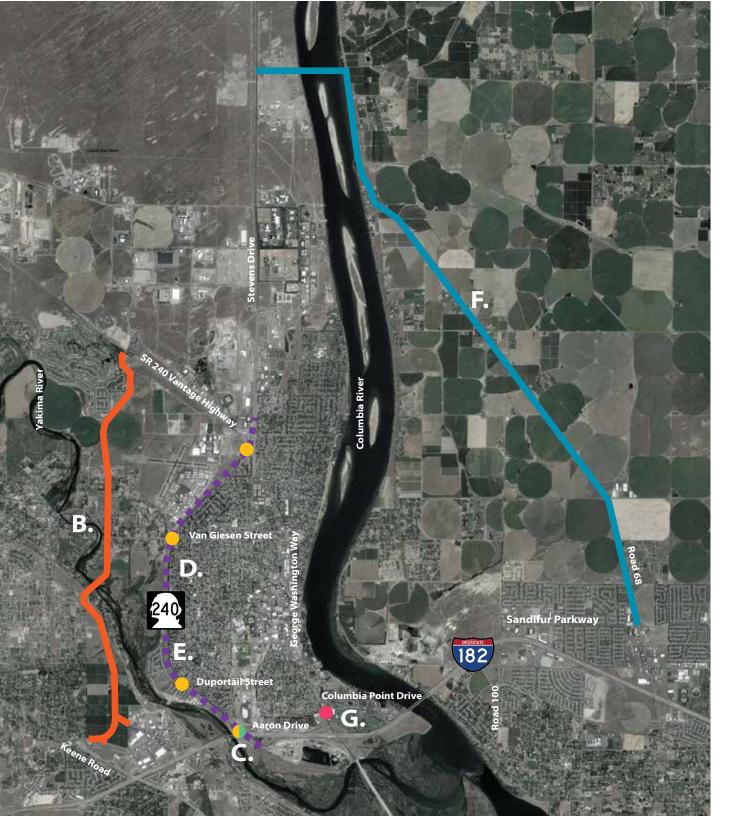
Regional North-South Travel Capacity Study Technical Advisory Committee Meeting #3 Agenda

Wednesday October 2, 2019 1:00 – 4:00 PM Richland Community Center - 500 Amon Park Drive

Agenda Topic Time Welcome and Introductions – Spencer Montgomery J-U-B Engineer Introductions (Name, Representing) 1:00-1:10 Goals of the meeting Review of Alternative Scoring – Caroline Mellor, The Langdon Group • Results of Weighting of Criteria 1:10 - 1:50• Results of Scoring of 9 Criteria **BREAK** 1:50 - 2:00**Public Involvement** – Bryant Kuechle/Caroline Mellor, *The Langdon Group* Draft Survey 2:00 - 2:15• Open House – discuss dates, location and format Next Steps and Wrap-up – Spencer Montgomery Any general questions/comments? • What to expect after the Open House 2:15 - 2:30 • Thank you all for participation, thoughts, feedback

Summary of Criteria Weighting

	Criteria
Criterion	Weight
North-South Delay Reduced	4
Side Street Delay Reduced	2
Travel Time Savings for Origin-Destination Pairs	5
Cost	5
Ease of Implementation	4
Safety	10
Human Impacts	6
Environmental Impacts	4
Negatively Impacts Future HOV	3



Alternatives Evaluated	Cost (million
A. No-Build No changes to current road system.	\$-
B. Kingsgate Way Extension Extend Kingsgate Way south from SR 240 to Keene Road.	\$ 83.4
C. Aaron Drive/SR 240/I-182 Interchange Improvements Southbound through traffic will no longer stop at the signal.	\$ 29.9
D. SR 240- By-Pass Grade Separation Elimination of traffic signals on 240 By-Pass.	\$ 132.3
E. Widen SR 240 Southbound Add one additional lane to SB SR 240 from north of Vantage Hwy to I-182.	\$ 25.1
F. North Richland Bridge Build the proposed North Richland Bridge, includes a new four lane East-West Road about 1.25 miles North of Horn Rapids Road. Bridge would then go East across the Columbia River to Columbia River Road; Columbia River Road/ Road 68 widened South to Sandifur Parkway.	\$ 270- 450
G. George Washington Way/Columbia Point Drive Intersection Improvements Add lanes and reconfigure the intersection.	\$ 12

North-South Delay

				Alternative			
	Α	В	С	D	E	F	G
Criterion Inputs (North-South Delay in Hours at Study Intersections)	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements
N-S Delay at SR 240/ Jadwin Avenue/Stevens Drive	72	70	132	17	56	50	72
N-S Delay at SR 240/ Van Giesen Street	83	81	85	27	78	56	83
N-S Delay at SR 240/ Duportail Street	194	163	212	10	257	76	194
N-S Delay at SR 240/ Aaron Drive	273	212	4	5	245	155	273
N-S Delay at George Washington Way/Columbia Point Drive	232	232	232	159	159	172	39
Total Hours of North-South Delay at 5 study intersections	853	758	664	217	794	509	660
Percentage of Highest Delay	100%	89%	78%	25%	93%	60%	77%
TOTAL SCORE	0.0	1.5	3.0	10.0	0.9	5.4	3.0

Points assigned based on straightline interpolation between highest and lowest delay.

Side Street Delay

				Alternative			
	Α	В	С	D	E	F	G
Criterion Inputs (Side Street Delay in Hours at Study Intersections)	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements
E-W Delay at SR 240/ Jadwin Avenue/Stevens Drive	27	25	10	9	26	22	27
E-W Delay at SR 240/ Van Giesen Street	55	60	55	22	48	41	55
E-W Delay at SR 240/ Duportail Street	115	107	115	26 118		83	115
E-W Delay at SR 240/ Aaron Drive	145	127	3	4	88	73	145
E-W Delay at George Washington Way/Columbia Point Drive	18	18	18	18	18	16	15
Total Hours of East-West Delay at 5 study intersections	361	337	201	79	299	235	357
Percentage of Highest Delay	100%	93%	56%	22%	83%	65%	99%
TOTAL SCORE	0.0	0.8	5.7	10.0	2.2	4.5	0.1

Points assigned based on straightline interpolation between highest and lowest delay.

Travel Time Savings for Origin Destination Pairs

				Alternative				
	А	В	С	D	E	F	G	
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements	
Combined Travel Time in Hours	1505	1173	1294	1099	1319	694	1492	
Percentage of Highest Travel Time	100%	78%	86%	73%	73% 88%		99%	
TOTAL SCORE	0.0	4.1	2.6	5.0	2.3	10.0	0.2	

Points assigned based on straightline interpolation between highest and lowest travel time.

Cost

				Alternative				
	А	В	С	D	E	F	G	
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements	
Cost	\$ -	\$ 83,379,000	\$ 29,850,000	\$ 132,316,000	\$ 25,132,000	\$ 270,000,000	\$ 11,986,000	
Percentage of Highest Cost	0%	31%	11%	49%	9%	100%	4%	
TOTAL SCORE	10.0	6.9	8.9	5.1	9.1	0.0	9.6	

The North Richland Bridge Alternative is estimated to have a range of costs between \$270 Million - \$450 million depending on bridge type and number of piers. Points assigned based on straightline interpolation between highest and lowest cost.

Ease of Implementation

				Alternative			
	Α	В	С	D	E	F	G
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR240/I-182 SR 240 Grade nterchange Separation		North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements
Ability to Phase	2.5	2.5	2.5	2.5	0.5	0.1	2.5
Fundability	2.5	1.0	1.5	0.5	1.5	0.1	2.5
Property Acquisition	2.5	0.1	2.5	1.0 2.0		0.1	1.5
Environmental/Approval Processes	2.5	0.5	2.5	1.5 2.0		0.1	1.5
TOTAL SCORE	10.0	4.1	9.0	5.5	6.0	0.4	8.0

Ability to Phase: 1 point for each possible phase up to 2.5, or full points if phasing not needed.

Fundability: 2.5 - .5 for every 5 years for funding a large phase + .5 if additional local sources (developer or locally controlled federal sources could complete a phase)

Property Acquisition: 0 - 2.5 depending on magnitude.

Environmental/Approval Processes: 0 - 2.5 depending on magnitude.

Safety

				Alternative			
	Α	В	С	D	E	F	G
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements
Thru/Left Turn Vehicular Conflicts	16,892,303	16,155,378	15,588,501	4,598,825	19,489,173	14,322,598	16,348,603
Percentage of Highest # of Conflicts	87%	83%	80%	80% 24%		73%	84%
Conflicts Score (up to 5)	0.9	1.1	1.3	5.0	0.0	1.7	1.1
Bicycle/Pedestrian Safety (3)	0.0	1.0	0.0	3.0	0.0	0.5	1.5
Alternate Route Provided (2)	0.0	2.0	0.0	0.0	0.0	0.5	0.0
TOTAL SCORE	0.9	4.1	1.3	8.0	0.0	0.0 2.7	

Conflict Score is 5 points assigned with straightline interpolation between lowest and highest number of combined through and left turning vehicular conflicts. Bicycle/Pedestrian Safety up to 3 points.

Alternate route provided up to 2 points.

Safety benefits derived from reduced congestion are considered accounted for in other criteria that consider delay savings.

Human Impacts

				Alternative			
	А	В	С	D	E	F	G
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements
Environmental Justice	1.0	1.5	2.5	2.0	2.5	1.0	2.0
Noise	1.0	0.5	2.0	1.5	1.0	0.5	2.0
Right-of Way Impacts	2.5	0.5	2.5	1.0	1.5	0.5	1.0
Construction Impacts	2.5	1.5	2.0	0.5	1.0	0.5	0.5
TOTAL SCORE	7.0	4.0	9.0	5.0	6.0	2.5	5.5

Environmental Justice: 0 - 2.5 depending on magnitude. Considers improved bike/ped crossing for Alt G.

Noise: 0 - 2.5 depending on magnitude of the number and proximity of receptors. Reduced train noise for Alt D. Opportunity for noise walls when improving existing corridors, but not new/rural corridors.

Right-of-Way Acquisition: 0 - 2.5 depending on magnitude of impact to homes and businesses.

Construction Impacts: 0 - 2.5 depending on magnitude of impact.

Air Quality and travel delay impacts are considered to be accounted for under other criteria.

Environmental Impacts

				Alternative			
	Α	В	С	D	E	F	G
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Drive Intersection Improvements
Wetlands	2.0	0.5	2.0	2.0	2.0	0.5	2.0
Cultural/Archeological Impacts	2.0	1.0	2.0	2.0	2.0	1.0	2.0
Parks	2.0	1.5	2.0	2.0	2.0	1.5	2.0
Endangered Species	2.0	1.0	2.0	2.0	2.0	1.0	2.0
Unstable Soils	2.0	1.0	2.0	2.0	2.0	1.0	2.0
TOTAL SCORE	10.0	5.0	10.0	10.0	10.0	5.0	10.0

^{0 - 2} points for each category depending on the magnitude of likely impacts. Relative scoring between all alternatives, most impacts received lowest score, least impacts received highest score.

Negatively Impacts Future High Occupancy Vehicle Lanes

				Alternative			
	Α	A B C D		D	D E		G
Criterion Inputs	No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound		
Uses up available Right-of- Way, or would require conversion of existing lanes	2.0	10.0	8.0	8.0	5.0	10.0	10.0
TOTAL SCORE	2.0	10.0	8.0	8.0	5.0	10.0	10.0

^{0 - 10} points depending on the magnitude of likely impacts. Relative scoring between all alternatives, most impacts received lowest score, least impacts received highest score.

Alternative Evaluation Scoring Results

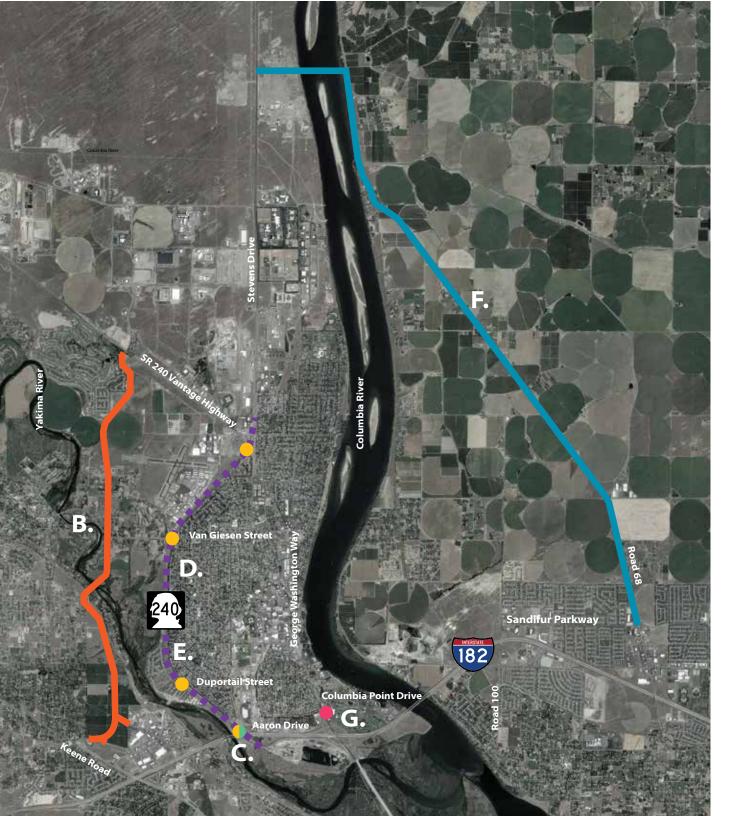
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	Neight	-	4	l	В	(С	[)	- 1	E	ſ	=	G George	
Criterion	Criteria Weight	No-l	Build		ate Way nsion	SR240 Interd	Drive/ /I-182 hange ements		Grade ration		SR 240 bound	North R Brid		Way/Co Po Inters Improv	ington olumbia pint ection rements
		Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.
North-South Delay Reduced	4	0.0	0.0	1.5	6.0	3.0	12.0	10.0	40.0	0.9	3.6	5.4	21.6	3.0	12.0
Side Street Delay Reduced	2	0.0	0.0	0.8	1.6	5.7	11.4	10.0	20.0	2.2	4.4	4.5	9.0	0.1	0.2
Travel Time Savings for Origin-Destination Pairs	5	0.0	0.0	4.1	20.5	2.6	13.0	5.0	25.0	2.3	11.5	10.0	50.0	0.2	1.0
Cost	5	10.0	50.0	6.9	34.5	8.9	44.5	5.1	25.5	9.1	45.5	0.0	0.0	9.6	48.0
Ease of Implementation	4	10.0	40.0	4.1	16.4	9.0	36.0	5.5	22.0	6.0	24.0	0.4	1.6	8.0	32.0
Safety	10	0.9	9.0	4.1	41.0	1.3	13.0	8.0	80.0	0.0	0.0	2.7	27.0	2.6	26.0
Human Impacts	6	7.0	42.0	4.0	24.0	9.0	54.0	5.0	30.0	6.0	36.0	2.5	15.0	5.5	33.0
Environmental Impacts	4	10.0	40.0	5.0	20.0	10.0	40.0	10.0	40.0	10.0	40.0	5.0	20.0	10.0	40.0
Negatively Impacts Future HOV	3	2.0	6.0	10.0	30.0	8.0	24.0	8.0	24.0	5.0	15.0	10.0	30.0	10.0	30.0
TOTAL SCORE		39.9	187	40.5	194	57.5	248	66.6	307	41.5	180	40.5	174	49.0	222
ALTERNATIVE RANK		3	4	7	5	2	2	1	1	5	6	6	7	4	3

Ranking of Alternatives

- 1.SR 240 Grade Separation
- 2. Aaron Drive Interchange
- 3. George Washington Way Intersection Improvements
- 4. Kingsgate Way Extension
- 5. No Build
- 6. Widen SR 240 Southbound
- 7. North Richland Bridge

Recommendation:

- Take these results to the public open house for feedback on the rankings.
- Pursue SR 240 Grade Separation as a long-term solution.
- Implementation of the SR 240 Grade Separation would be phased over time beginning with the Aaron Drive Interchange.



Alternatives Evaluated	Cost (million
A. No-Build No changes to current road system.	\$-
B. Kingsgate Way Extension Extend Kingsgate Way south from SR 240 to Keene Road.	\$ 83.4
C. Aaron Drive/SR 240/I-182 Interchange Improvements Southbound through traffic will no longer stop at the signal.	\$ 29.9
D. SR 240- By-Pass Grade Separation Elimination of traffic signals on 240 By-Pass.	\$ 132.3
E. Widen SR 240 Southbound Add one additional lane to SB SR 240 from north of Vantage Hwy to I-182.	\$ 25.1
F. North Richland Bridge Build the proposed North Richland Bridge, includes a new four lane East-West Road about 1.25 miles North of Horn Rapids Road. Bridge would then go East across the Columbia River to Columbia River Road; Columbia River Road/ Road 68 widened South to Sandifur Parkway.	\$ 270- 450
G. George Washington Way/Columbia Point Drive Intersection Improvements Add lanes and reconfigure the intersection.	\$ 12

Draft Introductory Language:

The Cities of Richland and West Richland, Benton County, and the Washington State Department of Transportation (WSDOT) are studying regional north-south travel capacity with the ultimate goal of increasing mobility and reducing travel delay both locally and regionally. These agencies think this is an important issue because of existing congestion and anticipated community growth that will increase congestion in the future.

Your input will help determine the alternatives that will best serve the needs of the Tri-Cities communities. If you previously provided input to the WSDOT SR 240 – Richland Corridor Improvements Study, this follow-up study and survey builds upon those results and will take us one step closer toward determining and prioritizing potential solutions to reduce north-south congestion through Richland.

More information about the Regional North-South Travel Capacity Study can be found on the <u>project</u> website.

Draft Questions:

- 1. Which best describes your typical mode of travel?
 - a. Personal vehicle
 - b. Ridesharing in a personal vehicle
 - c. Ridesharing in a Ben Franklin Transit sponsored vanpool
 - d. Ben Franklin Transit bus ride
 - e. Bicycle
 - f. Walk
- 2. Which best describes your use of the SR240 Bypass Highway?
 - a. Commuting from outside of Richland
 - b. Commuting from within Richland
 - c. Local trips for my work or business
 - d. Local personal business trips such as shopping, recreating, visiting friends
 - e. I don't typically use the SR240 Bypass Highway
- 3. Which best describes your use of George Washington Way?
 - a. Commuting from outside of Richland
 - b. Commuting from within Richland
 - c. Local trips for my work or business
 - d. Local personal business trips such as shopping, recreating, visiting friends
 - e. I don't typically use George Washington Way

- 4. What is most important to you regarding your travel?
 - a. Efficient vehicle movement north and south through Richland
 - b. Efficient vehicle movement east or west across the SR240 Bypass Highway
 - c. Efficient ridesharing options
 - d. Improved non-motorized travel
- 5. If you use George Washington Way, do you typically use it as a pass-through route for commuting or do you make stops for shopping or business needs? Please pick one option.
 - a. Commuting only
 - b. I stop for shopping or business A few times a month
 - c. I stop for shopping or business 3-4 days/ week
 - d. I stop for shopping or business 1-2 days/ week
 - e. I stop for shopping or business daily
- 6. Which of these alternatives do you believe would best serve your travel needs? Please pick one.
 - a. No-Build
 - b. Kingsgate Way Extension south from SR 240 to Keene Road
 - c. Aaron Drive/SR 240/I-182 Interchange Improvements
 - d. SR 240- By-Pass Interchanges at Aaron Drive, Duportail Street, Van Giesen Street, and Jadwin Avenue/ Stevens Drive
 - e. Add one additional lane to Southbound SR 240 from north of Vantage Hwy to I-182
 - f. North Richland Bridge
 - g. George Washington Way/Columbia Point Intersection Improvements
- 7. Which of these alternatives do you believe would provide the greatest or most needed safety improvement? Please pick one.
 - a. No-Build
 - b. Kingsgate Way Extension south from SR 240 to Keene Road
 - c. Aaron Drive/SR 240/I-182 Interchange Improvements
 - d. SR 240- By-Pass Interchange at Aaron Drive, Duportail Street, Van Giesen Street and Jadwin Avenue/Stevens Drive
 - e. Add one additional lane to Southbound SR 240 from north of Vantage Hwy to I-182
 - f. North Richland Bridge
 - g. George Washington Way/Columbia Point Intersection Improvements
- 8. Which alternative(s), if any, do you believe would be INEFFECTIVE in relieving congestion and/or addressing safety concerns? You may pick 0 or more than 1.
 - a. No-Build
 - b. Kingsgate Way Extension south from SR 240 to Keene Road
 - c. Aaron Drive/SR 240/I-182 Interchange Improvements
 - d. SR 240- By-Pass Interchange at Aaron Drive, Duportail Street, Van Giesen Street and Jadwin Avenue/Stevens Drive

- e. Add one additional lane to Southbound SR 240 from north of Vantage Hwy to I-182
- f. North Richland Bridge
- g. George Washington Way/Columbia Point Intersection Improvements
- 9. If a lane on SR240 was restricted for high occupancy vehicles, meaning a vehicle with two or more passengers, could you change your travel arrangements to utilize this lane to save travel time?
 - a. Yes
 - b. No
- 10. Since it could take 20 years or longer to get funding and construct either a fully grade separated SR 240 By-Pass (without traffic signals) or the North Richland Bridge, and it is unlikely that the region would do both, which do you think is a better alternative? Please pick one option.
 - a. SR 240 By-Pass Fully Grade Separated No Traffic Signals
 - b. North Richland Bridge
- 11. Is there anything else that you think is important for the project team to consider when recommending alternatives to increase travel capacity along the North-South corridor? [text box]
- 12. If you would like to be notified of the outcome of this Study, please leave your email address [text box]

Technical Advisory Committee Criteria Weighting Results

	BF	-cog	Richland Fire		WSDOT		Bike T	ri-Cities	Chamber of Commerce		Public Works		Combined CAC (from Normalized)			
Criterion	Raw Score	Normalized	Raw Score	Normalized	Raw Score	Normalized	Raw Score	Normalized	Raw Score	Normalized	Raw Score	Normalized	Total Normalized	Normalized	Percent of Total	
North-South Delay Reduced	2	1	6	3	7	3	4	2	12	6	5	4.2	19	3.9	9.4	
Side Street Delay Reduced	1	1	3	1	2	1	7	3	1	1	4	3.3	10	2.1	5.1	
Travel Time Savings for Origin- Destination Pairs	5	4	2	1	24	10	0	0	5	3	5	4.2	22	4.5	10.9	
Cost	7	5	12	5	5	2	1	0	20	10	3	2.5	25	5.0	12.1	
Ease of Implementation	8	6	1	0	3	1	8	4	3	2	7	5.8	19	3.8	9.2	
Safety	14	10	24	10	6	3	21	10	12	6	12	10	49	10.0	24.2	
Human Impacts	9	6	10	4	1	0	17	8	17	9	2	1.7	29	5.9	14.3	
Environmental Impacts	7	5	5	2	0	0	15	7	6	3	1	0.8	18	3.6	8.7	
Negatively Impacts Future HOV	0	0	0	0	4	2	16	8	0	0	3	2.5	13	2.6	6.3	
Total	53	•	63	•	52		89	•	76	•	42	•	203	41.4	100%	
Maximum	14		24		24		21		20		12		49	10		

C	combine (from	
	al Raw core	Normalized
	36	4.0
	18	2.0
	41	4.6
	48	5.4
	30	3.4
	89	10.0
	56	6.3
	34	3.8
	23	2.6
3	375	

Travel Time Summary:

2015 Base		2015 Base Year					2015 Base Year						2015 Base Year							
Freeflow Time (mod				Congested			_		Traffic Volume ii. O-D Pair Keene/Lati GW South I-182 East (Queensgate/Columbia											Total Travel Time
			Queensgate/Columb		-									-		<u>.</u>				
SR-240 Noi 18.05 George Wa 20.08		17.90 17.12	24.20 16.72	SR-240 Noi George Wa		31.77 27.43	32.78 28.38	27.39 29.24	SR-240 Noi George Wa		74 367	27 297	59 16	2678	9 SR-240 Northwest George Washington Way/Batelle	16524 824	2347 10054	886 8415	1623 470	71418 1190
Horn Rapic 19.74		17.12	16.38	Horn Rapic	24.56	28.40	29.42	28.91	Horn Rapic		217	798	16		Horn Rapids/Stevens	177	6157	23476	465	
2040 Bass	V / P	اندیط ما	۱۹/	2040 [D \	/ /N	h:I	۵١	2040	D \	/aau /NI	ا:ط ما	۵۱		2040 Daga Vaar (N	√اءا:ط م				
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SR-240 Noi 18.06		18.08	Queensgate/Columb 23.11	SR-240 Noi		43.28	44.19	35.75	SR-240 No	•	ti GW South	5	21	•	1 SR-240 Northwest	11011	GW South of I-182 24	214	740	90273 1505
George Wa 20.72		17.12	16.49	George Wa		38.17	39.12	35.99	George Wa		354	258	75	2101	George Washington Way/Batelle	1216	13501	10112	2717	00270 1000
Horn Rapic 19.75		17.41	15.52	Horn Rapic	29.16	39.31	40.32	35.24	Horn Rapic		459	784	21		Horn Rapids/Stevens	367	18023	31618	732	
2040 Alt 1	- Aaroı	า		2040 A	4lt 1 -	Aaron	1		2040	Alt 1 -	Aaron	ì			2040 Alt 1 - Aaron					
Freeflow Time (mod		-		Congested					Traffic Volu			-			Total Travel Time					Total Travel Time
		ı I-182 East	Queensgate/Columb		•			Queensgate/Columb			ti GW South	I-182 East	Queensgat	e/Columb		Keene/Latin	GW South of I-182	I-182 East of	Queensgate	
SR-240 Noi 18.06	18.88	17.92	23.11	SR-240 Noi	18.52	37.62	38.53	29.93	SR-240 No	461	1	5	21	2537	7 SR-240 Northwest	8528	20	187	620	77625 1294
George Wa 20.72		17.12	16.49	George Wa		32.47	33.41	29.49	George Wa		365	258	98		George Washington Way/Batelle	973	11839	8635	2898	
Horn Rapic 19.75	16.22	17.24	15.52	Horn Rapic	23.16	33.67	34.68	28.74	Horn Rapic	13	467	784	25		Horn Rapids/Stevens	291	15711	27193	730	
2040 Alt 2	- GW a	t Colu	mbia Point	2040 A	Alt 2 -	GW at	t Colur	nbia Point	2040	Alt 2 -	GW at	t Colur	nbia P	oint	2040 Alt 2 - GW at	Columb	oia Point			
Freeflow Time (mod	del, minutes)			Congested 1	Time (mod	lel, minutes)		Traffic Volu	ume					Total Travel Time					Total Travel Time
O-D Pair Keene/L	ati GW Soutl	1-182 East	Queensgate/Columb	bia O-D Pair	Keene/Lat	i GW South	I-182 East	Queensgate/Columb	ia O-D Pair	Keene/Lat	ti GW South	I-182 East	Queensgat	e/Columb	iia O-D Pair	Keene/Latin	GW South of I-182	I-182 East of	Queensgate	Minutes Hours
SR-240 No i 18.06		17.92	23.11	SR-240 Noi		43.54	44.29	35.81	SR-240 No		1	5	21	2474	4 SR-240 Northwest	11017	24	215	740	89513 1492
George Wa 20.09		17.15	15.86	George Wa		36.91	37.89	35.41	George Wa		353	258	72		George Washington Way/Batelle	1214	13017	9771	2547	
Horn Rapic 19.75	16.22	17.24	15.52	Horn Rapic	28.99	39.59	40.60	34.66	Horn Rapic	13	458	784	18		Horn Rapids/Stevens	365	18117	31847	640	
2040 Alt 3	- Kings	gate		2040 A	Alt 3 -	Kings	gate		2040	Alt 3 -	Kingsg	gate			2040 Alt 3 - Kingsg	ate				
reeflow Time (mod	_	_		Congested 1	Time (mod	del, minutes)		Traffic Volu	ume					Total Travel Time					Total Travel Time
O-D Pair Keene/L	ati GW Soutl	1-182 East	Queensgate/Columb	bia O-D Pair	Keene/Lat	i GW South	I-182 East	Queensgate/Columb	ia O-D Pair	Keene/Lat	ti GW South	I-182 East	Queensgat	e/Columb	iia O-D Pair	Keene/Latin	GW South of I-182	I-182 East of	Queensgate	Minutes Hours
R-240 Noi 18.06		18.93	17.06	SR-240 Noi		38.68	38.72	30.31	SR-240 No		1	5	0	1919	9 SR-240 Northwest	1137	23	191	12	70371 1173
ieorge Wa 20.04		17.12	15.86	George Wa		36.00	36.95	32.25	George Wa		346	267	30		George Washington Way/Batelle	5	12469	9847	963	
Horn Rapic 19.29		17.24	15.52	Horn Rapic		37.01	38.02	31.46	Horn Rapic		439	775	0		Horn Rapids/Stevens	3	16239	29481	3	
		n Richla	and Crossing	_				ind Crossing			North	Richla	and Cro	ossing	2040 Alt 4 - North	Richland	d Crossing			
Freeflow Time (mod		1 102 Eact	Queensgate/Columb	Congested	•			Queensgate/Columb	Traffic Volu		H GW South	I 102 Eact	Ougoncast	o/Columb	Total Travel Time O-D Pair	Voono/Latin	GW South of I-182	I 102 Eact of	Ougonsasta	Total Travel Time Minutes Hours
SR-240 Noi 18.06		17.90	23.11	SR-240 Noi		35.81	36.82	32.22	SR-240 No	-	2	4	16	-	8 SR-240 Northwest	8765	61	134	530	41651 694
George Wa 20.09		17.12	15.86	George Wa		29.96	30.91	28.90	George Wa		275	106	66	1170	George Washington Way/Batelle	657	8245	3280	1907	11001 001
Horn Rapic 19.75		17.24	15.52	Horn Rapic		30.91	31.92	28.17	Horn Rapic		500	53	23		Horn Rapids/Stevens	282	15442	1695	653	
2040 ΔΙ+ 5	- Ramr	. Δddit	ions on SR2	4 2040 4	Δl+ 5 _	Ramn	Δddit	ions on SR2	4 2040	Δl+ 5 -	Ramn	Δddit	ions oi	n SR2	4 2040 Alt 5 - Ramp	Δdditio	ns on SR24	ın		
Freeflow Time (mod				Congested				10113 011 311 <u>2</u>	Traffic Volu		Kump	Addit	10113 01	JIV2-	Total Travel Time	Additio	113 011 3112-1			Total Travel Time
			Queensgate/Columb		•			Queensgate/Columb			ti GW South	I-182 Fast	Queensgat	e/Columb		Keene/Latin	GW South of I-182	I-182 Fast of	Queensgate	
iR-240 No i 18.06		17.93	23.11	SR-240 Noi	-	34.02	33.00	26.70	SR-240 No	-	1	5	20	-	4 SR-240 Northwest	7156	20	160	532	65924 1099
George Wa 20.03	16.20	17.15	15.85	George Wa	19.91	28.73	29.68	26.45	George Wa	46	357	264	18		George Washington Way/Batelle	920	10268	7824	465	
Horn Rapic 19.69	16.27	17.28	15.51	Horn Rapic	19.17	29.32	30.34	25.70	Horn Rapic	15	481	795	2		Horn Rapids/Stevens	290	14108	24123	57	
2040 Alt 6	- SR24	0 Wide	ning	2040 A	Δlt 6 -	SR240) Wide	ning	2040	Δlt 6 -	SR240) Wide	ning		2040 Alt 6 - SR240	Wideni	ng			
Freeflow Time (mod			8	Congested				8	Traffic Volu		J.1.	, ,,,,,,,	В		Total Travel Time		6			Total Travel Time
			Queensgate/Columb		•			Queensgate/Columb			ti GW South	I-182 East	Queensgat	e/Columb		Keene/Latin	GW South of I-182	I-182 East of	Queensgate	
SR-240 Noi 18.06		17.92	23.11	SR-240 Noi		35.81	36.49	32.76	SR-240 No	-	2	5	22	-	9 SR-240 Northwest	9134	56	178	735	79127 1319
George Wa 20.09		17.12	15.86	George Wa		30.92	31.87	31.18	George Wa		375	252	101		George Washington Way/Batelle	866	11601	8032	3162	
lorn Rapic 19.75		17.24	15.52	Horn Rapic	27.31	31.80	32.82	30.45	Horn Rapic		570	787	35		Horn Rapids/Stevens	344	18113	25841	1065	
2040 ΔΙ+ 7	- West	Richla	nd Improve	n 2040 4	Δlt 7 -	West	Richla	nd Improve	n 2040 .	Δl+ 7 -	West	Richla	nd Imr	rovei	n 2040 Alt 7 - West I	Richland	Improven	nent		
Freeflow Time (mod				Congested				a iiiipi ovci	Traffic Volu				IIII p	,, v c i	Total Travel Time					Total Travel Time
			Queensgate/Columb		•			Queensgate/Columb			ti GW South	I-182 East	Queensgat	e/Columb		Keene/Latin	GW South of I-182	I-182 East of	Queensgate	Minutes Hours
SR-240 No i 18.06	27.41	28.42	22.64	SR-240 Noi	24.02	43.17	44.18	35.55	SR-240 No	84	1	5	21	2114	4 SR-240 Northwest	2009	23	211	732	79524 1325
George Wa 20.09		17.12	15.86	George Wa		38.12	39.07	35.23	George Wa		353	259	88		George Washington Way/Batelle	1204	13466	10133	3118	
Horn Rapic 19.75	18.24	17.24	15.52	Horn Rapic	28.39	39.33	38.32	34.48	Horn Rapic	13	452	783	14		Horn Rapids/Stevens	362	17758	30017	492	

Delay Calculations at 5 stu		NB			SB			EB			WB		otal V
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
XISTING CONDITIONS		TOTALS		Northboun	d Delay	411	Southboun	d Delay	180	Conflicts		9069210	0
R 240/Aaron	0	340	320	80	2675	536	0	0	0	445	435	70	490
verage delay (seconds)	0	15 1	0	86 2	144 107	0	0	0	0	236 29	391 47	391 8	126
elay in Hours North-South Delay	0	'			107	- 0					47	0	11
East - West Delay													84
Thru & left Conflicts		175143			1163625			0			0		1338
SR 240/Duportail	100	1185	195	30	2970	255	105	120	120	250	100	25	545
Average delay (seconds)	89	12	12	47	114	114	82	256	256	268	72	72	139
Delay in Hours	2	4	1	0	94	8	2	9	9	19	2	0	15
North-South Delay East - West Delay													11 4 [.]
Thru & left Conflicts		296131			949418			29917			10500		1285
SR 240/Van Giesen	475	550 I	205	75	2585	440	100	250	340	190	380	25	56
Average delay (seconds)	88	550 9	9	89	2565	2	69	105	0	85	70	70	61
Delay in Hours	12	1	0	2	18	0	2	7	0	4	7	0	55
North-South Delay													34
East - West Delay		200000			2050425			47500			27004		22
Thru & left Conflicts		388088			2856425			47500			37961		3329
													_
SR 240/Jadwin/Stevens	225	330	110	595	2420	105	60	220	530	85	135	130	494
Average delay (seconds) Delay in Hours	21	35 3	0	61 10	58 39	24 1	102	61 4	26 4	85 2	53	5 0	53
North-South Delay	'	3	0	10	39	'		4	4		2	0	54
East - West Delay													1;
Thru & left Conflicts		313524			1403485			18663			8117		1743
George Washington Way/Col Pt	248	1348	279	174	2447	34	32	76	307	400	55	89	548
Average delay (seconds)	104	30	3	116	114	108	116	105	69	86	88	6	94
Delay in Hours	7	11	0	6	77	1	1	2	6	10	1	0	12
North-South Delay													10 20
East - West Delay Thru & left Conflicts		411140			927413			30400			1760		1370
Thru & Icit connects		411140			321410			00400			1700		1070
	l .												
Alt A - 2040 No-Build SR 240/Aaron	0	TOTALS 355	310	Northboun 95	d Delay 2750	853 490	Southboun 0	d Delay 0	361 0	Conflicts 590	550	1689230 3	52 ⁴
Average delay (seconds)	0	25	3	117	350	0	0	0	0	356	479	479	180
Delay in Hours	0	2	0	3	267	0	0	0	0	58	73	13	41
North-South Delay		•					•						27
East - West Delay								-					14
Thru & left Conflicts		229172			1511254			0			0		1740
SR 240/Duportail	260	1655	270	40	2875	765	375	490	240	220	510	45	774
Average delay (seconds)	336	24	3	75	195	9	124	367	28	588	103	1	18
Delay in Hours	24	11	0	1	155	2	13	50	2	36	15	0	30
North-South Delay East - West Delay													19 11
Thru & left Conflicts		######			3622280			107887			191443		5643
SR 240/Van Giesen	615 196	1030 9	290 9	80 118	2765	545	195 116	285 229	465 1	235 247	415 111	40 111	696
Average delay (seconds) Delay in Hours	33	3	<u>9</u> 1	3	56 43	5 1	6	18	0	16	13	1	120
North-South Delay						•						·	83
East - West Delay													55
Thru & left Conflicts		803863			3636392			67006			80758		4588
SR 240/Jadwin/Stevens	420	700	190	690	2690	130	95	270	610	105	175	205	627
Average delay (seconds)	38	40	5	125	47	7	179	91	50	107	76	13	77
Delay in Hours	4	8	0	24	35	0	5	7	8	3	4	1	99
North-South Delay East - West Delay													72 21
Fast - West Delay		794168			2327484			28248			16612		3166
													0.00
George Washington Way/Col Pt	280	1570	310	190	2740	40	40	80	340	490	70	110	620
Average delay (seconds) Delay in Hours	175 14	41 18	5 0	59 3	255 194	255 3	87 1	87 2	37 4	77 10	75 1	5 0	118
North-South Delay					1 107		<u>' ' </u>		•		<u>' </u>		23
East - West Delay													18
Thu. O laft Cauffiata		533800			1178200			39200			2800		1754
Thru & left Conflicts													
inru & left Connicts													
	<u> </u>												<mark>8</mark>
Alt B - Kingsgate Way Extension		TOTALS 355	310	Northboun 95		758	Southboun		337 0	Conflicts 590		16155378 135	511
Alt B - Kingsgate Way Extension SR 240/Aaron	n 0 0	355 25	310 3	Northboun 95 117	d Delay 2660 279	758 490 0	Southboun 0	d Delay 0 1	337 0 1	590 356	485 398	16155378 135 398	
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours	0	355		95	2660	490	0	0	0	590	485	135	15 ⁷
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay	0	355 25	3	95 117	2660 279	490 0	0	0	0 1	590 356	485 398	135 398	157 33 21
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay	0 0 0	355 25 2	3	95 117	2660 279 206	490 0	0	0 1 0	0 1	590 356	485 398 54	135 398	15 33 21 12
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay	0 0 0	355 25	3	95 117	2660 279	490 0	0	0	0 1	590 356	485 398	135 398	15 33 21 12
Alt B - Kingsgate Way Extension OF 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 0 0	355 25 2	3	95 117	2660 279 206	490 0	0	0 1 0	0 1	590 356	485 398 54	135 398	157 33 21 12 1496
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail Average delay (seconds)	0 0 0 0	355 25 2 2 206222 1605 24	3 0 270 3	95 117 3	2660 279 206 1290100 2825 160	490 0 0 0	0 1 0 305 90	0 1 0 0 0 490 367	0 1 0	590 356 58 220 588	485 398 54 0 475 92	135 398 15 45 1	157 33 21 12 1496 742 176
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail Average delay (seconds) Delay in Hours	0 0 0	355 25 2 2 206222	3 0	95 117 3	2660 279 206 1290100	490 0 0	0 1 0	0 1 0 0	0 1 0	590 356 58 220	485 398 54 0	135 398 15	512 157 33 21 12 1496 742 176 27
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Fhru & left Conflicts SR 240/Duportail Average delay (seconds) Delay in Hours North-South Delay	0 0 0 0	355 25 2 2 206222 1605 24	3 0 270 3	95 117 3	2660 279 206 1290100 2825 160	490 0 0 0	0 1 0 305 90	0 1 0 0 0 490 367	0 1 0	590 356 58 220 588	485 398 54 0 475 92	135 398 15 45 1	155 33 21 12 1496 742 176 27
Alt B - Kingsgate Way Extension SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail Average delay (seconds) Delay in Hours	0 0 0 0	355 25 2 2 206222 1605 24	3 0 270 3	95 117 3	2660 279 206 1290100 2825 160	490 0 0 0	0 1 0 305 90	0 1 0 0 0 490 367	0 1 0	590 356 58 220 588	485 398 54 0 475 92	135 398 15 45 1	15 ⁵ 33 21 12 1496 743 170 27 16 10
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Fhru & left Conflicts R 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay	0 0 0 0	355 25 2 206222 1605 24 11	3 0 270 3	95 117 3	2660 279 206 1290100 2825 160 125	490 0 0 0	0 1 0 305 90	0 1 0 0 490 367 50	0 1 0	590 356 58 220 588	485 398 54 0 475 92 12	135 398 15 45 1	15 ⁵ 33 21 12 1496 743 170 27 16 10
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts R 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	260 336 24	355 25 2 206222 1605 24 11	3 0 270 3 0	95 117 3 40 73 1	2660 279 206 1290100 2825 160 125 3460443	490 0 0 685 6 1	0 1 0 305 90 8	0 1 0 0 490 367 50	0 1 0 200 25 1	590 356 58 220 588 36	485 398 54 0 475 92 12 144875	135 398 15 15 45 1 0	155 333 211 122 1496 742 176 27 16 10 5327
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts R 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts R 240/Van Giesen Average delay (seconds)	260 336 24	355 25 2 206222 1605 24 11 ###### 875 8	3 0 270 3 0	95 117 3 40 73 1	2660 279 206 1290100 2825 160 125 3460443	490 0 0 685 6 1	0 1 0 305 90 8	0 1 0 0 490 367 50 107887	0 1 0 200 25 1	590 356 58 220 588 36 235 247	485 398 54 0 475 92 12 144875 480 107	135 398 15 45 1 0	155 33 21 12 1496 742 176 27 16 10 5327
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay Fhru & left Conflicts R 240/Van Giesen Average delay (seconds) Delay in Hours	260 336 24	355 25 2 206222 1605 24 11	3 0 270 3 0	95 117 3 40 73 1	2660 279 206 1290100 2825 160 125 3460443	490 0 0 685 6 1	0 1 0 305 90 8	0 1 0 0 490 367 50	0 1 0 200 25 1	590 356 58 220 588 36	485 398 54 0 475 92 12 144875	135 398 15 15 45 1 0	155 333 211 122 1496 742 176 27 16 10 5327
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts R 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts R 240/Van Giesen Average delay (seconds)	260 336 24	355 25 2 206222 1605 24 11 ###### 875 8	3 0 270 3 0	95 117 3 40 73 1	2660 279 206 1290100 2825 160 125 3460443	490 0 0 685 6 1	0 1 0 305 90 8	0 1 0 0 490 367 50 107887	0 1 0 200 25 1	590 356 58 220 588 36 235 247	485 398 54 0 475 92 12 144875 480 107	135 398 15 45 1 0	153 333 211 122 1496 742 170 27 160 5327 677 120 144 8
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen Average delay (seconds) Delay in Hours North-South Delay Firu & left Conflicts SR 240/Van Giesen Average delay (seconds) Delay in Hours North-South Delay	260 336 24	355 25 2 206222 1605 24 11 ###### 875 8	3 0 270 3 0	95 117 3 40 73 1	2660 279 206 1290100 2825 160 125 3460443	490 0 0 685 6 1	0 1 0 305 90 8	0 1 0 0 490 367 50 107887	0 1 0 200 25 1	590 356 58 220 588 36 235 247	485 398 54 0 475 92 12 144875 480 107	135 398 15 45 1 0	157 33 21 12 1496 742 176 27 16 10 5327 677 120 14 83
Alt B - Kingsgate Way Extension R 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen Average delay (seconds) Delay in Hours North-South Delay East - West Delay	260 336 24	355 25 2 206222 1605 24 11 ###### 875 8 2	3 0 270 3 0	95 117 3 40 73 1	2660 279 206 1290100 2825 160 125 3460443 2600 64 46	490 0 0 685 6 1	0 1 0 305 90 8	0 1 0 0 490 367 50 107887	0 1 0 200 25 1	590 356 58 220 588 36 235 247	485 398 54 0 475 92 12 144875 480 107 14	135 398 15 45 1 0	157 33 21 12 1496 742

Delay in Hours North-South Delay	4	7	0	24	34	0	5	7	6	3	4	1	94 70
East - West Delay													25
Thru & left Conflicts		754712			2066472			28248			16612		2866044
George Washington Way/Col Pt	280	1570	310	190	2740	40	40	80	340	490	70	110	6260
Average delay (seconds)	175	41	5	59	255	255	87	87	37	77	75	5	1157
Delay in Hours North-South Delay	14	18	0	3	194	3	1	2	4	10	1	0	251
East - West Delay													18
Thru & left Conflicts		533800			1178200			39200			2800		1754000
Alt C - Aaron Drive Interchange		TOTALS		Ni a sebb bassas	d Dalass	CCA	Cauthhaum	d Dalan	201	Candlista		155885	201
SR 240/Aaron	0	355	310	Northboun 95	2895	664 490	Southbound 0	0	201	Conflicts 445	550	100	5241
Average delay (seconds)	13	7	7	19	14	19	0	0	0	13	8	8	106
Delay in Hours North-South Delay	0	1	1	0	0	3	0	0	0	2	1	0	4.2
East - West Delay													3
Thru & left Conflicts		229172			0			0			0		229172
SR 240/Duportail	260	1655	270	40	2985	765	375	490	240	360	510	45	7996
Average delay (seconds)	339	22	5	102	210	8	131	367	28	367	92	1	1670
Delay in Hours North-South Delay	24	10	0	1	174	2	14	50	2	37	13	0	212
East - West Delay													115
Thru & left Conflicts		######			3760832			176508			191443		5850796
SR 240/Van Giesen	615	1030	290	80	2765	545	195	285	465	235	415	40	6960
Average delay (seconds)	179	23	23	112	56	6	116	229	1	247	111	111	1212
Delay in Hours	30	6	2	3	43	1	6	18	0	16	13	1	139
North-South Delay East - West Delay													85 55
Thru & left Conflicts		803863			3636392			67006			80758		4588020
SR 240/Jadwin/Stevens	420	700	190	690	2690	130	95	270	610	105	175	205	6279
Average delay (seconds)	107	76	13	179	91	51	100	21	8	79	40	5	769
Delay in Hours North-South Delay	13	15	1	34	68	2	3	2	1	2	2	0	142
East - West Delay	107	76	13	179	91	51	100	21	8	79	40	5	10
Thru & left Conflicts		794168		•	2327484			28248			16612		3166512
George Washington Way/Col Pt	280	1570	310	190	2740	40	40	80	340	490	70	110	6260
Average delay (seconds)	175	41	5	59	255	255	87	87	37	77	75	5	1157
Delay in Hours North-South Delay	14	18	0	3	194	3	1	2	4	10	1	0	251
East - West Delay													18
Thru & left Conflicts		533800			1178200			39200			2800		1754000
Alt D - SR 240 Grade Separation SR 240/Aaron	0	TOTALS	310	Northbound 95	2890	217 540	Southbound 0	0	79	Conflicts 530	575	45988 100	5460
			310 7 1										
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay	0 13	420 7	7	95 20	2890 15	540 19	0	0	0 0	530 16	575 10	100 10	5460 116 9 4.8
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay	0 13	7 1	7	95 20	2890 15 0	540 19	0	0 0 0	0 0	530 16	575 10 2	100 10	5460 116 9 4.8 4
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0	420 7 1	7	95 20 1	2890 15 0	540 19 3	0 0 0	0 0 0	0 0 0	530 16 2	575 10 2	100 10 0	5460 116 9 4.8 4 1943150
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps	0 13 0	420 7 1 281400	7 1 270	95 20 1	2890 15 0 1661750	540 19 3	0 0 0	0 0 0 0	0 0 0	530 16 2	575 10 2 0	100 10 0	5460 116 9 4.8 4 1943150
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0	420 7 1	7	95 20 1	2890 15 0	540 19 3	0 0 0	0 0 0	0 0 0	530 16 2	575 10 2	100 10 0	5460 116 9 4.8 4 1943150
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay	0 13 0	281400 0 0	7 1 270 3	95 20 1	2890 15 0 1661750	540 19 3	0 0 0 0 310 54	0 0 0 0	0 0 0	530 16 2	575 10 2 0 990 23	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours	0 13 0 260 38	281400 0 0	7 1 270 3	95 20 1	2890 15 0 1661750	540 19 3	0 0 0 0 310 54	0 0 0 0	0 0 0	530 16 2	575 10 2 0 990 23	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3	420 7 1 281400 0 0 0	7 1 270 3 0	95 20 1	2890 15 0 1661750 0 0 0	540 19 3	0 0 0 310 54 5	0 0 0 0 580 9 1	0 0 0	530 16 2	575 10 2 0 990 23 6	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay	0 13 0 260 38	281400 0 0 0	7 1 270 3	95 20 1	2890 15 0 1661750 0 0 0	540 19 3	0 0 0 0 310 54	0 0 0 0 580 9	0 0 0	530 16 2	575 10 2 0 990 23 6	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours	0 13 0 260 38 3	420 7 1 281400 0 0 0	7 1 270 3 0	95 20 1	2890 15 0 1661750 0 0 0	540 19 3 0 0 0	0 0 0 310 54 5	0 0 0 0 580 9 1	0 0 0 0 0 0	530 16 2 0 0 0	575 10 2 0 990 23 6 306900	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay Thru & left Conflicts	0 13 0 260 38 3	420 7 1 281400 0 0 0 0	7 1 270 3 0	95 20 1 1 0 0 0 0	2890 15 0 1661750 0 0 0 0	540 19 3 0 0 0 0	0 0 0 310 54 5	0 0 0 0 580 9 1	0 0 0 0 0 0 0	530 16 2 0 0 0 0	575 10 2 0 990 23 6 306900	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours	0 13 0 260 38 3	420 7 1 281400 0 0 0 0	7 1 270 3 0	95 20 1 1 0 0 0 0	2890 15 0 1661750 0 0 0 0	540 19 3 0 0 0 0	0 0 0 310 54 5	0 0 0 0 580 9 1	0 0 0 0 0 0 0	530 16 2 0 0 0 0	575 10 2 0 990 23 6 306900	100 10 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4
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SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds)	0 13 0 260 38 3 0 0 0	420 7 1 281400 0 0 0 0 0 0	7 1 270 3 0 0 0	95 20 1 1 0 0 0 0 27 1	2890 15 0 1661750 0 0 0 0 0	540 19 3 0 0 0 0 715 23 4	0 0 0 310 54 5 0 0 0	0 0 0 0 580 9 1 0 800 21 5	0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4	100 10 0 0 45 1 0 0 0 0	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000
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SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay	0 13 0 260 38 3 3 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 715 23 4 0 0 0	0 0 0 0 310 54 5 5	0 0 0 0 0 580 9 1 1 0 800 21 5 304000 470 9 1 0 540 26 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15	100 10 0 0 45 1 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 715 23 4 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 580 9 1 0 800 21 5 304000 470 9 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375	100 10 0 0 45 1 0 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 715 23 4 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 0 580 9 1 0 800 21 5 304000 470 9 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375 595 55	100 10 0 0 45 1 0 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 715 23 4 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 580 9 1 0 800 21 5 304000 470 9 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375	100 10 0 0 45 1 0 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 715 23 4 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 0 580 9 1 0 800 21 5 304000 470 9 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375 595 55 9	100 10 0 0 45 1 0 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 715 23 4 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 0 580 9 1 0 800 21 5 304000 470 9 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 0 380 53 6	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375 595 55	100 10 0 0 45 1 0 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts George Washington Way/Col Pt	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 0 27 1 1 0 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 0 580 9 1 0 800 21 5 304000 470 9 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375 595 55 9 0 70	100 10 0 0 45 1 0 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375 2495 112 15 8.6 5.4 27375
SR 240/Aaron Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Duportail SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Van Giesen SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens NB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts SR 240/Jadwin/Stevens SB ramps Average delay (seconds) Delay in Hours North-South Delay East - West Delay Thru & left Conflicts	0 13 0 260 38 3 3 0 0 0 0 0 0 0 0 0 0	420 7 1 281400 0 0 0 0 0 0 0 0 0 0 0 0	7 1 270 3 0 0 0 0 0 0 0 0	95 20 1 1 0 0 0 0 0 27 1 1 0 0 0 0 0	2890 15 0 1661750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	540 19 3 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 54 5 5	0 0 0 0 0 0 580 9 1 1 0 800 21 5 304000 470 9 1 1 0 540 26 4 167400 960 29 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	530 16 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	575 10 2 0 990 23 6 306900 870 18 4 0 775 30 6 182125 1115 49 15 0 225 9 1 21375 595 555 9	100 10 0 0 45 1 0 0 0 0 0 1	5460 116 9 4.8 4 1943150 2455 128 15 4.3 12.1 306900 3095 145 20 5.4 13.6 304000 2450 164 17 14.9 10.3 182125 3185 180 32 12.2 11.4 167400 2040 88 11 8.2 3.7 21375 2495 112 15 8.6 5.4 27375

Delay in Hours	23	17	0	4	112	2	1	2	3	10	1	0	177
North-South Delay	-	-	-	•		-	-	-	-	-			159
East - West Delay													18
Thru & left Conflicts		533800			1070700			39200			2800		1646500

Alt E - Widen SR 240 Southbou		TOTALS		Northboun		794	Southboun		299	Conflicts		19489173	
SR 240/Aaron	0	355	310	95	3640	490	0	0	0	540	550	100	6081
Average delay (seconds) Delay in Hours	0	66 7	6 1	20	234 237	0	0	0	0	138 21	371 57	371 10	1206 332
North-South Delay	0	,		'	201			<u> </u>		21	01	10	245
East - West Delay													88
Thru & left Conflicts		229172			2000543			0			0		2229715
SR 240/Duportail	260	1655	270	40	3705	765	375	490	325	195	510	45	8635
Average delay (seconds)	378	23	6	99	210	7	150	351	32	695	100	1	2050
Delay in Hours	27	11	0	1	216	1	16	48	3	38	14	0	375
North-South Delay													257
East - West Delay Thru & left Conflicts		######			4667967			95608			191443		118 6676752
Tind & ICIT Connicts		***************************************			4001001			30000			101440		00/0/02
SR 240/Van Giesen	615	1030	290	80	3295	545	195	285	650	295	415	40	7735
Average delay (seconds)	136 23	24 7	24	42 1	48 44	5 1	102 6	204 16	0	190	88 10	88	951
Delay in Hours North-South Delay	23	/		ı	44	· ·	0	10		16	10	1	126 78
East - West Delay													48
Thru & left Conflicts		803863			4333485			84075			80758		5302182
SR 240/Jadwin/Stevens	420	700	190	690	3235	130	95	270	610	90	175	205	6809
Average delay (seconds)	68	19	2	38	41	4	191	85	48	102	73	13	683
Delay in Hours	8	4	0	7	37	0	5	6	8	3	4	1	83
North-South Delay East - West Delay													56 26
Thru & left Conflicts		794168			2798925			24319			16612		3634025
	-												
George Washington Way/Col Pt Average delay (seconds)	280 296	1570 39	310 4	190 75	2490 163	40 163	40 87	80 87	300 42	490 77	70 75	110 5	5970 1111
Delay in Hours	296	17	0	4	112	2	1	2	3	10	1	0	177
North-South Delay	-	•		•			•	•				-	159
East - West Delay		F000==			40707-			2022-			0000		18
Thru & left Conflicts		533800			1070700			39200			2800		1646500
Alt F - North Richland Bridge		TOTALS		Northboun	d Delay	509	Southboun	d Delay	235	Conflicts		14322598	
SR 240/Aaron	0	355	310	95	2520	520	0	0	0	500	550	80	4930
Average delay (seconds)	0	66	6	18	211	0	0	0	0	100	339	339	1080
Delay in Hours	0	7	1	0	148	0	0	0	0	14	52	8	229
North-South Delay East - West Delay													155 73
Thru & left Conflicts		229172			1384991			0			0		1614164
	0.10		0=0	1 40			1	1 400			=10		
SR 240/Duportail Average delay (seconds)	240 252	1175 21	270 5	40 105	2635 67	785 7	410 143	490 269	325 30	175 287	510 94	30 0	7085 1280
Delay in Hours	17	7	0	1	49	1	16	37	3	14	13	0	159
North-South Delay				•				•	•				76
East - West Delay Thru & left Conflicts		######			3268122			85802			209090		83 4785591
Time & fert commets					0200122			00002			200000		1100001
SR 240/Van Giesen	570	615	290	80	2370	590	265	285	550	295	415	90	6415
Average delay (seconds) Delay in Hours	81 13	21	21	104 2	52 34	<u>8</u> 1	102 8	127 10	0	123 10	95 11	95 2	827 97
North-South Delay	10	-			J 54			1 10		10	11		56
East - West Delay													41
Thru & left Conflicts		479846			3010278			84075			110017		3684216
SR 240/Jadwin/Stevens	420	440	190	690	2410	130	95	270	540	110	175	275	5744
Average delay (seconds)	84	54	15	29	41	4	84	85	34	96	82	17	624
Delay in Hours North-South Delay	10	7	1	6	27	0	2	6	5	3	4	1	72 50
East - West Delay													22
Thru & left Conflicts		499358			2085135			29724			16612		2630828
George Washington Way/Col Pt	280	1570	310	190	2400	40	40	80	220	490	70	110	5800
Average delay (seconds)	125	39	4	71	208	208	87	87	18	77	75	5	1002
Delay in Hours	10	17	0	4	139	2	1	2	1	10	1	0	188
North-South Delay East - West Delay													172 16
Thru & left Conflicts		533800			1032000			39200			2800		1607800
Alt G - GW Way/Columbia Pt D	r	TOTALS		Northboun	d Delay	660	Southboun	d Delay	357	Conflicts		16348603	•
SR 240/Aaron	0	355	310	95	2750	490	0	0	0	590	550	100	5240
Average delay (seconds)	0	25 2	0	117 3	350 267	0	0	0	0	356 58	479 73	479 13	1807 418
Delay in Hours North-South Delay	ı <u>U</u>		U	<u> </u>	201	U	ι υ	1 0	ı ^U	J 50	13	10	273
East - West Delay													145
Thru & left Conflicts		229172			1511254			0			0		1740427
SR 240/Duportail	260	1655	270	40	2875	765	375	490	240	220	510	45	7746
Average delay (seconds)	336	24	3	75	195	9	124	367	28	588	103	1	1853
Delay in Hours	24	11	0	1	155	2	13	50	2	36	15	0	309
North-South Delay East - West Delay													194 115
Thru & left Conflicts		######			3622280			107887			191443		5643343
on a so b s													1 6060
SR 240/Van Giesen Average delay (seconds)	615 196	1030	290 9	80 118	2765 56	545 5	195 116	285	465 1	235 247	415 111	40 111	6960 1207
SR 240/Van Giesen Average delay (seconds) Delay in Hours	615 196 33	1030 9 3	290 9 1	80 118 3	2765 56 43	545 5 1	195 116 6	285 229 18	465 1 0	235 247 16	415 111 13	40 111 1	1207 137
Average delay (seconds) Delay in Hours North-South Delay	196	9	9	118	56	5	116	229	1	247	111	111	1207 137 83
Average delay (seconds) Delay in Hours	196	9	9	118	56	5	116	229	1	247	111	111	1207 137

SR 240/Jadwin/Stevens	420	700	190	690	2690	130	95	270	610	105	175	205	6279
Average delay (seconds)	38	40	5	125	47	7	179	91	50	107	76	13	776
Delay in Hours	4	8	0	24	35	0	5	7	8	3	4	1	99
North-South Delay													72
East - West Delay													27
Thru & left Conflicts		794168			2327484			28248			16612		3166512
	_					_	_	_	_		_		
GW Way/Col Pt north "T"	0	1610	390	190	2780	0	0	0	0	560	0	110	5640
Average delay (seconds)	0	15	6	53	15	0	0	0	0	55	0	6	149
Delay in Hours	0	7	1	3	11	0	0	0	0	9	0	0	30
North-South Delay													21
East - West Delay													9
Thru & left Conflicts		305900			0			0			0		305900
GW Way/South "T"	280	1880	0	0	3230	110	120	0	340	0	0	0	5960
Average delay (seconds)	60	6	0	0	11	4	65	0	39	0	0	0	184
Delay in Hours	5	3	0	0	10	0	2	0	4	0	0	0	24
North-South Delay	-			-	-	-	-	-	-	-	-	-	18
East - West Delay													6
Thru & left Conflicts		0			904400			0			0		904400
EVICTING CONDITIONS		TOTALO		Namb Can	h Dalau	440.0	F+ W+	Dalau	470.7	Conflicts		0.000.040	
EXISTING CONDITIONS Alt A - 2040 No-Build		TOTALS TOTALS		North-Sout	,	410.6 853.3	East-West East-West	,	179.7 360.6	Conflicts		9,069,210 16,892,303	
Alt B - Kingsgate Way Extension		TOTALS		North-Sout	,	757.7	East-West	,	337.2	Conflicts		16,155,378	
Alt C - Aaron Drive Interchange		TOTALS		North-Sout	,	664.4	East-West	,	201.4	Conflicts		15,588,501	
Alt D - SR 240 Grade Separation		TOTALS		North-Sout	,	217.1	East-West	,	79.1	Conflicts		4,598,825	
Alt E - Widen SR 240 Southbound		TOTALS		North-Sout	,	794.1	East-West	,	298.8	Conflicts		19,489,173	
Alt F - North Richland Bridge		TOTALS		North-Sout	,	508.7	East-West	,	235.0	Conflicts		14,322,598	
Alt G - GW Way/Columbia Pt Dr		TOTALS		North-Sout	n Delay	660.4	East-West	Delay	356.7	Conflicts		16,348,603	