22.5	(118,	15)
3.9	7.6	4.5	4.8	45	100.0	11.9	(15,	14)
39.7	47.0	40.8	42.5	52	100.0	3.4	(14,	15)
32.5	37.5	33.5	34.4	18	100.0	3.4	(10,	11)
33.1	38.5	33.9	34.9	31	100.0	3.1	(11,	10)
0.0	3.5	1.2	0.0	1298	6.8	19.6	(35,	16)
0.0	3.2	0.6	0.0	1234	0.8	21.9	(17,	37)
0.0	1.0	0.3	0.0	538	2.6	22.7	(15,	38)
0.0	0.4	0.2	0.0	547	2.0	22.0	(38,	39)
12.2	15.5	11.8	12.8	93	100.0	10.4	(40,	37)
14.3	17.9	15.0	15.3	13	100.0	8.8	(36,	39)
10.0	13.6	10.9	11.1	13	100.0	9.7	(35,	38)
0.0	33.5	29.0	0.0	91	31.7	8.3	(43,	14)
0.0	40.2	37.1	0.0	76	37.3	6.9	(11,	41)
0.0	24.6	22.3	0.0	95	25.5	5.4	(42,	43)
0.0	4.0	0.4	0.0	1023	28.7	20.3	(44,	6)
0.0	29.0	20.6	0.0	1240	48.5	6.8	(111,	46)
41.6	45.2	37.7	39.2	463	80.1	4.9	(6,	7)
109.4	117.8	98.3	109.0	173	100.0	2.0	(7,	6)
9.7	16.4	8.6	12.0	835	100.0	5.6	(7,	8)
50.2	52.7	49.4	49.8	27	85.4	2.3	(8,	7)
0.0	48.7	44.1	0.0	90	39.5	5.8	(48,	49)
0.0	35.8	32.9	0.0	86	30.9	7.3	(14,	48)
2.7	6.9	4.1	4.2	15	100.0	11.8	(39,	48)

75.5	81.0	75.9	77.3	44	98.7	1.6	(109, 13)
37.7	45.8	38.8	40.5	67	100.0	3.1	(50, 14)
38.5	45.4	39.1	41.5	68	100.0	2.7	(109, 50)
6.4	11.8	7.4	8.0	63	100.0	9.2	(14, 50)
34.3	38.7	34.4	35.3	25	100.0	3.4	(102, 52)
32.3	38.1	34.1	35.2	34	100.0	3.3	(102, 11)
103.1	114.9	107.7	108.7	25	98.8	1.6	(52, 12)
11.1	15.1	11.2	12.1	87	100.0	10.0	(12, 52)
0.0	1.4	0.1	0.0	33	0.3	23.4	(105, 51)
0.0	1.8	0.2	0.0	26	0.1	21.9	(105, 52)
0.0	3.8	3.4	0.0	32	34.3	19.7	(51, 50)
0.0	1.7	0.2	0.0	26	0.0	22.3	(50, 51)
0.0	1.3	0.2	0.0	32	0.0	22.8	(50, 53)
0.0	4.7	4.3	0.0	26	43.9	18.5	(53, 50)
2.2	6.9	2.9	3.2	9	100.0	9.9	(48, 53)
0.0	0.1	0.0	0.0	26	0.4	25.8	(117, 53)
0.0	6.2	4.2	0.0	32	40.4	20.5	(56, 22)
0.0	5.0	4.8	0.0	26	41.3	16.0	(93, 22)
0.0	1.5	0.2	0.0	737	1.6	21.8	(18, 55)
0.0	5.5	3.9	0.0	26	41.8	21.0	(22, 56)
0.0	4.6	3.9	0.0	32	38.9	17.0	(54, 56)
0.0	0.0	0.0	0.0	0	0.0	0.0	(55, 56)
34.9	41.6	35.8	36.8	41	100.0	4.5	(56, 55)
0.0	0.0	0.0	0.0	0	0.0	0.0	(56, 57)
33.2	39.9	35.2	36.3	41	100.0	4.9	(57, 56)
0.0	1.0	0.0	0.0	471	0.1	36.5	(92, 20)
0.0	1.8	0.3	0.0	1237	0.7	32.3	(92, 57)
39.3	48.8	44.2	44.9	9	100.0	4.9	(53, 58)
0.0	1.2	0.2	0.0	497	0.4	34.8	(13, 58)
10.9	14.8	9.1	10.1	1144	29.6	14.9	(58, 13)
0.0	0.4	0.0	0.0	475	0.0	38.5	(59, 57)
0.0	4.3	2.2	0.0	1194	4.7	27.9	(59, 58)
0.0	1.9	0.6	0.0	1198	1.0	33.8	(57, 59)
0.3	0.7	0.3	0.3	490	1.6	36.6	(58, 59)
1.6	2.8	1.6	1.6	508	8.1	32.0	(116, 60)
6.0	9.1	4.9	5.4	1070	22.6	18.0	(116, 12)
5.6	7.4	5.3	5.5	513	18.8	21.8	(60, 13)
0.8	2.9	0.8	0.8	1106	3.5	30.5	(13, 60)
62.7	80.0	77.8	78.3	6	100.0	4.0	(61, 12)
4.1	5.8	3.9	4.0	463	16.9	27.0	(62, 12)
3.8	6.7	3.0	3.3	959	18.4	25.5	(12, 62)
0.0	0.1	0.0	0.0	32	1.1	25.5	(64, 52)
0.0	0.0	0.0	0.0	26	0.0	26.0	(64, 63)
0.0	33.1	30.0	0.0	71	32.2	9.4	(65, 11)
2.1	4.6	2.6	2.7	5	100.0	13.7	(100, 65)
3.9	7.3	3.7	4.6	92	100.0	8.1	(100, 63)
1.9	6.0	2.6	3.4	9	100.0	6.8	(62, 63)
11.8	16.8	12.7	13.4	91	92.2	3.0	(63, 62)
0.0	1.0	0.2	0.0	367	6.4	22.7	(69, 10)
0.0	27.9	25.0	0.0	138	24.7	4.7	(66, 65)
0.0	5.1	2.0	0.0	508	42.3	18.7	(71, 1)
15.6	16.7	14.9	16.7	242	100.0	8.8	(72, 1)
30.0	33.8	29.9	32.3	350	100.0	3.5	(73, 2)
38.3	51.5	50.4	51.8	50	100.0	2.2	(74, 2)
40.0	42.7	38.6	39.4	156	79.3	9.4	(98, 7)
31.6	38.8	35.1	36.5	88	100.0	4.8	(80, 3)
1.8	0.8	1.7	1.8	243	7.8	23.3	(81, 3)
3.0	5.7	3.3	3.6	231	100.0	15.1	(94, 4)
0.0	7.0	5.2	0.0	400	7.1	18.5	(94, 3)
36.2	49.4	29.2	41.2	767	100.0	3.6	(95, 4)
5.0	8.5	5.4	5.9	439	100.0	10.9	(4, 83)
0.0	1.4	0.0	0.0	433	0.0	15.2	(85, 5)
0.0	1.5	0.4	0.0	102	8.4	22.6	(86, 8)

0.0	2.9	1.0	1.0	646	0.1	20.5	(8, 86)
0.0	0.0	0.0	0.0	111	0.0	29.4	(87, 86)
6.6	8.8	6.8	6.9	15	100.0	11.1	(86, 5)
7.1	10.6	8.8	9.1	26	90.2	14.3	(63, 89)
0.0	2.3	0.3	0.0	32	0.3	21.6	(89, 63)
7.8	12.1	5.9	6.6	1044	37.9	16.6	(62, 88)
1.6	3.2	1.6	1.7	469	10.0	29.3	(88, 62)
0.0	9.6	0.9	0.0	868	32.0	18.1	(88, 5)
3.7	7.1	3.5	3.6	433	20.5	21.0	(5, 88)
0.0	6.9	3.2	0.0	26	35.2	16.6	(89, 5)
0.0	0.0	0.0	0.0	0	0.0	0.0	(5, 89)
4.7	7.5	5.2	5.3	1	86.7	10.5	(5, 86)
0.0	0.6	0.3	0.0	501	5.8	18.2	(40, 91)
0.0	0.0	0.0	0.0	0	0.0	0.0	(91, 49)
48.5	58.8	51.6	54.4	71	100.0	2.5	(49, 91)
8.5	13.7	9.3	9.8	64	100.0	8.1	(48, 39)
6.3	12.0	7.5	7.9	64	100.0	7.7	(53, 48)
27.6	35.0	29.7	31.1	64	100.0	5.8	(58, 53)
2.1	3.6	1.7	1.8	1236	16.4	29.8	(20, 92)
1.6	2.4	1.4	1.5	470	14.1	30.1	(57, 92)
0.0	1.1	0.0	0.0	71	0.2	20.7	(65, 100)
0.0	3.6	1.0	0.0	9	0.6	12.3	(63, 100)
2.5	2.2	2.7	2.9	21	100.0	10.4	(101, 100)
0.0	35.0	31.2	0.0	86	28.4	3.6	(52, 102)
0.0	41.4	38.8	0.0	13	33.4	4.3	(11, 102)
3.3	2.8	3.1	3.3	13	100.0	11.4	(103, 102)
7.1	8.1	6.9	7.0	378	12.7	17.0	(10, 104)
101.3	113.8	93.9	105.4	219	100.0	1.3	(46, 104)
88.6	91.2	88.5	89.1	8	100.0	2.0	(104, 46)
43.4	51.2	43.6	45.9	124	100.0	3.0	(104, 41)
24.6	33.9	31.4	31.8	1	53.3	2.5	(41, 104)
0.0	4.9	4.6	0.0	26	44.9	19.8	(51, 105)
0.0	4.4	4.1	0.0	32	36.4	18.5	(52, 105)
28.0	34.3	29.1	31.0	53	100.0	3.3	(106, 105)
27.4	28.4	26.6	26.8	1	70.0	5.3	(106, 41)
7.1	7.1	7.4	7.6	35	100.0	9.5	(107, 60)
17.4	17.7	17.5	17.7	4	97.0	7.9	(108, 13)
0.0	37.1	34.9	0.0	75	35.8	3.5	(13, 109)
0.0	34.6	30.7	0.0	63	30.4	3.8	(50, 109)
0.0	0.0	0.0	0.0	0	0.0	0.0	(110, 109)
0.0	1.6	0.5	0.0	7	0.0	18.3	(19, 112)
0.0	3.2	0.9	0.0	4	0.0	12.7	(22, 112)
1.9	1.6	2.0	2.2	3	100.0	11.2	(113, 112)
3.7	6.8	4.7	4.9	163	39.0	12.4	(8, 89)
11.7	15.9	9.4	12.2	269	100.0	8.3	(89, 8)
18.5	20.8	18.9	19.4	131	86.6	2.0	(89, 88)
2.0	2.5	2.5	2.6	269	18.3	7.8	(88, 89)
0.0	1.3	0.0	0.0	1062	0.2	35.8	(60, 116)
0.2	1.2	0.2	0.3	479	1.2	34.3	(12, 116)
58.2	65.1	56.8	59.5	51	100.0	3.4	(105, 116)
21.5	32.0	28.0	28.5	11	100.0	6.6	(116, 105)
0.0	0.0	0.0	0.0	26	0.0	26.7	(54, 117)
0.0	0.0	0.0	0.0	32	0.1	25.8	(53, 117)
0.0	2.0	0.4	0.0	461	3.2	22.6	(104, 118)
3.3	6.3	3.5	3.9	58	100.0	12.1	(118, 43)
4.9	9.9	5.7	6.1	90	100.0	9.3	(43, 118)
2.9	7.6	3.5	3.8	60	100.0	11.6	(43, 51)
4.9	10.6	5.9	6.4	90	100.0	10.1	(51, 43)
64.1	72.9	65.0	67.2	58	100.0	3.7	(51, 60)
28.6	35.6	29.3	31.1	90	100.0	6.8	(60, 51)
1.9	5.5	2.5	2.8	14	100.0	15.3	(59, 117)
3.5	5.8	4.1	4.1	1	53.3	6.2	(117, 59)
0.0	12.7	10.4	0.0	14	9.2	9.6	(117, 49)

0.9	2.6	1.1	1.2	1	53.3	5.5	(49, 117)
0.0	4.2	1.2	0.0	504	0.6	21.2	(24, 19)
0.0	8.5	5.7	0.0	502	8.6	16.8	(90, 55)
23.4	26.4	21.5	22.2	497	51.4	7.3	(55, 18)
0.0	19.7	15.6	0.0	501	24.7	7.3	(18, 91)
0.0	9.7	7.1	0.0	518	14.3	9.7	(40, 39)
0.0	3.7	2.5	0.0	529	6.0	11.4	(39, 38)
10.9	14.1	9.9	10.4	531	24.5	10.3	(38, 15)
0.0	14.9	9.7	0.0	513	18.3	12.5	(15, 118)
0.0	20.6	12.8	0.0	515	25.3	11.8	(118, 104)
0.0	21.9	14.7	0.0	515	27.0	9.8	(104, 10)
40.1	48.5	37.4	40.8	510	63.2	3.2	(68, 7)

Average Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.0	0.1	0.1	0.0	0.0	0.0	0.0	(29, 17)
0.0	2.0	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 51)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	88)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 116)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 116)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 116)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 118)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68, 7)

Maximum Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.3	6.2	6.1	2.3	0.0	0.0	0.0	(29, 17)
1.4	9.2	0.0	0.0	0.0	0.0	0.0	(17, 18)
1.4	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
1.7	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93, 22)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91,	49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49,	91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	53)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 116)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 116)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 116)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(117, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 117)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68, 7)

Average Occupancy	Percent Storage	Phase Failures	Lane Changes	Links
21.5	5.7	0.0	0.0	(29, 17)
3.2	5.6	0.3	0.0	(17, 18)

0.1	0.8	0.0	0.0	(17, 30)
0.4	3.8	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	(118, 15)
0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	(6, 7)
0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	(105, 51)
0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	(50, 51)
0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	(117, 53)
0.0	0.0	0.0	0.0	(56, 22)
0.0	0.0	0.0	0.0	(93, 22)
0.0	0.0	0.0	0.0	(18, 55)
0.0	0.0	0.0	0.0	(22, 56)
0.0	0.0	0.0	0.0	(54, 56)
0.0	0.0	0.0	0.0	(55, 56)
0.0	0.0	0.0	0.0	(56, 55)
0.0	0.0	0.0	0.0	(56, 57)
0.0	0.0	0.0	0.0	(57, 56)
0.0	0.0	0.0	0.0	(92, 20)
0.0	0.0	0.0	0.0	(92, 57)

0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	(116,	60)
0.0	0.0	0.0	0.0	(116,	12)
0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	(94,	4)
0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	(62,	88)
0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	(5,	88)
0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	(5,	89)
0.0	0.0	0.0	0.0	(5,	86)
0.0	0.0	0.0	0.0	(40,	91)
0.0	0.0	0.0	0.0	(91,	49)
0.0	0.0	0.0	0.0	(49,	91)
0.0	0.0	0.0	0.0	(48,	39)
0.0	0.0	0.0	0.0	(53,	48)
0.0	0.0	0.0	0.0	(58,	53)
0.0	0.0	0.0	0.0	(20,	92)
0.0	0.0	0.0	0.0	(57,	92)
0.0	0.0	0.0	0.0	(65,	100)
0.0	0.0	0.0	0.0	(63,	100)
0.0	0.0	0.0	0.0	(101,	100)
0.0	0.0	0.0	0.0	(52,	102)
0.0	0.0	0.0	0.0	(11,	102)
0.0	0.0	0.0	0.0	(103,	102)
0.0	0.0	0.0	0.0	(10,	104)

0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	(60, 116)
0.0	0.0	0.0	0.0	(12, 116)
0.0	0.0	0.0	0.0	(105, 116)
0.0	0.0	0.0	0.0	(116, 105)
0.0	0.0	0.0	0.0	(54, 117)
0.0	0.0	0.0	0.0	(53, 117)
0.0	0.0	0.0	0.0	(104, 118)
0.0	0.0	0.0	0.0	(118, 43)
0.0	0.0	0.0	0.0	(43, 118)
0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	(60, 51)
0.0	0.0	0.0	0.0	(59, 117)
0.0	0.0	0.0	0.0	(117, 59)
0.0	0.0	0.0	0.0	(117, 49)
0.0	0.0	0.0	0.0	(49, 117)
0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	(15, 118)
0.0	0.0	0.0	0.0	(118, 104)
0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	(68, 7)

Signalized Intersection Level of Service

Node	Control Delay (sec / veh)	LOS	CORSIM_ID
1	5.0	A	Intersection #1
2	31.1	C	Intersection #2
3	4.4	A	Intersection #3
4	28.5	C	Intersection #4
5	0.1	A	Intersection #5
6	15.8	B	Intersection #6
7	9.3	A	Intersection #8
8	1.1	A	Intersection #10
9	13.7	B	Intersection #11

10	13.3	B	Intersection #14
11	9.8	A	Intersection #15
12	0.2	A	Intersection #16
13	0.0	A	Intersection #19
14	0.1	A	Intersection #20
15	0.3	A	Intersection #22
17	0.9	A	Intersection #37
18	0.1	A	Intersection #38
19	0.6	A	Intersection #39
20	26.9	C	Intersection #41
21	2.6	A	Intersection #43
22	0.5	A	Intersection #46
23	2.7	A	Intersection #48
25	16.0	B	Intersection #50
26	13.2	B	Intersection #51
27	10.7	B	Intersection #52
28	13.6	B	Intersection #53
29	1.1	A	Intersection #55
30	13.8	B	Intersection #56
32	0.2	A	Intersection #58
33	0.1	A	Intersection #59
34	3.4	A	Intersection #60
35	2.3	A	Intersection #63
36	0.1	A	Intersection #65
37	5.0	A	Intersection #83
38	0.0	A	Intersection #86
39	3.2	A	Intersection #91
40	1.9	A	Intersection #92
41	0.5	A	Intersection #100
42	0.4	A	Intersection #102
43	22.4	C	Intersection #104
44	14.1	B	Intersection #105
46	0.4	A	Intersection #112
47	1.9	A	Intersection #116
48	0.4	A	Intersection #117
49	0.4	A	Intersection #118
50	40.9	D	Intersection #7
51	7.2	A	Intersection #12
52	11.0	B	Intersection #13
53	1.0	A	Intersection #17
54	17.2	B	Intersection #18
55	3.6	A	Intersection #62
56	7.6	A	Intersection #88
57	2.9	A	Intersection #89

Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.32

Analyst: Date Performed:
Agency: Analysis Time Period:
Jurisdiction:
Run Title: Run Title
File Name: Complete Project - PM.tin

CORSIM Version 6
Random # Seed Variations: 30
Volume Multiplier: 1
Simulation Period (sec): 3600
Initialization Period (sec): 600

Processing Results:

<----------NETSIM Approach Links---------->							Network-Wide	
Control Delay	Total Delay	Stop Delay	Queue Delay	Vehicle Trips	Percent Stops (%)	Speed (mph)	Delay Time (veh-hr)	Speed (mph)
----------(sec/veh)----------								
7.7	12.0	8.6	7.9	58972	26.1	19.7	230.0	15.3
							Links	
3.5	6.8	3.1	3.2	928	30.3	22.1	(29,	17)
47.4	49.9	40.9	44.1	267	88.7	5.4	(17,	18)
0.0	50.3	48.0	49.2	38	100.0	2.2	(17,	30)
14.5	14.7	14.7	15.0	24	79.2	5.2	(30,	17)
0.0	0.0	0.0	0.0	24	0.0	0.0	(8001,	30)
0.0	1.6	0.1	0.0	1888	0.0	30.2	(90,	19)
32.5	36.0	33.4	33.9	42	100.0	2.6	(112,	19)
0.0	0.0	0.0	0.0	0	0.0	0.0	(112,	22)
1.7	5.0	2.3	2.5	33	100.0	10.7	(20,	22)
0.0	0.0	0.0	0.0	0	0.0	0.0	(22,	20)
0.0	0.7	0.2	0.0	559	0.7	37.8	(32,	20)
68.8	74.2	69.1	70.7	50	100.0	2.2	(16,	15)
6.9	9.5	7.4	7.7	29	100.0	9.3	(15,	16)
14.4	17.8	11.1	13.3	1502	45.7	6.7	(91,	18)
4.3	6.1	4.1	4.3	1233	7.1	20.9	(123,	15)
7.5	11.7	8.7	9.0	24	100.0	10.5	(15,	14)
57.7	67.3	62.9	63.6	14	100.0	3.4	(14,	15)
41.6	49.5	44.6	46.2	48	100.0	2.3	(10,	11)
56.7	63.8	58.3	59.8	40	100.0	2.3	(11,	10)
0.0	2.6	1.7	0.0	575	5.6	30.1	(35,	16)
0.0	2.7	0.6	0.0	641	0.0	29.6	(17,	37)
0.0	4.3	2.8	0.0	1246	4.8	20.9	(15,	38)
0.0	1.7	1.1	0.0	1280	3.2	19.4	(38,	39)
5.8	8.6	6.3	6.6	13	100.0	14.1	(40,	37)
28.0	32.2	28.7	29.4	38	100.0	8.5	(36,	39)
25.3	30.5	27.7	28.2	37	100.0	7.0	(35,	38)
0.0	41.1	36.1	0.0	120	35.0	7.1	(43,	14)
0.0	43.7	39.3	0.0	130	36.9	6.3	(11,	41)
0.0	31.1	28.6	0.0	123	28.2	4.5	(42,	43)
0.0	1.9	0.1	0.0	504	15.2	30.0	(44,	6)
0.0	1.1	0.3	0.0	521	4.6	30.6	(111,	46)
36.6	38.2	34.9	35.6	177	74.1	3.4	(116,	7)
43.3	49.5	37.6	43.3	208	100.0	4.4	(7,	6)
15.2	19.5	14.3	16.6	529	100.0	4.8	(7,	8)
40.3	41.9	39.3	39.9	52	84.4	2.8	(8,	7)
0.0	121.4	106.9	0.0	151	68.8	2.7	(48,	49)
0.0	52.0	46.9	0.0	117	39.4	6.7	(14,	48)
8.1	12.2	9.2	9.4	8	100.0	10.8	(39,	48)

85.9	90.3	85.2	86.4	51	98.5	1.4	(109, 13)
48.2	54.8	48.9	50.0	29	100.0	2.8	(50, 14)
35.4	39.4	35.2	36.3	29	100.0	3.5	(109, 50)
3.1	7.5	3.6	4.1	38	100.0	10.7	(14, 50)
39.1	43.9	38.0	40.0	64	100.0	3.1	(102, 52)
50.4	61.3	55.4	57.5	64	100.0	2.1	(102, 11)
142.7	151.6	141.0	143.8	61	98.6	1.3	(52, 12)
6.8	10.8	7.2	7.8	64	100.0	11.2	(12, 52)
0.0	0.5	0.0	0.0	22	0.1	24.7	(105, 51)
0.0	0.7	0.0	0.0	31	0.3	23.8	(105, 52)
0.0	0.8	0.8	0.0	22	20.1	24.0	(51, 50)
0.0	1.0	0.1	0.0	30	0.1	23.5	(50, 51)
0.0	0.8	0.2	0.0	22	0.0	23.7	(50, 53)
0.0	0.6	0.5	0.0	31	13.7	24.1	(53, 50)
2.1	6.9	3.0	3.2	6	100.0	9.9	(48, 53)
0.0	0.2	0.0	0.0	31	0.2	25.1	(124, 53)
0.0	2.4	1.5	0.0	22	7.6	23.2	(56, 22)
0.0	0.8	0.7	0.0	31	13.2	23.2	(93, 22)
0.0	2.9	0.3	0.0	1769	2.8	24.3	(18, 55)
0.0	1.7	0.8	0.0	31	3.6	23.8	(22, 56)
0.0	1.4	1.3	0.0	22	19.9	22.2	(54, 56)
0.0	0.0	0.0	0.0	0	0.0	0.0	(55, 56)
57.2	65.9	55.6	59.3	123	100.0	2.8	(56, 55)
0.0	0.0	0.0	0.0	0	0.0	0.0	(56, 57)
47.3	54.9	46.0	49.5	125	100.0	3.7	(57, 56)
0.0	1.9	0.0	0.0	1567	0.2	33.8	(92, 20)
0.0	8.6	6.3	0.0	541	9.2	22.5	(92, 57)
26.5	36.9	32.5	33.0	6	100.0	6.3	(53, 58)
0.0	2.9	0.9	0.0	1466	1.6	30.8	(13, 58)
7.3	9.5	6.6	7.0	485	24.0	19.2	(58, 13)
0.0	2.9	1.0	0.0	1638	2.5	30.3	(59, 57)
0.0	8.4	6.5	0.0	534	5.8	27.8	(59, 58)
0.0	5.5	4.5	0.0	478	2.9	35.7	(57, 59)
0.0	0.8	0.0	0.0	1411	0.0	36.3	(58, 59)
0.9	2.6	0.7	0.9	1394	3.8	33.1	(122, 60)
7.2	9.7	6.6	7.1	429	24.3	18.4	(122, 12)
8.0	13.2	6.0	7.8	1444	27.5	16.5	(60, 13)
3.6	5.2	3.5	3.5	444	7.0	27.0	(13, 60)
47.6	64.1	61.7	62.3	16	100.0	4.0	(61, 12)
7.9	13.1	5.9	7.5	1311	28.0	19.5	(62, 12)
8.2	11.1	7.4	7.9	364	35.5	20.5	(12, 62)
0.0	0.1	0.0	0.0	22	0.0	25.3	(64, 52)
0.0	0.1	0.0	0.0	30	0.3	25.2	(64, 63)
0.0	50.8	46.2	0.0	106	42.2	7.0	(65, 11)
5.3	11.1	7.2	7.5	6	100.0	9.6	(100, 65)
39.3	39.5	32.5	35.3	197	100.0	2.4	(100, 63)
0.0	0.0	0.0	0.0	0	0.0	0.0	(62, 63)
39.3	52.2	46.6	48.0	196	82.5	1.0	(63, 62)
0.0	4.1	2.8	0.0	1123	8.0	19.5	(69, 10)
0.0	29.7	27.9	0.0	111	28.9	4.8	(66, 65)
0.0	6.5	3.8	0.0	562	41.4	14.3	(71, 1)
47.6	51.2	41.7	49.0	300	100.0	3.7	(72, 1)
15.5	18.0	13.1	16.1	462	100.0	4.8	(73, 2)
44.0	54.1	48.7	53.0	143	100.0	1.9	(74, 2)
37.8	41.0	31.5	33.9	703	74.8	10.0	(98, 7)
42.8	49.9	42.9	46.4	154	100.0	3.8	(80, 3)
0.5	0.1	0.5	0.5	674	2.9	29.4	(81, 3)
16.0	20.1	13.5	16.5	803	100.0	8.1	(118, 4)
0.0	4.1	3.0	0.0	308	5.4	17.2	(94, 3)
10.9	13.5	8.9	10.9	675	100.0	9.0	(95, 4)
30.1	40.1	22.9	32.4	1092	100.0	4.2	(4, 83)
0.0	2.0	0.0	0.0	1070	0.0	16.0	(85, 5)
0.0	9.9	7.1	0.0	768	15.8	15.7	(86, 8)

5.9	8.8	6.5	6.6	350	7.9	16.2	(8, 86)
0.0	1.9	1.9	0.0	758	2.1	23.8	(87, 86)
2.9	7.2	4.0	4.2	7	100.0	12.4	(86, 5)
9.7	13.2	11.2	11.4	30	92.9	12.8	(63, 89)
0.0	2.3	0.3	0.0	22	0.0	21.6	(89, 63)
6.2	9.8	5.6	5.8	451	34.7	18.8	(62, 88)
4.4	7.7	3.4	4.1	1202	24.8	21.2	(88, 62)
0.0	4.0	0.3	0.0	487	5.9	26.7	(88, 5)
3.3	6.9	2.9	3.0	1070	22.0	21.2	(5, 88)
0.0	4.5	0.4	0.0	30	3.7	18.7	(89, 5)
0.0	0.0	0.0	0.0	0	0.0	0.0	(5, 89)
70.8	75.2	71.4	71.9	17	100.0	3.0	(5, 86)
0.0	5.8	2.9	0.0	1360	22.3	12.4	(40, 91)
22.4	26.2	22.8	23.1	3	90.0	5.7	(91, 49)
97.3	114.6	100.2	107.4	145	100.0	1.3	(49, 91)
20.7	27.8	23.8	24.3	60	100.0	7.5	(48, 39)
37.3	44.0	38.4	39.7	102	100.0	4.7	(53, 48)
55.1	63.8	56.1	58.8	104	100.0	4.6	(58, 53)
3.8	5.0	3.4	3.7	541	16.6	30.1	(20, 92)
4.1	7.0	2.8	3.5	1569	22.2	20.2	(57, 92)
0.0	1.6	0.5	0.0	8	1.9	20.0	(65, 100)
0.0	0.0	0.0	0.0	0	0.0	0.0	(63, 100)
13.8	14.8	13.7	15.0	196	100.0	6.2	(101, 100)
0.0	46.8	43.0	0.0	63	40.4	2.9	(52, 102)
0.0	35.3	32.4	0.0	46	31.7	3.8	(11, 102)
11.1	12.3	12.5	12.9	25	100.0	7.6	(103, 102)
4.9	6.4	4.8	4.9	1110	7.0	19.9	(10, 104)
83.5	88.0	82.3	84.1	42	100.0	2.0	(46, 104)
38.5	42.1	39.4	40.0	12	100.0	4.6	(104, 46)
47.8	54.8	48.8	50.4	55	100.0	2.9	(104, 41)
50.1	59.6	56.8	57.2	3	86.7	4.2	(41, 104)
0.0	1.0	0.5	0.0	31	2.8	23.9	(51, 105)
0.0	0.9	0.7	0.0	22	3.7	23.7	(52, 105)
29.6	33.8	29.3	30.7	28	100.0	3.6	(106, 105)
0.0	0.0	0.0	0.0	0	0.0	0.0	(106, 41)
87.0	95.8	84.2	92.0	211	100.0	1.4	(107, 60)
23.2	23.9	23.7	24.0	5	99.4	5.8	(108, 13)
0.0	31.2	29.1	0.0	58	27.9	4.1	(13, 109)
0.0	35.2	31.6	0.0	37	30.7	3.9	(50, 109)
7.8	7.9	7.9	8.2	23	100.0	8.9	(110, 109)
0.0	0.0	0.0	0.0	0	0.0	0.0	(19, 112)
0.0	3.5	1.0	0.0	33	1.4	12.3	(22, 112)
1.8	1.7	2.1	2.3	14	100.0	10.9	(113, 112)
0.0	1.7	0.1	0.0	379	0.0	21.8	(4, 118)
0.0	0.3	0.0	0.0	759	0.0	19.4	(94, 118)
5.4	5.2	5.8	6.0	47	100.0	6.7	(119, 118)
71.2	76.2	64.8	73.5	286	100.0	1.3	(121, 59)
6.0	9.7	7.5	7.8	278	50.9	10.7	(8, 89)
39.9	42.1	37.8	39.8	86	100.0	5.1	(89, 8)
24.1	27.2	24.7	25.3	256	75.8	1.6	(89, 88)
2.8	3.5	3.2	3.4	86	23.4	7.2	(88, 89)
0.0	1.4	0.3	0.0	430	0.9	36.5	(60, 122)
0.1	1.6	0.0	0.1	1368	0.2	33.0	(12, 122)
47.4	57.0	50.5	52.1	27	100.0	4.1	(105, 122)
0.0	0.0	0.0	0.0	0	0.0	0.0	(122, 105)
0.0	5.8	3.9	0.0	1086	3.7	22.2	(104, 123)
2.4	6.2	3.2	3.4	4	100.0	11.8	(123, 43)
19.8	25.4	19.5	20.9	153	100.0	5.3	(43, 123)
2.2	6.1	2.6	2.7	6	100.0	13.0	(43, 51)
14.0	20.1	14.5	15.6	153	100.0	8.1	(51, 43)
47.1	64.4	59.4	60.1	6	100.0	5.0	(51, 60)
36.9	44.1	35.4	38.1	154	100.0	5.9	(60, 51)
0.0	0.2	0.0	0.0	31	0.0	24.8	(54, 124)

0.0	0.0	0.0	0.0	22	0.1	26.0	(53, 124)
1.4	6.0	2.7	2.9	3	90.0	7.2	(49, 124)
0.0	0.0	0.0	0.0	0	0.0	0.0	(124, 49)
0.0	6.7	4.0	0.0	382	0.0	21.5	(24, 19)
0.0	5.8	4.3	0.0	380	2.3	21.2	(90, 55)
21.2	22.2	18.5	19.0	378	46.0	8.7	(55, 18)
18.8	21.9	18.5	19.0	377	28.7	7.3	(18, 91)
9.4	11.9	9.6	9.9	375	19.9	9.6	(40, 39)
0.0	4.6	3.6	0.0	369	5.0	12.8	(39, 38)
12.5	14.9	11.2	11.6	370	25.1	10.1	(38, 15)
11.6	15.1	10.5	10.9	363	21.5	12.4	(15, 123)
20.2	23.9	17.4	18.0	360	30.4	11.4	(123, 104)
18.9	23.1	17.6	18.2	356	29.4	9.3	(104, 10)
38.7	43.8	35.8	37.7	354	71.3	3.5	(68, 7)
0.0	0.0	0.0	0.0	0	0.0	0.0	(121, 124)

Average Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(29, 17)
0.0	3.9	0.0	0.0	0.0	0.0	0.0	(17, 18)
0.4	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105,	51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(124,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	88)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5, 86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 124)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 124)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 124)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(124, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 18)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 124)

Maximum Queue by Lane

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Links
1.9	4.3	5.1	5.4	0.0	0.0	0.0	(29, 17)
1.9	13.6	0.0	0.0	0.0	0.0	0.0	(17, 18)
4.4	0.0	0.0	0.0	0.0	0.0	0.0	(17, 30)
1.9	0.0	0.0	0.0	0.0	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 51)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	50)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(124,	53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(93,	22)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(118,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(62,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(5,	86)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(91, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(48, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 48)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(58, 53)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 59)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(12, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(105, 122)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(122, 105)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(60, 51)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(54, 124)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(53, 124)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(49, 124)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(124, 49)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(15, 123)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(123, 104)

0.0	0.0	0.0	0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(68, 7)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	(121, 124)

Average Occupancy	Percent Storage	Phase Failures	Lane Changes	Links
14.8	3.9	0.9	0.0	(29, 17)
5.7	9.8	1.2	0.0	(17, 18)
0.8	9.4	0.0	0.0	(17, 30)
0.3	3.1	0.0	0.0	(30, 17)
0.0	0.0	0.0	0.0	(8001, 30)
0.0	0.0	0.0	0.0	(90, 19)
0.0	0.0	0.0	0.0	(112, 19)
0.0	0.0	0.0	0.0	(112, 22)
0.0	0.0	0.0	0.0	(20, 22)
0.0	0.0	0.0	0.0	(22, 20)
0.0	0.0	0.0	0.0	(32, 20)
0.0	0.0	0.0	0.0	(16, 15)
0.0	0.0	0.0	0.0	(15, 16)
0.0	0.0	0.0	0.0	(91, 18)
0.0	0.0	0.0	0.0	(123, 15)
0.0	0.0	0.0	0.0	(15, 14)
0.0	0.0	0.0	0.0	(14, 15)
0.0	0.0	0.0	0.0	(10, 11)
0.0	0.0	0.0	0.0	(11, 10)
0.0	0.0	0.0	0.0	(35, 16)
0.0	0.0	0.0	0.0	(17, 37)
0.0	0.0	0.0	0.0	(15, 38)
0.0	0.0	0.0	0.0	(38, 39)
0.0	0.0	0.0	0.0	(40, 37)
0.0	0.0	0.0	0.0	(36, 39)
0.0	0.0	0.0	0.0	(35, 38)
0.0	0.0	0.0	0.0	(43, 14)
0.0	0.0	0.0	0.0	(11, 41)
0.0	0.0	0.0	0.0	(42, 43)
0.0	0.0	0.0	0.0	(44, 6)
0.0	0.0	0.0	0.0	(111, 46)
0.0	0.0	0.0	0.0	(116, 7)
0.0	0.0	0.0	0.0	(7, 6)
0.0	0.0	0.0	0.0	(7, 8)
0.0	0.0	0.0	0.0	(8, 7)
0.0	0.0	0.0	0.0	(48, 49)
0.0	0.0	0.0	0.0	(14, 48)
0.0	0.0	0.0	0.0	(39, 48)
0.0	0.0	0.0	0.0	(109, 13)
0.0	0.0	0.0	0.0	(50, 14)
0.0	0.0	0.0	0.0	(109, 50)
0.0	0.0	0.0	0.0	(14, 50)
0.0	0.0	0.0	0.0	(102, 52)
0.0	0.0	0.0	0.0	(102, 11)
0.0	0.0	0.0	0.0	(52, 12)
0.0	0.0	0.0	0.0	(12, 52)
0.0	0.0	0.0	0.0	(105, 51)
0.0	0.0	0.0	0.0	(105, 52)
0.0	0.0	0.0	0.0	(51, 50)
0.0	0.0	0.0	0.0	(50, 51)
0.0	0.0	0.0	0.0	(50, 53)
0.0	0.0	0.0	0.0	(53, 50)
0.0	0.0	0.0	0.0	(48, 53)
0.0	0.0	0.0	0.0	(124, 53)
0.0	0.0	0.0	0.0	(56, 22)
0.0	0.0	0.0	0.0	(93, 22)

0.0	0.0	0.0	0.0	(18,	55)
0.0	0.0	0.0	0.0	(22,	56)
0.0	0.0	0.0	0.0	(54,	56)
0.0	0.0	0.0	0.0	(55,	56)
0.0	0.0	0.0	0.0	(56,	55)
0.0	0.0	0.0	0.0	(56,	57)
0.0	0.0	0.0	0.0	(57,	56)
0.0	0.0	0.0	0.0	(92,	20)
0.0	0.0	0.0	0.0	(92,	57)
0.0	0.0	0.0	0.0	(53,	58)
0.0	0.0	0.0	0.0	(13,	58)
0.0	0.0	0.0	0.0	(58,	13)
0.0	0.0	0.0	0.0	(59,	57)
0.0	0.0	0.0	0.0	(59,	58)
0.0	0.0	0.0	0.0	(57,	59)
0.0	0.0	0.0	0.0	(58,	59)
0.0	0.0	0.0	0.0	(122,	60)
0.0	0.0	0.0	0.0	(122,	12)
0.0	0.0	0.0	0.0	(60,	13)
0.0	0.0	0.0	0.0	(13,	60)
0.0	0.0	0.0	0.0	(61,	12)
0.0	0.0	0.0	0.0	(62,	12)
0.0	0.0	0.0	0.0	(12,	62)
0.0	0.0	0.0	0.0	(64,	52)
0.0	0.0	0.0	0.0	(64,	63)
0.0	0.0	0.0	0.0	(65,	11)
0.0	0.0	0.0	0.0	(100,	65)
0.0	0.0	0.0	0.0	(100,	63)
0.0	0.0	0.0	0.0	(62,	63)
0.0	0.0	0.0	0.0	(63,	62)
0.0	0.0	0.0	0.0	(69,	10)
0.0	0.0	0.0	0.0	(66,	65)
0.0	0.0	0.0	0.0	(71,	1)
0.0	0.0	0.0	0.0	(72,	1)
0.0	0.0	0.0	0.0	(73,	2)
0.0	0.0	0.0	0.0	(74,	2)
0.0	0.0	0.0	0.0	(98,	7)
0.0	0.0	0.0	0.0	(80,	3)
0.0	0.0	0.0	0.0	(81,	3)
0.0	0.0	0.0	0.0	(118,	4)
0.0	0.0	0.0	0.0	(94,	3)
0.0	0.0	0.0	0.0	(95,	4)
0.0	0.0	0.0	0.0	(4,	83)
0.0	0.0	0.0	0.0	(85,	5)
0.0	0.0	0.0	0.0	(86,	8)
0.0	0.0	0.0	0.0	(8,	86)
0.0	0.0	0.0	0.0	(87,	86)
0.0	0.0	0.0	0.0	(86,	5)
0.0	0.0	0.0	0.0	(63,	89)
0.0	0.0	0.0	0.0	(89,	63)
0.0	0.0	0.0	0.0	(62,	88)
0.0	0.0	0.0	0.0	(88,	62)
0.0	0.0	0.0	0.0	(88,	5)
0.0	0.0	0.0	0.0	(5,	88)
0.0	0.0	0.0	0.0	(89,	5)
0.0	0.0	0.0	0.0	(5,	89)
0.0	0.0	0.0	0.0	(5,	86)
0.0	0.0	0.0	0.0	(40,	91)
0.0	0.0	0.0	0.0	(91,	49)
0.0	0.0	0.0	0.0	(49,	91)
0.0	0.0	0.0	0.0	(48,	39)
0.0	0.0	0.0	0.0	(53,	48)
0.0	0.0	0.0	0.0	(58,	53)

0.0	0.0	0.0	0.0	(20, 92)
0.0	0.0	0.0	0.0	(57, 92)
0.0	0.0	0.0	0.0	(65, 100)
0.0	0.0	0.0	0.0	(63, 100)
0.0	0.0	0.0	0.0	(101, 100)
0.0	0.0	0.0	0.0	(52, 102)
0.0	0.0	0.0	0.0	(11, 102)
0.0	0.0	0.0	0.0	(103, 102)
0.0	0.0	0.0	0.0	(10, 104)
0.0	0.0	0.0	0.0	(46, 104)
0.0	0.0	0.0	0.0	(104, 46)
0.0	0.0	0.0	0.0	(104, 41)
0.0	0.0	0.0	0.0	(41, 104)
0.0	0.0	0.0	0.0	(51, 105)
0.0	0.0	0.0	0.0	(52, 105)
0.0	0.0	0.0	0.0	(106, 105)
0.0	0.0	0.0	0.0	(106, 41)
0.0	0.0	0.0	0.0	(107, 60)
0.0	0.0	0.0	0.0	(108, 13)
0.0	0.0	0.0	0.0	(13, 109)
0.0	0.0	0.0	0.0	(50, 109)
0.0	0.0	0.0	0.0	(110, 109)
0.0	0.0	0.0	0.0	(19, 112)
0.0	0.0	0.0	0.0	(22, 112)
0.0	0.0	0.0	0.0	(113, 112)
0.0	0.0	0.0	0.0	(4, 118)
0.0	0.0	0.0	0.0	(94, 118)
0.0	0.0	0.0	0.0	(119, 118)
0.0	0.0	0.0	0.0	(121, 59)
0.0	0.0	0.0	0.0	(8, 89)
0.0	0.0	0.0	0.0	(89, 8)
0.0	0.0	0.0	0.0	(89, 88)
0.0	0.0	0.0	0.0	(88, 89)
0.0	0.0	0.0	0.0	(60, 122)
0.0	0.0	0.0	0.0	(12, 122)
0.0	0.0	0.0	0.0	(105, 122)
0.0	0.0	0.0	0.0	(122, 105)
0.0	0.0	0.0	0.0	(104, 123)
0.0	0.0	0.0	0.0	(123, 43)
0.0	0.0	0.0	0.0	(43, 123)
0.0	0.0	0.0	0.0	(43, 51)
0.0	0.0	0.0	0.0	(51, 43)
0.0	0.0	0.0	0.0	(51, 60)
0.0	0.0	0.0	0.0	(60, 51)
0.0	0.0	0.0	0.0	(54, 124)
0.0	0.0	0.0	0.0	(53, 124)
0.0	0.0	0.0	0.0	(49, 124)
0.0	0.0	0.0	0.0	(124, 49)
0.0	0.0	0.0	0.0	(24, 19)
0.0	0.0	0.0	0.0	(90, 55)
0.0	0.0	0.0	0.0	(55, 18)
0.0	0.0	0.0	0.0	(18, 91)
0.0	0.0	0.0	0.0	(40, 39)
0.0	0.0	0.0	0.0	(39, 38)
0.0	0.0	0.0	0.0	(38, 15)
0.0	0.0	0.0	0.0	(15, 123)
0.0	0.0	0.0	0.0	(123, 104)
0.0	0.0	0.0	0.0	(104, 10)
0.0	0.0	0.0	0.0	(68, 7)
0.0	0.0	0.0	0.0	(121, 124)

Signalized Intersection Level of Service

Node	Control Delay (sec / veh)	LOS	CORSIM_ID
1	16.6	B	Intersection #1
2	22.2	C	Intersection #2
3	6.1	A	Intersection #3
4	13.7	B	Intersection #4
5	0.0	A	Intersection #5
6	12.6	B	Intersection #6
7	8.3	A	Intersection #8
8	5.9	A	Intersection #10
9	24.0	C	Intersection #11
10	9.0	A	Intersection #14
11	8.5	A	Intersection #15
12	0.3	A	Intersection #16
13	0.6	A	Intersection #19
15	0.7	A	Intersection #22
17	0.1	A	Intersection #37
18	0.6	A	Intersection #38
19	3.3	A	Intersection #39
20	14.3	B	Intersection #41
21	7.6	A	Intersection #43
22	0.9	A	Intersection #46
23	17.1	B	Intersection #48
24	0.5	A	Intersection #49
25	9.6	A	Intersection #50
26	26.8	C	Intersection #51
27	16.2	B	Intersection #52
28	35.4	D	Intersection #53
29	3.1	A	Intersection #55
30	33.3	C	Intersection #56
32	0.1	A	Intersection #58
33	9.4	A	Intersection #59
34	10.5	B	Intersection #60
35	31.0	C	Intersection #63
36	0.3	A	Intersection #65
37	30.1	C	Intersection #83
38	2.9	A	Intersection #86
39	11.3	B	Intersection #91
40	4.0	A	Intersection #92
41	13.2	B	Intersection #100
42	2.1	A	Intersection #102
43	10.8	B	Intersection #104
44	10.2	B	Intersection #105
45	1.5	A	Intersection #109
46	0.5	A	Intersection #112
47	0.2	A	Intersection #118
48	0.8	A	Intersection #122
49	4.5	A	Intersection #123
50	0.1	A	Intersection #124
51	38.0	D	Intersection #7
52	12.6	B	Intersection #12
53	9.9	A	Intersection #13
54	3.7	A	Intersection #17
55	19.7	B	Intersection #18
56	9.1	A	Intersection #62
57	7.0	A	Intersection #88
58	5.6	A	Intersection #89

4. Appendix D – Metropolitan Bus Authority's (AMA for its Spanish acronym) Data

AUTORIDAD METROPOLITANA DE AUTOBUSES

OFICINA DE RECURSOS EXTERNOS

COTEJO ESPECIAL ISLETA SAN JUAN

ESTUDIO DE CARGA

VARIABLE Carga de Pasajeros (Abordo y Descenso)

LUGAR CALLE DEL TREN

RUTAS 5,8 Y 9 AMA (DIRECCION DESDE TERMINAL)

FECHAS **17-22 SEPTIEMBRE 2013 - 6:00am a 6:00pm (horarios variables)**

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	**IDENTIFICACION DE PARADA**	**SUBEN**	**BAJAN**	**SUBEN**	**BAJAN**
T	TERMINAL SAN JUAN	53.9%	0.0%	**294**	**0**
280	CARRIL EXCL. EL TREN ESQ. L/O CALLE VALDEZ	2.6%	0.0%	**14**	**0**
281	CARRIL EXCL. EL TREN L/O DESPUES ESQ. CALLE SAN ANDRES	10.3%	0.2%	**56**	**1**
282	CALLE EXCL. EL TREN L/O DESPUES ESQ. CALLE PELAYO	4.2%	1.1%	**23**	**6**
283	CARRIL EXCL. EL TREN DESP. ESQ. CALLE MATIAS LEDESMA	11.4%	2.8%	**62**	**15**
284	CARRIL EXCL. EL TREN ESQ. CALLE SAN JUAN BAUTISTA	8.6%	0.4%	**47**	**2**
285	CARRIL EXCL. EL TREN ANTES ESQ. CALLE RAMON POWER	1.5%	0.7%	**8**	**4**
286	CARRIL EXCL. EL TREN DESPUES ESQ. CALLE # 5	2.0%	0.4%	**11**	**2**
				TOTAL	**545**

Paradas desde San Juan a Cond. Millenium

#Pda	Rutas	Ubicación
280	5, 8, 9	Carril Exclusivo El Tren lado opuesto calle Valdez
281	5, 8, 9	Carril Exclusivo El Tren antes calle San Andres
282	5, 8, 9	Carril Exclusivo El Tren despues lado opuesto calle Pelayo
283	5, 8, 9	Carril Exclusivo El Tren esquina calle Matias Ledesma
284	5, 8, 9	Carril Exclusivo El Tren esquina calle San Juan Bautista
285	5, 8, 9	Carril Exclusivo El Tren antes calle Ramon Power
286	5, 8, 9	Carril Exclusivo El Tren despues calle 5

AUTORIDAD METROPOLITANA DE AUTOBUSES
OFICINA DE RECURSOS EXTERNOS

COTEJO ESPECIAL ISLETA SAN JUAN
C. DEL TREN

ESTUDIO DE CARGA
VARIABLE Carga de Pasajeros (Abordo y Descenso)
LUGAR CALLE DEL TREN
RUTAS 5,8 Y 9 AMA (DIRECCION HACIA TERMINAL)
FECHAS **17-22 SEPTIEMBRE 2013 - 6:00am a 6:00pm (horarios variables)**

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	**IDENTIFICACION DE PARADA**	**SUBEN**	**BAJAN**	**SUBEN**	**BAJAN**
270	CARRIL EXCL. EL TREN DESPUES ESQ. AVENIDA F. JUNCOS	36.6%	1.1%	**208**	**6**
271	CARRIL EXCL. EL TREN ESQ. CALLE # 5	4.2%	1.2%	**24**	**7**
272	CARRIL EXCL. EL TREN ESQ. CALLE RAMON POWER	0.0%	1.6%	**0**	**9**
273	CARRIL EXCL. EL TREN ESQ. CALLE SAN JUAN BAUTISTA	0.5%	2.1%	**3**	**12**
274	CARRIL EXCL. EL TREN DESP. ESQ. CALLE MATIAS LEDESMA	1.1%	3.9%	**6**	**22**
275	CARRIL EXCL. EL TREN DESPUES ESQ. CALLE PELAYO	2.3%	2.8%	**13**	**16**
276	CARRIL EXCL. EL TREN DESP. ESQ. CALLE SAN ANDRES	1.9%	2.5%	**11**	**14**
277	CARRIL EXCL. EL TREN ANTES CALLE VALDEZ	1.2%	0.9%	**7**	**5**
278	CARRIL EXC. DEL TREN ESQ. P/ VETERANO PUERTORRIQUEÑO	0.9%	1.6%	**5**	**9**
279	CALLE LA MARINA DPTO. DE HACIENDA	0.0%	6.0%	**0**	**34**
T	TERMINAL SAN JUAN	0.0%	27.6%	**0**	**157**
				TOTAL	**568**

Paradas desde Cond. Millenium a San Juan

#Pda	utas	Ubicación
270	5, 8, 9	Carril Exclusivo El Tren despues Avenida Fernandez Juncos
271	5, 8, 9	Carril Exclusivo El Tren esquina calle 5
272	5, 8, 9	Carril Exclusivo El Tren despues calle Ramon Power
273	5, 8, 9	Carril Exclusivo El Tren esquina calle San Juan Bautista
274	5, 8, 9	Carril Exclusivo El Tren despues calle Matias Ledesma
275	5, 8, 9	Carril Exclusivo El Tren antes calle Pelayo
276	5, 8, 9	Carril Exclusivo El Tren despues calle San Andrea
277	5, 8, 9	Carril Exclusivo El Tren esquina calle Valdez
278	5, 8, 9	Carril Exclusivo El Tren frente Estacionamiento Veterano Puertorriqueno

AUTORIDAD METROPOLITANA DE AUTOBUSES
OFICINA DE RECURSOS EXTERNOS

COTEJO ESPECIAL ISLETA SAN JUAN

ESTUDIO DE CARGA

VARIABLE Carga de Pasajeros (Abordo y Descenso)
LUGAR Muñoz Rivera y Ponce de León
RUTAS 21 y 53 (DIRECCION DESDE TERMINAL)
FECHAS 2-15 SEPTIEMBRE 2013 - 6:00am a 6:00pm

		% PASAJEROS		TOTAL PASAJEROS	
PDA.	IDENTIFICACION DE PARADA	SUBEN	BAJAN	SUBEN	BAJAN
T	Terminal San Juan	80.3%	0.0%	**378**	**0**
1	Paseo Covadonga Esq. antes lado opuesto Calle Rev. Gerardo Davila	0.2%	0.0%	**1**	**0**
2	Avenida Muñoz Rivera despues calle Reverendo Gerardo Davila	0.8%	1.9%	**4**	**9**
3	Avenida Muñoz Rivera despues Calle Pelayo	2.5%	0.8%	**12**	**4**
4	Avenida Muñoz Rivera antes Calle San Juan Bautista	1.5%	0.4%	**7**	**2**
5	Calle San Agustin antes Avenida Juan Ponce de León	0.4%	0.0%	**2**	**0**
6	Avenida Juan Ponce de León despues Calle Ramón Power	0.6%	0.0%	**3**	**0**
7	Avenida Juan Ponce de León antes Calle del Tren	2.1%	8.3%	**10**	**39**
				TOTAL	**471**

AUTORIDAD METROPOLITANA DE AUTOBUSES
OFICINA DE RECURSOS EXTERNOS

COTEJO ESPECIAL ISLETA SAN JUAN

ESTUDIO DE CARGA

VARIABLE Carga de Pasajeros (Abordo y Descenso)
LUGAR Muñoz Rivera y Ponce de León
RUTAS 21 y 53 (DIRECCION HACIA TERMINAL)
FECHAS 2-15 SEPTIEMBRE 2013 - 6:00am a 6:00pm

		%		TOTAL	
		PASAJEROS		PASAJEROS	
PDA.	IDENTIFICACION DE PARADA	SUBEN	BAJAN	SUBEN	BAJAN
8	Avenida Juan Ponce de León despues Avenida Muñoz Rivera	27.4%	0.1%	**188**	**1**
9	Avenida Juan Ponce de León antes lado opuesto calle Ramón Power	0.7%	1.2%	**5**	**8**
10	Avenida Juan Ponce de León antes calle Lugo Viñas	0.1%	1.2%	**1**	**8**
11	Avenida Juan Ponce de León despues calle Matias Ledesma	0.9%	1.6%	**6**	**11**
12	Avenida Juan Ponce de León antes calle Pelayo	1.0%	0.9%	**7**	**6**
13	Avenida Juan Ponce de León antes lado opuesto calle Rev. Gerardo Davila	0.0%	0.7%	**0**	**5**
14	Paseo Covadonga lado opuesto calle Pershing	0.0%	0.1%	**0**	**1**
15	Paseo Covadonga despues lado opuesto calle General Contrera	0.0%	0.0%	**0**	**0**
16	Paseo Covadonga lado opuesto calle Juan Antonio Corretjer	0.0%	49.1%	**0**	**337**
T	Terminal San Juan	0.0%	14.9%	**0**	**102**
				TOTAL	**686**

5. Appendix E – Trip Generations

Land Use: 931 Quality Restaurant (Morning)						
	Average Vehicle Trip Ends vs:		1000 Sq. Feet Gross Floor Area			
		On a:	Weekday,			
			Peak Hour of Adjacent Street Traffic,			
			One Hour Between 7 and 9 a.m.			
	Number of Studies		11			
	Average 1,000 Sq. Feet GFA		9			
	Directional Distribution		50%	Entering	50%	Exiting
	Average Rate	Range of Rates			Standard Deviation	
	0.81	0.25	1.60		0.93	
	Calculations:	*Enter*				
High-Turnover (Sit-Down) Rest.						
	Gross Floor Area	6,500	square feet			
	Total Trips		**Entering**		**Exiting**	
	5		3		3	
	* Based on Average Rate					

Land Use: 931 Quality Restaurant (Afternoon)						
Average Vehicle Trip Ends vs:		1000 Sq. Feet Gross Floor Area				
On a:		Weekday,				
		Peak Hour of Adjacent Street Traffic,				
		One Hour Between 4 and 6 p.m.				
Number of Studies		24				
Average 1,000 Sq. Feet GFA		9				
Directional Distribution		67%	Entering	33%	Exiting	
Average Rate	Range of Rates			Standard Deviation		
7.49	2.42	18.64		4.89		
Calculations:	*Enter*					
High-Turnover (Sit-Down) Rest.						
Gross Floor Area	6,500	square feet				
	Total Trips	**Entering**		**Exiting**		
	49	33		16		
	* Based on Average Rate					