

Overview Aggregate Report for Freeway Segment Level of Service
Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4718

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	39.0	E
	2	41.0	E
	3	38.0	E
	4	38.0	E
	5	40.0	E
	6	39.0	E
	7	40.0	E
	8	41.0	E
	9	38.0	E
	10	39.0	E

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4719

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	36.0	E
	2	35.0	E
	3	35.0	D
	4	35.0	D
	5	35.0	D
	6	35.0	D
	7	35.0	D
	8	35.0	D
	9	36.0	E
	10	36.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4720			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	36.0	E
	2	35.0	E
	3	35.0	D
	4	35.0	D
	5	35.0	D
	6	35.0	D
	7	35.0	D
	8	35.0	D
	9	36.0	E
	10	36.0	E

NWB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4725			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	25.0	C
	3	25.0	C
	4	24.0	C
	5	25.0	C
	6	23.0	C
	7	24.0	C
	8	24.0	C
	9	25.0	C
	10	24.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis) Segment ID 4726			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	25.0	C
	3	25.0	C
	4	24.0	C
	5	25.0	C
	6	23.0	C
	7	24.0	C
	8	24.0	C
	9	25.0	C
	10	24.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis) Segment ID 4727			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	32.0	D
	2	32.0	D
	3	34.0	D
	4	32.0	D
	5	32.0	D
	6	31.0	D
	7	32.0	D
	8	32.0	D
	9	33.0	D
	10	32.0	D

NWB on JAMES F BYRNES EXPY (Diverge Analysis) Segment ID 4728			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	27.0	C
	3	27.0	C
	4	26.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	26.0	C
	10	27.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis) Segment ID 4729			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	27.0	C
	3	27.0	C
	4	26.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	26.0	C
	10	27.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis) Segment ID 4730			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	27.0	C
	3	27.0	C
	4	26.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	26.0	C
	10	27.0	C

NWB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4732			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	22.0	C
	4	19.0	C
	5	20.0	C
	6	19.0	C
	7	21.0	C
	8	20.0	C
	9	19.0	C
	10	19.0	C

SEB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4733			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	D
	2	34.0	D
	3	32.0	D
	4	32.0	D
	5	35.0	E
	6	35.0	D
	7	36.0	E
	8	37.0	E
	9	32.0	D
	10	34.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)			
Segment ID 4736			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	40.0	E
	2	35.0	D
	3	38.0	E
	4	37.0	E
	5	36.0	E
	6	40.0	E
	7	39.0	E
	8	41.0	E
	9	38.0	E
	10	40.0	E

SEB on JAMES F BYRNES EXPY (Diverge Analysis)			
Segment ID 4737			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	28.0	C
	2	28.0	D
	3	28.0	C
	4	27.0	C
	5	27.0	C
	6	27.0	C
	7	27.0	C
	8	27.0	C
	9	27.0	C
	10	27.0	C

NWB on JAMES F BYRNES EXPY (Weaving Analysis)			
Segment ID 4739			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	18.0	B
	3	15.0	B
	4	18.0	B
	5	17.0	B
	6	16.0	B
	7	17.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)				
Segment ID 4741				
Interval Ending	Run		Density (pce/mi/ln)	Level of Service
8:15:00AM	1		24.0	C
	2		22.0	C
	3		27.0	D
	4		23.0	C
	5		21.0	C
	6		21.0	C
	7		24.0	C
	8		23.0	C
	9		26.0	D
	10		24.0	C

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)				
Segment ID 4742				
Interval Ending	Run		Density (pce/mi/ln)	Level of Service
8:15:00AM	1		16.0	B
	2		14.0	B
	3		17.0	B
	4		16.0	B
	5		14.0	B
	6		14.0	B
	7		14.0	B
	8		15.0	B
	9		15.0	B
	10		15.0	B

SEB on JAMES F BYRNES EXPY (Basic Analysis)				
Segment ID 4745				
Interval Ending	Run		Density (pce/mi/ln)	Level of Service
8:15:00AM	1		27.0	D
	2		27.0	D
	3		25.0	C
	4		26.0	D
	5		26.0	C
	6		25.0	C
	7		27.0	D
	8		26.0	C
	9		26.0	C
	10		25.0	C

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Weaving Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	33.0	D
	3	34.0	D
	4	32.0	D
	5	33.0	D
	6	35.0	D
	7	34.0	D
	8	33.0	D
	9	33.0	D
	10	35.0	D

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	14.0	B
	5	15.0	B
	6	15.0	B
	7	17.0	B
	8	16.0	B
	9	13.0	B
	10	14.0	B

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	D
	2	28.0	D
	3	31.0	D
	4	28.0	D
	5	28.0	D
	6	29.0	D
	7	24.0	C
	8	28.0	D
	9	28.0	D
	10	27.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)			
Segment ID 4756			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	21.0	C
	3	20.0	C
	4	20.0	C
	5	20.0	B
	6	21.0	C
	7	21.0	C
	8	21.0	C
	9	21.0	C
	10	21.0	C

NWB on JAMES F BYRNES EXPY (Merge Analysis)			
Segment ID 4760			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	9.0	A
	3	9.0	A
	4	9.0	A
	5	9.0	A
	6	9.0	A
	7	10.0	B
	8	10.0	A
	9	9.0	A
	10	10.0	A

NWB on JAMES F BYRNES EXPY (Merge Analysis)			
Segment ID 4761			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	9.0	A
	3	9.0	A
	4	9.0	A
	5	9.0	A
	6	9.0	A
	7	10.0	B
	8	10.0	A
	9	9.0	A
	10	10.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis) Segment ID 4763			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	15.0	B
	4	15.0	B
	5	15.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

NWB on JAMES F BYRNES EXPY (Diverge Analysis) Segment ID 4764			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	9.0	A
	3	9.0	A
	4	11.0	B
	5	9.0	A
	6	8.0	A
	7	8.0	A
	8	10.0	A
	9	9.0	A
	10	9.0	A

SEB on JAMES F BYRNES EXPY (Merge Analysis) Segment ID 4768			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	21.0	C
	3	20.0	C
	4	21.0	C
	5	19.0	B
	6	21.0	C
	7	20.0	B
	8	21.0	C
	9	19.0	B
	10	20.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis) Segment ID 4769			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	24.0	C
	2	24.0	C
	3	23.0	C
	4	23.0	C
	5	22.0	C
	6	24.0	C
	7	23.0	C
	8	24.0	C
	9	22.0	C
	10	23.0	C

NWB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4771			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	15.0	B
	4	16.0	B
	5	15.0	B
	6	14.0	B
	7	16.0	B
	8	16.0	B
	9	15.0	B
	10	15.0	B

NWB on JAMES F BYRNES EXPY (Merge Analysis) Segment ID 4773			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	13.0	B
	6	12.0	B
	7	13.0	B
	8	13.0	B
	9	12.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis) Segment ID 4774			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	16.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	17.0	B
	9	16.0	B
	10	16.0	B

NWB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4775			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	16.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	17.0	B
	9	16.0	B
	10	16.0	B

SEB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4776			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	19.0	C
	4	19.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	19.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis) Segment ID 4779			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	17.0	B
	3	18.0	B
	4	18.0	B
	5	15.0	B
	6	17.0	B
	7	16.0	B
	8	18.0	C
	9	15.0	B
	10	15.0	B

WB on I 26 E (Basic Analysis) Segment ID 4780			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	16.0	B
	5	15.0	B
	6	16.0	B
	7	17.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

WB on I 26 E (Partial Basic Analysis) Segment ID 4781			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	16.0	B
	5	15.0	B
	6	16.0	B
	7	17.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 E (Diverge Analysis) Segment ID 4782			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	16.0	B
	3	17.0	B
	4	18.0	B
	5	24.0	C
	6	16.0	B
	7	16.0	B
	8	17.0	B
	9	18.0	B
	10	17.0	B

WB on I 26 E (Diverge Analysis) Segment ID 4783			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	16.0	B
	3	17.0	B
	4	18.0	B
	5	24.0	C
	6	16.0	B
	7	16.0	B
	8	17.0	B
	9	18.0	B
	10	17.0	B

SEB on I 26 E (Merge Analysis) Segment ID 4785			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	14.0	B
	3	15.0	B
	4	14.0	B
	5	14.0	B
	6	13.0	B
	7	14.0	B
	8	14.0	B
	9	14.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on I 26 E (Partial Basic Analysis) Segment ID 4786			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	21.0	C
	3	20.0	C
	4	20.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	21.0	C
	9	21.0	C
	10	20.0	C

SEB on I 26 E (Partial Basic Analysis) Segment ID 4787			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	21.0	C
	3	20.0	C
	4	20.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	21.0	C
	9	21.0	C
	10	20.0	C

SEB on I 26 E (Diverge Analysis) Segment ID 4789			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis) Segment ID 4791			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	9.0	A
	3	10.0	A
	4	9.0	A
	5	9.0	A
	6	9.0	A
	7	10.0	A
	8	10.0	A
	9	9.0	A
	10	8.0	A

SEB on I 26 E (Basic Analysis) Segment ID 4793			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	14.0	B
	4	15.0	B
	5	16.0	B
	6	15.0	B
	7	15.0	B
	8	16.0	B
	9	15.0	B
	10	14.0	B

NWB on I 26 W (Merge Analysis) Segment ID 4795			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	7.0	A
	2	7.0	A
	3	7.0	A
	4	7.0	A
	5	6.0	A
	6	7.0	A
	7	7.0	A
	8	6.0	A
	9	6.0	A
	10	6.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Merge Analysis) Segment ID 4796			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	7.0	A
	2	7.0	A
	3	7.0	A
	4	7.0	A
	5	6.0	A
	6	7.0	A
	7	7.0	A
	8	6.0	A
	9	6.0	A
	10	6.0	A

NWB on I 26 W (Basic Analysis) Segment ID 4797			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	9.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	10.0	A
	10	10.0	A

EB on I 26 E (Partial Basic Analysis) Segment ID 4799			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	18.0	B
	3	18.0	C
	4	18.0	B
	5	18.0	B
	6	18.0	B
	7	18.0	B
	8	18.0	B
	9	17.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on I 26 E (Basic Analysis) Segment ID 4800			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	13.0	B
	3	12.0	B
	4	13.0	B
	5	13.0	B
	6	14.0	B
	7	13.0	B
	8	13.0	B
	9	13.0	B
	10	13.0	B

SEB on I 26 E (Merge Analysis) Segment ID 4801			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	12.0	B
	6	11.0	B
	7	12.0	B
	8	12.0	B
	9	12.0	B
	10	12.0	B

SEB on I 26 E (Diverge Analysis) Segment ID 4802			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	14.0	B
	3	15.0	B
	4	14.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	14.0	B
	9	14.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis) Segment ID 4805			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	11.0	A
	3	11.0	A
	4	11.0	B
	5	10.0	A
	6	10.0	A
	7	11.0	B
	8	11.0	B
	9	10.0	A
	10	10.0	A

WB on I 26 W (Basic Analysis) Segment ID 4806			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	11.0	A
	3	10.0	A
	4	10.0	A
	5	9.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	10.0	A
	10	9.0	A

WB on I 26 W (Partial Basic Analysis) Segment ID 4807			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	11.0	A
	3	10.0	A
	4	10.0	A
	5	9.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	10.0	A
	10	9.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 W (Diverge Analysis) Segment ID 4808			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	6.0	A
	2	6.0	A
	3	6.0	A
	4	6.0	A
	5	6.0	A
	6	5.0	A
	7	6.0	A
	8	6.0	A
	9	5.0	A
	10	6.0	A

WB on I 26 W (Diverge Analysis) Segment ID 4809			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	6.0	A
	2	6.0	A
	3	6.0	A
	4	6.0	A
	5	6.0	A
	6	5.0	A
	7	6.0	A
	8	6.0	A
	9	5.0	A
	10	6.0	A

SEB on I 26 E (Basic Analysis) Segment ID 8740			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	13.0	B
	3	12.0	B
	4	13.0	B
	5	13.0	B
	6	14.0	B
	7	13.0	B
	8	13.0	B
	9	13.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

EB on I 26 E (Diverge Analysis) Segment ID 8741			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	B
	2	19.0	B
	3	18.0	B
	4	18.0	B
	5	16.0	B
	6	17.0	B
	7	18.0	B
	8	18.0	B
	9	17.0	B
	10	17.0	B

WB on I 26 W (Basic Analysis) Segment ID 8748			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	9.0	A
	3	11.0	B
	4	10.0	A
	5	10.0	A
	6	9.0	A
	7	13.0	B
	8	11.0	A
	9	10.0	A
	10	11.0	A

WB on I 26 W (Merge Analysis) Segment ID 8756			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	9.0	A
	6	11.0	B
	7	12.0	B
	8	11.0	B
	9	11.0	B
	10	9.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 W (Merge Analysis) Segment ID 8757			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	9.0	A
	6	11.0	B
	7	12.0	B
	8	11.0	B
	9	11.0	B
	10	9.0	A

EB on I 26 E (Basic Analysis) Segment ID 8764			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	19.0	C
	6	18.0	B
	7	18.0	C
	8	18.0	B
	9	17.0	B
	10	17.0	B

EB on I 26 E (Diverge Analysis) Segment ID 8766			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	18.0	B
	3	15.0	B
	4	15.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

EB on I 26 E (Merge Analysis) Segment ID 8769			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	16.0	B
	5	15.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

EB on I 26 E (Partial Basic Analysis) Segment ID 8770			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	21.0	C
	3	20.0	C
	4	20.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	19.0	C

NWB on I 26 W (Merge Analysis) Segment ID 8773			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	B
	3	11.0	B
	4	12.0	B
	5	11.0	B
	6	10.0	A
	7	9.0	A
	8	11.0	B
	9	11.0	B
	10	10.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 W (Basic Analysis) Segment ID 8775			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	12.0	B
	3	11.0	A
	4	11.0	B
	5	11.0	A
	6	11.0	B
	7	13.0	B
	8	13.0	B
	9	10.0	A
	10	12.0	B

WB on I 26 W (Diverge Analysis) Segment ID 8776			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	12.0	B
	3	11.0	B
	4	11.0	B
	5	10.0	A
	6	11.0	B
	7	13.0	B
	8	11.0	B
	9	11.0	B
	10	10.0	B

WB on I 26 W (Partial Basic Analysis) Segment ID 8777			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	14.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

EB on I 26 E (Partial Basic Analysis)			
Segment ID 8778			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	21.0	C
	3	20.0	C
	4	20.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	19.0	C

NWB on I 26 W (Partial Basic Analysis)			
Segment ID 8779			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	14.0	B
	3	13.0	B
	4	13.0	B
	5	13.0	B
	6	13.0	B
	7	14.0	B
	8	13.0	B
	9	13.0	B
	10	12.0	B

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)			
Segment ID 8856			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	C
	2	26.0	C
	3	26.0	C
	4	25.0	C
	5	25.0	C
	6	26.0	C
	7	26.0	C
	8	26.0	C
	9	26.0	C
	10	26.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on I 26 E (Diverge Analysis) Segment ID 8887			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

SEB on I 26 E (Diverge Analysis) Segment ID 8888			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	14.0	B
	3	15.0	B
	4	14.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	14.0	B
	9	14.0	B
	10	14.0	B

NWB on I 26 W (Partial Basic Analysis) Segment ID 8889			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	9.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	10.0	A
	10	10.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on I 26 E (Partial Basic Analysis) Segment ID 8890			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	16.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	15.0	B

EB on I 26 E (Diverge Analysis) Segment ID 8891			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	B
	2	19.0	B
	3	18.0	B
	4	18.0	B
	5	16.0	B
	6	17.0	B
	7	18.0	B
	8	18.0	B
	9	17.0	B
	10	17.0	B

SEB on I 26 E (Partial Basic Analysis) Segment ID 8893			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	16.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 W (Partial Basic Analysis) Segment ID 8895			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	14.0	B
	10	14.0	B

WB on I 26 W (Merge Analysis) Segment ID 8896			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	9.0	A
	6	11.0	B
	7	12.0	B
	8	11.0	B
	9	11.0	B
	10	9.0	A