

Quarterly Performance Measures Report Broward County

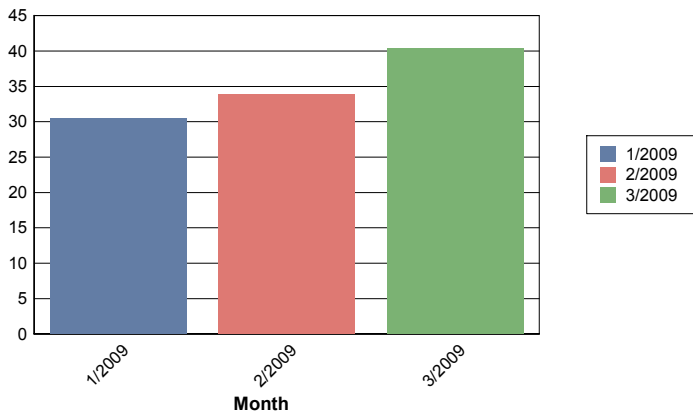
Period From Jan 1, 2009 to Mar 31, 2009

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October 06, 2009
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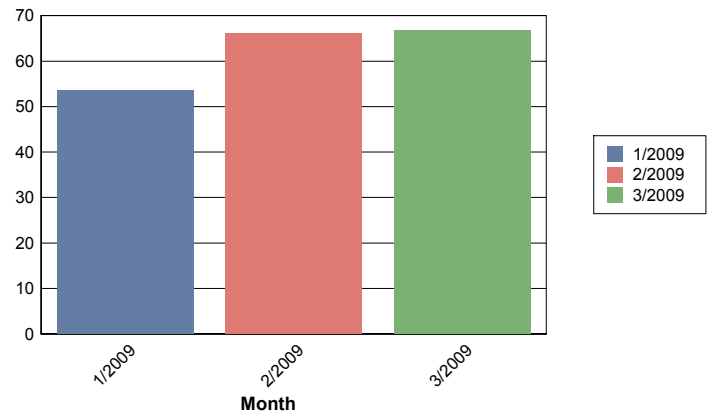
1st Quarter

	January	February	March	Total
Total # of Events (incl. incidents)	5,216	4,288	4,185	13,689
Number of Incidents	209	191	241	641
TMC Verification (mins.)	0.44	0.67	0.54	0.54
Roadway Clearance (2A) (mins.)	30.45	33.95	40.32	35.20
Incident Clearance (3B) (mins.)	53.66	66.14	66.86	62.34
Total Road Ranger Responses (stops)	2,843	2,602	2,792	8,237

Roadway Clearance (2A)



Incident Clearance (3B)



Benefit Cost Analysis

Broward - January 1 to January 31

		<u>Costs</u>	
Emission Benefit	\$125,502.24	Total Broward Cost	\$886,065.95
Delay Benefit	\$10,619,064.01		
Safety Benefit	\$1,746,625.54		
Dms Benefit	\$473,352.71		
Fuel Benefit	\$1,944,939.63		
Road Ranger Benefit	\$359,410.06		
Total Benefit	\$15,268,894.19		
Total Cost	\$886,065.95		

Benefit Cost Ratio **17.23**

Cash Flow **\$14,382,828.24**

Broward - February 1 to February 28

		<u>Costs</u>	
Emission Benefit	\$97,714.79	Total Broward Cost	\$800,317.63
Delay Benefit	\$8,101,578.47		
Safety Benefit	\$1,583,539.81		
Dms Benefit	\$417,839.17		
Fuel Benefit	\$1,513,629.50		
Road Ranger Benefit	\$321,045.95		
Total Benefit	\$12,035,347.69		
Total Cost	\$800,317.63		

Benefit Cost Ratio **15.04**

Cash Flow **\$11,235,030.05**

Broward - March 1 to March 31

		<u>Costs</u>	
Emission Benefit	\$114,505.71	Total Broward Cost	\$886,065.95
Delay Benefit	\$9,168,597.98		
Safety Benefit	\$1,746,625.54		
Dms Benefit	\$680,028.77		
Fuel Benefit	\$1,760,161.75		
Road Ranger Benefit	\$407,609.16		
Total Benefit	\$13,877,528.92		
Total Cost	\$886,065.95		

Benefit Cost Ratio **15.66**

Cash Flow **\$12,991,462.97**

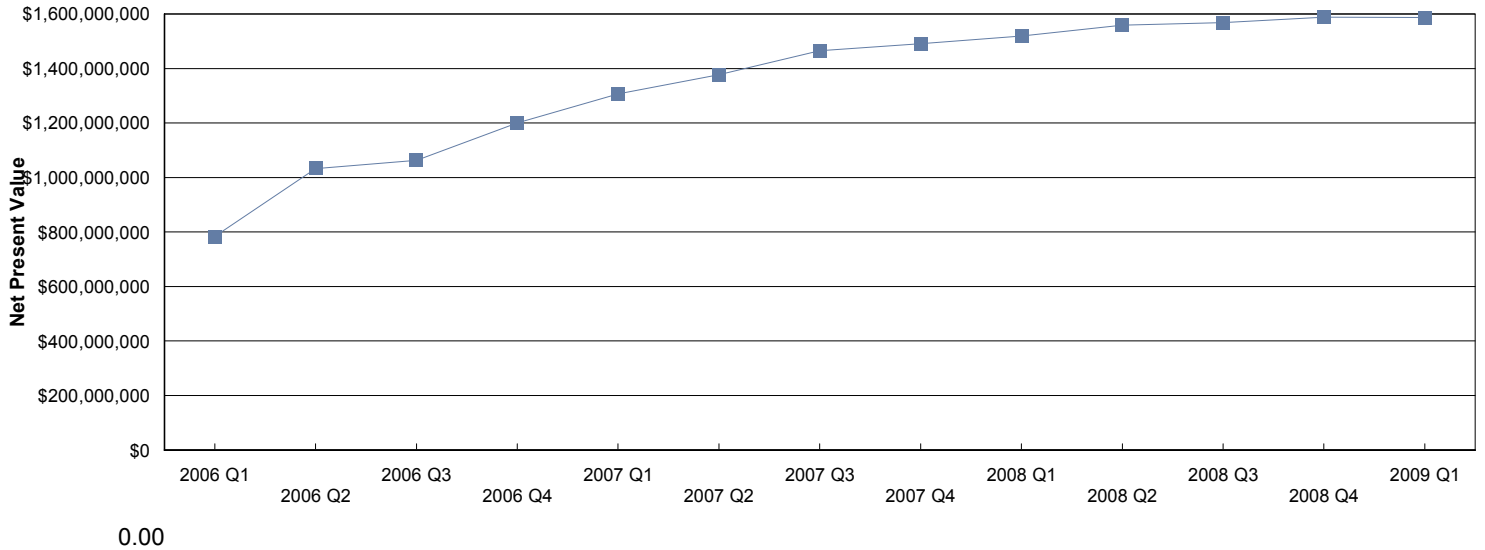
Broward - January 1 to March 31

		<u>Costs</u>	
Emission Benefit	\$340,155.45	Total Broward Cost	\$2,572,449.53
Delay Benefit	\$28,035,607.87		
Safety Benefit	\$5,076,790.90		
Dms Benefit	\$1,573,815.24		
Fuel Benefit	\$5,254,174.50		
Road Ranger Benefit	\$1,088,065.17		
Total Benefit	\$41,368,609.12		
Total Cost	\$2,572,449.53		
Benefit Cost Ratio	16.08		
Cash Flow	\$38,796,159.59		

Net Present Value

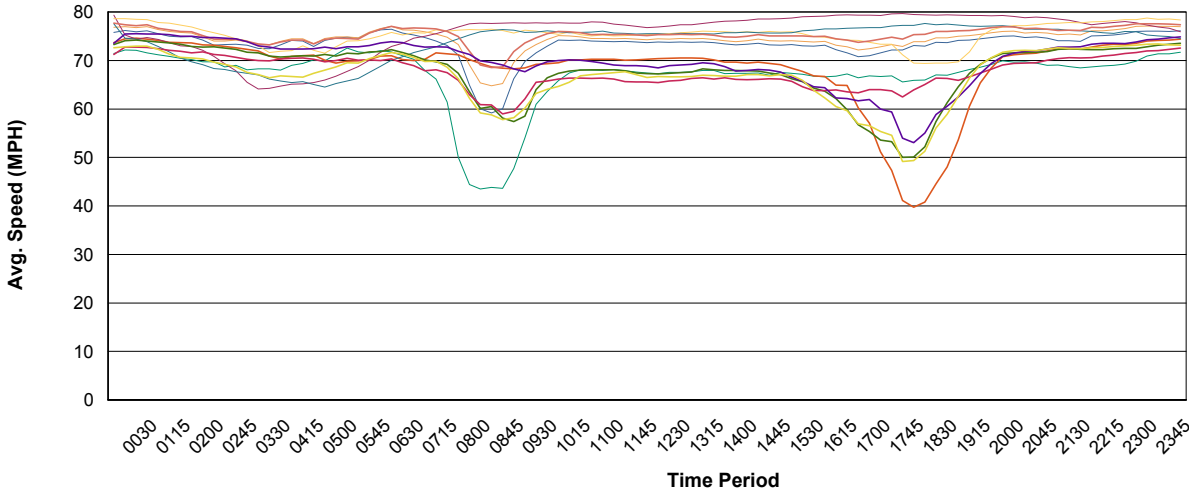
<u>Quarter</u>	<u>Cash Flow</u>	<u>Net Present Value</u>
2006 Q1	\$17,678,574.53	\$783,617,333.32
2006 Q2	\$31,019,351.82	\$1,032,863,198.58
2006 Q3	\$26,777,258.75	\$1,063,082,207.72
2006 Q4	\$39,885,451.30	\$1,200,359,724.53
2007 Q1	\$43,198,571.65	\$1,307,252,729.01
2007 Q2	\$42,995,763.41	\$1,377,111,678.87
2007 Q3	\$50,234,933.82	\$1,465,210,136.14
2007 Q4	\$41,489,390.75	\$1,490,703,551.67
2008 Q1	\$43,691,163.00	\$1,519,479,976.93
2008 Q2	\$48,271,179.00	\$1,559,230,727.98
2008 Q3	\$41,101,192.13	\$1,567,796,458.86
2008 Q4	\$45,506,377.00	\$1,588,270,579.26
2009 Q1	\$38,796,158.50	\$1,586,807,916.43

Net Present Value per Quarter



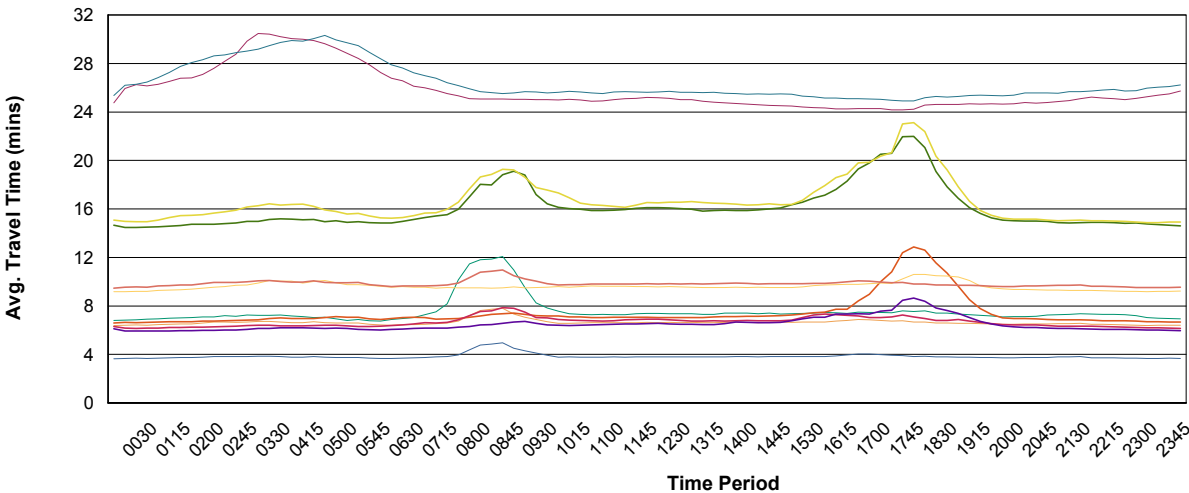
Travel Reliability Data

Average Speed by Segment on Weekdays



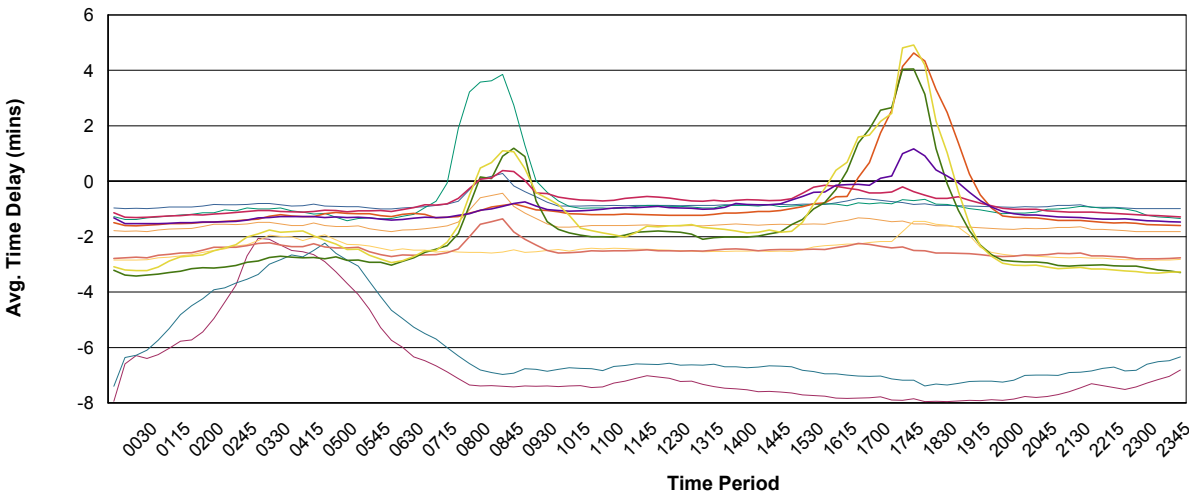
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Average Travel Time by Segment on Weekdays



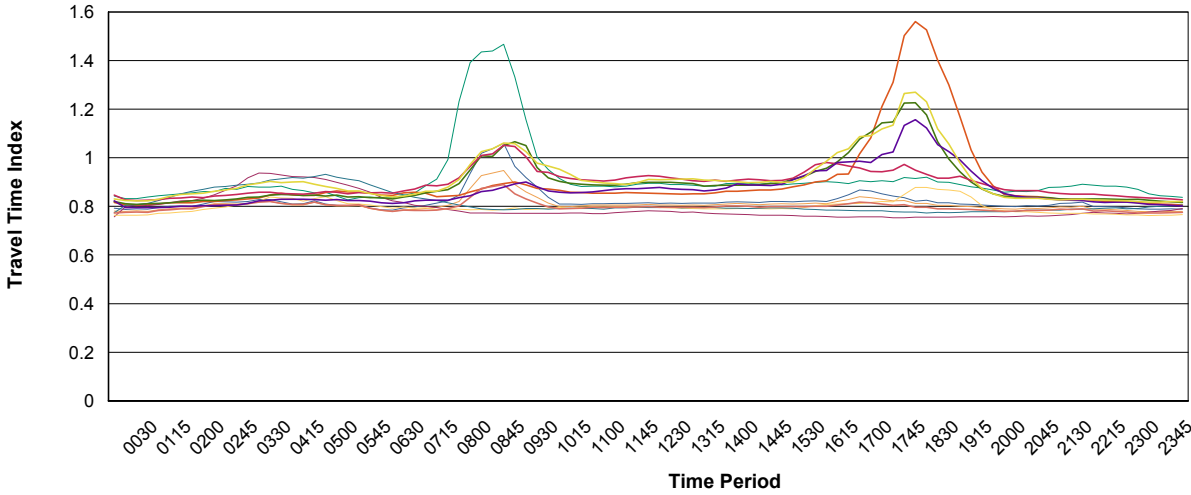
- BC 75SB10 to MDC
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- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
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- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Average Time Delay by Segment on Weekdays



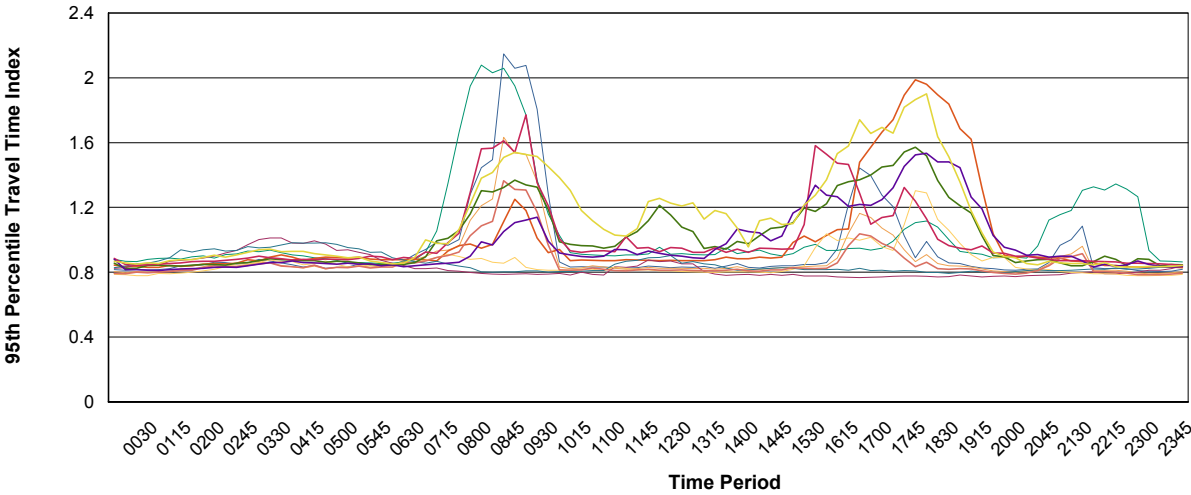
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Travel Time Index by Segment on Weekdays



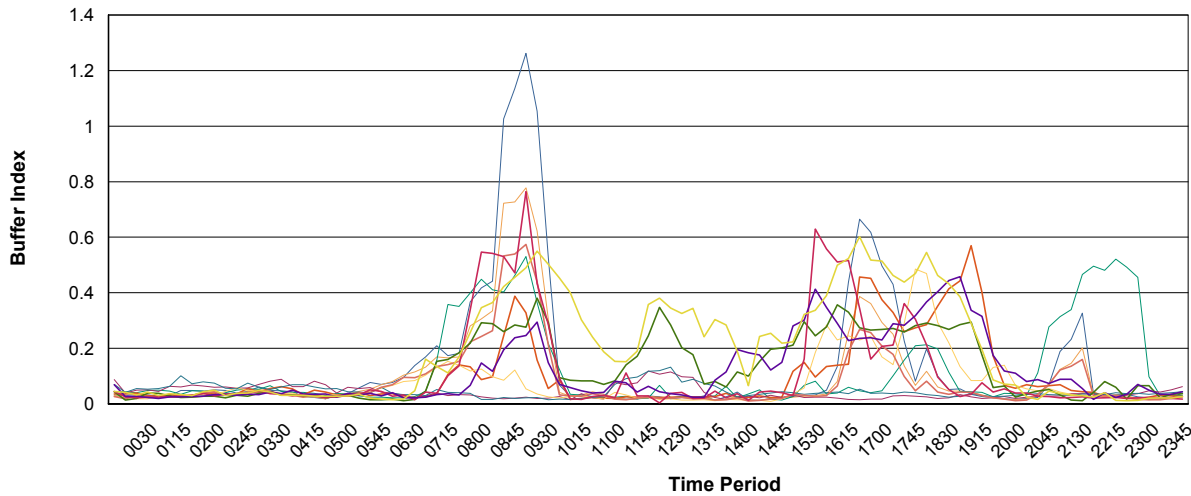
- BC 75SB10 to MDC DMS44
- BC 75SB14 to MDC DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
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- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

95th Percentile Travel Time Index by Segment on Weekdays



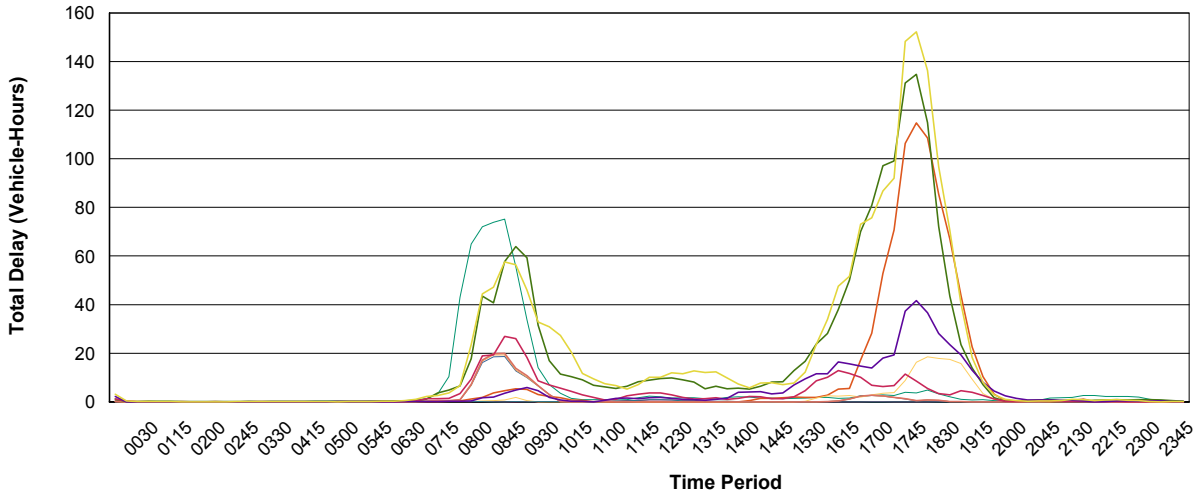
- BC 75SB10 to MDC DMS44
- BC 75SB14 to MDC DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
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- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Buffer Index by Segment on Weekdays



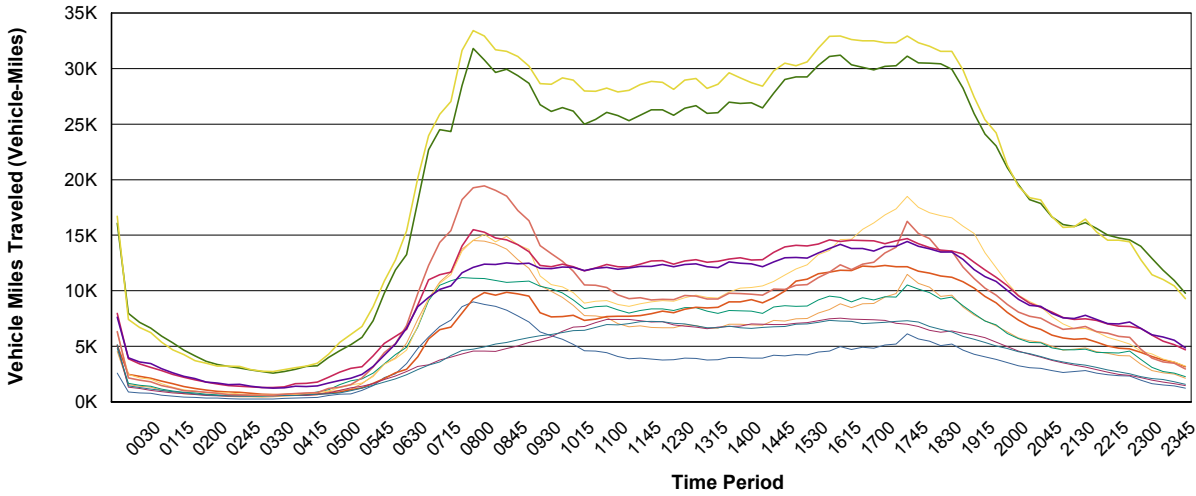
- BC 75SB10 to MDC DMS44
- BC 75SB14 to MDC DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Total Delay by Segment per Weekday



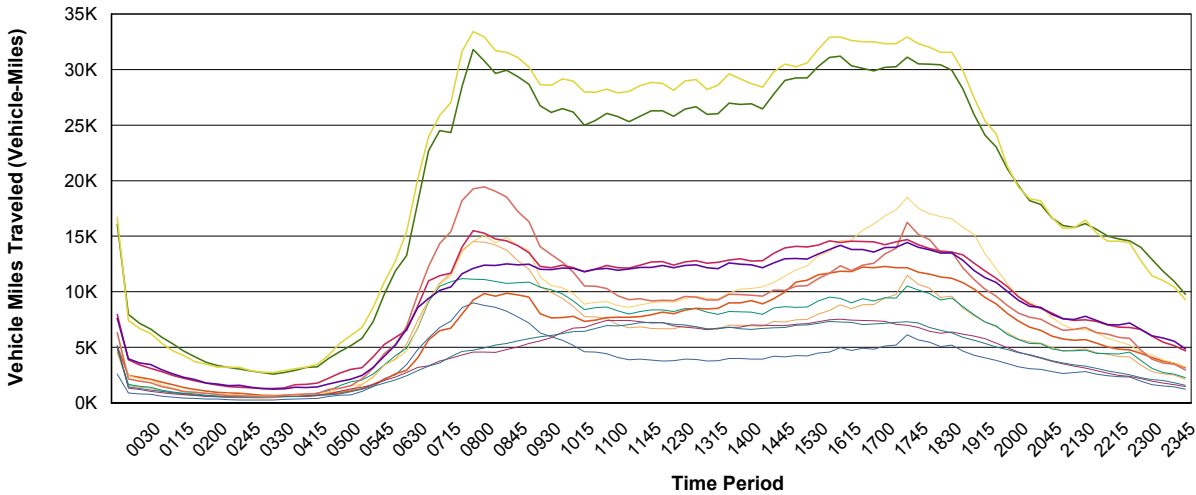
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Vehicle Miles Traveled by Segment per Weekday



- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Vehicle Miles Traveled by Segment per Weekday



- BC 75SB10 to MDC
- DMS44
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- DMS44
- BC I-595 EB Hiatus to I-95
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- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 to MD Ln
- BC I-95 SB PB Ln to I-595

Travel Time Index, 95th Percentile Travel Time Index, and Buffer Index by Peak Period on Weekdays

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595
AM Peak	Travel Time Index	0.92	0.86	1.19	0.87	0.78	0.79	0.79	0.83	0.97	0.97
	Peak TTI	1.18	1.01	2.26	1.39	0.91	0.81	0.94	0.93	1.11	1.05
	Planning Time Idx	1.24	1.06	1.76	0.97	0.80	0.83	0.83	0.99	1.24	1.35
	Buffer Index	0.57	0.39	0.36	0.16	0.02	0.09	0.03	0.30	0.24	0.37
	Peak Buffer Index	1.26	0.78	0.53	0.39	0.04	0.15	0.05	0.57	0.38	0.76
	Average VMT	7,501	12,291	10,708	8,528	4,900	12,875	5,187	16,464	28,073	13,475
	Peak VMT	9,651	15,525	12,853	11,156	7,329	16,028	7,570	20,466	34,602	17,313
Off Peak	Travel Time Index	0.80	0.79	0.86	0.84	0.76	0.78	0.78	0.78	0.83	0.86
	Peak TTI	6.64	11.59	11.51	11.76	2.81	18.37	2.37	17.21	1.44	4.12
	Planning Time Idx	0.83	0.82	0.90	0.88	0.93	0.84	0.93	0.82	0.87	0.89
	Buffer Index	0.05	0.04	0.09	0.06	0.07	0.04	0.06	0.04	0.05	0.04
	Peak Buffer Index	0.33	0.20	0.52	0.57	0.09	0.14	0.10	0.16	0.29	0.08
	Average VMT	2,132	3,695	3,886	4,177	3,415	5,176	3,452	5,127	13,132	6,446
	Peak VMT	6,391	10,053	10,152	11,714	12,191	16,414	18,426	13,262	30,675	14,644
PM Peak	Travel Time Index	0.83	0.82	0.90	1.16	0.76	0.83	0.78	0.80	1.05	0.94
	Peak TTI	0.96	0.89	1.18	2.00	1.62	0.89	1.67	0.85	1.28	1.15
	Planning Time Idx	0.86	0.84	0.98	1.73	0.77	0.91	0.80	0.82	1.42	1.14
	Buffer Index	0.23	0.14	0.09	0.28	0.02	0.24	0.04	0.10	0.28	0.28
	Peak Buffer Index	0.66	0.39	0.21	0.46	0.03	0.48	0.05	0.27	0.36	0.63
	Average VMT	4,963	9,104	9,345	11,651	6,999	15,541	6,963	12,869	30,164	14,183
	Peak VMT	6,636	12,097	11,402	13,351	11,679	19,673	13,655	17,206	34,458	17,028
Weekday Mid Day	Travel Time Index	0.81	0.81	0.89	0.86	0.77	0.79	0.79	0.80	0.89	0.91
	Peak TTI	0.91	0.86	1.11	1.08	1.41	0.81	1.46	0.83	0.97	0.93
	Planning Time Idx	0.83	0.82	0.91	0.88	0.79	0.81	0.81	0.81	1.02	0.93
	Buffer Index	0.02	0.02	0.03	0.02	0.05	0.02	0.06	0.02	0.15	0.03
	Peak Buffer Index	0.04	0.04	0.07	0.04	0.12	0.04	0.13	0.04	0.35	0.11
	Average VMT	4,077	7,088	8,348	8,330	6,991	9,552	6,835	9,780	26,346	12,611
	Peak VMT	5,649	9,487	10,504	11,333	10,304	13,417	10,091	12,876	32,918	16,050
Total	Travel Time Index	0.83	0.81	0.93	0.92	0.76	0.79	0.78	0.80	0.91	0.90
	Peak TTI	6.64	11.59	11.51	11.76	2.81	18.37	2.37	17.21	1.44	4.12
	Planning Time Idx	0.85	0.84	1.18	1.20	0.91	0.85	0.91	0.83	1.13	0.95
	Buffer Index	0.19	0.13	0.12	0.12	0.05	0.09	0.05	0.10	0.14	0.13
	Peak Buffer Index	1.26	0.78	0.53	0.57	0.12	0.48	0.13	0.57	0.38	0.76
	Average VMT	3,241	5,617	5,780	6,040	4,507	7,760	4,528	7,761	18,368	8,871
	Peak VMT	9,651	15,525	12,853	13,351	12,191	19,673	18,426	20,466	34,602	17,313

BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595	Total
0.86	0.98	0.94
0.90	1.10	2.26
0.98	1.35	1.37
0.14	0.36	0.28
0.29	0.55	1.26
11,880	30,159	14,784
14,077	36,045	36,045
0.84	0.84	0.83
3.97	1.53	18.37
0.87	0.91	0.89
0.08	0.05	0.05
0.34	0.29	0.57
6,215	13,510	6,587
15,046	33,142	33,142
1.01	1.07	0.99
1.32	1.30	2.00
1.34	1.63	1.42
0.32	0.45	0.28
0.46	0.60	0.66
13,656	31,941	15,481
15,663	36,114	36,114
0.87	0.90	0.87
0.89	0.96	1.46
0.93	1.14	0.92
0.08	0.26	0.12
0.19	0.40	0.40
12,255	28,724	13,238
14,710	34,932	34,932
0.88	0.92	0.89
3.97	1.53	18.37
1.06	1.16	1.01
0.13	0.22	0.14
0.46	0.60	1.26
8,464	19,351	9,338
15,663	36,114	36,114

Travel Time Index, 95th Percentile Travel Time Index, and Buffer Index by Time of Day on Weekdays

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
	Travel Time Index	0.79	0.78	0.84	0.82	0.76	0.76	0.77	0.77	0.82	0.85	0.82	0.83
	Planning Time Idx	0.82	0.80	0.88	0.84	0.82	0.79	0.83	0.79	0.86	0.88	0.88	0.87
	Buffer Index	0.03	0.03	0.04	0.03	0.09	0.03	0.07	0.03	0.04	0.04	0.07	0.04
	VMT	2,589	4,528	4,818	5,076	5,052	6,266	5,147	6,308	16,072	7,952	7,622	16,705
0000	Travel Time Index	0.79	0.78	0.83	0.81	0.80	0.76	0.80	0.78	0.81	0.83	0.80	0.82
	Planning Time Idx	0.81	0.80	0.87	0.83	0.83	0.78	0.84	0.79	0.82	0.85	0.82	0.86
	Buffer Index	0.03	0.02	0.04	0.04	0.04	0.03	0.04	0.02	0.01	0.02	0.03	0.04
	VMT	883	1,547	1,669	2,452	1,321	2,476	1,439	2,159	7,967	3,869	3,970	7,423
0015	Travel Time Index	0.79	0.78	0.83	0.80	0.81	0.76	0.81	0.78	0.81	0.82	0.79	0.82
	Planning Time Idx	0.82	0.81	0.87	0.84	0.85	0.78	0.85	0.80	0.82	0.84	0.82	0.85
	Buffer Index	0.03	0.03	0.04	0.04	0.05	0.02	0.06	0.03	0.02	0.02	0.03	0.03
	VMT	806	1,389	1,492	2,289	1,191	2,156	1,287	1,936	7,149	3,405	3,589	6,705
0030	Travel Time Index	0.79	0.78	0.84	0.81	0.80	0.76	0.81	0.78	0.81	0.83	0.80	0.82
	Planning Time Idx	0.81	0.80	0.88	0.83	0.84	0.78	0.86	0.80	0.84	0.85	0.81	0.86
	Buffer Index	0.03	0.03	0.05	0.03	0.05	0.02	0.05	0.03	0.04	0.02	0.02	0.04
	VMT	760	1,304	1,395	2,113	1,037	2,035	1,131	1,811	6,623	3,085	3,454	6,244
0045	Travel Time Index	0.79	0.79	0.84	0.81	0.81	0.77	0.82	0.78	0.81	0.83	0.80	0.83
	Planning Time Idx	0.82	0.80	0.89	0.83	0.84	0.79	0.87	0.80	0.84	0.85	0.81	0.85
	Buffer Index	0.03	0.02	0.05	0.03	0.04	0.03	0.05	0.02	0.04	0.03	0.02	0.03
	VMT	599	1,034	1,146	1,866	903	1,620	1,025	1,450	5,923	2,817	2,994	5,384
0100	Travel Time Index	0.80	0.79	0.85	0.81	0.81	0.77	0.84	0.79	0.82	0.83	0.80	0.84
	Planning Time Idx	0.82	0.81	0.89	0.84	0.87	0.79	0.89	0.80	0.84	0.85	0.82	0.87
	Buffer Index	0.03	0.02	0.05	0.03	0.06	0.02	0.06	0.02	0.03	0.03	0.02	0.04
	VMT	512	890	980	1,624	806	1,308	908	1,250	5,307	2,460	2,596	4,690
0115	Travel Time Index	0.80	0.79	0.85	0.81	0.82	0.78	0.85	0.79	0.82	0.83	0.80	0.85
	Planning Time Idx	0.84	0.82	0.88	0.84	0.87	0.79	0.94	0.81	0.84	0.86	0.82	0.88
	Buffer Index	0.05	0.03	0.03	0.03	0.06	0.02	0.10	0.03	0.02	0.03	0.02	0.03
	VMT	406	711	846	1,369	740	1,080	832	1,000	4,657	2,215	2,294	4,239
0130	Travel Time Index	0.80	0.79	0.86	0.82	0.82	0.78	0.86	0.79	0.82	0.84	0.80	0.85
	Planning Time Idx	0.84	0.82	0.90	0.84	0.88	0.80	0.92	0.81	0.84	0.86	0.82	0.88
	Buffer Index	0.05	0.03	0.05	0.03	0.07	0.03	0.07	0.03	0.02	0.03	0.03	0.03
	VMT	379	673	785	1,206	637	978	716	939	4,125	1,985	2,088	3,710
0145	Travel Time Index	0.81	0.80	0.86	0.82	0.83	0.79	0.87	0.80	0.83	0.84	0.80	0.85
	Planning Time Idx	0.85	0.83	0.90	0.85	0.89	0.81	0.94	0.83	0.85	0.87	0.82	0.89
	Buffer Index	0.05	0.04	0.05	0.04	0.06	0.03	0.08	0.04	0.03	0.04	0.03	0.04
	VMT	343	617	668	1,045	551	833	618	855	3,648	1,762	1,781	3,482
0200	Travel Time Index	0.82	0.81	0.86	0.82	0.85	0.79	0.88	0.81	0.82	0.84	0.80	0.86
	Planning Time Idx	0.86	0.85	0.89	0.85	0.90	0.82	0.94	0.84	0.85	0.87	0.83	0.90
	Buffer Index	0.05	0.04	0.03	0.04	0.06	0.03	0.07	0.04	0.03	0.03	0.03	0.05
	VMT	323	559	624	942	527	803	553	767	3,356	1,601	1,675	3,223
0215	Travel Time Index	0.82	0.81	0.87	0.82	0.87	0.80	0.88	0.81	0.83	0.85	0.80	0.87
	Planning Time Idx	0.86	0.84	0.91	0.85	0.92	0.83	0.93	0.83	0.84	0.87	0.83	0.89
	Buffer Index	0.05	0.04	0.04	0.03	0.06	0.04	0.06	0.03	0.02	0.03	0.03	0.03
	VMT	268	472	565	875	503	798	537	657	3,193	1,458	1,558	3,221

Total
0.81 0.86 0.05 8,217
0.81 0.84 0.03 3,606
0.81 0.84 0.03 3,243
0.81 0.85 0.03 3,013
0.81 0.85 0.03 2,622
0.82 0.86 0.03 2,292
0.82 0.87 0.03 2,014
0.82 0.88 0.04 1,796
0.83 0.88 0.04 1,599
0.83 0.89 0.04 1,475
0.84 0.89 0.04 1,397

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
0230	Travel Time Index	0.82	0.81	0.87	0.83	0.88	0.81	0.89	0.81	0.83	0.85	0.81	0.87
	Planning Time Idx	0.85	0.84	0.91	0.86	0.93	0.85	0.93	0.83	0.86	0.88	0.83	0.91
	Buffer Index	0.04	0.03	0.05	0.04	0.06	0.06	0.05	0.03	0.03	0.03	0.03	0.04
	VMT	241	438	532	853	537	716	506	617	3,029	1,405	1,586	3,175
0245	Travel Time Index	0.82	0.81	0.88	0.83	0.92	0.81	0.89	0.81	0.84	0.85	0.81	0.89
	Planning Time Idx	0.86	0.85	0.93	0.88	0.97	0.85	0.96	0.84	0.86	0.89	0.84	0.92
	Buffer Index	0.04	0.04	0.05	0.06	0.06	0.05	0.07	0.04	0.03	0.04	0.03	0.04
	VMT	245	439	506	755	570	626	513	604	2,869	1,340	1,397	2,906
0300	Travel Time Index	0.83	0.82	0.88	0.83	0.94	0.82	0.90	0.82	0.84	0.86	0.82	0.90
	Planning Time Idx	0.88	0.86	0.93	0.87	1.00	0.86	0.95	0.85	0.87	0.90	0.85	0.94
	Buffer Index	0.06	0.05	0.05	0.04	0.07	0.05	0.06	0.04	0.04	0.05	0.03	0.05
	VMT	247	430	504	687	559	652	522	587	2,718	1,288	1,289	2,751
0315	Travel Time Index	0.83	0.82	0.88	0.85	0.94	0.84	0.91	0.82	0.85	0.86	0.83	0.90
	Planning Time Idx	0.87	0.86	0.94	0.89	1.01	0.87	0.95	0.86	0.88	0.89	0.86	0.94
	Buffer Index	0.05	0.05	0.07	0.05	0.08	0.04	0.05	0.05	0.04	0.04	0.04	0.04
	VMT	254	439	573	654	529	621	527	598	2,577	1,289	1,239	2,718
0330	Travel Time Index	0.82	0.81	0.88	0.85	0.93	0.83	0.91	0.81	0.85	0.85	0.83	0.90
	Planning Time Idx	0.86	0.84	0.92	0.91	1.01	0.87	0.97	0.84	0.88	0.88	0.86	0.93
	Buffer Index	0.05	0.04	0.04	0.06	0.09	0.04	0.06	0.03	0.03	0.03	0.04	0.03
	VMT	299	508	659	658	581	681	565	688	2,715	1,352	1,265	2,902
0345	Travel Time Index	0.81	0.81	0.87	0.85	0.92	0.83	0.92	0.81	0.85	0.85	0.83	0.90
	Planning Time Idx	0.84	0.83	0.91	0.89	0.98	0.87	0.98	0.83	0.87	0.88	0.87	0.93
	Buffer Index	0.04	0.03	0.04	0.05	0.06	0.04	0.07	0.03	0.03	0.03	0.05	0.03
	VMT	335	554	744	708	577	663	565	746	2,932	1,644	1,399	3,075
0400	Travel Time Index	0.81	0.81	0.86	0.85	0.92	0.82	0.92	0.81	0.85	0.85	0.83	0.90
	Planning Time Idx	0.83	0.83	0.90	0.87	0.98	0.85	0.98	0.83	0.87	0.88	0.86	0.93
	Buffer Index	0.03	0.02	0.04	0.03	0.06	0.03	0.07	0.02	0.03	0.03	0.04	0.03
	VMT	357	586	720	691	569	740	628	784	3,177	1,662	1,381	3,215
0415	Travel Time Index	0.82	0.82	0.86	0.84	0.92	0.83	0.92	0.82	0.85	0.85	0.83	0.89
	Planning Time Idx	0.84	0.84	0.89	0.89	0.99	0.85	0.98	0.84	0.87	0.88	0.86	0.92
	Buffer Index	0.02	0.03	0.04	0.05	0.08	0.03	0.06	0.03	0.03	0.03	0.03	0.03
	VMT	393	613	892	701	654	814	669	819	3,248	1,779	1,443	3,470
0430	Travel Time Index	0.81	0.81	0.86	0.86	0.91	0.84	0.93	0.81	0.84	0.86	0.83	0.88
	Planning Time Idx	0.82	0.82	0.88	0.89	0.97	0.87	0.98	0.82	0.86	0.88	0.85	0.91
	Buffer Index	0.02	0.02	0.03	0.04	0.07	0.03	0.05	0.02	0.02	0.02	0.04	0.03
	VMT	580	904	1,079	779	786	969	718	1,193	3,982	2,214	1,675	4,290
0445	Travel Time Index	0.80	0.80	0.84	0.86	0.90	0.82	0.92	0.80	0.85	0.86	0.83	0.87
	Planning Time Idx	0.83	0.83	0.87	0.89	0.93	0.85	0.97	0.83	0.87	0.88	0.85	0.90
	Buffer Index	0.03	0.04	0.04	0.03	0.04	0.03	0.06	0.03	0.02	0.02	0.03	0.03
	VMT	667	1,012	1,538	894	1,021	1,280	804	1,319	4,602	2,670	1,928	5,338
0500	Travel Time Index	0.80	0.80	0.83	0.86	0.89	0.81	0.91	0.81	0.84	0.85	0.82	0.86
	Planning Time Idx	0.83	0.83	0.86	0.89	0.94	0.83	0.95	0.83	0.86	0.88	0.86	0.89
	Buffer Index	0.04	0.04	0.03	0.03	0.06	0.03	0.04	0.03	0.03	0.03	0.04	0.03
	VMT	704	1,142	1,883	1,089	1,251	1,526	996	1,552	5,146	3,017	2,115	6,047

Total
0.84 0.91 0.04 1,354
0.85 0.92 0.04 1,261
0.85 0.94 0.05 1,200
0.86 0.94 0.05 1,178
0.86 0.93 0.04 1,257
0.86 0.93 0.04 1,371
0.85 0.93 0.04 1,422
0.85 0.93 0.04 1,515
0.85 0.92 0.03 1,868
0.85 0.92 0.03 2,255
0.84 0.90 0.03 2,576

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-95 EB Hiatus to I-95	BC I-95 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
0515	Travel Time Index	0.80	0.80	0.84	0.86	0.87	0.81	0.91	0.81	0.84	0.86	0.82	0.86
	Planning Time Idx	0.85	0.84	0.86	0.89	0.92	0.84	0.94	0.84	0.86	0.88	0.85	0.89
	Buffer Index	0.06	0.04	0.03	0.04	0.05	0.03	0.04	0.04	0.02	0.03	0.03	0.03
	VMT	1,018	1,619	2,055	1,254	1,405	1,686	1,216	2,154	5,800	3,167	2,460	6,770
0530	Travel Time Index	0.79	0.79	0.84	0.85	0.86	0.81	0.89	0.79	0.84	0.86	0.82	0.85
	Planning Time Idx	0.85	0.83	0.86	0.88	0.91	0.84	0.92	0.83	0.85	0.90	0.85	0.87
	Buffer Index	0.08	0.05	0.02	0.03	0.06	0.05	0.04	0.04	0.01	0.05	0.04	0.02
	VMT	1,471	2,354	2,583	1,670	1,638	2,259	1,498	3,140	7,293	4,120	3,196	8,571
0545	Travel Time Index	0.79	0.78	0.83	0.85	0.84	0.80	0.87	0.79	0.84	0.86	0.82	0.84
	Planning Time Idx	0.84	0.84	0.85	0.88	0.87	0.84	0.92	0.83	0.85	0.90	0.84	0.86
	Buffer Index	0.07	0.07	0.02	0.04	0.04	0.06	0.06	0.06	0.01	0.04	0.03	0.02
	VMT	2,171	3,374	3,422	2,092	2,005	3,370	1,786	4,428	9,763	5,248	4,186	10,871
0600	Travel Time Index	0.79	0.78	0.84	0.85	0.82	0.79	0.86	0.78	0.83	0.85	0.81	0.84
	Planning Time Idx	0.85	0.84	0.85	0.88	0.85	0.84	0.89	0.83	0.84	0.88	0.85	0.85
	Buffer Index	0.08	0.08	0.02	0.04	0.04	0.07	0.04	0.07	0.02	0.03	0.04	0.01
	VMT	2,524	3,956	4,249	2,602	2,327	3,864	2,067	5,238	11,863	5,894	5,194	12,770
0615	Travel Time Index	0.79	0.79	0.85	0.86	0.82	0.80	0.85	0.78	0.84	0.86	0.82	0.84
	Planning Time Idx	0.87	0.87	0.86	0.88	0.84	0.86	0.88	0.86	0.85	0.89	0.83	0.86
	Buffer Index	0.10	0.10	0.02	0.02	0.03	0.08	0.03	0.10	0.01	0.03	0.02	0.02
	VMT	3,450	5,286	4,900	2,915	2,731	4,662	2,424	6,861	13,263	6,528	6,644	15,387
0630	Travel Time Index	0.80	0.79	0.86	0.86	0.80	0.79	0.84	0.78	0.85	0.87	0.82	0.85
	Planning Time Idx	0.91	0.88	0.88	0.88	0.82	0.86	0.87	0.86	0.86	0.89	0.84	0.89
	Buffer Index	0.14	0.11	0.03	0.02	0.02	0.08	0.03	0.09	0.02	0.01	0.02	0.05
	VMT	4,787	7,417	6,732	4,044	3,169	6,816	2,887	9,742	18,043	8,717	8,571	20,116
0645	Travel Time Index	0.80	0.79	0.88	0.85	0.80	0.79	0.83	0.78	0.86	0.89	0.83	0.86
	Planning Time Idx	0.94	0.90	0.92	0.88	0.82	0.88	0.85	0.87	0.90	0.92	0.85	1.00
	Buffer Index	0.17	0.13	0.04	0.03	0.03	0.10	0.03	0.11	0.05	0.04	0.02	0.16
	VMT	5,842	9,267	9,105	5,662	3,340	9,262	3,302	12,286	22,698	10,981	9,408	23,955
0700	Travel Time Index	0.81	0.80	0.91	0.84	0.79	0.79	0.82	0.79	0.86	0.88	0.83	0.86
	Planning Time Idx	0.98	0.93	1.05	0.87	0.82	0.89	0.87	0.89	0.99	0.92	0.85	0.98
	Buffer Index	0.21	0.17	0.16	0.03	0.04	0.13	0.05	0.13	0.15	0.04	0.03	0.13
	VMT	6,792	10,775	10,488	6,480	3,772	10,668	3,595	14,342	24,502	11,434	10,124	25,890
0715	Travel Time Index	0.82	0.80	0.99	0.84	0.79	0.79	0.81	0.79	0.87	0.89	0.83	0.88
	Planning Time Idx	0.97	0.94	1.35	0.93	0.81	0.91	0.85	0.90	1.01	0.98	0.86	0.98
	Buffer Index	0.17	0.17	0.36	0.11	0.03	0.15	0.04	0.14	0.16	0.10	0.04	0.11
	VMT	7,357	11,656	10,888	6,728	4,012	11,431	4,173	15,417	24,318	11,663	10,427	27,040
0730	Travel Time Index	0.85	0.82	1.23	0.84	0.78	0.79	0.81	0.80	0.89	0.92	0.84	0.91
	Planning Time Idx	1.00	0.96	1.66	0.96	0.81	0.90	0.84	0.92	1.06	1.04	0.86	1.06
	Buffer Index	0.18	0.17	0.35	0.14	0.03	0.14	0.04	0.15	0.18	0.14	0.03	0.17
	VMT	8,569	13,751	11,173	7,996	4,304	13,558	4,609	18,216	28,466	14,026	11,605	31,644
0745	Travel Time Index	0.94	0.87	1.39	0.86	0.77	0.79	0.80	0.84	0.95	0.97	0.84	0.97
	Planning Time Idx	1.28	1.12	1.95	0.97	0.80	0.88	0.83	1.02	1.16	1.29	0.90	1.22
	Buffer Index	0.37	0.28	0.40	0.13	0.03	0.12	0.04	0.22	0.22	0.34	0.07	0.26
	VMT	8,996	14,517	11,117	9,249	4,572	14,551	4,747	19,257	31,803	15,498	12,111	33,432

Total
0.84 0.90 0.04 2,930
0.84 0.89 0.04 3,771
0.83 0.87 0.04 4,951
0.83 0.87 0.04 5,895
0.83 0.87 0.04 6,986
0.83 0.88 0.04 9,369
0.84 0.89 0.07 11,564
0.84 0.92 0.10 12,724
0.86 1.01 0.14 13,187
0.90 1.23 0.15 15,232
0.94 1.42 0.22 16,365

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-95 EB Hiatus to I-95	BC I-95 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
0800	Travel Time Index	1.02	0.93	1.44	0.87	0.77	0.79	0.79	0.87	1.01	1.01	0.86	1.03
	Planning Time Idx	1.45	1.21	2.08	0.95	0.79	0.89	0.80	1.09	1.30	1.56	0.99	1.38
	Buffer Index	0.42	0.31	0.45	0.09	0.03	0.12	0.02	0.24	0.29	0.55	0.15	0.35
	VMT	8,765	14,452	11,096	9,829	4,571	15,076	4,946	19,430	30,771	15,276	12,386	32,937
0815	Travel Time Index	1.04	0.94	1.44	0.89	0.77	0.79	0.79	0.88	1.01	1.02	0.87	1.04
	Planning Time Idx	1.50	1.25	2.03	0.97	0.79	0.86	0.80	1.11	1.29	1.57	0.97	1.42
	Buffer Index	0.44	0.33	0.41	0.10	0.02	0.10	0.02	0.26	0.29	0.54	0.12	0.36
	VMT	8,596	14,188	10,934	9,609	4,526	14,393	5,184	19,030	29,641	14,755	12,366	31,698
0830	Travel Time Index	1.06	0.95	1.47	0.89	0.77	0.79	0.79	0.89	1.05	1.05	0.88	1.06
	Planning Time Idx	2.15	1.63	2.06	1.11	0.79	0.85	0.80	1.36	1.32	1.61	1.05	1.51
	Buffer Index	1.03	0.72	0.40	0.24	0.02	0.09	0.02	0.53	0.26	0.53	0.19	0.42
	VMT	8,257	13,740	10,737	9,871	4,790	14,881	5,331	18,508	29,942	14,565	12,507	31,558
0845	Travel Time Index	0.96	0.89	1.33	0.90	0.77	0.79	0.79	0.85	1.07	1.05	0.89	1.06
	Planning Time Idx	2.06	1.54	1.95	1.25	0.79	0.89	0.80	1.31	1.37	1.54	1.11	1.54
	Buffer Index	1.13	0.73	0.46	0.39	0.02	0.12	0.02	0.54	0.28	0.47	0.24	0.45
	VMT	7,734	12,784	10,811	9,719	5,031	14,152	5,572	17,229	29,359	14,156	12,426	31,080
0900	Travel Time Index	0.92	0.86	1.16	0.89	0.77	0.79	0.79	0.83	1.05	1.00	0.90	1.02
	Planning Time Idx	2.08	1.53	1.77	1.18	0.79	0.83	0.81	1.31	1.34	1.77	1.12	1.53
	Buffer Index	1.26	0.78	0.53	0.33	0.02	0.05	0.02	0.57	0.28	0.76	0.25	0.49
	VMT	7,193	12,012	10,861	9,503	5,331	13,719	5,758	16,295	28,678	13,498	12,488	30,232
0915	Travel Time Index	0.88	0.84	1.00	0.87	0.77	0.79	0.79	0.81	0.96	0.94	0.88	0.98
	Planning Time Idx	1.81	1.36	1.37	1.01	0.79	0.82	0.81	1.17	1.32	1.35	1.14	1.51
	Buffer Index	1.05	0.62	0.36	0.16	0.02	0.03	0.02	0.44	0.38	0.43	0.29	0.55
	VMT	6,278	10,450	10,409	8,019	5,572	11,325	5,956	14,060	26,760	12,272	12,007	28,648
0930	Travel Time Index	0.84	0.81	0.95	0.87	0.77	0.79	0.79	0.80	0.92	0.94	0.86	0.97
	Planning Time Idx	1.28	1.06	1.16	0.92	0.79	0.81	0.80	0.97	1.19	1.21	0.99	1.45
	Buffer Index	0.53	0.31	0.22	0.06	0.02	0.03	0.02	0.21	0.29	0.29	0.15	0.50
	VMT	5,950	9,930	10,185	7,657	5,873	10,540	6,074	13,349	26,149	12,171	11,991	28,584
0945	Travel Time Index	0.81	0.80	0.91	0.87	0.77	0.80	0.79	0.79	0.90	0.92	0.86	0.95
	Planning Time Idx	0.86	0.83	1.03	0.94	0.79	0.81	0.80	0.81	0.99	1.01	0.92	1.38
	Buffer Index	0.07	0.04	0.12	0.09	0.03	0.02	0.02	0.03	0.09	0.09	0.07	0.45
	VMT	5,637	9,409	9,792	7,671	6,362	10,361	6,232	12,660	26,489	12,391	12,122	29,163
1000	Travel Time Index	0.81	0.80	0.89	0.86	0.77	0.79	0.79	0.79	0.90	0.92	0.86	0.93
	Planning Time Idx	0.83	0.82	0.92	0.87	0.78	0.81	0.81	0.81	0.97	0.93	0.91	1.30
	Buffer Index	0.03	0.03	0.03	0.02	0.01	0.03	0.02	0.03	0.09	0.02	0.06	0.40
	VMT	5,161	8,683	9,177	7,787	6,714	9,825	6,403	11,745	26,165	12,153	12,095	28,973
1015	Travel Time Index	0.81	0.80	0.88	0.86	0.77	0.80	0.79	0.79	0.89	0.91	0.86	0.91
	Planning Time Idx	0.83	0.83	0.91	0.87	0.80	0.82	0.81	0.81	0.96	0.92	0.90	1.18
	Buffer Index	0.03	0.03	0.03	0.02	0.04	0.03	0.02	0.03	0.08	0.02	0.05	0.30
	VMT	4,585	7,768	8,391	7,316	6,786	8,871	6,445	10,522	24,978	11,795	11,810	27,983
1030	Travel Time Index	0.81	0.81	0.88	0.85	0.77	0.80	0.79	0.80	0.89	0.91	0.86	0.90
	Planning Time Idx	0.83	0.84	0.91	0.87	0.79	0.82	0.81	0.83	0.96	0.93	0.89	1.12
	Buffer Index	0.03	0.04	0.03	0.02	0.02	0.02	0.02	0.04	0.08	0.03	0.04	0.24
	VMT	4,551	7,739	8,549	7,433	7,134	9,060	6,686	10,499	25,429	12,037	12,020	27,961

Total
0.98 1.47 0.27 16,294
0.99 1.51 0.27 15,851
1.00 1.57 0.36 15,849
0.98 1.54 0.40 15,503
0.95 1.39 0.44 15,127
0.90 1.24 0.36 13,961
0.88 1.11 0.23 13,648
0.87 0.98 0.11 13,690
0.86 0.92 0.08 13,459
0.85 0.91 0.07 12,809
0.85 0.91 0.06 13,007

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
1045	Travel Time Index	0.81	0.81	0.88	0.85	0.77	0.80	0.79	0.80	0.89	0.90	0.86	0.90
	Planning Time Idx	0.83	0.83	0.90	0.87	0.78	0.81	0.81	0.82	0.95	0.93	0.90	1.06
	Buffer Index	0.03	0.03	0.02	0.02	0.02	0.02	0.03	0.03	0.07	0.03	0.04	0.19
	VMT	4,434	7,573	8,608	7,678	7,406	9,110	6,963	10,284	26,054	12,360	12,092	28,254
1100	Travel Time Index	0.81	0.81	0.88	0.85	0.77	0.80	0.79	0.80	0.89	0.91	0.87	0.89
	Planning Time Idx	0.83	0.82	0.90	0.87	0.83	0.83	0.85	0.81	0.96	0.93	0.94	1.03
	Buffer Index	0.02	0.02	0.02	0.02	0.08	0.04	0.07	0.02	0.08	0.02	0.08	0.15
	VMT	4,075	7,027	8,271	7,713	7,420	8,768	6,931	9,618	25,777	12,150	11,942	27,908
1115	Travel Time Index	0.81	0.81	0.88	0.86	0.78	0.80	0.79	0.80	0.89	0.92	0.87	0.89
	Planning Time Idx	0.83	0.82	0.91	0.88	0.83	0.82	0.87	0.81	1.02	1.02	0.94	1.02
	Buffer Index	0.02	0.02	0.03	0.03	0.07	0.03	0.09	0.01	0.14	0.11	0.08	0.15
	VMT	3,884	6,756	7,997	7,702	7,426	8,585	7,037	9,280	25,293	12,145	12,051	28,043
1130	Travel Time Index	0.81	0.81	0.89	0.86	0.78	0.80	0.80	0.80	0.90	0.92	0.87	0.90
	Planning Time Idx	0.83	0.82	0.91	0.88	0.84	0.81	0.87	0.81	1.05	0.95	0.91	1.07
	Buffer Index	0.02	0.02	0.02	0.02	0.08	0.02	0.10	0.02	0.17	0.03	0.04	0.19
	VMT	3,937	6,831	8,216	7,766	7,286	8,835	7,214	9,362	25,786	12,405	12,182	28,568
1145	Travel Time Index	0.81	0.81	0.89	0.85	0.78	0.80	0.80	0.80	0.90	0.93	0.87	0.91
	Planning Time Idx	0.84	0.83	0.91	0.87	0.88	0.81	0.89	0.82	1.12	0.95	0.93	1.24
	Buffer Index	0.03	0.03	0.02	0.02	0.12	0.02	0.12	0.02	0.24	0.03	0.06	0.36
	VMT	3,836	6,684	8,357	7,925	7,197	8,999	7,239	9,182	26,286	12,665	12,198	28,838
1200	Travel Time Index	0.81	0.81	0.89	0.85	0.78	0.80	0.80	0.80	0.90	0.92	0.88	0.91
	Planning Time Idx	0.83	0.82	0.95	0.87	0.86	0.81	0.89	0.81	1.21	0.93	0.92	1.26
	Buffer Index	0.02	0.02	0.07	0.02	0.11	0.02	0.12	0.02	0.35	0.00	0.04	0.38
	VMT	3,763	6,650	8,362	8,147	7,199	9,102	7,203	9,224	26,292	12,693	12,371	28,746
1215	Travel Time Index	0.81	0.81	0.89	0.85	0.78	0.79	0.80	0.80	0.90	0.92	0.87	0.91
	Planning Time Idx	0.83	0.82	0.91	0.87	0.87	0.81	0.90	0.81	1.15	0.95	0.90	1.23
	Buffer Index	0.02	0.02	0.02	0.02	0.11	0.02	0.13	0.02	0.28	0.04	0.04	0.34
	VMT	3,782	6,656	8,205	8,011	6,933	9,044	7,080	9,205	25,811	12,389	12,155	28,133
1230	Travel Time Index	0.81	0.80	0.89	0.85	0.78	0.79	0.79	0.80	0.90	0.91	0.87	0.91
	Planning Time Idx	0.83	0.82	0.91	0.87	0.85	0.80	0.86	0.81	1.08	0.95	0.90	1.21
	Buffer Index	0.02	0.02	0.03	0.02	0.10	0.01	0.08	0.02	0.20	0.04	0.03	0.33
	VMT	3,924	6,917	8,483	8,347	6,804	9,377	6,995	9,562	26,436	12,688	12,364	28,966
1245	Travel Time Index	0.81	0.81	0.89	0.85	0.78	0.79	0.80	0.80	0.89	0.91	0.87	0.91
	Planning Time Idx	0.83	0.82	0.91	0.87	0.85	0.80	0.87	0.81	1.05	0.92	0.89	1.23
	Buffer Index	0.02	0.02	0.02	0.02	0.10	0.01	0.09	0.02	0.18	0.02	0.02	0.34
	VMT	3,907	6,864	8,470	8,494	6,718	9,596	6,827	9,518	26,658	12,792	12,416	29,112
1300	Travel Time Index	0.81	0.81	0.88	0.85	0.77	0.79	0.79	0.80	0.88	0.90	0.86	0.91
	Planning Time Idx	0.84	0.82	0.91	0.87	0.80	0.80	0.85	0.81	0.95	0.92	0.88	1.13
	Buffer Index	0.03	0.02	0.03	0.02	0.04	0.01	0.07	0.02	0.07	0.02	0.02	0.24
	VMT	3,751	6,620	8,151	8,451	6,587	9,410	6,664	9,244	25,967	12,567	12,154	28,207
1315	Travel Time Index	0.81	0.81	0.88	0.86	0.77	0.79	0.80	0.80	0.89	0.91	0.87	0.91
	Planning Time Idx	0.82	0.82	0.91	0.88	0.79	0.80	0.85	0.81	0.96	0.95	0.94	1.18
	Buffer Index	0.01	0.01	0.03	0.03	0.02	0.01	0.06	0.01	0.08	0.05	0.08	0.30
	VMT	3,784	6,640	7,971	8,496	6,716	9,350	6,676	9,254	26,036	12,648	12,085	28,594

Total
0.85 0.91 0.05 13,165
0.85 0.91 0.06 12,853
0.86 0.92 0.07 12,777
0.86 0.91 0.07 12,993
0.86 0.92 0.10 13,125
0.86 0.92 0.11 13,164
0.86 0.92 0.10 12,926
0.86 0.91 0.09 13,263
0.86 0.91 0.08 13,328
0.85 0.91 0.06 13,026
0.86 0.92 0.07 13,071

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
1330	Travel Time Index	0.82	0.81	0.89	0.86	0.77	0.79	0.79	0.80	0.89	0.90	0.87	0.90
	Planning Time Idx	0.84	0.82	0.95	0.89	0.78	0.80	0.83	0.81	0.94	0.92	0.98	1.16
	Buffer Index	0.02	0.02	0.06	0.04	0.02	0.02	0.04	0.01	0.06	0.02	0.11	0.28
	VMT	3,996	6,987	8,209	8,983	6,774	9,892	6,803	9,772	26,985	12,847	12,581	29,616
1345	Travel Time Index	0.82	0.81	0.89	0.86	0.77	0.79	0.79	0.80	0.89	0.91	0.89	0.90
	Planning Time Idx	0.85	0.83	0.91	0.88	0.78	0.80	0.81	0.82	0.99	0.94	1.07	1.07
	Buffer Index	0.04	0.03	0.02	0.02	0.02	0.01	0.03	0.02	0.11	0.04	0.19	0.19
	VMT	3,997	6,991	8,202	8,992	6,804	10,222	6,677	9,754	26,857	12,964	12,467	29,151
1400	Travel Time Index	0.82	0.81	0.89	0.86	0.77	0.79	0.79	0.80	0.89	0.91	0.89	0.90
	Planning Time Idx	0.83	0.82	0.93	0.88	0.79	0.80	0.81	0.81	0.98	0.92	1.05	0.96
	Buffer Index	0.01	0.01	0.04	0.02	0.03	0.01	0.03	0.01	0.10	0.01	0.18	0.07
	VMT	3,938	6,924	8,163	9,198	7,010	10,289	6,599	9,688	26,907	12,760	12,410	28,737
1415	Travel Time Index	0.82	0.81	0.89	0.87	0.76	0.79	0.79	0.80	0.89	0.91	0.89	0.90
	Planning Time Idx	0.83	0.82	0.94	0.89	0.78	0.80	0.82	0.81	1.02	0.95	1.04	1.12
	Buffer Index	0.01	0.01	0.05	0.03	0.02	0.01	0.03	0.01	0.15	0.04	0.18	0.24
	VMT	3,923	6,890	7,968	8,896	6,975	10,430	6,703	9,602	26,447	12,797	12,168	28,421
1430	Travel Time Index	0.82	0.81	0.90	0.87	0.76	0.79	0.79	0.80	0.89	0.91	0.89	0.90
	Planning Time Idx	0.84	0.82	0.91	0.89	0.79	0.80	0.82	0.81	1.07	0.95	0.99	1.13
	Buffer Index	0.02	0.02	0.02	0.02	0.03	0.01	0.04	0.02	0.20	0.05	0.12	0.25
	VMT	4,190	7,313	8,527	9,369	6,954	10,847	6,738	10,160	27,772	13,448	12,589	29,806
1445	Travel Time Index	0.82	0.81	0.89	0.87	0.76	0.79	0.79	0.80	0.90	0.91	0.89	0.90
	Planning Time Idx	0.84	0.83	0.90	0.89	0.78	0.80	0.83	0.81	1.08	0.94	1.02	1.10
	Buffer Index	0.02	0.02	0.01	0.02	0.02	0.02	0.04	0.02	0.20	0.04	0.15	0.22
	VMT	4,131	7,254	8,651	9,970	6,956	11,425	6,791	10,120	29,026	13,950	12,978	30,477
1500	Travel Time Index	0.82	0.81	0.89	0.88	0.76	0.79	0.79	0.80	0.91	0.92	0.91	0.90
	Planning Time Idx	0.84	0.83	0.92	0.98	0.79	0.82	0.82	0.83	1.11	0.94	1.16	1.10
	Buffer Index	0.03	0.02	0.03	0.12	0.03	0.04	0.04	0.03	0.21	0.03	0.28	0.22
	VMT	4,248	7,468	8,590	10,856	7,067	11,948	6,972	10,479	29,260	14,090	12,988	30,244
1515	Travel Time Index	0.82	0.81	0.89	0.89	0.76	0.79	0.79	0.80	0.92	0.94	0.93	0.92
	Planning Time Idx	0.85	0.83	0.95	1.02	0.78	0.84	0.82	0.82	1.20	1.09	1.21	1.21
	Buffer Index	0.03	0.03	0.07	0.15	0.02	0.06	0.03	0.03	0.30	0.16	0.30	0.32
	VMT	4,218	7,497	8,609	11,030	7,122	12,333	7,015	10,546	29,262	14,028	12,946	30,604
1530	Travel Time Index	0.82	0.81	0.90	0.90	0.76	0.80	0.79	0.80	0.94	0.97	0.95	0.95
	Planning Time Idx	0.85	0.84	0.97	0.99	0.78	0.95	0.82	0.82	1.17	1.58	1.34	1.28
	Buffer Index	0.03	0.03	0.08	0.10	0.02	0.19	0.04	0.03	0.24	0.63	0.41	0.34
	VMT	4,470	7,994	9,177	11,537	7,296	13,252	7,145	11,185	30,273	14,205	13,394	31,828
1545	Travel Time Index	0.82	0.81	0.90	0.91	0.76	0.81	0.78	0.80	0.96	0.98	0.95	0.99
	Planning Time Idx	0.86	0.84	0.93	1.03	0.78	1.04	0.82	0.82	1.22	1.53	1.28	1.37
	Buffer Index	0.05	0.04	0.03	0.13	0.02	0.28	0.04	0.03	0.28	0.56	0.35	0.39
	VMT	4,578	8,303	9,507	11,663	7,463	13,634	7,328	11,660	31,082	14,572	13,810	32,915
1600	Travel Time Index	0.83	0.82	0.90	0.93	0.76	0.81	0.78	0.81	0.98	0.98	0.98	1.02
	Planning Time Idx	0.94	0.89	0.93	1.06	0.77	1.00	0.82	0.86	1.33	1.47	1.27	1.53
	Buffer Index	0.13	0.08	0.04	0.14	0.02	0.23	0.04	0.06	0.36	0.51	0.29	0.50
	VMT	4,962	8,826	9,391	11,850	7,526	14,591	7,263	12,320	31,194	14,434	14,167	32,940

Total
0.86 0.92 0.07 13,516
0.86 0.92 0.07 13,463
0.86 0.92 0.05 13,378
0.86 0.94 0.08 13,250
0.86 0.94 0.08 13,879
0.86 0.94 0.08 14,301
0.87 0.98 0.11 14,493
0.88 1.05 0.16 14,574
0.89 1.07 0.22 15,157
0.90 1.12 0.22 15,596
0.91 1.16 0.24 15,817

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
1615	Travel Time Index	0.85	0.83	0.89	0.93	0.76	0.81	0.78	0.81	1.02	0.97	0.98	1.04
	Planning Time Idx	1.22	1.04	0.95	1.07	0.77	1.01	0.81	0.96	1.36	1.47	1.21	1.58
	Buffer Index	0.44	0.26	0.06	0.14	0.02	0.25	0.04	0.19	0.33	0.52	0.23	0.52
	VMT	4,707	8,463	8,996	11,829	7,446	14,635	7,238	11,888	30,347	14,550	13,808	32,625
1630	Travel Time Index	0.87	0.84	0.91	1.02	0.76	0.81	0.78	0.82	1.08	0.96	0.99	1.09
	Planning Time Idx	1.44	1.16	0.95	1.48	0.77	1.00	0.82	1.04	1.37	1.29	1.22	1.74
	Buffer Index	0.66	0.39	0.05	0.46	0.01	0.23	0.05	0.27	0.27	0.34	0.24	0.60
	VMT	4,902	8,815	9,367	12,213	7,400	15,515	7,045	12,380	30,124	14,521	13,812	32,498
1645	Travel Time Index	0.86	0.84	0.90	1.08	0.76	0.82	0.78	0.81	1.11	0.94	0.98	1.09
	Planning Time Idx	1.40	1.14	0.94	1.57	0.77	1.02	0.81	1.02	1.40	1.10	1.21	1.66
	Buffer Index	0.62	0.36	0.04	0.45	0.02	0.24	0.04	0.26	0.27	0.16	0.24	0.52
	VMT	4,816	8,858	9,158	12,169	7,379	16,092	7,091	12,560	29,871	14,491	13,579	32,501
1700	Travel Time Index	0.85	0.83	0.91	1.21	0.76	0.82	0.78	0.81	1.14	0.94	1.01	1.12
	Planning Time Idx	1.28	1.07	0.95	1.67	0.77	0.96	0.81	0.98	1.45	1.14	1.25	1.69
	Buffer Index	0.50	0.29	0.05	0.37	0.02	0.17	0.04	0.21	0.27	0.21	0.23	0.51
	VMT	5,115	9,422	9,460	12,276	7,340	16,832	7,151	13,391	30,195	14,244	13,980	32,323
1715	Travel Time Index	0.84	0.82	0.90	1.31	0.75	0.82	0.78	0.80	1.15	0.95	1.02	1.13
	Planning Time Idx	1.20	1.03	0.99	1.74	0.77	0.94	0.81	0.95	1.46	1.15	1.32	1.66
	Buffer Index	0.43	0.25	0.10	0.33	0.03	0.14	0.04	0.18	0.27	0.21	0.29	0.46
	VMT	5,191	9,757	9,431	12,166	7,069	17,363	7,248	13,902	30,254	14,490	13,995	32,319
1730	Travel Time Index	0.84	0.82	0.92	1.50	0.75	0.85	0.78	0.81	1.23	0.97	1.13	1.26
	Planning Time Idx	1.02	0.94	1.06	1.89	0.78	1.09	0.81	0.89	1.54	1.32	1.45	1.82
	Buffer Index	0.23	0.14	0.16	0.26	0.03	0.29	0.04	0.10	0.26	0.36	0.28	0.44
	VMT	6,111	11,464	10,517	12,169	6,968	18,484	7,297	16,247	31,109	14,684	14,422	32,934
1745	Travel Time Index	0.82	0.81	0.91	1.56	0.76	0.88	0.78	0.80	1.23	0.95	1.16	1.27
	Planning Time Idx	0.89	0.87	1.11	1.99	0.78	1.30	0.81	0.83	1.57	1.24	1.52	1.87
	Buffer Index	0.08	0.07	0.21	0.27	0.03	0.48	0.04	0.05	0.28	0.30	0.32	0.47
	VMT	5,653	10,661	10,142	11,757	6,767	17,497	7,174	15,157	30,528	14,241	13,988	32,327
1800	Travel Time Index	0.83	0.81	0.92	1.53	0.76	0.88	0.77	0.80	1.18	0.93	1.12	1.23
	Planning Time Idx	0.99	0.91	1.12	1.96	0.77	1.29	0.80	0.86	1.52	1.13	1.53	1.90
	Buffer Index	0.20	0.12	0.21	0.28	0.03	0.47	0.03	0.08	0.29	0.21	0.37	0.55
	VMT	5,450	10,317	9,836	11,588	6,430	17,009	6,771	14,694	30,500	13,883	13,782	32,022
1815	Travel Time Index	0.81	0.80	0.90	1.40	0.76	0.87	0.78	0.79	1.07	0.92	1.05	1.12
	Planning Time Idx	0.90	0.85	1.08	1.90	0.77	1.13	0.80	0.82	1.37	1.00	1.48	1.64
	Buffer Index	0.10	0.06	0.20	0.35	0.02	0.29	0.03	0.04	0.28	0.10	0.40	0.46
	VMT	5,053	9,471	9,255	11,316	6,251	16,754	6,534	13,498	30,423	13,660	13,492	31,550
1830	Travel Time Index	0.81	0.80	0.90	1.30	0.76	0.87	0.77	0.79	1.00	0.92	1.03	1.06
	Planning Time Idx	0.86	0.84	1.00	1.84	0.77	1.06	0.79	0.82	1.26	0.96	1.48	1.51
	Buffer Index	0.05	0.05	0.11	0.41	0.02	0.22	0.02	0.03	0.27	0.05	0.44	0.43
	VMT	5,204	9,604	9,412	11,197	6,385	16,554	6,281	13,568	29,943	13,562	13,494	31,557
1845	Travel Time Index	0.81	0.80	0.89	1.17	0.76	0.86	0.78	0.79	0.94	0.92	0.99	0.98
	Planning Time Idx	0.85	0.84	0.93	1.69	0.78	0.98	0.80	0.82	1.21	0.95	1.45	1.36
	Buffer Index	0.05	0.05	0.04	0.44	0.03	0.13	0.03	0.04	0.28	0.03	0.46	0.39
	VMT	4,647	8,536	8,636	10,814	6,175	15,802	5,899	12,131	28,253	13,301	12,833	29,873

Total
0.92 1.19 0.27 15,518
0.94 1.26 0.31 15,653
0.95 1.28 0.27 15,608
0.97 1.39 0.25 15,789
0.99 1.46 0.24 15,880
1.05 1.62 0.24 16,569
1.06 1.68 0.25 16,049
1.04 1.65 0.26 15,772
0.98 1.53 0.23 15,386
0.96 1.40 0.21 15,329
0.92 1.33 0.20 14,478

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
1900	Travel Time Index	0.81	0.80	0.88	1.03	0.76	0.84	0.78	0.79	0.90	0.91	0.95	0.91
	Planning Time Idx	0.84	0.83	0.92	1.62	0.78	0.91	0.81	0.82	1.17	0.94	1.26	1.18
	Buffer Index	0.03	0.04	0.04	0.57	0.02	0.08	0.04	0.04	0.29	0.03	0.34	0.29
	VMT	4,275	7,804	7,920	10,235	5,996	15,152	5,618	11,089	25,948	12,560	11,906	27,443
1915	Travel Time Index	0.81	0.80	0.88	0.94	0.76	0.80	0.78	0.78	0.87	0.89	0.91	0.87
	Planning Time Idx	0.83	0.82	0.91	1.32	0.77	0.87	0.80	0.81	1.02	0.96	1.19	1.04
	Buffer Index	0.03	0.03	0.04	0.40	0.02	0.08	0.03	0.03	0.18	0.08	0.31	0.19
	VMT	4,038	7,292	7,270	9,477	5,774	13,429	5,338	10,221	24,113	11,867	11,261	25,387
1930	Travel Time Index	0.80	0.79	0.87	0.88	0.76	0.79	0.78	0.78	0.85	0.88	0.87	0.85
	Planning Time Idx	0.82	0.81	0.89	1.04	0.77	0.89	0.80	0.80	0.90	0.92	1.03	0.92
	Buffer Index	0.02	0.02	0.02	0.17	0.02	0.13	0.03	0.02	0.06	0.04	0.17	0.09
	VMT	3,817	6,848	6,919	8,923	5,381	12,076	5,033	9,601	23,044	11,199	10,840	24,208
1945	Travel Time Index	0.80	0.79	0.86	0.85	0.76	0.78	0.78	0.78	0.84	0.87	0.85	0.84
	Planning Time Idx	0.81	0.80	0.89	0.91	0.78	0.89	0.80	0.79	0.89	0.92	0.95	0.90
	Buffer Index	0.02	0.02	0.04	0.07	0.03	0.14	0.03	0.02	0.06	0.05	0.12	0.07
	VMT	3,517	6,277	6,137	8,036	4,967	10,713	4,787	8,773	21,082	10,454	10,018	21,313
2000	Travel Time Index	0.80	0.79	0.86	0.84	0.76	0.78	0.78	0.78	0.84	0.86	0.84	0.83
	Planning Time Idx	0.81	0.80	0.89	0.89	0.77	0.83	0.80	0.79	0.86	0.90	0.94	0.89
	Buffer Index	0.02	0.02	0.04	0.06	0.02	0.07	0.03	0.01	0.02	0.04	0.11	0.07
	VMT	3,226	5,747	5,674	7,367	4,568	9,591	4,521	8,081	19,565	9,529	9,216	19,406
2015	Travel Time Index	0.80	0.79	0.86	0.84	0.76	0.78	0.79	0.78	0.84	0.86	0.84	0.83
	Planning Time Idx	0.82	0.81	0.89	0.90	0.78	0.82	0.81	0.79	0.87	0.90	0.90	0.85
	Buffer Index	0.02	0.02	0.03	0.07	0.02	0.05	0.03	0.01	0.04	0.04	0.08	0.02
	VMT	3,069	5,479	5,326	6,818	4,265	9,018	4,326	7,694	18,189	8,870	8,670	18,382
2030	Travel Time Index	0.80	0.79	0.87	0.84	0.76	0.78	0.79	0.78	0.84	0.86	0.84	0.83
	Planning Time Idx	0.82	0.82	0.96	0.89	0.78	0.81	0.81	0.81	0.88	0.89	0.91	0.85
	Buffer Index	0.02	0.03	0.11	0.06	0.03	0.05	0.04	0.03	0.05	0.03	0.09	0.02
	VMT	3,015	5,375	5,315	6,517	4,018	8,553	4,080	7,528	17,868	8,513	8,587	18,178
2045	Travel Time Index	0.80	0.79	0.88	0.83	0.76	0.77	0.79	0.79	0.84	0.86	0.83	0.83
	Planning Time Idx	0.86	0.85	1.12	0.89	0.78	0.82	0.81	0.84	0.88	0.88	0.89	0.87
	Buffer Index	0.07	0.07	0.28	0.07	0.03	0.05	0.03	0.07	0.05	0.03	0.07	0.05
	VMT	2,822	4,989	4,840	6,017	3,741	7,659	3,773	6,979	16,643	8,063	7,962	16,667
2100	Travel Time Index	0.81	0.80	0.88	0.83	0.76	0.77	0.78	0.79	0.83	0.85	0.83	0.83
	Planning Time Idx	0.97	0.90	1.15	0.89	0.79	0.80	0.81	0.88	0.86	0.87	0.90	0.86
	Buffer Index	0.19	0.12	0.31	0.07	0.03	0.04	0.03	0.12	0.03	0.02	0.09	0.04
	VMT	2,648	4,659	4,688	5,739	3,509	7,005	3,583	6,530	15,969	7,597	7,544	15,711
2115	Travel Time Index	0.81	0.80	0.88	0.83	0.77	0.77	0.79	0.79	0.83	0.85	0.83	0.83
	Planning Time Idx	1.00	0.91	1.18	0.87	0.79	0.80	0.81	0.89	0.84	0.87	0.90	0.85
	Buffer Index	0.23	0.15	0.34	0.05	0.04	0.03	0.03	0.13	0.01	0.02	0.09	0.03
	VMT	2,717	4,734	4,667	5,632	3,292	6,577	3,427	6,616	15,798	7,409	7,507	15,750
2130	Travel Time Index	0.82	0.80	0.89	0.83	0.77	0.77	0.79	0.79	0.83	0.85	0.82	0.83
	Planning Time Idx	1.08	0.96	1.31	0.87	0.80	0.80	0.82	0.92	0.84	0.87	0.87	0.85
	Buffer Index	0.33	0.20	0.47	0.04	0.04	0.03	0.03	0.16	0.01	0.02	0.05	0.03
	VMT	2,796	4,864	4,739	5,695	3,123	6,620	3,290	6,781	16,141	7,460	7,774	16,442

Total
0.89 1.16 0.19 13,442
0.86 1.01 0.15 12,491
0.84 0.92 0.08 11,835
0.83 0.89 0.06 10,728
0.83 0.88 0.05 9,847
0.83 0.87 0.04 9,242
0.83 0.87 0.05 9,029
0.82 0.87 0.08 8,353
0.82 0.87 0.09 7,913
0.82 0.87 0.09 7,827
0.82 0.87 0.11 7,999

		BC 75SB10 to MDC DMS44	BC 75SB14 to MDC DMS44	BC I-595 EB Hiatus to I-95	BC I-595 WB I-95 to Hiatus	BC I-75 NB I-595 to Col Ln	BC I-75 NB MD Ln to I-595	BC I-75 SB Col Ln to I-595	BC I-75 SB I-595 to MD Ln	BC I-95 NB I-595 to PB Ln	BC I-95 NB MD Ln to I-595	BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595
2145	Travel Time Index	0.80	0.79	0.89	0.83	0.78	0.77	0.79	0.78	0.83	0.85	0.82	0.83
	Planning Time Idx	0.83	0.81	1.33	0.86	0.80	0.79	0.82	0.80	0.87	0.87	0.83	0.85
	Buffer Index	0.04	0.03	0.50	0.04	0.03	0.03	0.04	0.03	0.04	0.02	0.02	0.02
	VMT	2,567	4,517	4,445	5,376	2,891	6,287	3,108	6,331	15,619	7,323	7,415	15,286
2200	Travel Time Index	0.80	0.79	0.88	0.82	0.77	0.77	0.79	0.78	0.83	0.85	0.82	0.83
	Planning Time Idx	0.82	0.81	1.31	0.84	0.79	0.79	0.82	0.80	0.90	0.87	0.85	0.86
	Buffer Index	0.03	0.03	0.48	0.03	0.02	0.03	0.03	0.03	0.08	0.02	0.04	0.04
	VMT	2,434	4,355	4,410	5,024	2,652	5,804	2,879	6,162	14,998	7,017	7,033	14,535
2215	Travel Time Index	0.80	0.79	0.88	0.82	0.77	0.77	0.79	0.78	0.83	0.84	0.82	0.82
	Planning Time Idx	0.82	0.81	1.34	0.84	0.79	0.79	0.83	0.80	0.88	0.86	0.84	0.83
	Buffer Index	0.03	0.03	0.52	0.03	0.03	0.03	0.04	0.03	0.06	0.02	0.02	0.01
	VMT	2,342	4,159	4,399	4,836	2,476	5,514	2,701	5,898	14,749	6,800	7,020	14,547
2230	Travel Time Index	0.79	0.78	0.88	0.82	0.77	0.76	0.79	0.78	0.83	0.84	0.82	0.82
	Planning Time Idx	0.82	0.81	1.31	0.83	0.79	0.78	0.82	0.79	0.84	0.86	0.85	0.83
	Buffer Index	0.03	0.03	0.49	0.02	0.03	0.02	0.04	0.02	0.02	0.02	0.03	0.01
	VMT	2,321	4,132	4,560	4,765	2,380	5,182	2,518	5,801	14,584	6,794	7,183	14,397
2245	Travel Time Index	0.79	0.78	0.87	0.82	0.77	0.77	0.79	0.77	0.83	0.84	0.81	0.82
	Planning Time Idx	0.81	0.79	1.27	0.83	0.80	0.78	0.82	0.79	0.88	0.86	0.87	0.83
	Buffer Index	0.02	0.02	0.46	0.02	0.04	0.02	0.04	0.02	0.07	0.02	0.07	0.01
	VMT	1,950	3,392	3,819	4,443	2,170	4,557	2,249	4,729	14,002	6,621	6,611	12,799
2300	Travel Time Index	0.79	0.78	0.85	0.81	0.78	0.76	0.80	0.77	0.83	0.83	0.81	0.82
	Planning Time Idx	0.81	0.79	0.93	0.83	0.81	0.78	0.82	0.78	0.88	0.85	0.85	0.83
	Buffer Index	0.02	0.01	0.10	0.02	0.05	0.02	0.03	0.01	0.07	0.02	0.05	0.02
	VMT	1,620	2,818	3,093	4,064	1,933	4,305	2,080	3,946	12,895	6,009	6,036	11,444
2315	Travel Time Index	0.79	0.78	0.84	0.81	0.78	0.76	0.80	0.77	0.82	0.83	0.81	0.82
	Planning Time Idx	0.80	0.79	0.87	0.83	0.81	0.78	0.83	0.78	0.84	0.85	0.83	0.83
	Buffer Index	0.02	0.02	0.03	0.03	0.04	0.02	0.04	0.01	0.02	0.02	0.03	0.02
	VMT	1,515	2,602	2,730	3,772	1,765	3,837	2,010	3,582	11,838	5,466	5,841	11,002
2330	Travel Time Index	0.79	0.78	0.84	0.81	0.78	0.76	0.80	0.77	0.82	0.83	0.80	0.82
	Planning Time Idx	0.81	0.80	0.87	0.83	0.82	0.78	0.83	0.79	0.85	0.85	0.83	0.84
	Buffer Index	0.02	0.02	0.03	0.03	0.05	0.02	0.04	0.02	0.03	0.02	0.03	0.02
	VMT	1,432	2,496	2,593	3,544	1,622	3,594	1,790	3,459	10,926	5,135	5,544	10,440
2345	Travel Time Index	0.79	0.78	0.84	0.81	0.79	0.77	0.81	0.78	0.82	0.83	0.80	0.82
	Planning Time Idx	0.82	0.80	0.86	0.83	0.84	0.79	0.84	0.79	0.85	0.84	0.84	0.84
	Buffer Index	0.04	0.03	0.03	0.03	0.06	0.03	0.04	0.02	0.04	0.02	0.04	0.03
	VMT	1,224	2,125	2,268	3,142	1,448	3,199	1,562	2,951	9,781	4,667	4,860	9,293
Total	Travel Time Index	0.81	0.80	0.89	0.88	0.78	0.79	0.80	0.79	0.88	0.88	0.86	0.89
	Planning Time Idx	0.85	0.84	1.18	1.20	0.91	0.85	0.91	0.83	1.13	0.95	1.06	1.16
	Buffer Index	0.11	0.08	0.10	0.08	0.05	0.06	0.05	0.06	0.10	0.09	0.10	0.15
	VMT	3,241	5,617	5,780	6,040	4,507	7,760	4,528	7,761	18,368	8,871	8,464	19,351

Total
0.82 0.86 0.08 7,590
0.82 0.86 0.09 7,240
0.82 0.86 0.08 7,100
0.82 0.85 0.08 7,050
0.81 0.85 0.08 6,424
0.81 0.84 0.04 5,766
0.81 0.84 0.03 5,367
0.81 0.85 0.03 5,042
0.81 0.84 0.03 4,474
0.85 1.01 0.09 9,338

Regional Buffer Index

<u>Segment Name</u>	<u>Overall BI</u>	<u>Overall VMT</u>	<u>AM Peak BI</u>	<u>AM Peak VMT</u>	<u>PM Peak BI</u>	<u>PM Peak VMT</u>
BC 75SB10 to MDC DMS44	1.03	12,186	1.26	7,367	0.66	4,819
BC 75SB14 to MDC DMS44	0.61	21,093	0.78	12,232	0.39	8,861
BC I-595 EB Hiatus to I-95	0.39	20,452	0.53	11,134	0.21	9,318
BC I-595 WB I-95 to Hiatus	0.43	22,124	0.39	9,035	0.46	13,089
BC I-75 NB I-595 to Col Ln	0.04	8,412	0.04	3,769	0.03	4,643
BC I-75 NB MD Ln to I-595	0.36	29,159	0.15	11,365	0.48	17,794
BC I-75 SB Col Ln to I-595	0.05	10,959	0.05	3,456	0.05	7,503
BC I-75 SB I-595 to MD Ln	0.44	29,418	0.57	16,769	0.27	12,650
BC I-95 NB I-595 to PB Ln	0.37	58,773	0.38	27,159	0.36	31,614
BC I-95 NB MD Ln to I-595	0.69	28,690	0.76	13,936	0.63	14,754
BC I-95 SB I-595 to MD Ln	0.38	24,744	0.29	12,505	0.46	12,239
BC I-95 SB PB Ln to I-595	0.58	60,678	0.55	28,766	0.60	31,912

Regional Buffer Index: 0.468

RegionalBufferIndexReport

<u>QUARTER</u>	<u>BUFFERINDEX</u>
2008 Q3	0.415
2008 Q4	0.406
2009 Q1	0.468
2009 Q2	0.386
2009 Q3	0.417

RegionalBufferIndex per Quarter

