

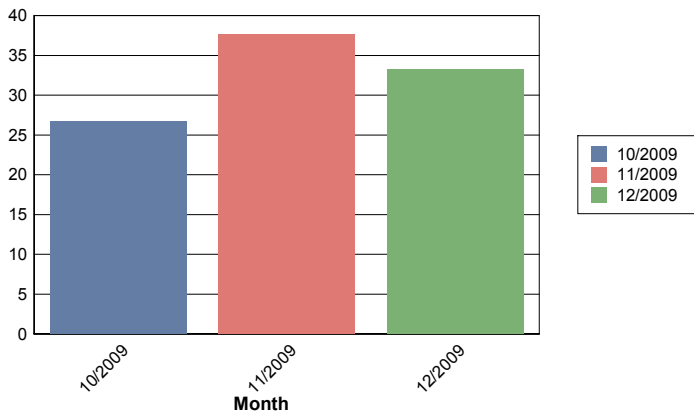
Quarterly Performance Measures Report Broward County

Period From Oct 1, 2009 to Dec 31, 2009

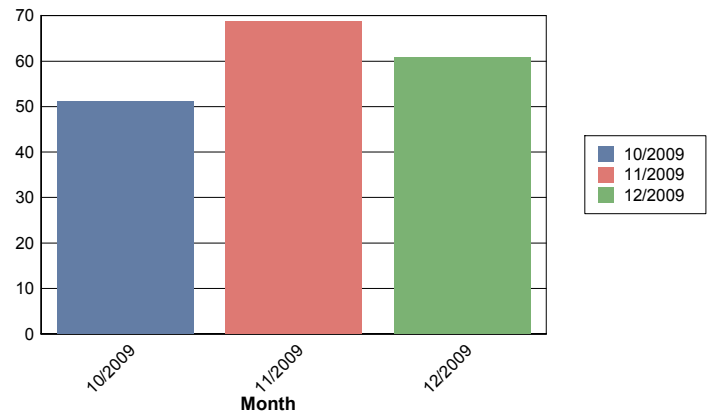
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January 06, 2010
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	October	November	December	Total
Total # of Events (incl. incidents)	5,873	5,527	5,403	16,803
Number of Incidents	223	207	203	633
TMC Verification (mins.)	1.08	0.90	1.21	1.06
Roadway Clearance (2A) (mins.)	26.76	37.70	33.31	32.44
Incident Clearance (3B) (mins.)	51.27	68.68	60.72	60.00
Total Road Ranger Responses (stops)	4,877	4,465	4,373	13,715

Roadway Clearance (2A)



Incident Clearance (3B)



Benefit Cost Analysis

Broward - October 1 to October 31

		<u>Costs</u>	
Emission Benefit	\$124,097.72	Total Broward Cost	\$886,065.95
Delay Benefit	\$13,957,762.34		
Safety Benefit	\$1,592,237.83		
Dms Benefit	\$425,848.70		
Fuel Benefit	\$2,253,225.94		
Road Ranger Benefit	\$508,301.82		
Total Benefit	\$18,861,474.36		
Total Cost	\$886,065.95		

Benefit Cost Ratio **21.29**

Cash Flow **\$17,975,408.40**

Broward - November 1 to November 30

		<u>Costs</u>	
Emission Benefit	\$87,009.89	Total Broward Cost	\$857,483.18
Delay Benefit	\$10,828,479.93		
Safety Benefit	\$1,529,463.25		
Dms Benefit	\$607,863.49		
Fuel Benefit	\$1,660,883.00		
Road Ranger Benefit	\$466,805.41		
Total Benefit	\$15,180,504.97		
Total Cost	\$857,483.18		

Benefit Cost Ratio **17.70**

Cash Flow **\$14,323,021.79**

Broward - December 1 to December 31

		<u>Costs</u>	
Emission Benefit	\$102,981.52	Total Broward Cost	\$886,065.95
Delay Benefit	\$11,702,177.82		
Safety Benefit	\$1,631,546.08		
Dms Benefit	\$528,949.03		
Fuel Benefit	\$1,878,722.73		
Road Ranger Benefit	\$485,135.30		
Total Benefit	\$16,329,512.48		
Total Cost	\$886,065.95		

Benefit Cost Ratio **18.43**

Cash Flow **\$15,443,446.53**

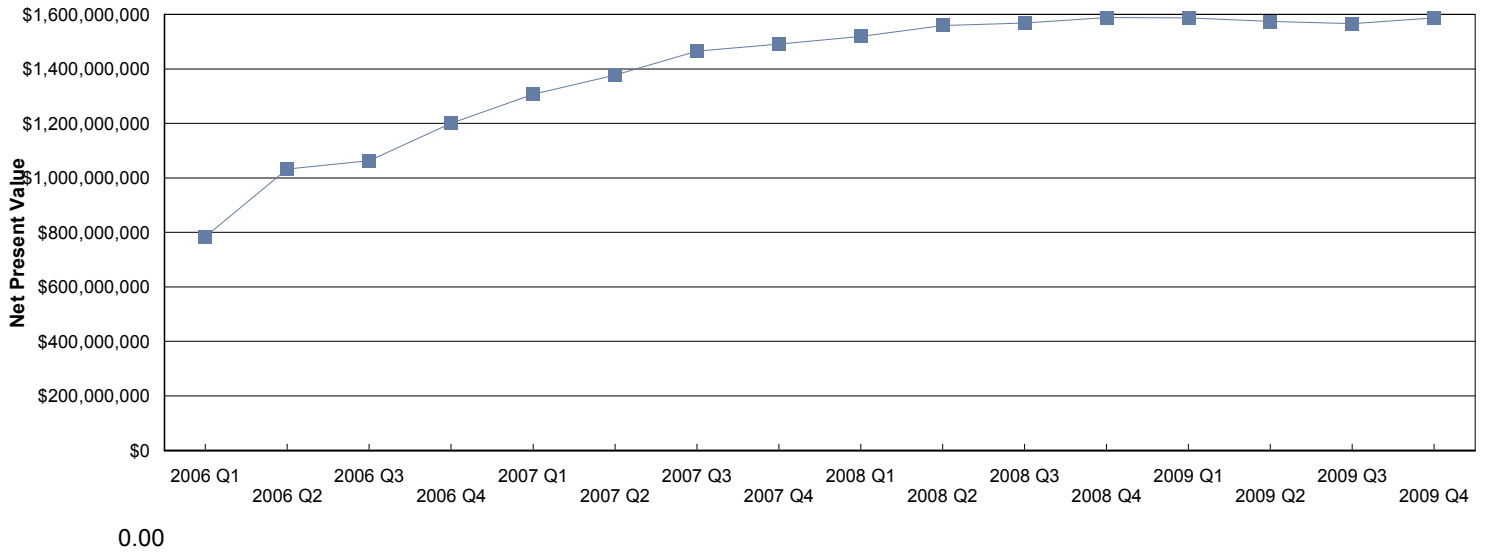
Broward - October 1 to December 31

		<u>Costs</u>	
Emission Benefit	\$315,452.83	Total Broward Cost	\$2,629,615.08
Delay Benefit	\$36,861,173.29		
Safety Benefit	\$4,753,247.16		
Dms Benefit	\$1,554,103.06		
Fuel Benefit	\$5,832,687.34		
Road Ranger Benefit	\$1,460,242.53		
Total Benefit	\$50,776,906.21		
Total Cost	\$2,629,615.08		
Benefit Cost Ratio	19.31		
Cash Flow	\$48,147,291.13		

Net Present Value

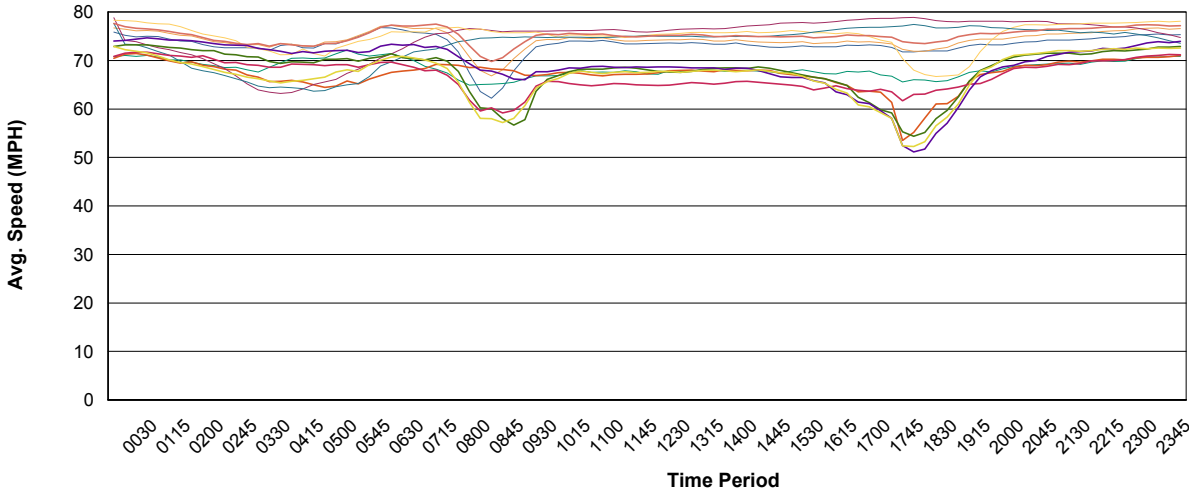
<u>Quarter</u>	<u>Cash Flow</u>	<u>Net Present Value</u>
2006 Q1	\$17,678,574.53	\$783,617,333.32
2006 Q2	\$31,019,351.82	\$1,032,863,198.58
2006 Q3	\$26,777,258.75	\$1,063,082,207.72
2006 Q4	\$39,885,451.30	\$1,200,359,724.53
2007 Q1	\$43,198,571.65	\$1,307,252,729.01
2007 Q2	\$42,995,763.41	\$1,377,111,678.87
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
2009 Q2	\$34,187,327.75	\$1,573,685,803.56
2009 Q3	\$35,450,605.00	\$1,565,393,900.90
2009 Q4	\$48,147,293.00	\$1,586,499,508.47

Net Present Value per Quarter



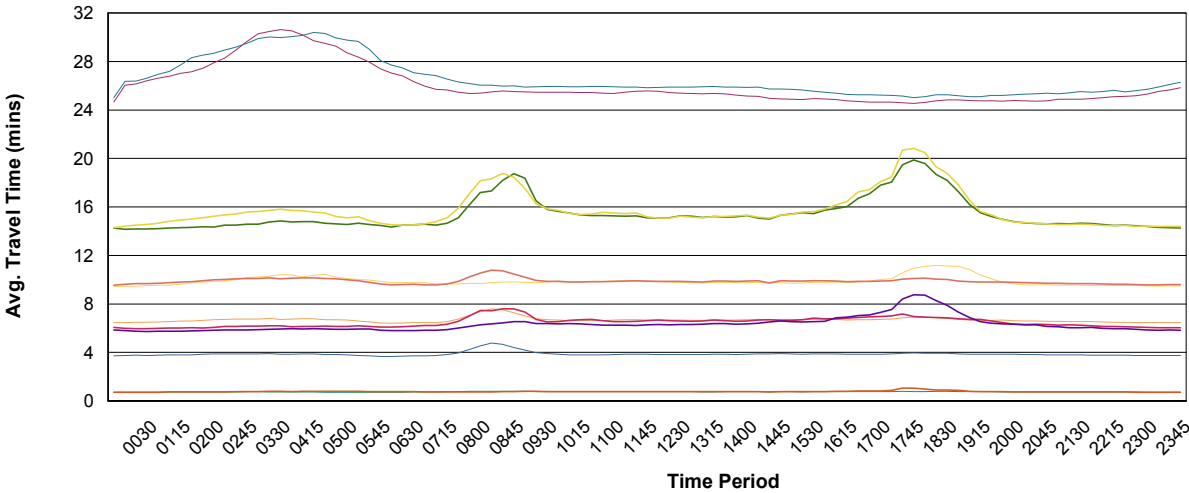
Travel Reliability Data

Average Speed by Segment on Weekdays



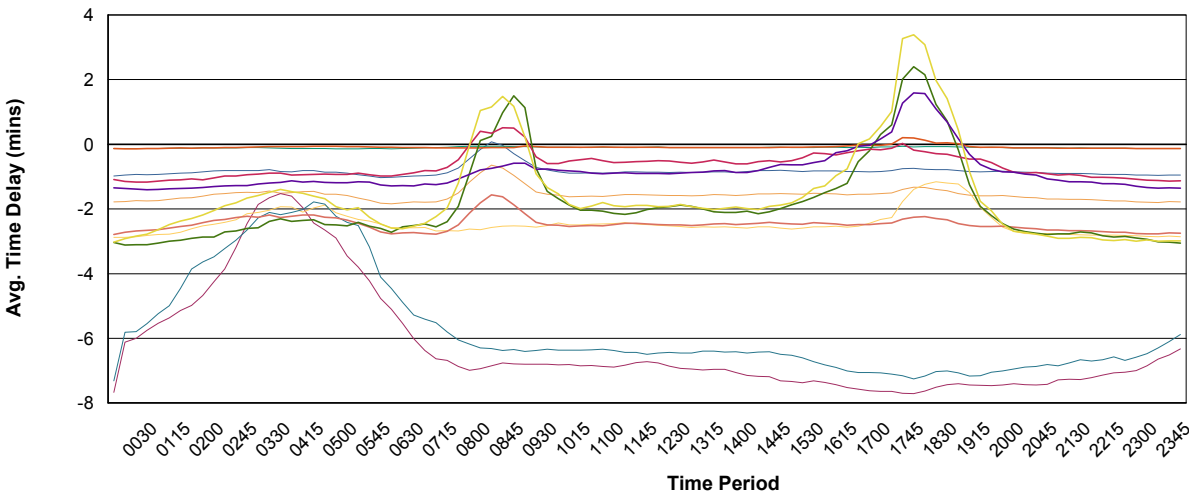
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595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

Average Travel Time by Segment on Weekdays



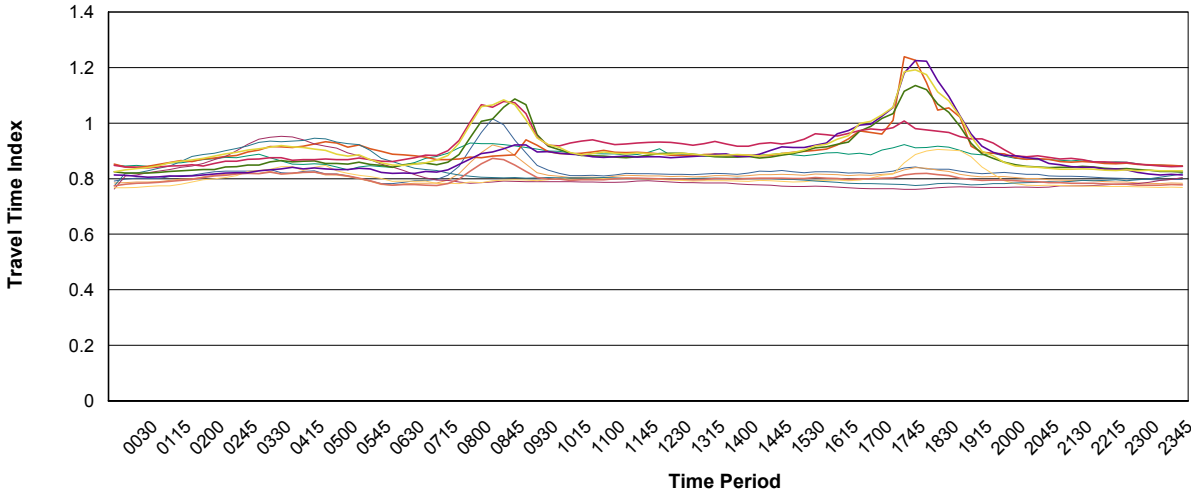
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595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

Average Time Delay by Segment on Weekdays



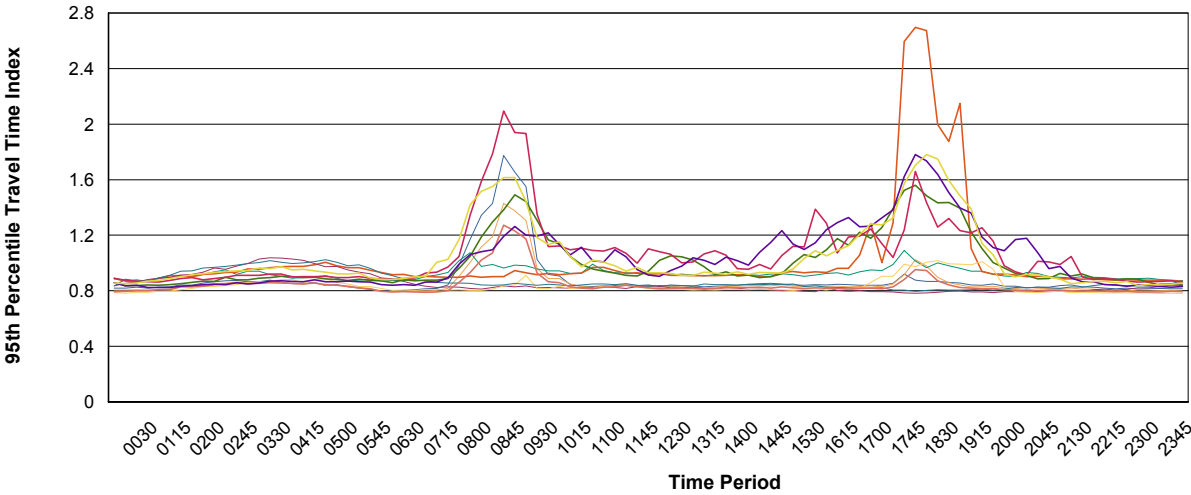
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595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

Travel Time Index by Segment on Weekdays



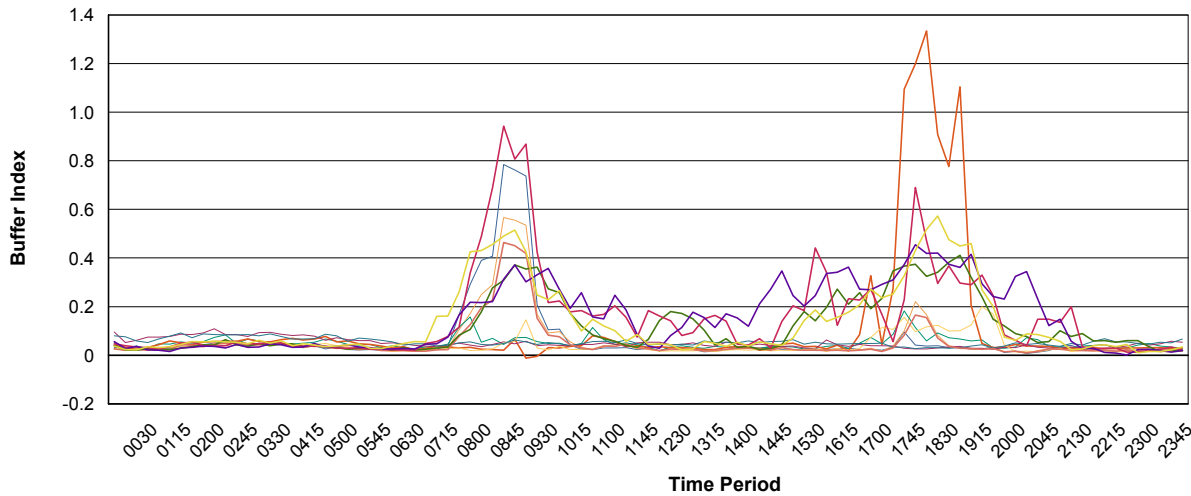
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595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

95th Percentile Travel Time Index by Segment on Weekdays



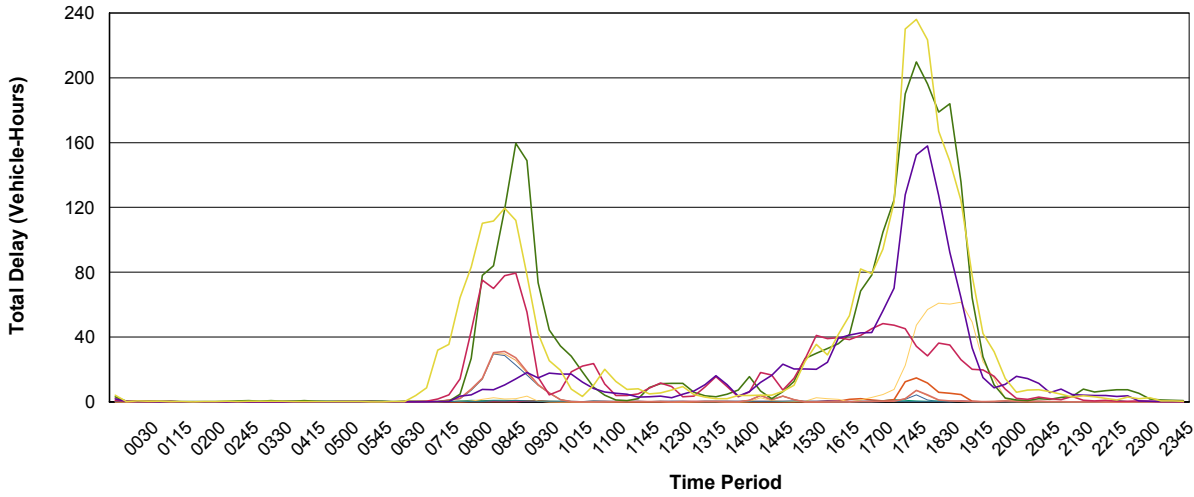
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595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

Buffer Index by Segment on Weekdays



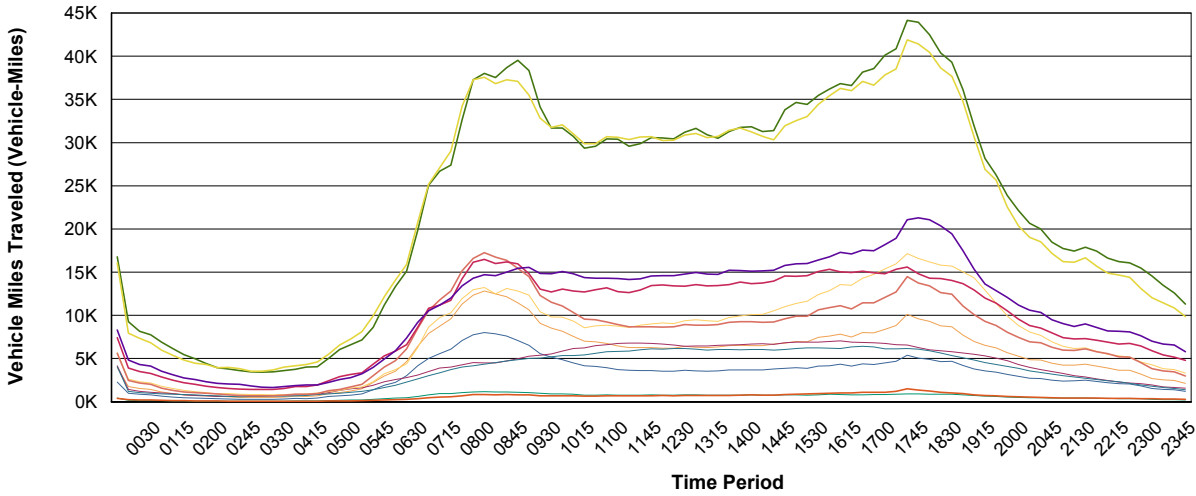
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595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

Total Delay by Segment per Weekday



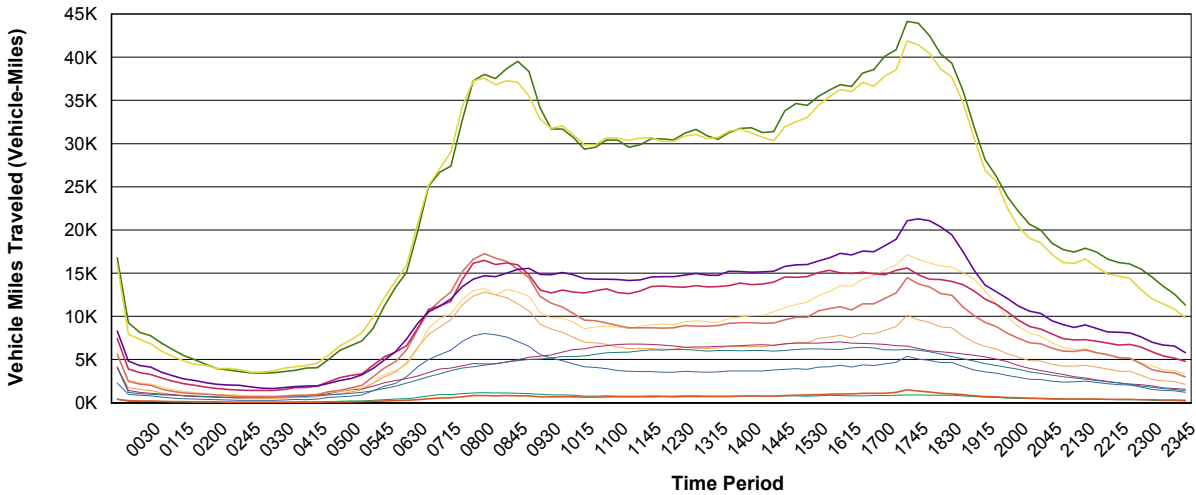
- BC 75SB10 to MDC
- DMS44
- BC 75SB14 to MDC
- DMS44
- BC I-595 EB Hiatus to I-95
- BC I-595 WB I-95 to Hiatus
- BC I-75 NB I-595 to Col Ln
- BC I-75 NB MD Ln to I-595
- BC I-75 SB Col Ln to I-595
- BC I-75 SB I-595 to MD Ln
- BC I-95 NB I-595 to PB Ln
- BC I-95 NB MD Ln to I-595
- BC I-95 SB I-595 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
- 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, 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	0.94	0.87	0.92	0.89	0.79	0.79	0.81	0.84	0.99	1.04
	Peak TTI	1.02	0.92	0.93	0.94	0.91	0.84	0.95	0.87	1.72	1.96
	Planning Time Idx	1.21	1.04	0.97	0.91	0.82	0.82	0.85	0.96	1.26	1.42
	Buffer Index	0.36	0.26	0.07	0.03	0.04	0.04	0.05	0.21	0.23	0.47
	Peak Buffer Index	0.78	0.57	0.16	0.07	0.06	0.14	0.06	0.46	0.37	0.94
	Average VMT	6,605	10,611	1,040	728	4,790	11,585	4,531	14,299	34,468	14,299
	Peak VMT	16,642	22,210	1,631	1,588	11,451	16,505	7,258	26,737	69,577	45,915
Off Peak	Travel Time Index	0.80	0.80	0.86	0.86	0.77	0.78	0.78	0.78	0.84	0.87
	Peak TTI	0.83	0.83	1.58	1.59	1.86	0.92	1.84	0.86	1.36	1.60
	Planning Time Idx	0.84	0.83	0.90	0.94	0.95	0.85	0.96	0.83	0.88	0.90
	Buffer Index	0.03	0.02	0.05	0.04	0.08	0.04	0.07	0.02	0.06	0.07
	Peak Buffer Index	0.06	0.05	0.08	0.20	0.11	0.20	0.09	0.05	0.32	0.33
	Average VMT	1,907	3,321	348	337	3,015	4,824	2,845	4,642	14,258	6,207
	Peak VMT	6,587	14,845	1,209	1,311	12,779	20,594	13,522	16,942	57,631	24,396
PM Peak	Travel Time Index	0.83	0.82	0.91	1.13	0.77	0.84	0.78	0.81	1.03	1.03
	Peak TTI	0.84	0.84	0.92	1.24	1.18	0.95	1.20	0.82	3.31	2.11
	Planning Time Idx	0.85	0.85	0.96	1.53	0.79	0.96	0.82	0.83	1.35	1.15
	Buffer Index	0.03	0.06	0.07	0.51	0.04	0.08	0.04	0.05	0.28	0.29
	Peak Buffer Index	0.10	0.22	0.18	1.33	0.06	0.16	0.06	0.17	0.41	0.69
	Average VMT	4,464	8,236	841	1,090	6,557	14,512	6,041	11,795	38,643	14,781
	Peak VMT	7,688	12,263	2,260	4,849	14,865	20,537	11,565	17,301	73,970	55,905
Weekday Mid Day	Travel Time Index	0.82	0.81	0.89	0.89	0.78	0.80	0.80	0.80	0.88	0.94
	Peak TTI	1.19	1.03	1.89	1.88	1.05	1.15	1.15	19.46	3.93	1.73
	Planning Time Idx	0.84	0.83	0.92	0.92	0.82	0.81	0.84	0.82	0.94	1.03
	Buffer Index	0.03	0.03	0.04	0.04	0.04	0.02	0.05	0.03	0.08	0.13
	Peak Buffer Index	0.04	0.06	0.11	0.08	0.05	0.05	0.06	0.05	0.18	0.20
	Average VMT	3,758	6,546	781	724	6,588	9,394	5,938	9,114	30,854	13,379
	Peak VMT	6,464	9,401	1,302	1,485	14,009	13,990	10,346	12,222	54,515	33,313
Total	Travel Time Index	0.84	0.82	0.88	0.94	0.77	0.80	0.79	0.80	0.91	0.94
	Peak TTI	1.19	1.03	1.89	1.88	1.86	1.15	1.84	19.46	3.93	2.11
	Planning Time Idx	0.85	0.84	0.93	0.95	0.92	0.87	0.94	0.83	1.07	0.97
	Buffer Index	0.10	0.08	0.05	0.15	0.06	0.04	0.06	0.06	0.14	0.18
	Peak Buffer Index	0.78	0.57	0.18	1.33	0.11	0.20	0.09	0.46	0.41	0.94
	Average VMT	2,905	5,035	532	518	4,123	7,258	3,833	7,019	21,424	9,011
	Peak VMT	16,642	22,210	2,260	4,849	14,865	20,594	13,522	26,737	73,970	55,905

BC I-95 SB I-595 to MD Ln	BC I-95 SB PB Ln to I-595	Total
0.89	1.01	0.94
1.68	1.64	1.96
1.09	1.32	1.11
0.25	0.35	0.26
0.37	0.52	0.94
14,248	34,041	12,695
26,559	68,484	69,577
0.84	0.85	0.83
1.54	1.38	1.86
0.87	0.93	0.91
0.08	0.06	0.06
0.41	0.46	0.46
7,029	13,617	5,235
30,088	60,115	60,115
1.09	1.06	0.97
2.36	3.77	3.77
1.49	1.34	1.18
0.34	0.30	0.22
0.45	0.57	1.33
18,280	37,042	13,668
53,047	71,449	73,970
0.89	0.89	0.87
1.64	3.83	19.46
1.03	0.94	0.92
0.16	0.07	0.08
0.35	0.17	0.35
14,758	30,739	11,130
35,583	49,872	54,515
0.91	0.92	0.88
2.36	3.83	19.46
1.09	1.09	0.95
0.18	0.15	0.12
0.45	0.57	1.33
10,157	20,765	7,776
53,047	71,449	73,970

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	Total
	Travel Time Idx	0.79	0.78	0.85	0.85	0.76	0.77	0.77	0.77	0.82	0.85	0.81	0.83	0.81
	Plan. Time Idx	0.82	0.81	0.89	0.89	0.84	0.79	0.84	0.79	0.86	0.89	0.86	0.86	0.87
	Buffer Index	0.03	0.03	0.05	0.04	0.10	0.03	0.08	0.03	0.04	0.05	0.06	0.04	0.05
	VMT	2,272	3,998	424	406	4,155	5,697	4,072	5,594	16,794	7,433	8,299	16,066	6,309
0000	Travel Time Idx	0.80	0.79	0.85	0.84	0.81	0.77	0.82	0.78	0.82	0.84	0.81	0.83	0.81
	Plan. Time Idx	0.82	0.80	0.87	0.87	0.85	0.78	0.88	0.80	0.84	0.88	0.83	0.85	0.86
	Buffer Index	0.03	0.02	0.03	0.03	0.05	0.02	0.08	0.02	0.02	0.04	0.03	0.02	0.03
	VMT	990	1,750	179	231	1,410	2,615	1,219	2,479	9,287	3,906	4,850	7,949	3,094
0015	Travel Time Idx	0.80	0.79	0.85	0.84	0.81	0.77	0.82	0.78	0.82	0.84	0.81	0.84	0.81
	Plan. Time Idx	0.83	0.81	0.88	0.86	0.86	0.79	0.87	0.80	0.84	0.87	0.84	0.85	0.86
	Buffer Index	0.03	0.02	0.04	0.02	0.06	0.03	0.06	0.02	0.02	0.03	0.04	0.02	0.03
	VMT	878	1,543	150	211	1,201	2,304	1,065	2,168	8,146	3,506	4,299	7,350	2,755
0030	Travel Time Idx	0.80	0.79	0.84	0.84	0.82	0.77	0.83	0.78	0.82	0.84	0.80	0.84	0.82
	Plan. Time Idx	0.82	0.81	0.87	0.87	0.88	0.79	0.87	0.80	0.84	0.86	0.82	0.87	0.87
	Buffer Index	0.02	0.02	0.03	0.03	0.07	0.02	0.05	0.02	0.03	0.03	0.02	0.04	0.03
	VMT	814	1,432	134	191	1,103	2,165	991	2,019	7,747	3,290	4,117	6,834	2,589
0045	Travel Time Idx	0.80	0.79	0.85	0.85	0.83	0.77	0.84	0.79	0.82	0.84	0.81	0.85	0.82
	Plan. Time Idx	0.83	0.81	0.89	0.89	0.89	0.80	0.89	0.81	0.84	0.86	0.82	0.87	0.87
	Buffer Index	0.03	0.03	0.05	0.04	0.08	0.03	0.07	0.03	0.02	0.03	0.02	0.03	0.04
	VMT	668	1,143	117	163	1,028	1,816	909	1,593	6,915	2,884	3,554	5,997	2,249
0100	Travel Time Idx	0.81	0.79	0.86	0.86	0.83	0.77	0.85	0.79	0.83	0.85	0.81	0.86	0.82
	Plan. Time Idx	0.83	0.81	0.90	0.91	0.90	0.80	0.91	0.81	0.84	0.87	0.82	0.89	0.89
	Buffer Index	0.03	0.02	0.05	0.06	0.08	0.03	0.08	0.02	0.02	0.03	0.02	0.04	0.04
	VMT	532	931	96	145	944	1,537	868	1,311	6,165	2,512	3,148	5,392	1,980
0115	Travel Time Idx	0.81	0.80	0.86	0.87	0.84	0.78	0.86	0.79	0.83	0.85	0.81	0.86	0.83
	Plan. Time Idx	0.84	0.83	0.90	0.91	0.91	0.81	0.94	0.83	0.85	0.89	0.83	0.90	0.90
	Buffer Index	0.04	0.04	0.05	0.05	0.09	0.03	0.09	0.04	0.03	0.05	0.03	0.04	0.05
	VMT	451	802	80	123	815	1,333	841	1,133	5,461	2,217	2,771	4,838	1,751
0130	Travel Time Idx	0.81	0.80	0.86	0.86	0.85	0.79	0.88	0.80	0.83	0.85	0.81	0.87	0.83
	Plan. Time Idx	0.84	0.83	0.91	0.90	0.92	0.82	0.94	0.83	0.86	0.90	0.84	0.92	0.91
	Buffer Index	0.03	0.03	0.05	0.04	0.09	0.04	0.07	0.04	0.04	0.05	0.03	0.06	0.05
	VMT	413	741	76	111	712	1,175	793	1,052	4,998	2,034	2,591	4,479	1,610
0145	Travel Time Idx	0.82	0.81	0.87	0.87	0.85	0.80	0.89	0.80	0.83	0.85	0.81	0.87	0.84
	Plan. Time Idx	0.85	0.84	0.92	0.92	0.93	0.83	0.96	0.83	0.87	0.88	0.84	0.92	0.92
	Buffer Index	0.04	0.04	0.06	0.05	0.09	0.04	0.09	0.03	0.04	0.04	0.04	0.05	0.05
	VMT	389	688	66	91	685	1,044	720	971	4,423	1,805	2,323	4,297	1,469
0200	Travel Time Idx	0.82	0.81	0.87	0.87	0.87	0.80	0.89	0.81	0.83	0.85	0.82	0.88	0.84
	Plan. Time Idx	0.87	0.85	0.94	0.92	0.96	0.83	0.97	0.85	0.87	0.89	0.85	0.93	0.92
	Buffer Index	0.05	0.05	0.07	0.06	0.11	0.04	0.09	0.04	0.04	0.04	0.04	0.06	0.06
	VMT	363	642	58	80	628	929	675	911	3,956	1,668	2,114	3,926	1,339
0215	Travel Time Idx	0.83	0.82	0.88	0.88	0.88	0.80	0.90	0.81	0.84	0.86	0.82	0.89	0.85
	Plan. Time Idx	0.87	0.85	0.95	0.93	0.96	0.84	0.98	0.85	0.90	0.90	0.84	0.94	0.93
	Buffer Index	0.05	0.05	0.08	0.06	0.08	0.04	0.08	0.05	0.06	0.04	0.03	0.05	0.06
	VMT	321	565	56	71	618	937	631	789	3,788	1,542	2,043	3,979	1,288

		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
0230	Travel Time Idx	0.83	0.82	0.88	0.88	0.90	0.81	0.91	0.82	0.84	0.86	0.82	0.89	0.86
	Plan. Time Idx	0.87	0.86	0.92	0.93	0.98	0.84	0.98	0.86	0.88	0.91	0.86	0.94	0.94
	Buffer Index	0.06	0.05	0.05	0.06	0.09	0.04	0.08	0.05	0.04	0.05	0.04	0.05	0.06
	VMT	282	518	55	65	673	859	593	735	3,626	1,468	2,031	3,838	1,238
0245	Travel Time Idx	0.83	0.82	0.88	0.90	0.92	0.83	0.92	0.82	0.85	0.87	0.82	0.90	0.86
	Plan. Time Idx	0.86	0.85	0.94	0.96	0.99	0.86	1.00	0.85	0.88	0.91	0.85	0.95	0.95
	Buffer Index	0.05	0.04	0.07	0.07	0.08	0.04	0.09	0.04	0.04	0.05	0.03	0.05	0.05
	VMT	282	499	57	66	721	826	621	704	3,453	1,441	1,827	3,540	1,178
0300	Travel Time Idx	0.83	0.82	0.89	0.90	0.94	0.83	0.93	0.82	0.85	0.87	0.83	0.91	0.87
	Plan. Time Idx	0.87	0.85	0.94	0.95	1.03	0.87	1.00	0.85	0.89	0.91	0.86	0.96	0.97
	Buffer Index	0.05	0.04	0.06	0.06	0.09	0.04	0.08	0.04	0.05	0.05	0.03	0.06	0.05
	VMT	274	488	58	62	711	845	625	684	3,416	1,419	1,702	3,527	1,159
0315	Travel Time Idx	0.83	0.83	0.88	0.92	0.95	0.83	0.94	0.82	0.86	0.88	0.83	0.91	0.87
	Plan. Time Idx	0.88	0.86	0.92	0.97	1.04	0.87	1.02	0.86	0.89	0.92	0.87	0.96	0.98
	Buffer Index	0.05	0.05	0.05	0.06	0.09	0.04	0.09	0.04	0.04	0.05	0.05	0.05	0.05
	VMT	284	496	60	57	736	793	645	695	3,447	1,440	1,659	3,701	1,176
0330	Travel Time Idx	0.82	0.82	0.86	0.91	0.95	0.84	0.93	0.82	0.87	0.88	0.84	0.92	0.87
	Plan. Time Idx	0.86	0.86	0.90	0.97	1.03	0.88	1.00	0.86	0.90	0.92	0.87	0.97	0.98
	Buffer Index	0.05	0.05	0.05	0.06	0.09	0.04	0.08	0.05	0.05	0.05	0.04	0.06	0.06
	VMT	327	558	75	60	780	835	666	773	3,598	1,549	1,773	4,035	1,262
0345	Travel Time Idx	0.82	0.82	0.85	0.91	0.95	0.84	0.93	0.82	0.86	0.87	0.84	0.91	0.87
	Plan. Time Idx	0.85	0.85	0.89	0.97	1.03	0.88	1.00	0.85	0.90	0.90	0.87	0.95	0.98
	Buffer Index	0.04	0.04	0.05	0.07	0.08	0.04	0.07	0.04	0.05	0.04	0.03	0.04	0.05
	VMT	386	641	87	62	809	877	677	884	3,765	1,769	1,886	4,174	1,345
0400	Travel Time Idx	0.83	0.82	0.85	0.92	0.94	0.83	0.94	0.82	0.86	0.87	0.84	0.91	0.87
	Plan. Time Idx	0.85	0.85	0.89	0.97	1.02	0.86	1.00	0.85	0.89	0.90	0.86	0.95	0.97
	Buffer Index	0.03	0.03	0.05	0.06	0.08	0.03	0.07	0.03	0.04	0.04	0.03	0.05	0.05
	VMT	375	629	91	62	820	925	720	864	4,017	1,775	1,933	4,318	1,388
0415	Travel Time Idx	0.83	0.82	0.85	0.93	0.92	0.84	0.95	0.82	0.86	0.87	0.84	0.91	0.87
	Plan. Time Idx	0.86	0.85	0.90	0.99	1.00	0.88	1.01	0.86	0.90	0.90	0.88	0.94	0.97
	Buffer Index	0.04	0.04	0.05	0.07	0.08	0.04	0.07	0.04	0.04	0.04	0.05	0.04	0.05
	VMT	427	683	102	69	878	1,016	833	932	4,061	1,954	1,953	4,625	1,472
0430	Travel Time Idx	0.82	0.81	0.85	0.93	0.92	0.85	0.94	0.82	0.85	0.87	0.84	0.90	0.87
	Plan. Time Idx	0.84	0.84	0.91	1.00	0.97	0.89	1.02	0.84	0.88	0.90	0.86	0.93	0.97
	Buffer Index	0.03	0.03	0.07	0.08	0.06	0.05	0.09	0.03	0.03	0.04	0.03	0.04	0.05
	VMT	612	965	133	83	1,061	1,179	924	1,296	5,031	2,416	2,230	5,499	1,799
0445	Travel Time Idx	0.82	0.81	0.84	0.93	0.91	0.83	0.93	0.82	0.85	0.87	0.83	0.89	0.86
	Plan. Time Idx	0.84	0.84	0.89	0.98	0.98	0.86	1.00	0.84	0.88	0.89	0.86	0.92	0.96
	Buffer Index	0.03	0.03	0.06	0.05	0.07	0.04	0.08	0.03	0.03	0.03	0.04	0.04	0.04
	VMT	683	1,073	190	100	1,322	1,328	994	1,445	6,037	2,920	2,559	6,572	2,117
0500	Travel Time Idx	0.81	0.81	0.83	0.91	0.89	0.82	0.93	0.81	0.85	0.87	0.83	0.88	0.85
	Plan. Time Idx	0.83	0.83	0.87	0.97	0.95	0.85	0.98	0.83	0.87	0.89	0.87	0.92	0.95
	Buffer Index	0.02	0.03	0.04	0.06	0.06	0.04	0.06	0.03	0.02	0.03	0.04	0.04	0.04
	VMT	751	1,242	207	110	1,513	1,568	1,100	1,726	6,598	3,170	2,814	7,261	2,355

		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
0515	Travel Time Idx	0.80	0.80	0.84	0.92	0.88	0.81	0.92	0.80	0.86	0.87	0.84	0.89	0.85
	Plan. Time Idx	0.82	0.82	0.88	0.97	0.93	0.83	0.99	0.82	0.88	0.90	0.87	0.93	0.94
	Buffer Index	0.02	0.02	0.04	0.05	0.06	0.02	0.07	0.02	0.03	0.03	0.03	0.05	0.04
	VMT	927	1,496	214	137	1,621	1,725	1,212	2,031	7,160	3,368	3,227	8,134	2,623
0530	Travel Time Idx	0.79	0.79	0.85	0.91	0.87	0.81	0.90	0.79	0.85	0.87	0.84	0.87	0.84
	Plan. Time Idx	0.81	0.81	0.88	0.95	0.92	0.83	0.96	0.81	0.87	0.89	0.86	0.89	0.93
	Buffer Index	0.02	0.03	0.04	0.04	0.06	0.03	0.07	0.03	0.03	0.02	0.03	0.03	0.04
	VMT	1,389	2,230	290	167	1,916	2,311	1,384	3,002	8,603	4,343	3,994	9,938	3,321
0545	Travel Time Idx	0.78	0.78	0.84	0.90	0.85	0.80	0.87	0.78	0.85	0.86	0.82	0.86	0.83
	Plan. Time Idx	0.80	0.80	0.87	0.93	0.89	0.82	0.93	0.80	0.87	0.88	0.84	0.88	0.90
	Buffer Index	0.02	0.02	0.03	0.04	0.05	0.02	0.06	0.02	0.03	0.02	0.03	0.03	0.03
	VMT	1,892	2,993	362	222	2,330	3,244	1,639	4,008	11,187	5,296	4,957	12,156	4,221
0600	Travel Time Idx	0.78	0.78	0.84	0.89	0.84	0.79	0.86	0.78	0.84	0.86	0.82	0.85	0.83
	Plan. Time Idx	0.80	0.79	0.87	0.91	0.88	0.80	0.91	0.79	0.86	0.88	0.84	0.88	0.89
	Buffer Index	0.02	0.02	0.04	0.03	0.05	0.01	0.05	0.02	0.02	0.02	0.03	0.04	0.03
	VMT	2,241	3,538	444	255	2,577	3,735	1,923	4,764	13,357	5,882	5,915	14,069	4,927
0615	Travel Time Idx	0.79	0.78	0.85	0.89	0.83	0.79	0.85	0.78	0.85	0.87	0.82	0.85	0.83
	Plan. Time Idx	0.80	0.80	0.87	0.92	0.87	0.80	0.88	0.79	0.88	0.89	0.84	0.89	0.89
	Buffer Index	0.02	0.02	0.03	0.04	0.05	0.02	0.04	0.02	0.03	0.02	0.03	0.05	0.03
	VMT	3,008	4,657	477	297	2,796	4,385	2,290	6,141	15,103	6,598	7,369	15,901	5,794
0630	Travel Time Idx	0.79	0.78	0.86	0.88	0.81	0.79	0.84	0.78	0.85	0.87	0.82	0.85	0.83
	Plan. Time Idx	0.81	0.80	0.88	0.90	0.85	0.80	0.88	0.79	0.87	0.89	0.84	0.90	0.89
	Buffer Index	0.02	0.02	0.03	0.02	0.04	0.01	0.05	0.02	0.02	0.02	0.03	0.06	0.03
	VMT	4,155	6,439	630	360	3,080	6,291	2,661	8,511	19,857	8,640	9,198	20,759	7,603
0645	Travel Time Idx	0.79	0.78	0.87	0.88	0.80	0.79	0.83	0.78	0.86	0.88	0.83	0.86	0.83
	Plan. Time Idx	0.81	0.80	0.90	0.90	0.83	0.81	0.87	0.79	0.88	0.93	0.86	0.90	0.89
	Buffer Index	0.02	0.02	0.03	0.03	0.04	0.02	0.05	0.02	0.02	0.05	0.04	0.05	0.03
	VMT	5,031	7,916	813	478	3,491	8,633	3,034	10,584	25,062	10,838	10,541	25,178	9,367
0700	Travel Time Idx	0.80	0.78	0.88	0.87	0.79	0.78	0.83	0.77	0.85	0.88	0.82	0.87	0.83
	Plan. Time Idx	0.82	0.80	0.91	0.90	0.82	0.81	0.86	0.79	0.88	0.93	0.86	1.01	0.90
	Buffer Index	0.03	0.02	0.04	0.04	0.03	0.03	0.04	0.02	0.03	0.06	0.05	0.16	0.05
	VMT	5,565	8,771	954	523	3,898	9,763	3,351	11,780	26,704	11,177	11,203	27,105	10,138
0715	Travel Time Idx	0.81	0.79	0.89	0.87	0.79	0.78	0.82	0.78	0.86	0.90	0.83	0.88	0.83
	Plan. Time Idx	0.84	0.82	0.93	0.90	0.83	0.80	0.85	0.80	0.89	0.97	0.89	1.03	0.91
	Buffer Index	0.04	0.03	0.05	0.03	0.04	0.03	0.04	0.02	0.03	0.08	0.07	0.16	0.05
	VMT	6,101	9,617	948	568	4,009	10,303	3,722	12,832	27,392	11,758	12,018	29,024	10,768
0730	Travel Time Idx	0.84	0.82	0.91	0.87	0.79	0.78	0.81	0.80	0.89	0.94	0.85	0.93	0.85
	Plan. Time Idx	0.98	0.90	1.02	0.90	0.83	0.81	0.85	0.86	0.96	1.05	0.99	1.17	0.95
	Buffer Index	0.17	0.10	0.12	0.03	0.05	0.03	0.05	0.08	0.08	0.12	0.17	0.26	0.10
	VMT	7,103	11,302	1,058	693	4,272	11,928	4,033	15,170	32,616	14,214	13,402	34,188	12,588
0745	Travel Time Idx	0.91	0.86	0.93	0.88	0.78	0.79	0.81	0.83	0.95	1.00	0.87	1.00	0.88
	Plan. Time Idx	1.17	1.01	1.08	0.91	0.82	0.80	0.85	0.93	1.05	1.35	1.06	1.42	1.05
	Buffer Index	0.29	0.17	0.16	0.03	0.04	0.02	0.05	0.13	0.11	0.34	0.22	0.43	0.17
	VMT	7,747	12,345	1,131	823	4,540	12,985	4,162	16,582	37,260	16,162	14,300	37,271	13,875

		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
0800	Travel Time Idx	0.97	0.89	0.93	0.88	0.79	0.79	0.81	0.85	1.01	1.07	0.89	1.06	0.91
	Plan. Time Idx	1.34	1.12	0.97	0.90	0.81	0.80	0.84	1.02	1.19	1.59	1.08	1.52	1.15
	Buffer Index	0.39	0.25	0.05	0.02	0.03	0.02	0.04	0.20	0.18	0.49	0.22	0.43	0.20
	VMT	8,032	12,819	1,170	825	4,484	13,240	4,357	17,245	38,030	16,500	14,708	37,556	14,182
0815	Travel Time Idx	1.02	0.92	0.93	0.88	0.79	0.79	0.80	0.87	1.01	1.06	0.90	1.07	0.92
	Plan. Time Idx	1.43	1.19	0.99	0.90	0.82	0.81	0.84	1.07	1.30	1.79	1.09	1.55	1.22
	Buffer Index	0.41	0.29	0.07	0.02	0.04	0.03	0.04	0.23	0.28	0.69	0.22	0.46	0.23
	VMT	7,882	12,485	1,133	796	4,489	12,503	4,553	16,738	37,521	16,009	14,604	36,834	13,895
0830	Travel Time Idx	0.99	0.91	0.92	0.88	0.79	0.80	0.80	0.87	1.06	1.08	0.91	1.08	0.92
	Plan. Time Idx	1.77	1.43	0.96	0.90	0.83	0.84	0.84	1.27	1.38	2.09	1.19	1.61	1.28
	Buffer Index	0.78	0.57	0.04	0.02	0.06	0.05	0.05	0.46	0.31	0.94	0.31	0.49	0.34
	VMT	7,606	12,156	1,117	839	4,707	13,101	4,704	16,376	38,691	16,207	14,999	37,259	14,081
0845	Travel Time Idx	0.94	0.88	0.92	0.89	0.79	0.80	0.80	0.85	1.09	1.07	0.92	1.07	0.92
	Plan. Time Idx	1.65	1.37	0.98	0.94	0.83	0.84	0.85	1.23	1.49	1.94	1.26	1.62	1.29
	Buffer Index	0.76	0.56	0.07	0.07	0.05	0.06	0.06	0.45	0.37	0.81	0.37	0.52	0.35
	VMT	7,103	11,452	1,100	817	4,985	12,822	4,882	15,450	39,532	15,968	15,431	37,097	13,987
0900	Travel Time Idx	0.89	0.85	0.91	0.94	0.79	0.79	0.80	0.83	1.07	1.03	0.92	1.01	0.90
	Plan. Time Idx	1.55	1.31	0.98	0.93	0.83	0.91	0.85	1.17	1.44	1.93	1.20	1.44	1.22
	Buffer Index	0.74	0.53	0.07	-0.01	0.06	0.14	0.05	0.42	0.35	0.87	0.30	0.43	0.33
	VMT	6,517	10,631	1,065	789	5,277	12,336	5,009	14,484	38,357	14,806	15,555	35,516	13,458
0915	Travel Time Idx	0.85	0.82	0.91	0.92	0.79	0.79	0.80	0.80	0.96	0.95	0.90	0.95	0.87
	Plan. Time Idx	1.02	0.96	0.96	0.92	0.82	0.82	0.84	0.93	1.31	1.35	1.19	1.18	1.09
	Buffer Index	0.21	0.17	0.06	0.00	0.04	0.03	0.04	0.15	0.36	0.42	0.33	0.25	0.17
	VMT	5,554	9,077	971	695	5,393	10,431	5,056	12,319	34,142	13,035	14,849	32,817	12,115
0930	Travel Time Idx	0.83	0.81	0.90	0.90	0.79	0.80	0.80	0.80	0.92	0.92	0.90	0.92	0.86
	Plan. Time Idx	0.92	0.89	0.94	0.92	0.82	0.81	0.85	0.86	1.17	1.12	1.22	1.13	1.00
	Buffer Index	0.10	0.09	0.05	0.03	0.04	0.02	0.05	0.08	0.27	0.22	0.36	0.23	0.13
	VMT	5,173	8,525	930	694	5,545	9,838	5,189	11,527	31,673	12,712	14,835	31,763	11,617
0945	Travel Time Idx	0.82	0.81	0.90	0.89	0.79	0.80	0.80	0.80	0.90	0.92	0.89	0.91	0.85
	Plan. Time Idx	0.91	0.89	0.94	0.92	0.82	0.83	0.84	0.86	1.14	1.12	1.13	1.15	0.95
	Buffer Index	0.11	0.10	0.05	0.03	0.04	0.04	0.05	0.08	0.26	0.22	0.27	0.26	0.13
	VMT	4,878	8,150	904	677	5,880	9,772	5,348	11,088	31,698	13,036	15,071	32,062	11,630
1000	Travel Time Idx	0.81	0.80	0.89	0.89	0.79	0.80	0.80	0.79	0.89	0.93	0.89	0.89	0.85
	Plan. Time Idx	0.84	0.85	0.92	0.92	0.82	0.82	0.83	0.83	1.05	1.09	1.06	1.05	0.92
	Buffer Index	0.04	0.06	0.04	0.04	0.04	0.02	0.04	0.04	0.17	0.18	0.19	0.17	0.09
	VMT	4,500	7,585	867	676	6,157	9,363	5,339	10,355	30,741	12,815	14,807	31,006	11,265
1015	Travel Time Idx	0.81	0.80	0.88	0.89	0.79	0.80	0.80	0.80	0.88	0.93	0.89	0.89	0.85
	Plan. Time Idx	0.83	0.83	0.93	0.93	0.82	0.82	0.84	0.82	0.99	1.11	1.11	0.97	0.92
	Buffer Index	0.02	0.03	0.05	0.04	0.04	0.02	0.05	0.03	0.12	0.18	0.26	0.10	0.08
	VMT	4,155	7,031	781	657	6,245	8,567	5,425	9,580	29,365	12,724	14,376	29,858	10,808
1030	Travel Time Idx	0.81	0.81	0.89	0.90	0.79	0.80	0.80	0.80	0.88	0.94	0.88	0.89	0.85
	Plan. Time Idx	0.83	0.82	0.99	0.97	0.82	0.82	0.85	0.82	0.96	1.09	1.02	1.02	0.93
	Buffer Index	0.02	0.02	0.11	0.08	0.04	0.02	0.06	0.02	0.08	0.16	0.16	0.15	0.08
	VMT	4,081	6,935	777	670	6,489	8,773	5,624	9,485	29,564	12,975	14,308	29,885	10,875

		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
1045	Travel Time Idx	0.81	0.80	0.89	0.90	0.79	0.80	0.80	0.80	0.88	0.93	0.88	0.90	0.85
	Plan. Time Idx	0.83	0.83	0.95	0.97	0.83	0.83	0.85	0.83	0.94	1.09	1.01	1.00	0.93
	Buffer Index	0.03	0.03	0.06	0.07	0.05	0.04	0.06	0.04	0.07	0.17	0.15	0.12	0.07
	VMT	3,950	6,746	788	685	6,625	8,866	5,797	9,239	30,441	13,179	14,299	30,692	11,021
1100	Travel Time Idx	0.81	0.81	0.89	0.89	0.79	0.80	0.80	0.80	0.88	0.92	0.88	0.89	0.85
	Plan. Time Idx	0.84	0.84	0.93	0.95	0.82	0.83	0.84	0.83	0.93	1.11	1.10	0.98	0.92
	Buffer Index	0.03	0.04	0.04	0.06	0.05	0.04	0.05	0.04	0.06	0.20	0.25	0.10	0.08
	VMT	3,729	6,458	780	681	6,744	8,760	5,829	8,924	30,405	12,746	14,250	30,599	10,904
1115	Travel Time Idx	0.82	0.81	0.88	0.89	0.79	0.80	0.80	0.80	0.88	0.93	0.88	0.89	0.85
	Plan. Time Idx	0.84	0.85	0.93	0.93	0.82	0.84	0.85	0.84	0.91	1.07	1.04	0.94	0.92
	Buffer Index	0.03	0.04	0.05	0.04	0.04	0.05	0.06	0.05	0.04	0.16	0.19	0.06	0.07
	VMT	3,632	6,280	748	678	6,801	8,612	5,850	8,673	29,585	12,627	14,161	30,355	10,745
1130	Travel Time Idx	0.82	0.81	0.89	0.89	0.79	0.80	0.80	0.80	0.88	0.93	0.88	0.89	0.85
	Plan. Time Idx	0.84	0.83	0.92	0.93	0.83	0.83	0.84	0.83	0.91	1.00	0.95	0.97	0.92
	Buffer Index	0.02	0.03	0.04	0.04	0.05	0.03	0.05	0.03	0.03	0.07	0.09	0.08	0.05
	VMT	3,629	6,287	767	677	6,790	8,847	6,015	8,694	29,882	12,946	14,221	30,635	10,862
1145	Travel Time Idx	0.82	0.81	0.89	0.89	0.79	0.80	0.80	0.80	0.88	0.93	0.88	0.89	0.85
	Plan. Time Idx	0.84	0.83	0.92	0.92	0.83	0.82	0.83	0.82	0.94	1.10	0.91	0.93	0.92
	Buffer Index	0.03	0.03	0.03	0.03	0.05	0.02	0.04	0.03	0.07	0.18	0.04	0.04	0.05
	VMT	3,606	6,271	793	703	6,768	9,001	6,141	8,696	30,565	13,439	14,577	30,695	11,018
1200	Travel Time Idx	0.82	0.81	0.91	0.89	0.79	0.80	0.80	0.80	0.89	0.93	0.88	0.89	0.85
	Plan. Time Idx	0.83	0.82	0.92	0.92	0.83	0.81	0.84	0.81	1.02	1.08	0.90	0.93	0.92
	Buffer Index	0.02	0.02	0.02	0.04	0.05	0.02	0.05	0.02	0.14	0.16	0.03	0.05	0.05
	VMT	3,529	6,202	774	715	6,690	9,136	6,095	8,651	30,553	13,525	14,611	30,254	10,975
1215	Travel Time Idx	0.82	0.81	0.88	0.88	0.79	0.80	0.80	0.80	0.89	0.93	0.88	0.89	0.85
	Plan. Time Idx	0.84	0.83	0.91	0.91	0.82	0.81	0.83	0.82	1.05	1.06	0.95	0.93	0.92
	Buffer Index	0.03	0.03	0.03	0.03	0.04	0.02	0.04	0.02	0.18	0.14	0.08	0.04	0.06
	VMT	3,524	6,216	766	705	6,570	9,042	6,152	8,663	30,418	13,417	14,607	30,266	10,942
1230	Travel Time Idx	0.82	0.81	0.89	0.88	0.79	0.79	0.80	0.80	0.89	0.93	0.88	0.89	0.85
	Plan. Time Idx	0.84	0.83	0.92	0.91	0.82	0.81	0.84	0.82	1.04	1.00	0.98	0.91	0.92
	Buffer Index	0.03	0.02	0.04	0.03	0.04	0.02	0.05	0.02	0.17	0.08	0.11	0.02	0.05
	VMT	3,656	6,420	792	735	6,430	9,369	6,161	8,932	31,202	13,378	14,801	30,875	11,144
1245	Travel Time Idx	0.81	0.81	0.89	0.88	0.79	0.79	0.80	0.80	0.89	0.92	0.88	0.89	0.84
	Plan. Time Idx	0.83	0.83	0.91	0.91	0.82	0.81	0.83	0.82	1.02	1.01	1.04	0.91	0.92
	Buffer Index	0.02	0.03	0.03	0.03	0.05	0.02	0.04	0.02	0.15	0.09	0.18	0.03	0.06
	VMT	3,573	6,317	801	733	6,443	9,481	6,094	8,846	31,646	13,553	14,962	31,060	11,207
1300	Travel Time Idx	0.82	0.81	0.88	0.89	0.78	0.79	0.80	0.80	0.88	0.93	0.88	0.88	0.84
	Plan. Time Idx	0.83	0.82	0.91	0.91	0.82	0.81	0.85	0.81	0.97	1.06	1.02	0.93	0.91
	Buffer Index	0.01	0.02	0.03	0.02	0.04	0.02	0.06	0.02	0.10	0.15	0.15	0.06	0.06
	VMT	3,549	6,285	774	738	6,449	9,371	5,981	8,846	30,901	13,432	14,768	30,573	11,053
1315	Travel Time Idx	0.82	0.81	0.88	0.89	0.78	0.79	0.80	0.80	0.88	0.93	0.89	0.88	0.85
	Plan. Time Idx	0.83	0.83	0.91	0.91	0.81	0.80	0.84	0.82	0.92	1.09	0.99	0.93	0.92
	Buffer Index	0.02	0.02	0.04	0.02	0.04	0.02	0.05	0.02	0.04	0.16	0.11	0.05	0.05
	VMT	3,587	6,335	752	736	6,528	9,298	6,054	8,925	30,491	13,441	14,754	30,714	11,048

		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
1330	Travel Time Idx	0.82	0.81	0.89	0.88	0.78	0.79	0.80	0.80	0.88	0.93	0.89	0.88	0.85
	Plan. Time Idx	0.84	0.83	0.91	0.91	0.83	0.81	0.84	0.82	0.94	1.06	1.04	0.92	0.91
	Buffer Index	0.02	0.02	0.03	0.03	0.05	0.02	0.05	0.02	0.07	0.14	0.17	0.04	0.06
	VMT	3,692	6,498	769	741	6,573	9,745	6,036	9,184	31,266	13,568	15,220	31,418	11,308
1345	Travel Time Idx	0.82	0.81	0.89	0.88	0.78	0.79	0.80	0.80	0.88	0.92	0.88	0.89	0.84
	Plan. Time Idx	0.84	0.83	0.92	0.92	0.82	0.81	0.84	0.82	0.91	0.96	1.02	0.94	0.92
	Buffer Index	0.03	0.03	0.03	0.04	0.05	0.02	0.05	0.03	0.03	0.04	0.15	0.05	0.05
	VMT	3,697	6,537	776	771	6,592	9,939	6,028	9,260	31,774	13,842	15,186	31,674	11,423
1400	Travel Time Idx	0.82	0.81	0.88	0.88	0.78	0.79	0.80	0.80	0.88	0.92	0.88	0.88	0.84
	Plan. Time Idx	0.85	0.84	0.91	0.91	0.81	0.81	0.85	0.82	0.91	0.95	0.98	0.92	0.92
	Buffer Index	0.03	0.03	0.04	0.03	0.04	0.02	0.06	0.03	0.04	0.04	0.12	0.04	0.04
	VMT	3,679	6,516	790	782	6,691	10,089	6,048	9,258	31,817	13,689	15,107	31,247	11,392
1415	Travel Time Idx	0.83	0.81	0.88	0.88	0.78	0.79	0.80	0.80	0.87	0.93	0.89	0.88	0.85
	Plan. Time Idx	0.85	0.84	0.91	0.90	0.81	0.81	0.84	0.83	0.89	0.99	1.08	0.93	0.91
	Buffer Index	0.03	0.03	0.03	0.02	0.04	0.02	0.05	0.03	0.02	0.07	0.21	0.05	0.05
	VMT	3,690	6,511	763	767	6,728	10,111	6,052	9,202	31,284	13,764	15,167	30,717	11,312
1430	Travel Time Idx	0.83	0.81	0.89	0.88	0.78	0.79	0.80	0.80	0.88	0.93	0.90	0.89	0.85
	Plan. Time Idx	0.85	0.83	0.92	0.90	0.81	0.81	0.85	0.82	0.90	0.96	1.15	0.93	0.92
	Buffer Index	0.03	0.03	0.04	0.02	0.04	0.02	0.06	0.02	0.03	0.03	0.27	0.05	0.05
	VMT	3,812	6,674	764	780	6,632	10,532	5,996	9,234	31,375	13,979	15,227	30,325	11,381
1445	Travel Time Idx	0.83	0.82	0.89	0.89	0.77	0.79	0.80	0.80	0.88	0.93	0.91	0.89	0.85
	Plan. Time Idx	0.85	0.84	0.92	0.93	0.80	0.81	0.84	0.83	0.92	1.05	1.23	0.93	0.93
	Buffer Index	0.02	0.03	0.04	0.04	0.04	0.02	0.06	0.03	0.04	0.14	0.35	0.04	0.07
	VMT	3,861	6,790	799	849	6,817	11,001	6,057	9,599	33,813	14,569	15,771	31,940	11,907
1500	Travel Time Idx	0.83	0.81	0.89	0.89	0.77	0.79	0.80	0.80	0.89	0.93	0.91	0.89	0.85
	Plan. Time Idx	0.84	0.83	0.92	0.94	0.80	0.80	0.85	0.82	1.00	1.12	1.14	0.96	0.93
	Buffer Index	0.02	0.02	0.03	0.05	0.04	0.02	0.06	0.02	0.12	0.20	0.25	0.07	0.08
	VMT	3,939	6,988	791	879	6,898	11,388	6,173	9,902	34,652	14,542	15,972	32,529	12,141
1515	Travel Time Idx	0.82	0.81	0.88	0.90	0.77	0.79	0.80	0.80	0.90	0.94	0.91	0.90	0.85
	Plan. Time Idx	0.84	0.83	0.90	0.93	0.79	0.81	0.83	0.82	1.06	1.11	1.10	1.03	0.94
	Buffer Index	0.02	0.02	0.03	0.03	0.03	0.02	0.05	0.02	0.18	0.18	0.20	0.14	0.08
	VMT	3,877	6,956	755	908	6,899	11,624	6,225	9,899	34,433	14,584	16,005	33,012	12,185
1530	Travel Time Idx	0.82	0.82	0.89	0.90	0.77	0.79	0.79	0.80	0.91	0.96	0.92	0.92	0.86
	Plan. Time Idx	0.84	0.84	0.91	0.94	0.79	0.81	0.83	0.82	1.04	1.39	1.15	1.09	0.94
	Buffer Index	0.02	0.03	0.03	0.04	0.03	0.03	0.05	0.02	0.14	0.44	0.24	0.19	0.11
	VMT	4,122	7,465	814	953	6,909	12,401	6,253	10,624	35,452	15,087	16,418	34,438	12,699
1545	Travel Time Idx	0.82	0.82	0.89	0.91	0.77	0.79	0.79	0.80	0.91	0.96	0.93	0.92	0.86
	Plan. Time Idx	0.84	0.83	0.93	0.93	0.82	0.81	0.83	0.82	1.09	1.29	1.24	1.05	0.96
	Buffer Index	0.02	0.02	0.04	0.03	0.06	0.02	0.05	0.02	0.20	0.34	0.34	0.14	0.11
	VMT	4,168	7,612	857	988	6,989	12,866	6,201	10,898	36,199	15,320	16,775	35,423	13,013
1600	Travel Time Idx	0.82	0.81	0.89	0.92	0.77	0.80	0.79	0.80	0.92	0.95	0.96	0.94	0.87
	Plan. Time Idx	0.85	0.83	0.93	0.96	0.80	0.82	0.82	0.82	1.18	1.07	1.29	1.09	1.02
	Buffer Index	0.03	0.02	0.04	0.04	0.04	0.03	0.05	0.02	0.27	0.12	0.34	0.16	0.10
	VMT	4,368	7,829	841	1,014	7,033	13,556	6,155	11,130	36,830	15,044	17,312	36,285	13,275

		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
1615	Travel Time Idx	0.82	0.81	0.89	0.94	0.77	0.79	0.78	0.80	0.93	0.96	0.97	0.95	0.87
	Plan. Time Idx	0.84	0.83	0.91	0.96	0.79	0.81	0.82	0.81	1.13	1.19	1.33	1.12	1.04
	Buffer Index	0.03	0.02	0.03	0.02	0.04	0.02	0.05	0.02	0.21	0.23	0.36	0.18	0.10
	VMT	4,130	7,510	786	1,039	6,897	13,490	6,366	10,757	36,622	14,977	17,098	36,004	13,130
1630	Travel Time Idx	0.82	0.81	0.89	0.97	0.77	0.80	0.78	0.80	0.97	0.97	0.99	1.00	0.88
	Plan. Time Idx	0.84	0.83	0.94	1.06	0.80	0.82	0.82	0.82	1.22	1.19	1.26	1.21	1.07
	Buffer Index	0.02	0.02	0.05	0.09	0.04	0.03	0.05	0.02	0.26	0.23	0.27	0.21	0.11
	VMT	4,395	8,006	812	1,092	6,880	14,298	6,438	11,440	38,174	15,110	17,539	37,093	13,602
1645	Travel Time Idx	0.82	0.81	0.89	0.97	0.76	0.80	0.78	0.80	0.99	0.98	1.00	1.01	0.88
	Plan. Time Idx	0.84	0.84	0.95	1.28	0.79	0.86	0.82	0.82	1.18	1.24	1.27	1.28	1.10
	Buffer Index	0.02	0.03	0.07	0.33	0.04	0.07	0.05	0.02	0.19	0.27	0.27	0.27	0.14
	VMT	4,298	7,966	821	1,102	6,820	14,753	6,335	11,468	38,568	14,933	17,486	36,631	13,594
1700	Travel Time Idx	0.82	0.82	0.90	0.96	0.76	0.81	0.78	0.80	1.02	0.98	1.03	1.03	0.89
	Plan. Time Idx	0.84	0.83	0.94	1.00	0.79	0.90	0.82	0.81	1.25	1.14	1.32	1.27	1.15
	Buffer Index	0.02	0.02	0.05	0.04	0.04	0.11	0.05	0.01	0.23	0.17	0.29	0.24	0.11
	VMT	4,502	8,389	855	1,095	6,767	15,357	6,143	12,079	40,113	14,824	18,203	37,827	14,013
1715	Travel Time Idx	0.83	0.82	0.91	1.01	0.76	0.82	0.78	0.80	1.03	0.98	1.06	1.06	0.90
	Plan. Time Idx	0.85	0.85	0.99	1.29	0.79	0.90	0.81	0.83	1.39	1.04	1.38	1.32	1.19
	Buffer Index	0.03	0.04	0.09	0.27	0.04	0.11	0.03	0.03	0.35	0.06	0.31	0.25	0.13
	VMT	4,692	8,818	867	1,195	6,623	15,958	6,134	12,699	40,863	15,354	18,923	38,549	14,394
1730	Travel Time Idx	0.84	0.83	0.92	1.24	0.76	0.86	0.78	0.81	1.11	1.01	1.18	1.19	0.96
	Plan. Time Idx	0.92	0.91	1.09	2.59	0.78	0.99	0.81	0.88	1.52	1.24	1.62	1.57	1.40
	Buffer Index	0.10	0.10	0.18	1.09	0.03	0.16	0.03	0.08	0.37	0.23	0.37	0.33	0.25
	VMT	5,387	10,141	929	1,503	6,571	17,157	6,147	14,503	44,166	15,610	21,073	41,890	15,608
1745	Travel Time Idx	0.84	0.84	0.91	1.23	0.76	0.89	0.78	0.82	1.14	0.98	1.22	1.19	0.96
	Plan. Time Idx	0.88	1.02	1.01	2.70	0.78	0.97	0.80	0.95	1.56	1.66	1.78	1.70	1.44
	Buffer Index	0.04	0.22	0.11	1.20	0.03	0.10	0.03	0.17	0.37	0.69	0.45	0.43	0.32
	VMT	5,073	9,594	917	1,366	6,271	16,588	6,107	13,755	43,914	14,811	21,292	41,434	15,275
1800	Travel Time Idx	0.84	0.84	0.91	1.15	0.76	0.90	0.78	0.82	1.12	0.98	1.22	1.17	0.96
	Plan. Time Idx	0.87	0.98	0.97	2.67	0.78	1.00	0.80	0.95	1.48	1.44	1.73	1.78	1.38
	Buffer Index	0.04	0.17	0.06	1.33	0.03	0.12	0.03	0.15	0.32	0.47	0.42	0.52	0.30
	VMT	4,922	9,323	891	1,248	6,019	16,195	5,907	13,431	42,481	14,317	21,084	40,469	14,832
1815	Travel Time Idx	0.83	0.83	0.92	1.05	0.77	0.91	0.78	0.81	1.07	0.97	1.15	1.11	0.93
	Plan. Time Idx	0.87	0.90	1.00	2.00	0.79	1.02	0.81	0.87	1.43	1.26	1.64	1.75	1.31
	Buffer Index	0.04	0.08	0.09	0.91	0.03	0.12	0.03	0.07	0.34	0.30	0.42	0.57	0.25
	VMT	4,651	8,776	867	1,088	5,898	15,814	5,634	12,624	40,380	14,272	20,384	38,650	14,222
1830	Travel Time Idx	0.83	0.83	0.91	1.06	0.77	0.90	0.78	0.81	1.04	0.97	1.10	1.08	0.92
	Plan. Time Idx	0.86	0.86	0.98	1.88	0.80	0.99	0.81	0.84	1.44	1.32	1.51	1.59	1.29
	Buffer Index	0.03	0.04	0.07	0.78	0.03	0.10	0.03	0.04	0.38	0.37	0.37	0.48	0.22
	VMT	4,693	8,682	862	1,039	5,802	15,713	5,349	12,439	39,303	14,044	19,445	37,699	13,888
1845	Travel Time Idx	0.83	0.82	0.90	1.02	0.77	0.90	0.78	0.80	0.99	0.95	1.03	1.02	0.90
	Plan. Time Idx	0.85	0.84	0.96	2.15	0.80	0.99	0.81	0.82	1.39	1.23	1.40	1.48	1.19
	Buffer Index	0.03	0.03	0.07	1.10	0.04	0.10	0.03	0.03	0.41	0.30	0.36	0.45	0.24
	VMT	4,202	7,716	799	951	5,638	15,032	5,083	11,075	36,129	13,671	17,477	34,742	12,832

		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-95 to Col Ln	BC I-75 NB MD Ln to I-95	BC I-75 SB Col Ln to I-95	BC I-75 SB I-95 to MD Ln	BC I-95 NB I-95 to PB Ln	BC I-95 NB MD Ln to I-95	BC I-95 SB I-95 to MD Ln	BC I-95 SB PB Ln to I-95	Total
1900	Travel Time Idx	0.82	0.81	0.89	0.92	0.77	0.88	0.78	0.80	0.93	0.94	0.96	0.95	0.87
	Plan. Time Idx	0.84	0.83	0.94	1.10	0.79	0.99	0.81	0.82	1.22	1.22	1.36	1.39	1.05
	Buffer Index	0.02	0.02	0.06	0.20	0.03	0.12	0.04	0.03	0.32	0.29	0.41	0.46	0.17
	VMT	3,797	6,992	713	792	5,503	14,335	4,828	10,072	31,901	12,950	15,334	30,645	11,600
1915	Travel Time Idx	0.82	0.81	0.89	0.90	0.77	0.84	0.78	0.79	0.89	0.94	0.92	0.90	0.85
	Plan. Time Idx	0.84	0.83	0.94	0.94	0.79	1.01	0.81	0.81	1.10	1.25	1.19	1.14	0.96
	Buffer Index	0.03	0.03	0.06	0.05	0.03	0.20	0.04	0.02	0.24	0.33	0.29	0.27	0.13
	VMT	3,562	6,521	639	716	5,322	12,941	4,547	9,304	28,166	12,012	13,621	26,904	10,455
1930	Travel Time Idx	0.82	0.81	0.89	0.89	0.77	0.82	0.78	0.79	0.87	0.93	0.90	0.88	0.85
	Plan. Time Idx	0.85	0.83	0.92	0.92	0.79	0.95	0.80	0.82	1.00	1.16	1.11	1.06	0.92
	Buffer Index	0.03	0.03	0.03	0.03	0.02	0.17	0.03	0.03	0.15	0.25	0.24	0.20	0.10
	VMT	3,446	6,223	605	680	5,040	11,436	4,296	8,829	26,259	11,401	12,857	25,659	9,822
1945	Travel Time Idx	0.82	0.81	0.88	0.89	0.77	0.79	0.78	0.79	0.86	0.90	0.88	0.86	0.84
	Plan. Time Idx	0.83	0.82	0.91	0.92	0.79	0.83	0.81	0.81	0.96	0.98	1.09	0.92	0.91
	Buffer Index	0.01	0.01	0.03	0.03	0.03	0.04	0.04	0.01	0.12	0.08	0.23	0.07	0.06
	VMT	3,173	5,695	533	628	4,746	9,933	4,095	8,040	23,871	10,531	12,087	22,554	8,909
2000	Travel Time Idx	0.82	0.80	0.87	0.87	0.77	0.78	0.78	0.79	0.85	0.88	0.88	0.85	0.83
	Plan. Time Idx	0.83	0.82	0.90	0.91	0.79	0.79	0.82	0.81	0.93	0.94	1.17	0.90	0.90
	Buffer Index	0.02	0.01	0.03	0.04	0.03	0.02	0.05	0.02	0.09	0.06	0.32	0.06	0.06
	VMT	2,946	5,267	510	573	4,327	8,823	3,873	7,446	22,153	9,569	11,201	20,357	8,165
2015	Travel Time Idx	0.82	0.80	0.87	0.87	0.77	0.78	0.79	0.79	0.84	0.88	0.88	0.84	0.83
	Plan. Time Idx	0.82	0.81	0.93	0.90	0.80	0.79	0.82	0.80	0.91	0.91	1.18	0.92	0.89
	Buffer Index	0.01	0.01	0.07	0.04	0.04	0.02	0.04	0.01	0.08	0.04	0.34	0.09	0.07
	VMT	2,737	4,887	477	540	3,978	8,093	3,584	6,938	20,662	8,831	10,591	19,051	7,604
2030	Travel Time Idx	0.81	0.80	0.87	0.87	0.77	0.78	0.79	0.79	0.84	0.88	0.87	0.84	0.83
	Plan. Time Idx	0.83	0.82	0.92	0.90	0.79	0.79	0.83	0.80	0.89	1.01	1.07	0.91	0.89
	Buffer Index	0.01	0.02	0.06	0.04	0.03	0.01	0.05	0.02	0.05	0.15	0.23	0.09	0.06
	VMT	2,696	4,817	467	505	3,736	7,677	3,396	6,829	19,986	8,515	10,338	18,535	7,362
2045	Travel Time Idx	0.81	0.80	0.87	0.87	0.77	0.78	0.79	0.79	0.84	0.88	0.86	0.84	0.82
	Plan. Time Idx	0.82	0.82	0.90	0.90	0.79	0.79	0.82	0.81	0.89	1.01	0.96	0.90	0.88
	Buffer Index	0.02	0.03	0.04	0.04	0.03	0.02	0.04	0.03	0.06	0.15	0.12	0.07	0.05
	VMT	2,502	4,449	427	473	3,484	6,943	3,202	6,300	18,484	7,988	9,492	17,183	6,809
2100	Travel Time Idx	0.81	0.80	0.87	0.86	0.77	0.78	0.79	0.79	0.84	0.87	0.85	0.83	0.82
	Plan. Time Idx	0.84	0.82	0.90	0.89	0.80	0.80	0.82	0.80	0.93	0.99	0.98	0.88	0.88
	Buffer Index	0.04	0.03	0.03	0.03	0.03	0.03	0.04	0.02	0.10	0.14	0.15	0.06	0.06
	VMT	2,389	4,227	414	434	3,266	6,417	3,021	5,978	17,740	7,413	9,042	16,219	6,442
2115	Travel Time Idx	0.81	0.79	0.86	0.86	0.77	0.77	0.79	0.78	0.84	0.87	0.84	0.83	0.82
	Plan. Time Idx	0.84	0.82	0.89	0.89	0.80	0.79	0.83	0.80	0.91	1.05	0.89	0.85	0.87
	Buffer Index	0.04	0.03	0.03	0.03	0.03	0.02	0.05	0.02	0.08	0.20	0.06	0.02	0.05
	VMT	2,425	4,234	417	428	3,032	6,182	2,877	5,951	17,457	7,288	8,733	16,141	6,324
2130	Travel Time Idx	0.81	0.79	0.87	0.86	0.77	0.77	0.79	0.78	0.84	0.87	0.84	0.84	0.82
	Plan. Time Idx	0.83	0.81	0.90	0.88	0.80	0.79	0.83	0.80	0.92	0.90	0.86	0.86	0.88
	Buffer Index	0.03	0.02	0.04	0.03	0.03	0.02	0.04	0.02	0.09	0.04	0.03	0.03	0.03
	VMT	2,494	4,350	425	446	2,876	6,254	2,725	6,122	17,892	7,321	9,018	16,669	6,444

		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
2145	Travel Time Idx	0.81	0.79	0.86	0.86	0.78	0.77	0.79	0.78	0.84	0.86	0.84	0.83	0.82
	Plan. Time Idx	0.83	0.81	0.90	0.89	0.81	0.79	0.84	0.80	0.89	0.88	0.86	0.87	0.87
	Buffer Index	0.02	0.02	0.04	0.03	0.04	0.02	0.06	0.02	0.06	0.02	0.03	0.04	0.03
	VMT	2,342	4,125	394	422	2,658	5,849	2,574	5,799	17,447	7,126	8,616	15,691	6,146
2200	Travel Time Idx	0.80	0.79	0.86	0.85	0.78	0.77	0.79	0.78	0.84	0.86	0.83	0.83	0.82
	Plan. Time Idx	0.82	0.81	0.89	0.88	0.81	0.78	0.85	0.80	0.89	0.89	0.84	0.87	0.87
	Buffer Index	0.02	0.02	0.04	0.03	0.04	0.01	0.07	0.02	0.06	0.03	0.01	0.04	0.03
	VMT	2,212	3,923	383	397	2,482	5,504	2,421	5,557	16,639	6,894	8,188	14,898	5,847
2215	Travel Time Idx	0.80	0.79	0.86	0.85	0.78	0.77	0.80	0.78	0.83	0.86	0.83	0.83	0.82
	Plan. Time Idx	0.81	0.80	0.89	0.88	0.81	0.78	0.84	0.79	0.88	0.88	0.84	0.86	0.87
	Buffer Index	0.02	0.02	0.03	0.03	0.03	0.01	0.05	0.02	0.05	0.03	0.01	0.03	0.03
	VMT	2,091	3,659	372	391	2,295	5,316	2,300	5,197	16,235	6,693	8,165	14,670	5,670
2230	Travel Time Idx	0.80	0.79	0.86	0.86	0.78	0.77	0.79	0.78	0.84	0.86	0.83	0.83	0.82
	Plan. Time Idx	0.82	0.81	0.89	0.88	0.81	0.78	0.84	0.80	0.89	0.87	0.83	0.87	0.87
	Buffer Index	0.02	0.02	0.03	0.03	0.04	0.01	0.05	0.02	0.06	0.01	0.00	0.04	0.03
	VMT	2,054	3,638	366	382	2,172	5,175	2,115	5,181	16,082	6,754	8,075	14,423	5,588
2245	Travel Time Idx	0.80	0.78	0.85	0.85	0.78	0.77	0.80	0.78	0.83	0.85	0.82	0.83	0.81
	Plan. Time Idx	0.81	0.80	0.89	0.88	0.82	0.78	0.83	0.79	0.88	0.86	0.84	0.84	0.86
	Buffer Index	0.02	0.02	0.04	0.03	0.05	0.02	0.05	0.02	0.06	0.01	0.02	0.01	0.03
	VMT	1,834	3,208	341	358	2,087	4,606	1,949	4,543	15,483	6,442	7,638	13,134	5,185
2300	Travel Time Idx	0.80	0.78	0.85	0.85	0.79	0.77	0.80	0.78	0.83	0.85	0.82	0.83	0.81
	Plan. Time Idx	0.81	0.80	0.89	0.88	0.82	0.78	0.84	0.79	0.86	0.86	0.84	0.84	0.86
	Buffer Index	0.02	0.02	0.05	0.03	0.04	0.02	0.05	0.02	0.03	0.02	0.02	0.02	0.03
	VMT	1,532	2,690	292	339	1,930	4,282	1,781	3,824	14,567	5,914	7,030	12,041	4,730
2315	Travel Time Idx	0.80	0.78	0.85	0.85	0.79	0.77	0.80	0.78	0.83	0.85	0.81	0.83	0.81
	Plan. Time Idx	0.82	0.80	0.88	0.88	0.83	0.78	0.85	0.79	0.84	0.87	0.83	0.84	0.86
	Buffer Index	0.03	0.02	0.04	0.03	0.05	0.01	0.05	0.02	0.01	0.02	0.02	0.02	0.03
	VMT	1,444	2,537	251	328	1,738	3,849	1,639	3,558	13,491	5,440	6,699	11,470	4,412
2330	Travel Time Idx	0.80	0.78	0.85	0.85	0.80	0.77	0.81	0.78	0.83	0.84	0.82	0.83	0.81
	Plan. Time Idx	0.81	0.80	0.88	0.87	0.84	0.78	0.85	0.79	0.84	0.87	0.83	0.85	0.86
	Buffer Index	0.02	0.02	0.03	0.03	0.06	0.02	0.05	0.02	0.02	0.03	0.01	0.02	0.03
	VMT	1,389	2,451	238	312	1,658	3,711	1,522	3,458	12,587	5,169	6,566	10,853	4,200
2345	Travel Time Idx	0.80	0.78	0.85	0.85	0.80	0.77	0.82	0.78	0.82	0.84	0.81	0.83	0.81
	Plan. Time Idx	0.82	0.80	0.87	0.87	0.85	0.78	0.87	0.79	0.84	0.86	0.83	0.86	0.86
	Buffer Index	0.02	0.02	0.03	0.03	0.05	0.01	0.07	0.02	0.02	0.02	0.02	0.03	0.03
	VMT	1,223	2,132	217	279	1,572	3,303	1,394	2,994	11,303	4,779	5,792	9,857	3,773
Total	Travel Time Idx	0.81	0.80	0.87	0.89	0.79	0.79	0.81	0.79	0.87	0.89	0.86	0.89	0.84
	Plan. Time Idx	0.85	0.84	0.93	0.95	0.92	0.87	0.94	0.83	1.07	0.97	1.09	1.09	0.95
	Buffer Index	0.06	0.05	0.05	0.09	0.06	0.04	0.06	0.04	0.10	0.13	0.13	0.11	0.08
	VMT	2,905	5,035	532	518	4,123	7,258	3,833	7,019	21,424	9,011	10,157	20,765	7,776

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	0.44	7,532	0.78	3,734	0.10	3,798
BC 75SB14 to MDC DMS44	0.39	12,941	0.57	6,320	0.22	6,621
BC I-595 EB Hiatus to I-95	0.17	1,536	0.16	844	0.18	693
BC I-595 WB I-95 to Hiatus	0.69	1,245	0.07	628	1.33	616
BC I-75 NB I-595 to Col Ln	0.06	14,967	0.06	5,003	0.06	9,964
BC I-75 NB MD Ln to I-595	0.15	17,508	0.14	8,706	0.16	8,802
BC I-75 SB Col Ln to I-595	0.06	12,621	0.06	3,573	0.06	9,048
BC I-75 SB I-595 to MD Ln	0.31	18,386	0.46	8,740	0.17	9,646
BC I-95 NB I-595 to PB Ln	0.39	53,672	0.37	30,006	0.41	23,665
BC I-95 NB MD Ln to I-595	0.82	22,444	0.94	11,396	0.69	11,049
BC I-95 SB I-595 to MD Ln	0.42	28,957	0.37	13,347	0.45	15,609
BC I-95 SB PB Ln to I-595	0.54	52,839	0.52	28,125	0.57	24,714

Regional Buffer Index: 0.406

RegionalBufferIndexReport

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

RegionalBufferIndex per Quarter

