Ozarks Transportation Organization

CONGESTION MANAGEMENT SYSTEM PHASE II

Identification of Congested Corridors and Mitigation Strategies

Approved by the Board of Directors
December 2005

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation.

Table of Contents

Appendix I

Appendix II

Appendix III

Appendix IV

Appendix V

Introduction

The Ozarks Transportation Organization adopted Phase I of the Congestion Management System (CMS) on October 20, 2005. Phase I defined the system that would be examined for congestion (See Map 1), defined the indicators of congestion that would be used, and outlined strategies that could be used to mitigate congestion (Refer to Phase I). This document is Phase II of the CMS. The purpose of Phase II is to identify congested corridors using the indicators outlined in Phase I and to choose appropriate strategies to mitigate that congestion.

System Definition

As outlined in Phase I, the CMS System (see Map 1) has been defined as "all roads within the region considered part of the National Highway System (NHS)." The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. Some additional major roadways may be included for informational purposes.

Completed and Programmed Improvements

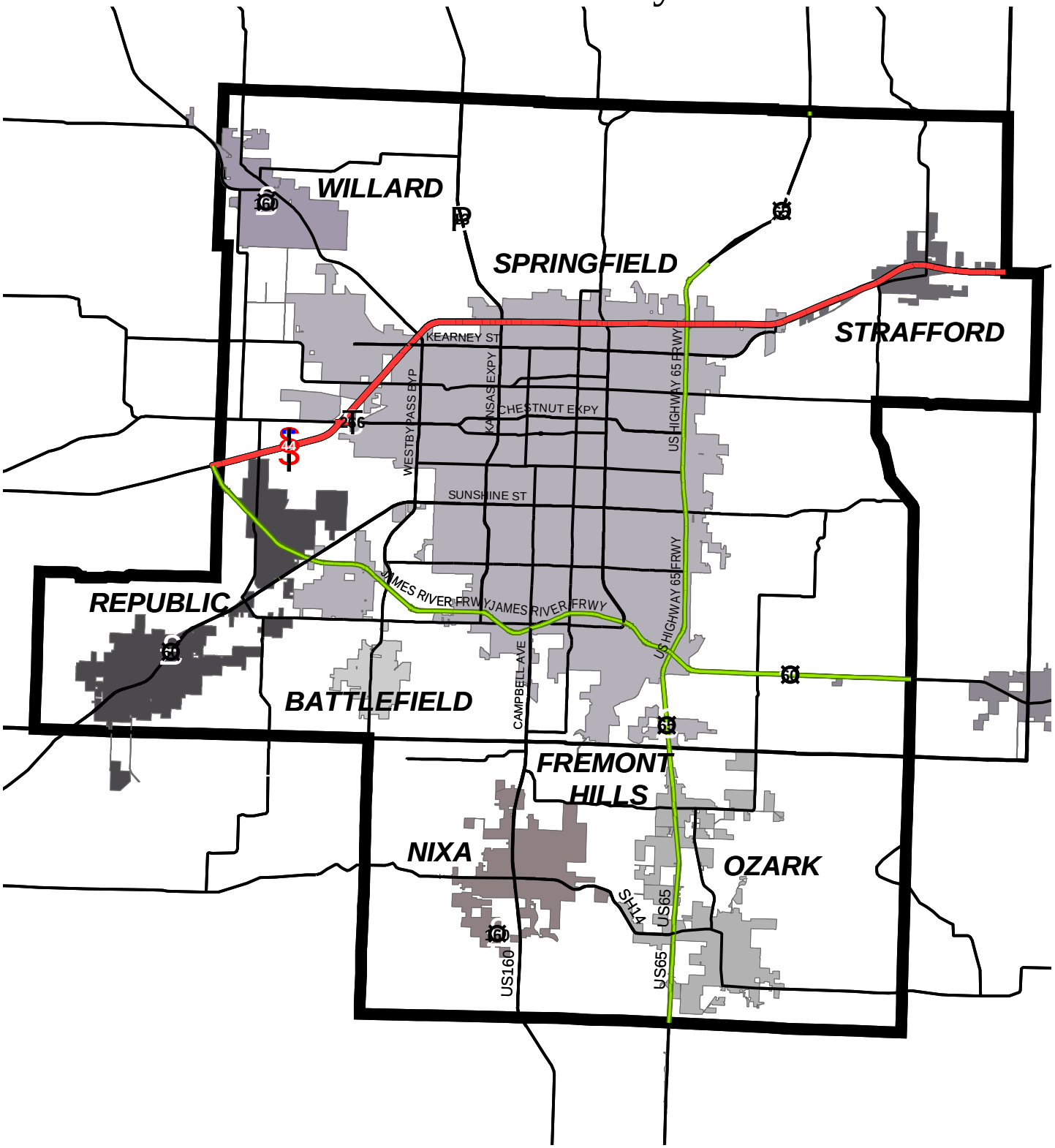
The Ozarks Transportation Organization member jurisdictions and agencies have consistently applied congestion management strategies for many years prior to the adoption of the CMS. Based on data taken from the 2001-2003 through 2005-2007 Transportation Improvement Programs several improvements have been either completed or planned which help to improve congested conditions. The first set of improvements listed below are complete. The second set are programmed improvements which shall be exempt from the Congestion Management System requirements.

Completed Improvements

Interchange/ Intersection Improvements:

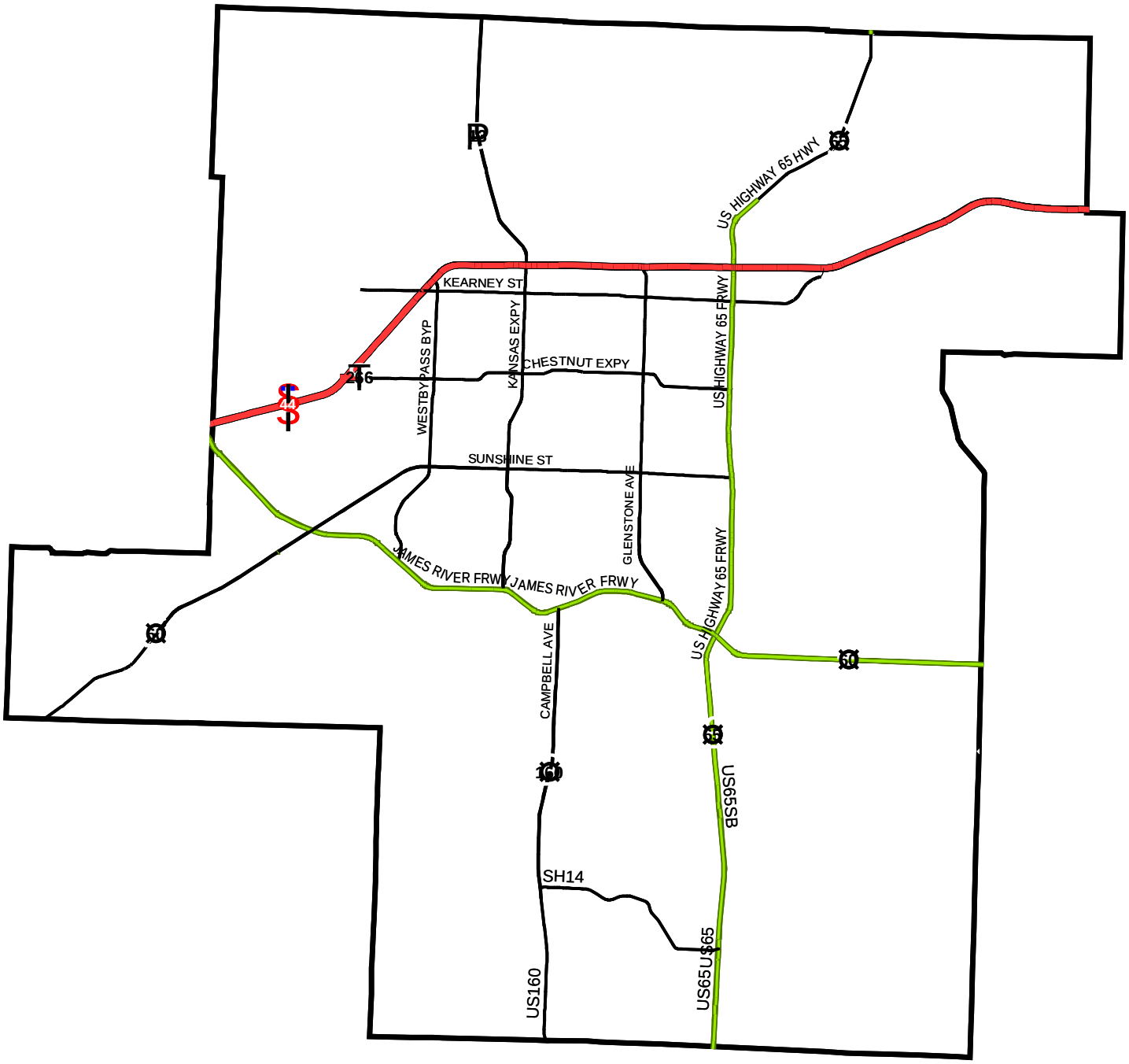
- Kearney Street and Glenstone Avenue
- Kansas Expressway and Sunshine Street
- Kansas Expressway and Battlefield Road
- Kansas Expressway and Kearney Street
- Kansas Expressway and Chestnut Expressway
- Glenstone Avenue and Sunshine Street
- Glenstone Avenue and Chestnut Expressway
- Glenstone Avenue and Division Street
- Glenstone Avenue and Kearney Street
- Glenstone Avenue and Meadowmere Street
- Campbell Avenue and Seminole Street
- Campbell Avenue and Cherokee Street
- US 65/ Sunshine interchange
- Sunshine Street and Jefferson Avenue
- Kearney Street at LeCompte Avenue
- US 160 and Farm Road 123
- Kansas Expressway and Norton Road
- US 160 and Farm Road 94

Map 1
MPO Boundary



Map 2

Congestion Management System Definition
National Highway System



Lane Additions/ New Roadways:

- Route 360 from US 60 to I-44
- Route 60 (Republic) 5 lanes

Bicycle and Pedestrian Improvements:

- Jordan Creek Pedestrian Way
- Southcreek Greenway
- Galloway Creek Greenway
- Ward Branch Greenway
- Frisco Highline Trail
- South Dry Sac Greenway
- Upper Wilson's Creek Greenway
- James River Trail
- Republic Schuyler Creek Trail
- Republic Highline Trail
- Sidewalks at Cherokee, Jeffries and Carver schools
- Trafficway Streetscape
- Boonville Streetscape
- City of Springfield annual School sidewalk program
- Sidewalks on both Sides of US 60 in Republic
- Sidewalks and Crosswalks on Intersection Projects

Transit Improvements:

- Route Expansion:
  - South Campbell Avenue
  - East Kearney Street
  - West Kearney Street
  - Ingram Mill/ Republic Road/ Sunshine
- Bus Turnouts
  - Glenstone Avenue
  - Battlefield Road
  - National Avenue
  - Campbell Avenue
  - Kansas Expressway
  - Kearney Street

ITS on various major arterials and freeways in Springfield.

Programmed Improvements

Programmed Lane Additions

- West Bypass from Chestnut Expressway to Kearney Street (upgrade to Expressway, including median and access restrictions)
- US 65 North from Route 125 to Valley Water Mill (upgrade to Freeway)

Programmed Interchange/ Intersection Improvements

- Glenstone Avenue and Primrose Street
- National Avenue and Chestnut Expressway
- National Avenue and Primrose Street
- National Avenue and St. Louis Street

National Avenue and Republic Road
National Avenue and US 60
National Avenue and Kearney Street
Fremont Avenue and Sunshine Street
Sunshine Street and Fort Avenue
US 60/ US 65
I-44/ US 65
Glenstone Avenue / US 60/ Republic Road
Weaver Road and Campbell Avenue
US 65 and Route AA/C
State Highway 14 and Majestic Oak/Tiffany Boulevard
State Highway 14 and Truman Boulevard
Kansas Expressway and Evergreen Street
Route 160 and Farm Road 103
Route 160 from Plainview to MPO southern limit (longer turn lanes)

Programmed Bicycle and Pedestrian Improvements:

South Dry Sac Greenway Phase II
Fassnight Creek Greenway Trail
Safe Routes to School (Sidewalks near Ozark High and Middle Schools)
Boonville Streetscape Phase III
College Station Streetscape Phase I
College Station Streetscape Phase II
Heers Car Park Streetscape
Strafford Sidewalks

Identification of Congested Facilities

Please refer to Phase I for a detailed description of the indicators used to identify congestion. Each of the 5 indicators is listed below with segments that have been identified utilizing one of the five indicators.

Congestion Indicator #1

What facilities are congested during the peak hour?

Recurring congestion occurs on roadways which are over, at or nearing capacity. By examining the volumes of roadways during the peak hour, we are able to identify segments with peak hour congestion.

Methodology

A combination of 2002 through 2005 peak hour traffic volumes were compiled and compared to assigned capacities depending on the facility type. The resulting volume to capacity ratio was analyzed. Those facilities with a volume to capacity ratio greater than

86 percent or Level of Service E are considered to be congested. These facilities are listed below and may be found in Map 3 (See Appendix I).

Results
The following roadway segments were identified as having a LOS E or greater:

West Bypass from Chestnut Expressway to Kearney Street
Kansas Expressway from Republic Road to Sunshine Street
Kansas Expressway from Grand Street to Nichols Street
Kansas Expressway from Kearney Street to I-44
Kearney Street from Kansas Expressway to Benton Avenue
Kearney Street from US 65 to LeCompte Avenue
Sunshine Street from Fort Avenue to Blackman Road
*Campbell Avenue from US 60 to Sunshine Street
Campbell Avenue from MO 14 to US 60
*National Avenue from US 60 to College Street
*National Avenue from Chestnut to Commercial
Glenstone Avenue from Sunset Street to I-44 (eastbound ramp)
*Battlefield from Scenic Avenue to Kansas Expressway
*Battlefield from Campbell Avenue to Luster Avenue
*Battlefield from Battlefield to US 60
US 65 from Valley Water Mill to State Highway AA/C
US 65 from Sunshine to Battlefield
US 60 from Glenstone Avenue to Highland Springs Boulevard
MO 14 from US 160 to US 65

*Segments for informational purposes. Not subject to the requirements of the CMS.

Congestion Indicator #2

What is the duration of congestion?

The length of the peak hour was examined. By examining the length of the peak hour, we are able to track trends over time. We will only examine the length of congestion for those facilities that were identified by Indicator 1 above.

Methodology

Each of the facilities that were identified using Indicator 1 was examined. The results are below and may be found in Map 3 (See Appendix I):

Results

Roadway Segment	Duration of Congestion	
	AM Peak Period	PM Peak Period(s)
West Bypass from Chestnut Expressway to Kearney Street	N/A	5:00 to 6:00
Kansas Expressway from Republic Road to Sunshine Street	7:00 to 8:00	4:00 to 6:00
Kansas Expressway from Grand Street to Chestnut Exp.	7:00 to 8:00	3:00 to 6:00
Kansas Expressway from Chestnut Exp to Nichols Street	N/A	3:00 to 6:00
Kansas Expressway from Kearney Street to I-44	N/A	3:00 to 6:00
Kearney from Kansas Expressway to Benton Street	N/A	4:00 to 6:00
Kearney from US 65 to LeCompte Street	N/A	3:00 to 4:00
Sunshine Street from Fort Avenue to Glenstone Avenue	7:45 to 8:00	3:45 to 5:45
Sunshine Street from Glenstone Avenue to Lone Pine Avenue	N/A	12:00 to 1:00 2:00 to 6:00
Sunshine Street from Lone Pine to Blackman Road	N/A	3:00 to 7:00
*Campbell Avenue from Sunshine Street to Battlefield Road	7:30 to 8:00	11:30am to 6:15
*Campbell Avenue from Battlefield Road to US 60	7:15 to 9:00	10:45am to 7:15
Campbell Avenue from US 60 to Plainview Road	7:15 to 7:45	3:00 to 6:00
Campbell Avenue from Plainview Road to MO 14	N/A	3:00 to 6:00
*National Avenue from College Street to Sunshine Street	N/A	5:00 to 6:00
*National Avenue from Sunshine Street to Battlefield Road	11:45 to 12:00	2:45 to 5:30
*National Avenue from Battlefield Road to US 60	7:15 to 9:00	12:00 to 6:15
*National Avenue from Chestnut Exp. to Commercial Street		12:00 to 1:00
Glenstone Avenue from I-44 (eastbound ramp) to Kearney St	7:30 to 8:00	5:00 to 5:15
Glenstone Avenue from Kearney Street to Division Street	N/A	12:00 to 1:00 5:00 to 6:00
Glenstone Avenue from Division Street to Chestnut Expressway	N/A	12:00 to 1:00 3:00 to 6:00
Glenstone Avenue from Chestnut Exp to Sunshine Street	N/A	12:00 to 6:00
Glenstone Avenue from Sunshine Street to Sunset Street	N/A	12:00 to 12:15 12:45 to 6:00
US 65 Valley Water Mill to State Highway AA/C	7:00 to 8:00	
US 65 from US 60 to Battlefield Road	7:30 to 8:00	4:30 to 5:45
*Battlefield Road from Scenic to Kansas Expressway	7:15 to 8:15	4:45 to 5:45
*Battlefield Road from Campbell Ave to Kimbrough Street	N/A	4:30 to 5:30
*Battlefield Road from Kimbrough Street to National Ave	7:30 to 8:30	4:30 to 5:30
*Battlefield Road from National Avenue to Fremont Street	8:45 to 9:45	4:45 to 5:45
*Battlefield Road from Fremont Street to Glenstone Avenue	7:30 to 8:30	4:30 to 5:30
*Battlefield Road from Glenstone Avenue to Luster Street	7:30 to 8:30	4:00 to 5:00
*Battlefield Road from Lone Pine to US 65	7:15 to 8:15	4:45 to 5:45
US 60 from Glenstone Avenue to Highland Springs Boulevard	N/A	5:00 to 6:00
MO 14 from US 160 to US 65	7:00 to 8:00	4:00 to 5:00

*Segments for informational purposes. Not subject to the requirements of the CMS.

Note:

The specific times when congestion occurs in the morning is most frequently between 7:00 and 8:00 a.m. Congestion in the afternoon and evening ranges depending on the roadway. There are several corridors in which high volumes occur during the lunch rush as well as during the evening commute. The longest time period for congested conditions occurs on South Campbell between Battlefield and US 60 with over 10 hours per day of a level of service E or worse.

Congestion Indicator #3

What is the impact of accidents on congestion?

Accidents reduce roadway capacities temporarily. Given that perspective, for the Ozarks Transportation Organization region, traffic accidents (as a surrogate measure of all incidents) are important in prioritizing congested corridors.

Methodology

The Missouri Department of Transportation in conjunction with the State Highway Patrol tracks the location of accidents. Using this information, a crash rate was assigned and compared to an MPO wide average crash rate based on facility type. Freeways and Interstates were grouped together as one facility type and Expressways and Arterials were grouped together as a second facility type. An average crash rate was calculated for both facility types and compared to the actual crash rate for each facility. Those facilities with an actual crash rate greater than 1.5 times the MPO wide average by facility type are considered to have a high crash rate.

The results are listed below and in Map 4 (See Appendix I).

Results
The following roadway segments are considered to have a high crash rate:

Kansas Expressway from Kearney Street to I-44
Glenstone from Sunshine to I-44
Kearney Street from National Avenue to Glenstone Avenue
Chestnut Expressway from National Avenue to Glenstone Avenue
Sunshine from Glenstone to Blackman Road
US 60 from Campbell to US 65

Congestion Indicator #4

How badly are travelers delayed?

The delay is calculated by comparing the actual travel speeds during peak hour to the posted speed limit.

Methodology

The Missouri Department of Transportation in conjunction with the City of Springfield conducted travel time runs in Spring of 2005. (Note: some technical difficulties occurred with several routes which prevented results from being calculated, these travel time runs will be redone in Spring of 2006) Speed and distance were logged in order to calculate an average travel speed. If the average travel speed was 20 miles per hour or more below the posted speed, the corridor was considered to have a significant travel delay. The results are listed below and in Maps 5 through 8 (See Appendix II).

Results

The following roadway segments are considered to have a significant delay:

AM PEAK

Northbound Lanes

West Bypass from Mt Vernon Street to Chestnut Expressway
Kansas Expressway from Republic Road to US 60
*Campbell Avenue from Bass Pro entrance to Sunshine Street
*Campbell Avenue from Lakewood Street to Primrose Street
*Campbell Avenue from Aldersgate Street to Plainview Road
*Campbell Avenue from Wasson Drive to South Street
*National Avenue from Republic Road to US 60
*National Avenue from Cherokee Street to Sunshine Street

Southbound Lanes

West Bypass at Chestnut Expressway
Kansas Expressway from Bennett Street to Sunshine Street
Kansas Expressway from US 60 to Republic Road
Campbell Avenue at US 60
Campbell Avenue from Plainview Road to Tracker Road
*Campbell Avenue from Wasson Drive to State Highway 14
*Campbell Avenue from Portland Street to Sunshine Street
*National Avenue from Central Street to Chestnut Expressway
*National Avenue from Sunshine Street to Cherokee Street to
*National Avenue from Primrose to US 60
Glenstone Avenue from I-44 to Kearney
Glenstone Avenue from Stoneridge Road to Valley Water Mill Road
Glenstone Avenue from St. Louis Street to Cherry Street

Eastbound Lanes

Kearney at US65
Chestnut Expressway between Grant Avenue and Main Avenue
Chestnut Expressway between Campbell Avenue and Boonville Avenue
Chestnut Expressway between National Avenue and Fremont Avenue
Sunshine from James River Freeway to West Bypass
Sunshine Street between Grant Avenue and Campbell Avenue
Sunshine Street between National Avenue and Fremont Avenue

Sunshine Street from Ingram Mill Road to US65
US 60 from Main Street to Donna Street
*Battlefield Road between Campbell Avenue and Jefferson Avenue
State Highway CC from US 65 to US 160
State Highway 14 from US 65 to US 160

Westbound Lanes

Mulroy between Kearney Street and I-44
Kearney Street at US65
Kearney Street between Delaware Avenue and Glenstone Avenue
Chestnut Expressway at US65
Chestnut Expressway between Avenue Grant and Broadway Avenue
US 60 from State Highway 174/Independence Street to Hines Street
Sunshine Street between Campbell Avenue and Grant Avenue
Sunshine Street between Fremont Avenue and Delaware Avenue
Sunshine Street between US 65 and Plaza Avenue
Sunshine Street between Ventura Avenue and Lone Pine Avenue
*Battlefield between Campbell Avenue and Jefferson Avenue
*Battlefield between Luster Avenue and entrance to Battlefield Mall
*Battlefield between Moulder Avenue and Ingram Mill Road
Main Street from US 160 to Highway CC
State Highway CC from US 65 to 22nd Street
State Highway 14 from US 65 to US 160

PM PEAK

Northbound Lanes

West Bypass from Mount Vernon Street to Waddill Street
Kansas Expressway from I44 to Norton Road
Kansas Expressway from Walnut Lawn to Battlefield Road
*National Avenue from Montclair Street to Battlefield Road
*National Avenue from Cherokee Street to Sunshine Street
*National Avenue from Chestnut Expressway to Central Avenue
*National Avenue from Turner Street to Kearney Street
Glenstone Avenue from Republic Road to US60
Glenstone Avenue from Peele Street to Primrose Street
Glenstone Avenue from Cherokee Street to Sunshine Street
Glenstone Avenue from Cinderella Street to Bennett Street
Glenstone Avenue from St Louis Street to Chestnut Expressway
Glenstone Avenue from Dale Street to Kearney Street

Southbound Lanes

Glenstone Avenue from Stewart Street to Kearney Street
Glenstone Avenue from Cinderella Street to Sunshine Street
*National Avenue from Central Avenue to Chestnut Expressway
*National Avenue from MSU crosswalk to Grand Street
*National Avenue from Walnut Lawn to Primrose Street

*Campbell Avenue from Sunset Street to Battlefield Road
*Campbell Avenue from Primrose Street to US 60
Campbell Avenue from Weaver Road to Plainview Road
Kansas Expressway from Norton Road to I-44
Kansas Expressway from Evergreen Street to Kearney Street
Kansas Expressway from College Street to Walnut Street
Kansas Expressway from Bennett Street to Sunshine Street
Kansas Expressway from Sunset Street to Battlefield Road
Kansas Expressway from Chesterfield Boulevard to US 60
Kansas Expressway from US 60 to Republic Road

Eastbound Lanes

Kearney Street from Kansas Expressway to Broadway Avenue
Kearney Street at US 65
Chestnut Expressway from Kansas Expressway to Broadway Avenue
Chestnut Expressway from National Avenue to Fremont Avenue
Sunshine Street from James River Freeway to West Bypass
Sunshine Street from Zimmer Avenue to West Bypass
Sunshine Street from Kansas Expressway to Grant Avenue
Sunshine Street from Oak Grove Avenue to Ventura Avenue
Sunshine Street from Delaware Avenue east of Link (Fire Station)
Sunshine Street from Plaza Avenue to US 65
*Battlefield from Campbell Avenue to Jefferson Avenue
*Battlefield from National Avenue to Fremont Avenue
*Battlefield from Delaware Avenue to Glenstone Avenue
State Highway 14 from US 160/13 to US 65
Main Street from US 160 to Highway CC
State Highway CC from 22nd Street to US 65

Westbound Lanes

Kearney at US 65
Chestnut from Campbell Avenue to Grant Avenue
Sunshine Street from Bedford Avenue to Plaza Avenue
Sunshine Street from Delaware Avenue to Fremont Avenue
Sunshine Street from National Avenue to Kimbrough Avenue
Sunshine Street from Kansas Expressway to Scenic Avenue
Sunshine Street from Farm Road 129 to James River Freeway
US 60 from State Highway 174/Independence Street to Hines Street
*Battlefield from Luster Avenue to Battlefield Mall Entrance
*Battlefield from Fremont Avenue to National Avenue
*Battlefield from Jefferson Avenue to Campbell Avenue
*Battlefield from Fort to Avenue Kansas Expressway
State Highway CC from US 65 to US 160
State Highway 14 from Main Street to US 160
State Highway 14 at US 65

*Segments for informational purposes. Not subject to the requirements of the CMS.

Congestion Indicator #5

What impact does intersection/interchange level-of-service play in determining regional congestion problems?
Intersection level of service (LOS) looks at the overall performance (generally, in terms of delay experienced by the user) of a given intersection.

Methodology

A generally accepted letter grade system was assigned to the intersection LOS indicator. Currently, Level of Service information is not available for the National Highway System. MoDOT will be analyzing the level of service for the intersections and interchanges on the National Highway System in 2006. However, information was available for those intersections within the City of Springfield for Campbell Avenue, Sunshine Street, Battlefield Road and National Avenue. Information was also available from a Highway 14 scoping project between the cities of Ozark and Nixa. Those intersections with a level of service "E" and "F" are identified as congested intersections. The results are listed below and in Maps 9 and 10 (See Appendix I).

Results
The following intersections have a LOS E or worse.

AM Peak
*National Avenue and Commercial Street
Highway 14 and US 160
Highway 14 and US 65 Northbound Ramp

PM Peak
*National Avenue and Primrose Street
* *National Avenue and Walnut Lawn
*National Avenue and Battlefield Road
Sunshine Street and Fort Avenue
Sunshine Street and Jefferson Avenue
Sunshine Street and Kimbrough Avenue
Sunshine Street and National Avenue
Sunshine Street and Fremont Avenue
*Campbell Avenue and Battlefield Road
*Campbell Avenue and Walnut Lawn
*Campbell Avenue and Primrose Street
*
*Battlefield Road and Fremont Avenue
*Battlefield Road and Lone Pine Avenue

Highway 14 and US 160
Highway 14 and US 65 Northbound Ramp

*Segments for informational purposes. Not subject to the requirements of the CMS.

Congested Facilities and Selected Congestion Mitigation Strategies

Severely Congested Facilities

The Ozarks Transportation Organization has defined five areas in which congestion will be measured. As such there is no single roadway or roadway segment, which was present for all of the five indicators. However, several roadway segments were identified by three of the five indicators. For the purposes of the Congestion Management System, we will label those facilities that were identified by three congestion indicators as severely congested facilities. These facilities are identified on Map 11 and Map 12 located in the Appendix.

The following segments have a level of service E or greater based on volume and capacity, have a significant travel delay and a high crash rate:

Glenstone Avenue from I-44 to Dale
Glenstone Avenue from Chestnut Expressway to Cherry Street
Sunshine Street from Glenstone Avenue to Eastgate
Glenstone Avenue from Sunshine Street to Bennett Street
Kansas Expressway from Kearney to I-44

The segments listed below have a significant travel delay, an intersection level of service of E or F and a level of service E or greater based on volume to capacity ratio:

PM Peak

Sunshine and Fort
Sunshine and Kimbrough
Sunshine and National
*Battlefield and National
*Battlefield and Campbell
*National and Primrose
*Campbell and Primrose
*National and Walnut Lawn
*Battlefield and Fremont
*Sunshine and Fremont

*Segments for informational purposes. Not subject to the requirements of the CMS.

Several strategies were listed in Ph I of the Congestion Management System for consideration in addressing congestion. Those strategies listed below were selected as appropriate congestion mitigation strategies for the severely congested facilities listed above.

Strategy #1: Improve Roadway Operations

- **Intersection Geometric Improvements and Intersection Signalization Improvements:** Many intersection improvements have been completed on the NHS system. Additional intersection and interchange geometric improvements are programmed. Signalization improvements including re-timing, actualization and progression are planned within the next three years to include West Bypass, Kansas Expressway, and Glenstone. Please see the Completed and Programmed Improvement Section for a complete list of projects

- **Incident Management – Detection, Response & Clearance:** An incident management task force is being formed to look at ways to improve incident management.

- **Access Control:** Reduction or elimination of "side friction", especially from driveways via traffic engineering, regulatory techniques, and purchase of property rights.

- **Median Control:** Reduction of centerline and "side friction", via traffic engineering and regulatory techniques.

Strategy #2: Reduce VMT At Peak Travel Times

- **Land Use Policies/Regulations:** Area jurisdictions are working to encourage the development and enforcement of land use policies and regulations, which discourage sprawl and promote a more efficient transportation system.

- **Also see Strategy #4**

Strategy #3: Shift Trips from Automobile to Other Modes

Each of the following strategies will be considered as part of OTO's Transit Development Plan:

- **Exclusive Right of Way – New Bus Facilities**
- **Fleet Expansion/Bus Service Expansion**
- **Traffic Signal Preemption**
- **Transit Fare Reductions/Reduced Rate of Fare**
- **Transit Information Systems**
- **Intelligent Bus Stops**
- **Improved Intermodal Connections**

Bicycle and Pedestrian Improvements have long been an important part of congestion management in the region. For a list of completed improvements, see the Completed

and Planned Improvements section. Each of the strategies below are outlined in OTO's Bicycle and Pedestrian Plan

- **Improved/Expanded Bicycle Network**
- **Bicycle Storage Systems**
- **Improved/Expanded Pedestrian Network**

Strategy #4: Shift Trips from SOV to HOV Auto/Van

The following strategies will all be incorporated into an expanded Rideshare and Employer Outreach Program as part of the OTO 2007 Unified Planning Work Program.

- **Parking Management**
- **Employer Trip Reduction Programs**
- **Improved/Increased Park-n-Ride Facilities & Capital Improvements**
- **Rideshare Matching Services**
- **Vanpool/Employer Shuttle Programs: Telecommuting**
- **Employer Flextime Benefits/Compressed Work Week**

Moderately Congested Facilities

Those roadway segments with an increased potential for additional congestion are those that were identified by two of the five congestion indicators.

The following roadway segments were identified to have a level of service E or greater based on volume and capacity, and a high crash rate:

Glenstone Avenue from I-44 to Sunshine Street
US 60 from Glenstone Avenue to US 65

The following segments have a level of service E or greater based on volume and capacity and have a significant travel delay:

Kearney Street from Kansas Expressway to Broadway
West Bypass at Chestnut Expressway
Kansas Expressway from College to Walnut
*National Avenue from Chestnut to Central
*National at Grand
Sunshine from Fort Avenue to Campbell Avenue
*Campbell Avenue at Sunshine
Sunshine Street from Kimbrough Avenue to Glenstone Avenue
*National at Sunshine
*National at Battlefield

Kansas Expressway from Sunset to Walnut Lawn
Kansas Expressway from Chesterfield Blvd to US 60
Campbell Avenue from Primrose to Lakewood
*National Avenue from Walnut Lawn to US 60
Campbell Avenue from Plainview to Weaver Road
*Battlefield at Glenstone, National, Campbell
*Battlefield between Moulder and Ingram Mill

The following segments have a level of service E or greater based on volume and capacity and to have an intersection level of service of E or greater:

State Highway 14 and Main Street
State Highway 14 and US 65 northbound ramp

In order to address congestion on these roadways, specific emphasis will be given to Improving Roadway Operations. Those strategies listed below were selected to address congestion on those segments classified as moderately congested.

Strategy #1: Improve Roadway Operations

- **Intersection Geometric Improvements and Intersection Signalization Improvements:** Many intersection improvements have been completed on the NHS system. Additional intersection and interchange geometric improvements are programmed. Signalization improvements including re-timing, actualization and progression are planned within the next three years to include West Bypass, Kansas Expressway, and Glenstone. Please see the Completed and Programmed Improvement Section for a complete list of projects

- **Incident Management – Detection, Response & Clearance:** An incident management task force is being formed to look at ways to improve incident management.

- **Access Control:** Reduction or elimination of "side friction", especially from driveways via traffic engineering, regulatory techniques, and purchase of property rights.

- **Median Control:** Reduction of centerline and "side friction", via traffic engineering and regulatory techniques.

Facilities Approaching Congested Conditions

All other facilities, which were identified using only one indicator of congestion, will be labeled as facilities approaching congested conditions. We will continue to monitor volumes, accidents, travel time and intersection level of service for these facilities.

Conclusion

The Ozarks Transportation Organization CMS process has identified several roadway segments as severely congested. These segments will be targeted with a combination of congestion mitigation strategies including roadway geometric improvements, incident management techniques, and an enhanced commute alternatives program. In addition, the process identified additional segments as moderately congested faculties that will be targeted with congestion mitigation strategies that include roadway geometric improvements and incident management improvements. These congestion mitigation strategies will be reflected in the FY 2007 UPWP and FY 2007-FY 2009 TIP. The process has also identified additional intersections and roadway segments as facilities approaching congested conditions, that bear close scrutiny on an annual basis to determine if additional congestion criteria are being met. If so, these facilities will be an area of increased concern during the next CMS update.

In the interim between Phase II and Phase III, traffic counts, travel time runs, crash data, and quantifiable objectives from the commute alternatives program will continue to be collected and used for sketch planning and analysis purposes. Despite traffic model projections which point to a need for increased capacity and growth trends which suggest capacity expansion is the only politically acceptable solution, the Ozarks Transportation Organization is committed to the congestion management system process as the most cost-effective solution in dealing with travel delays. Only when these congestion mitigation strategies have been unsuccessful will there be a move to expand capacity.

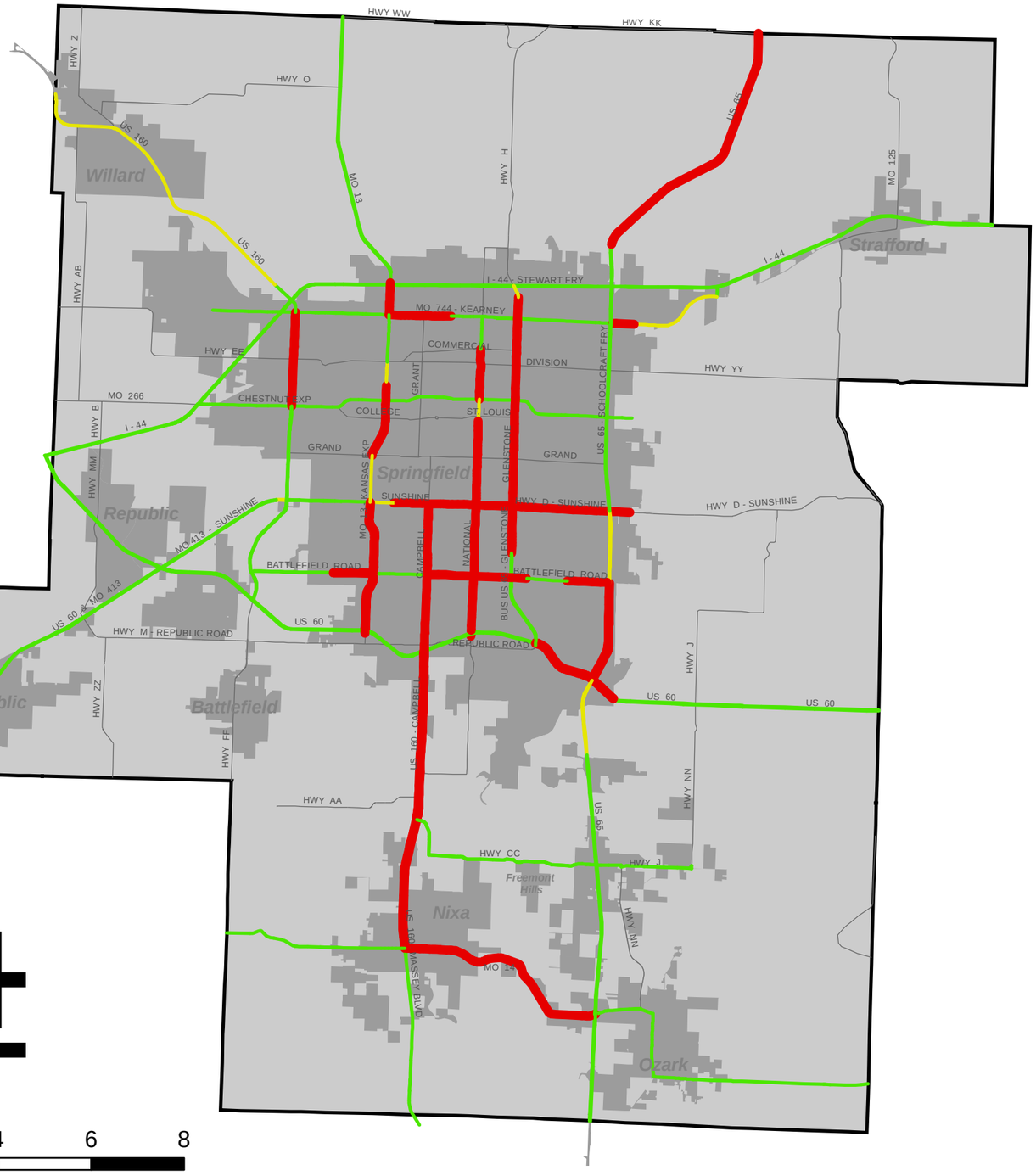
Phase III System Monitoring and Evaluation

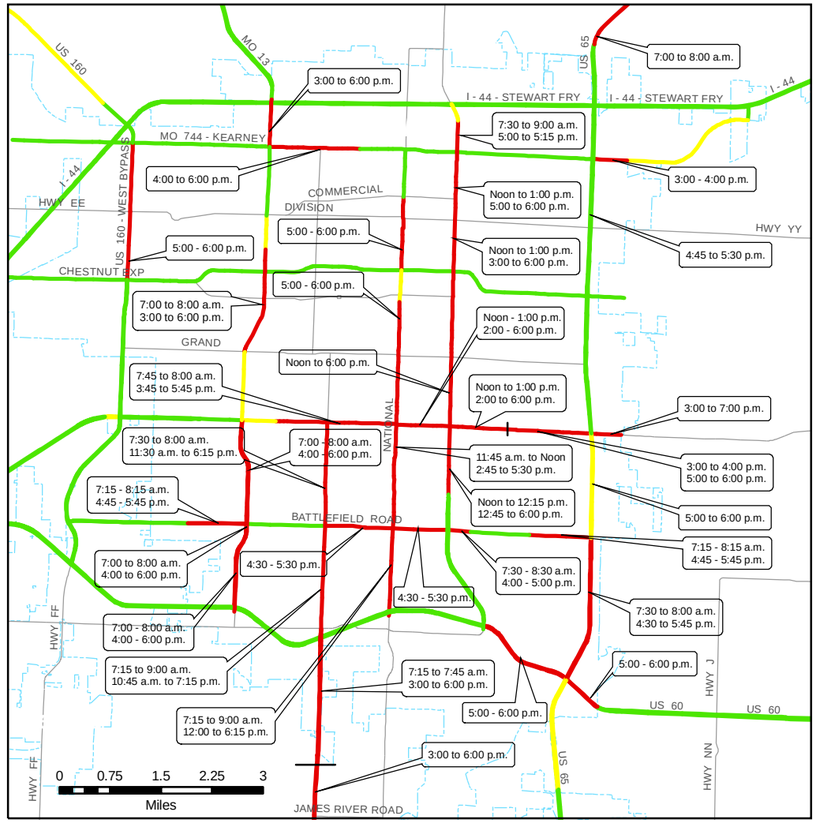
Phase III consists of the evaluation of the effectiveness of the implemented strategies and continued system monitoring. System Monitoring will occur on a triennial basis. This is due to the availability of volumes, accident, travel time and intersection information. This information is collected every three years. Once new data has been analyzed and collected, an evaluation will be begin of the effectiveness of chosen congestion mitigation strategies. This information will be published in Phase III of the Congestion Management System.

Appendix I

Peak Hour Congestion

Ozarks Transportation Organization





Note: Battlefield, National, Campbell (North of 60) not on NHS

Legend

Volume/Capacity Ratio

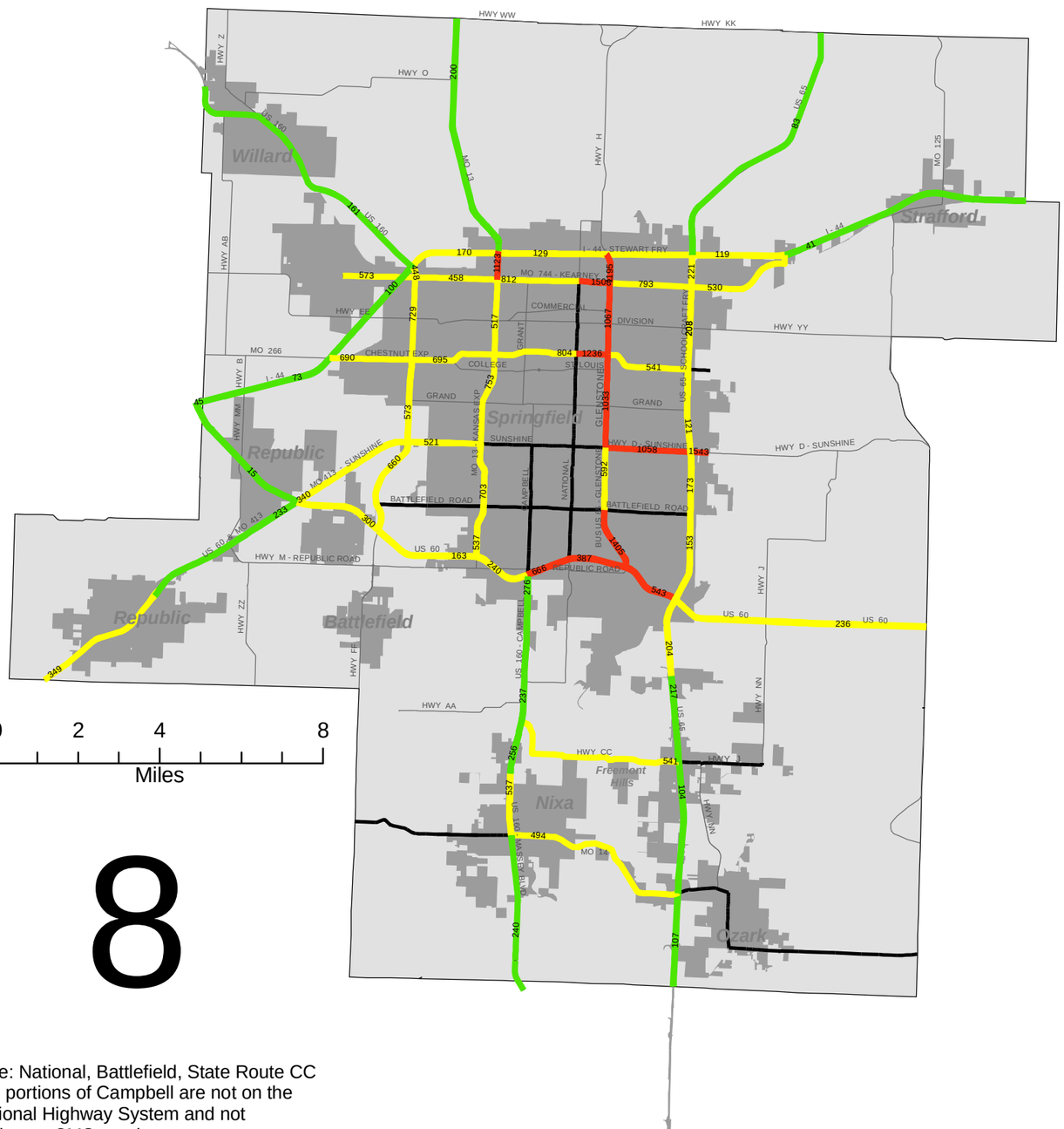
- 0 - 0.77 / LOS A, B, or C (Below Capacity)
- 0.78 - 0.85 / LOS D (Nearing Capacity)
- 0.86 + / LOS E (At or Above Capacity)
- Other Roads
- City Boundaries
- MPO area

What facilities are congested during the peak hour?
What is the duration of congestion?

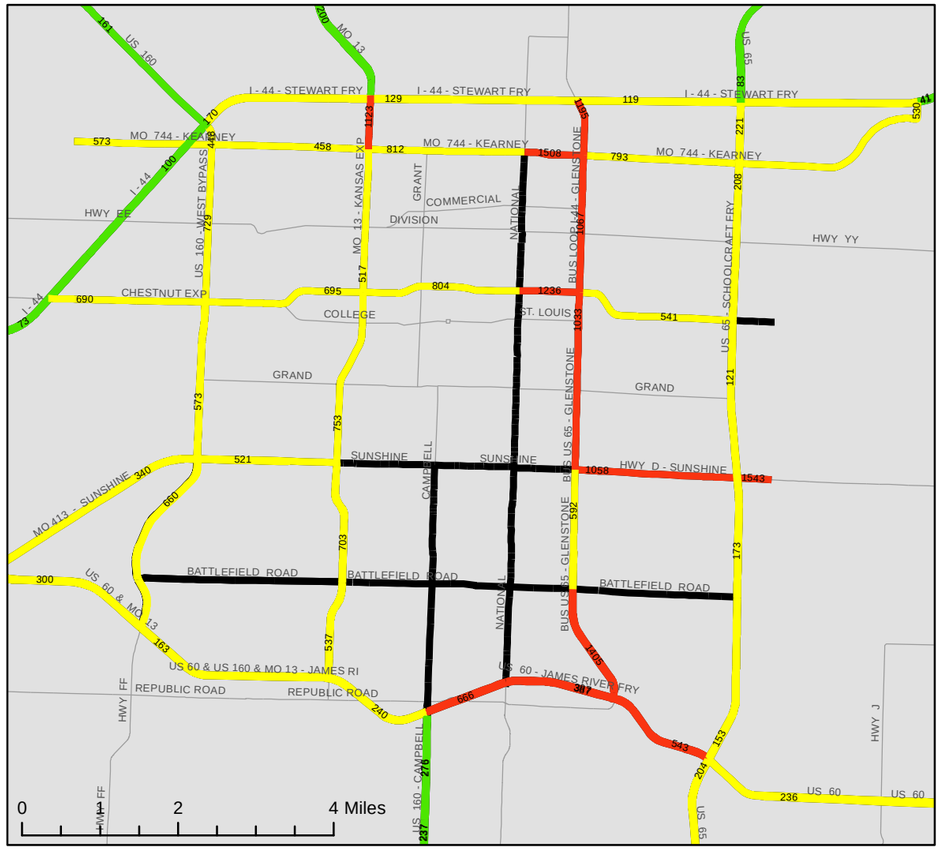
Map 3

Ozarks Transportation Organization

Accident Rates



8



Legend

Accident Rate Compared with MPO Average

- Low
- Medium
- High
- MPO area
- No Data Available

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

Congestion Management System Phase II

What is the impact of accidents on congestion?

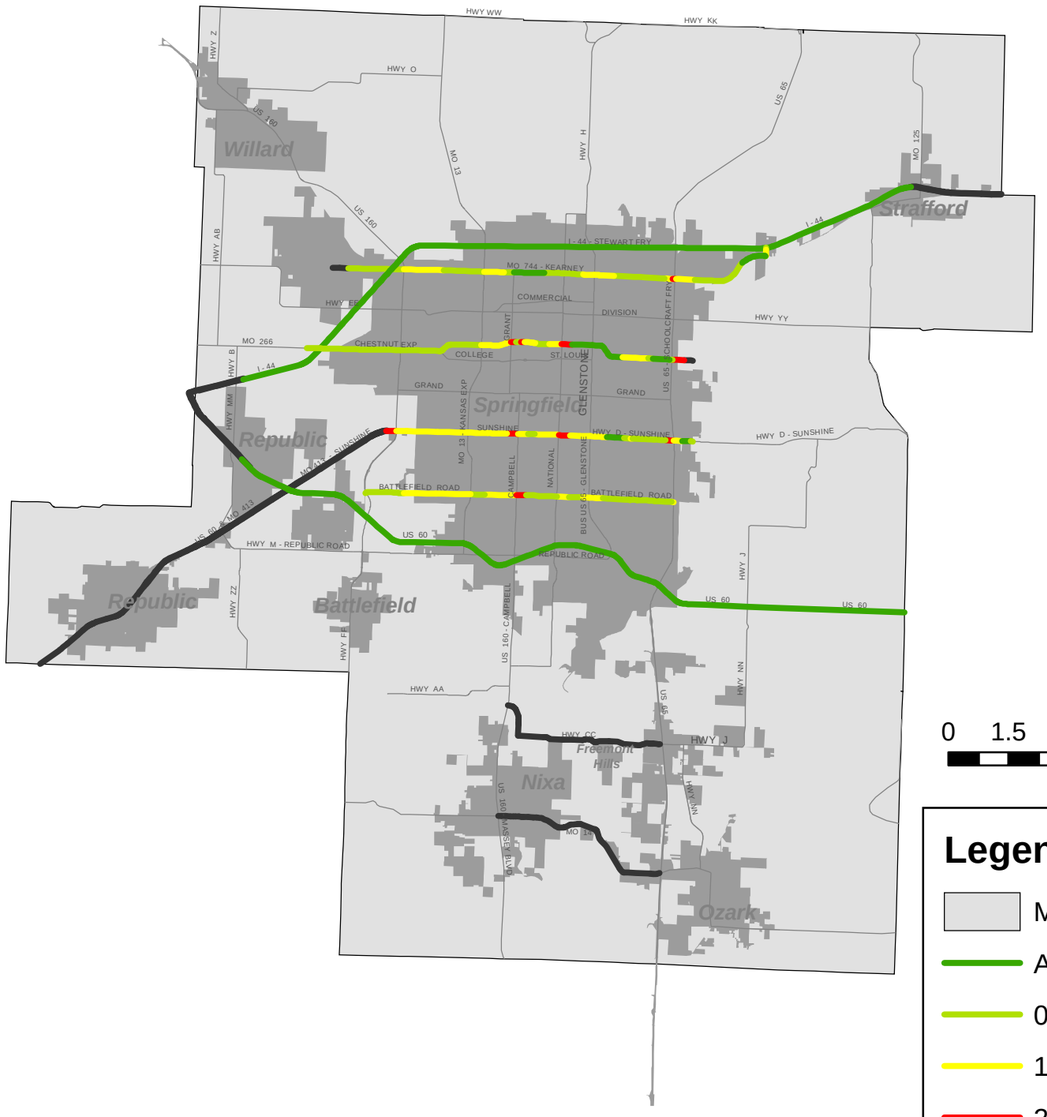
Map 4

Ozarks Transportation Organization

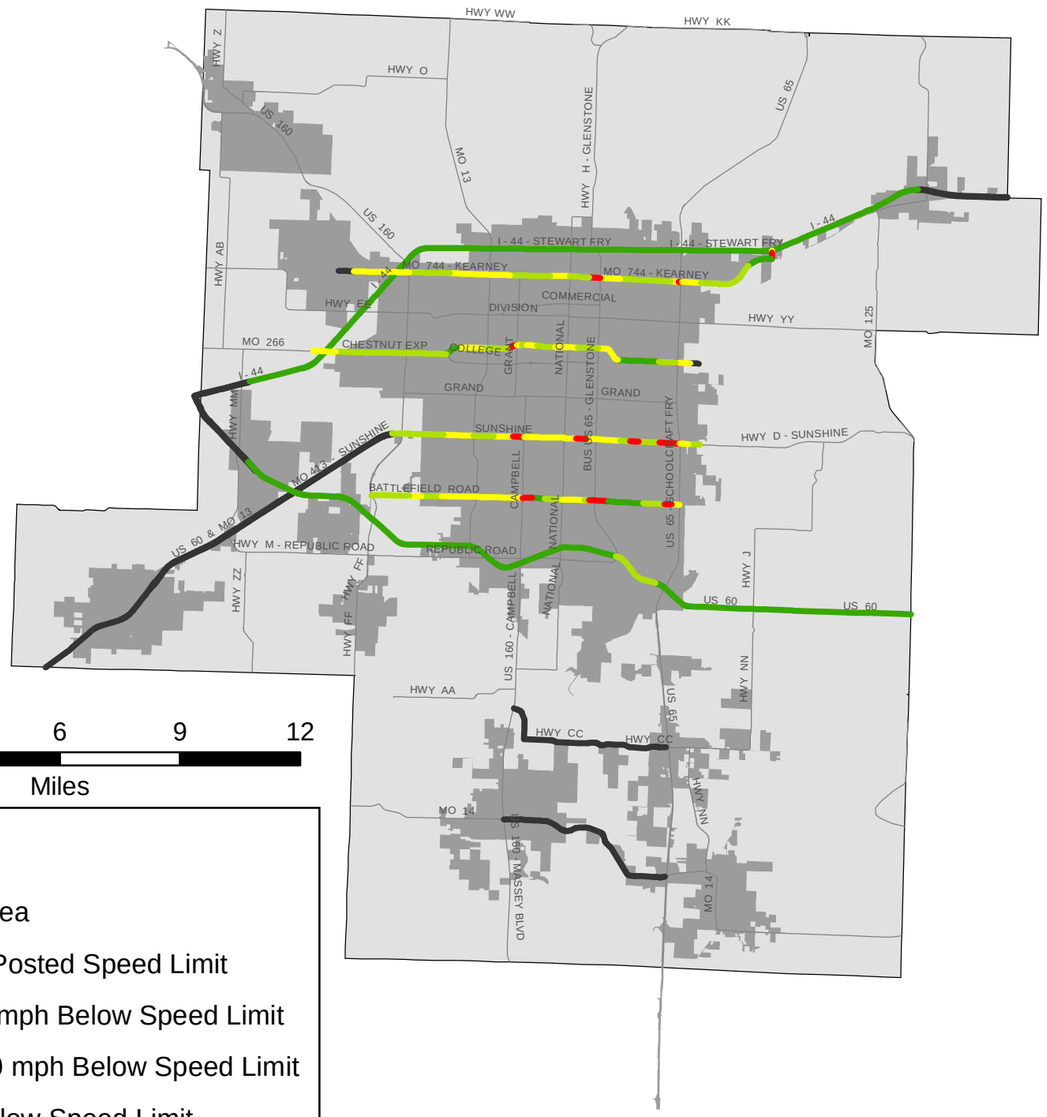
Miles per Hour Below the Posted Speed Limit
AM Peak Hour

8

Eastbound Lanes



Westbound Lanes



0 1.5 3 6 9 12

Miles

Legend

- MPO area
- Above Posted Speed Limit
- 0 to 10 mph Below Speed Limit
- 10 to 20 mph Below Speed Limit
- 20 + Below Speed Limit
- No Data Available

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

How badly are travelers delayed?

Map 5

Congestion Management System Phase II

Ozarks Transportation Organization

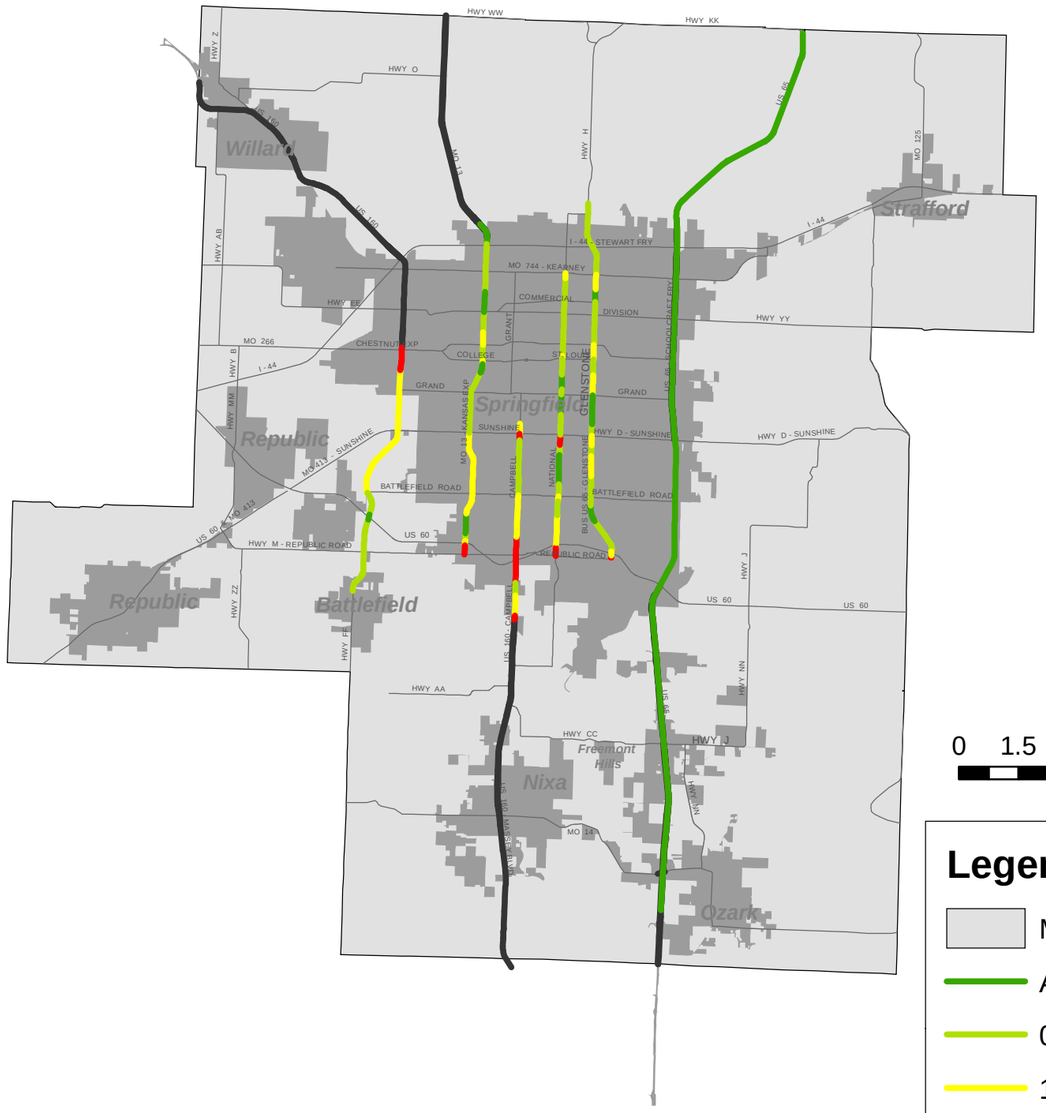
Miles per Hour Below the Posted Speed Limit
AM Peak Hour

8

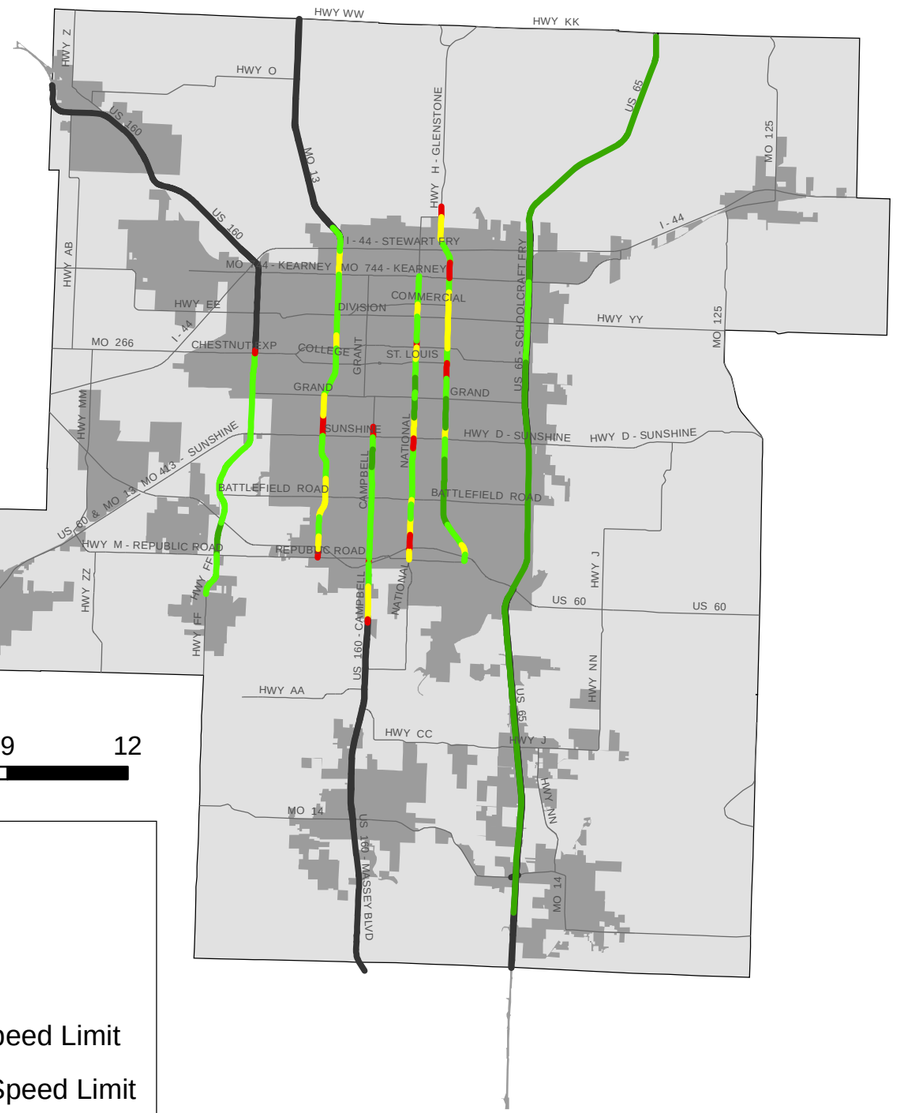
How badly are travelers delayed?

Map 6

Northbound Lanes



Southbound Lanes



0 1.5 3 6 9 12

Miles

Legend

- MPO area
- Above Speed Limit
- 0 to 10 mph Below Speed Limit
- 10 to 20 mph Below Speed Limit
- 20+ mph Below Speed Limit
- No Data Available

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

Congestion Management System Phase II

Ozarks Transportation Organization

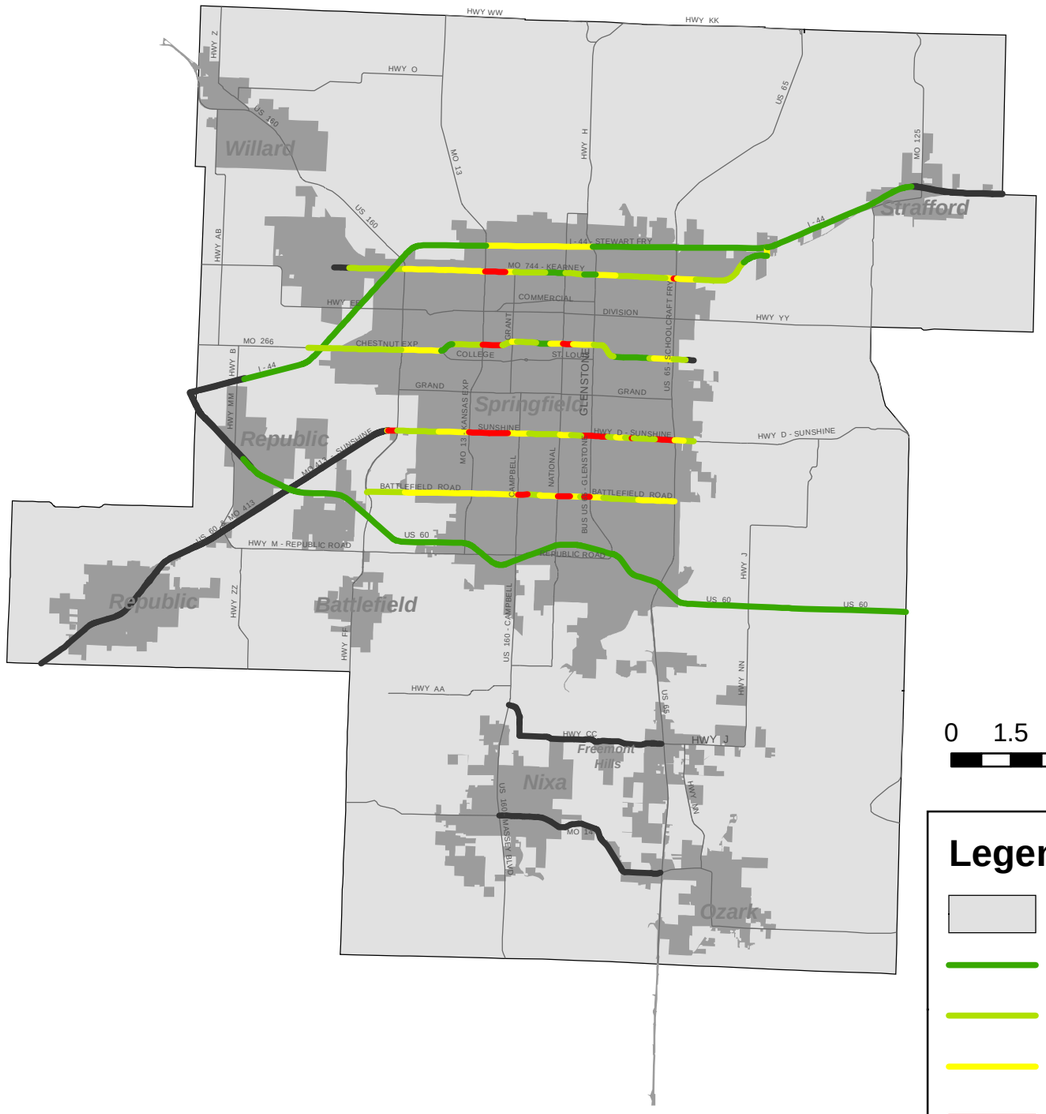
Miles per Hour Below the Posted Speed Limit
PM Peak Hour

8

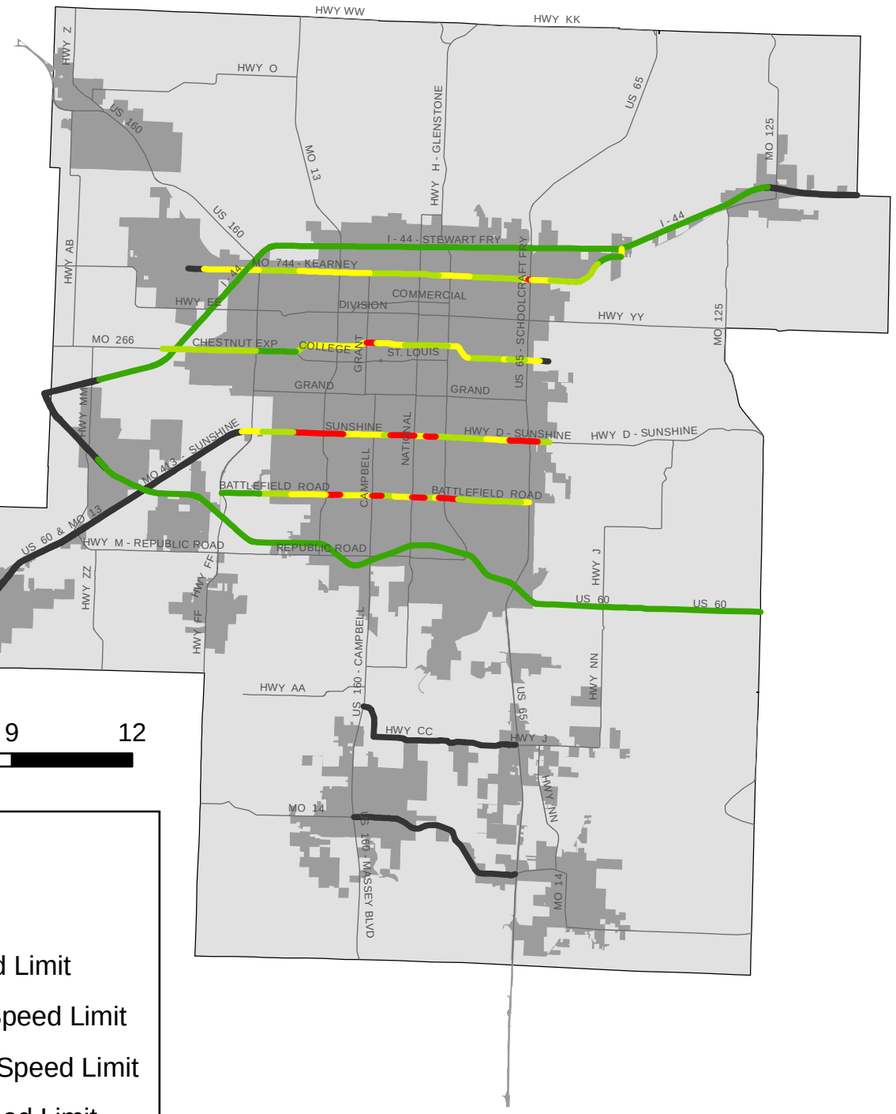
How badly are travelers delayed?

Map 7

Eastbound Lanes



Westbound Lanes



0 1.5 3 6 9 12

Miles

Legend

- MPO area
- Above Posted Speed Limit
- 0 to 10 mph Below Speed Limit
- 10 to 20 mph below Speed Limit
- 20 + mph Below Speed Limit
- No Data Available

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

Congestion Management System Phase II

Intersection Level of Service

AM Peak

Ozarks Transportation Organization

Legend

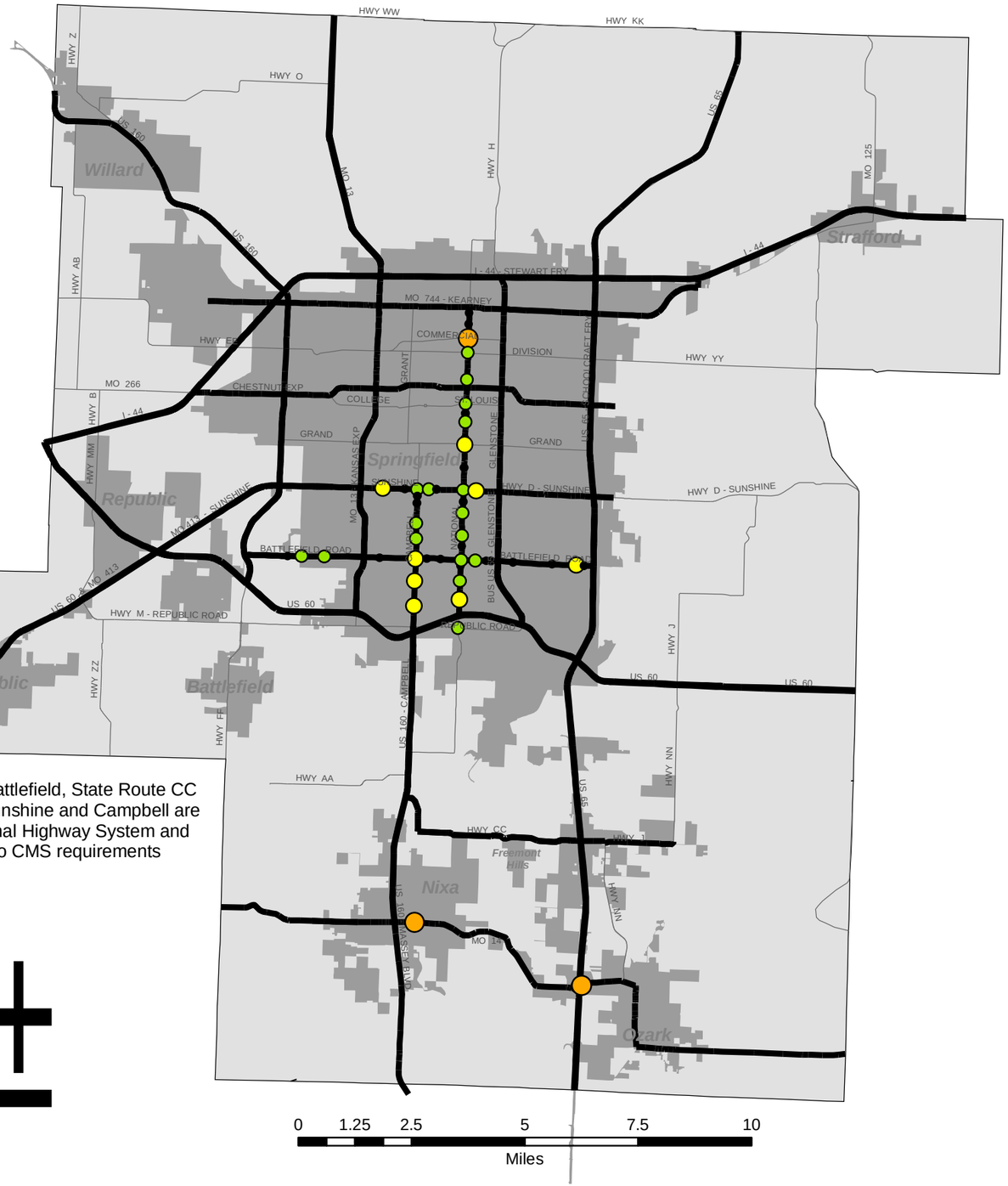
inters

AMPKLOS

- A
- B
- C
- D
- E
- F

MPO area

Note: Data was not available for those roadways without any data shown.



Note: National, Battlefield, State Route CC and portions of Sunshine and Campbell are not on the National Highway System and not subject to CMS requirements

Congestion Management System Phase II

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 9

Intersection Level of Service

PM Peak

Ozarks Transportation Organization

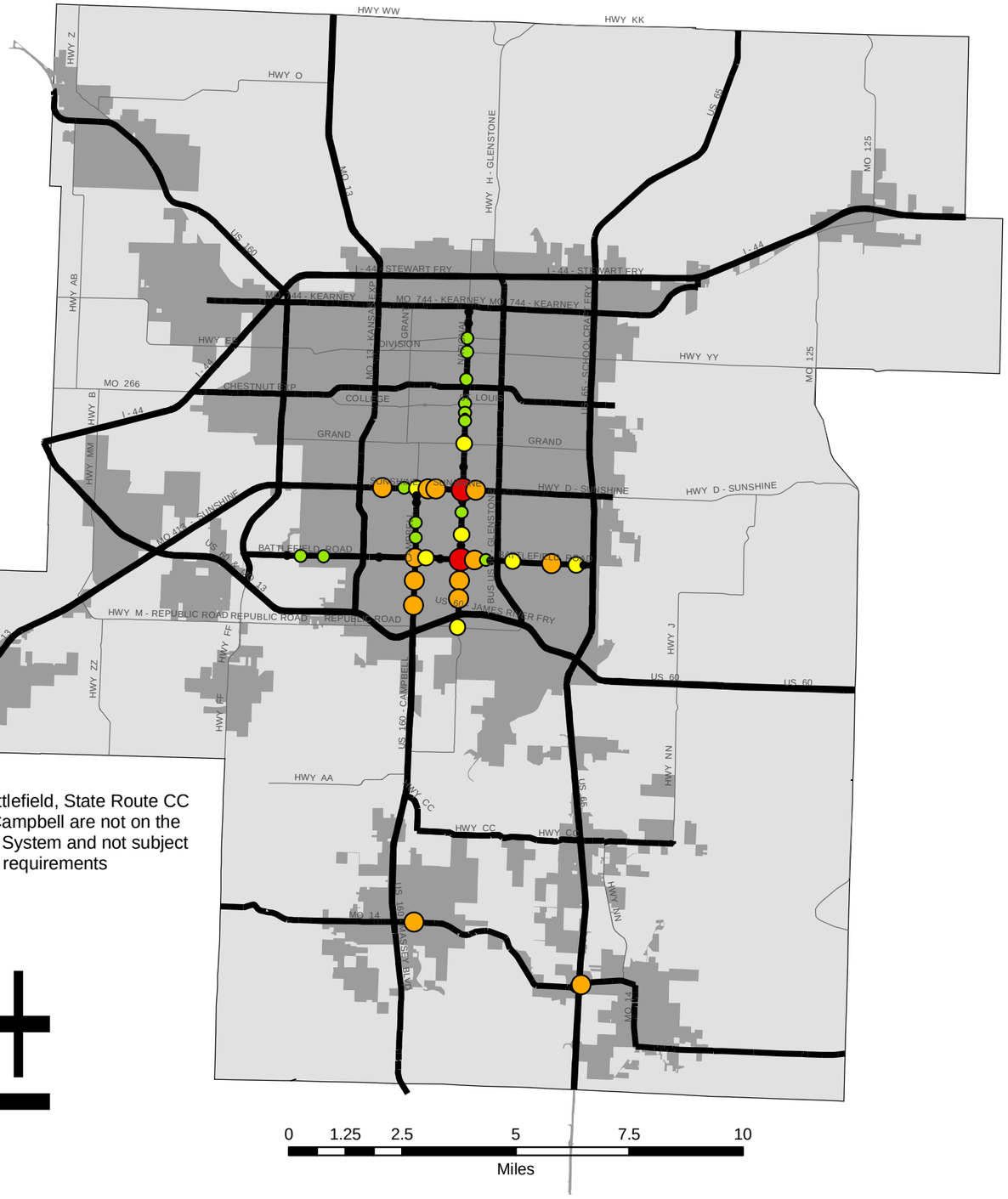
Legend

inters

PMPKLOS

- A
- B
- C
- D
- E
- F
- MPO area
- TrafficCountCMS

Note: Data was not available for those roadways without any data shown.



Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

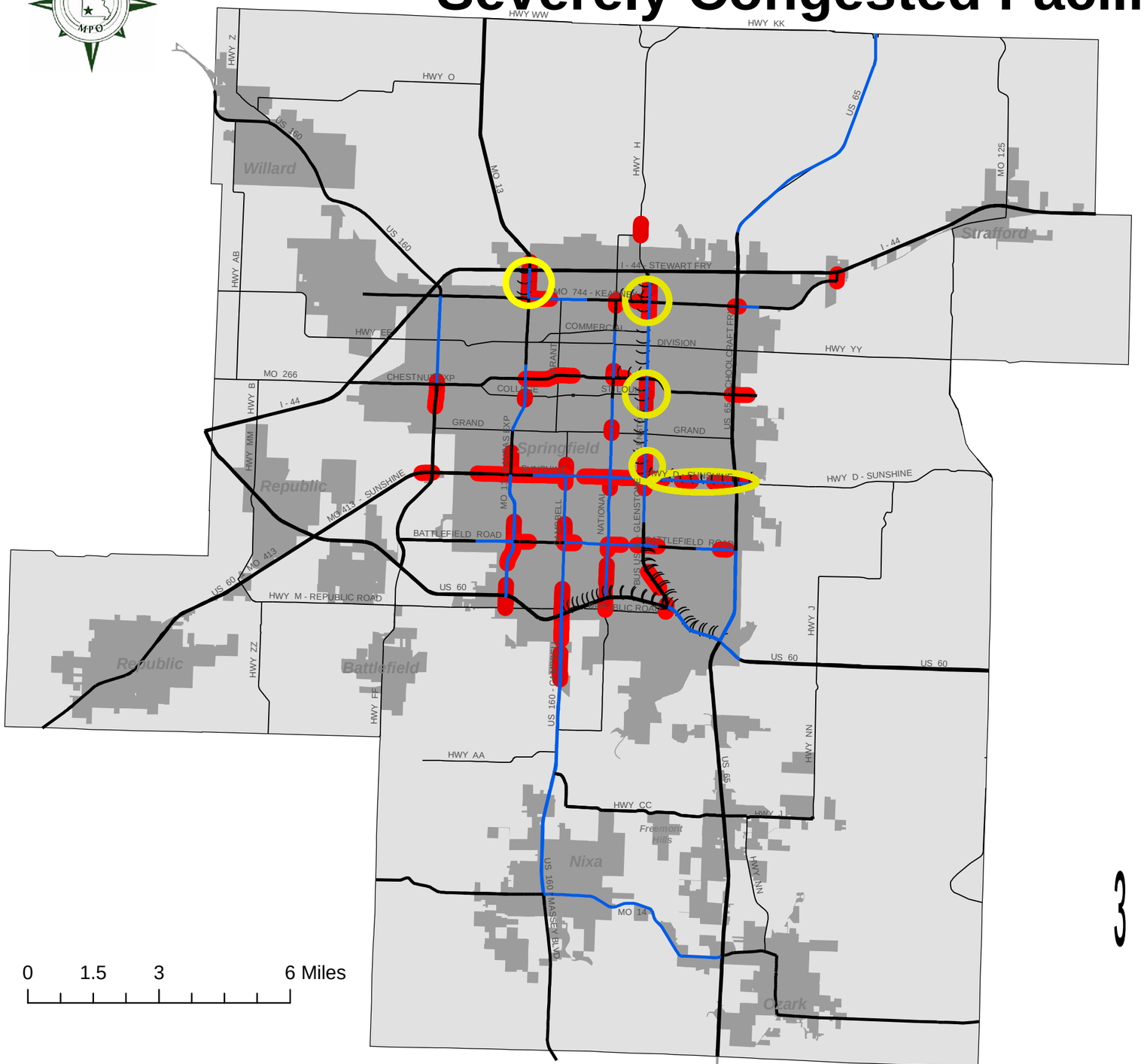
Congestion Management System Phase II

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 10

Ozarks Transportation Organization

Severely Congested Facilities



Severely Congested Facilities

Glenstone Avenue from I-44 to Dale
Glenstone Avenue from Chestnut Expressway to Cherry Street
Sunshine Street from Glenstone Avenue to Eastgate
Glenstone Avenue from Sunshine Street to Bennett Street
Kansas Expressway from Kearney to I-44

Moderately Congested (High Volumes and High Accident Rate)

Glenstone Avenue from I-44 to Sunshine Street
US 60 from Glenstone Avenue to US 65

Moderately Congested (High Volumes and Significant Travel Delay)

Kearney Street from Kansas Expressway to Broadway
West Bypass at Chestnut Expressway
Kansas Expressway from College to Walnut
*National Avenue from Chestnut to Central
*National at Grand
Sunshine from Fort Avenue to Campbell Avenue
*Campbell Avenue at Sunshine
Sunshine Street from Kimbrough to Glenstone
*National at Sunshine
*National at Battlefield
Kansas Expressway from Sunset to Walnut Lawn
Kansas Expressway from Chesterfield Blvd to US 60
Campbell Avenue from Primrose to Lakewood
*National Avenue from Walnut Lawn to US 60
Campbell Avenue from Plainview to Weaver Road
*Battlefield at Glenstone, National, Campbell
*Battlefield between Moulder and Ingram Mill

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements.

Legend

Volume/Capacity Ratio
Above Capacity

Accident Rate Compared with MPO Average
High

MPH Below the Posted Speed Limit
20 + mph Below Speed Limit

Secondary Roads
MPO area
Severely Congested Facilities

3

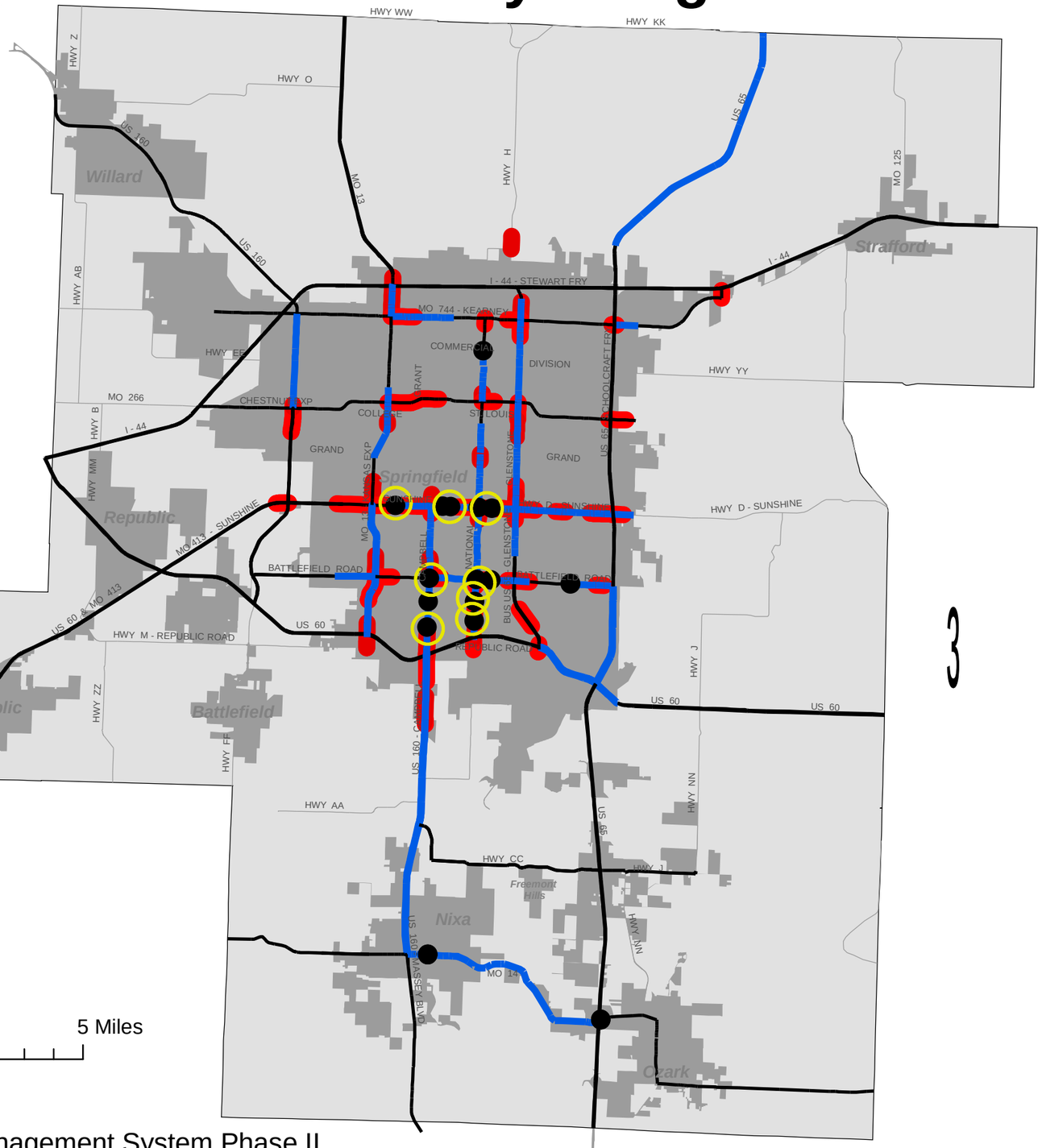
Roadways Which Have a Significant Travel Delay, Level of Service E+ and High Accident Rate

Map 11

Congestion Management System Phase II

Ozarks Transportation Organization

Severely Congested Facilities



Congestion Management System Phase II

Severely Congested Facilities:

Sunshine and Fort
Sunshine and Kimbrough
Sunshine and National
*Battlefield and National
*Battlefield and Campbell
*National and Primrose
*Campbell and Primrose
*National and Walnut Lawn
*Battlefield and Fremont

Moderately Congested Facilities
(Intersection LOS and High Volumes)

State Highway 14 and Main Street
State Highway 14 and US 65 northbound ramp

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

Legend

Intersection Level of Service

- E and F

Volume/Capacity Ratio

- Above Capacity

MPH Below the Posted Speed Limit

- 20+ mph below
- Secondary Roads
- MPO area
- Severly Congested Facilities

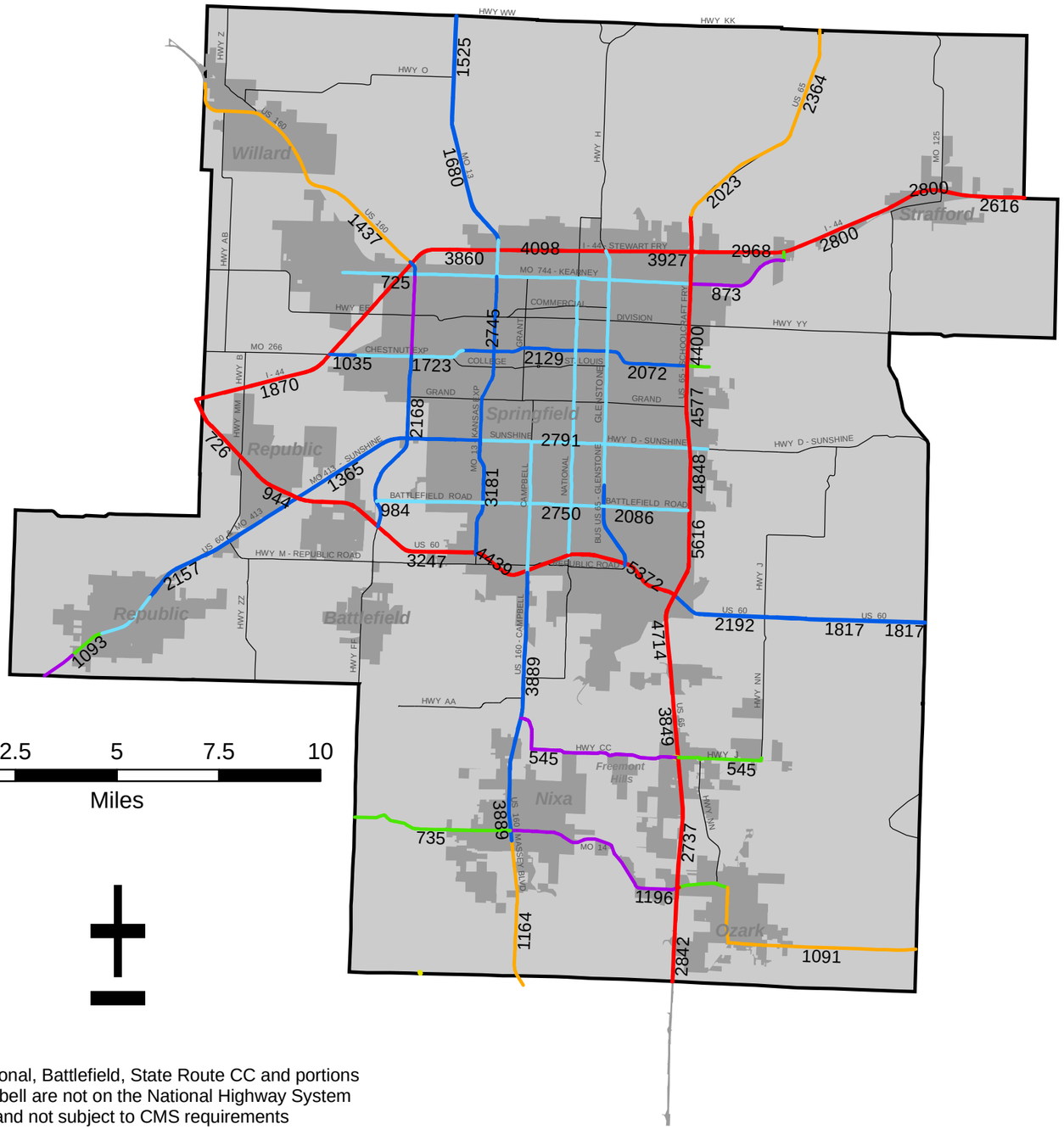
Roadways Which Have a Signifiacnt Travel Delay, Level of Service E+ and Intersection Level of Service E+

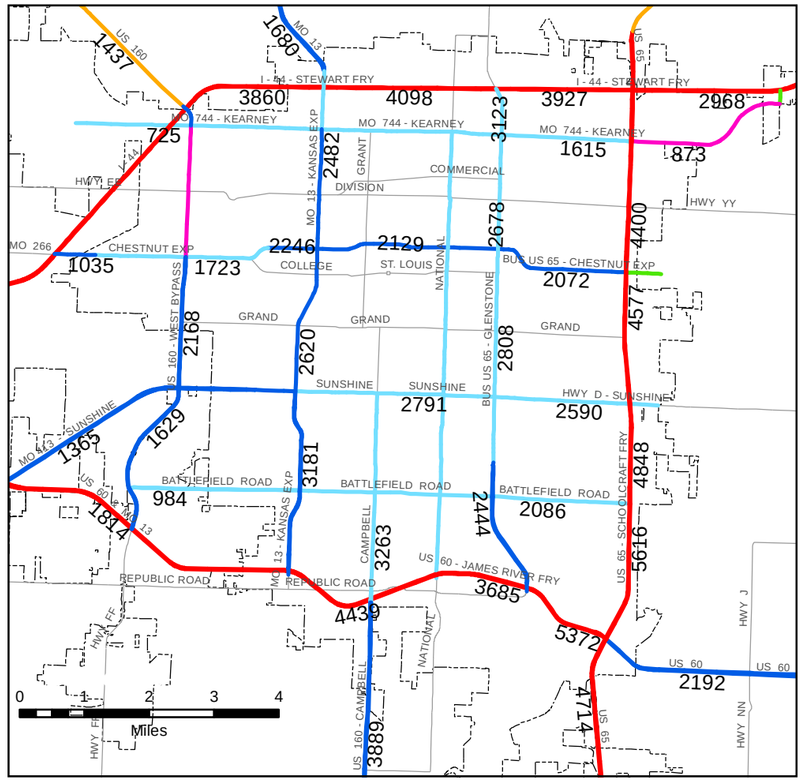
Map 12

Appendix II

Traffic Volumes and Roadway Capacities

Ozarks Transportation Organization





Legend

MPO area

Traffic Count Capacity

- 1040 Urban 2 lane
- 1400 3 lane
- 1700 Rural 2 lane
- 2080 4 lane
- 2740 5 lane
- 3240 Expressway
- 6000 Freeway

Note: National, Battlefield, State Route CC and portions of Campbell are not on the National Highway System and not subject to CMS requirements

Congestion Management System Phase II

Peak hour traffic volumes & roadway capacities

Map 13

Appendix III

Intersection Level of Service
AM Peak

Battlefield		
	LOS	Delay
Carver	A	7.9
Golden	C	20.1
Scenic	C	21.3
Fort	C	21.0
Campbell	C	32.6
Jefferson	F	116.0
Kimbrough	A	9.9
National	B	20.0
Fremont	C	23.5
Delaware	A	9.8
Venture	A	3.9
Luster	B	15.3
Lone Pine	C	20.4
Ingram Mill	C	25.6
Moulder	B	15.3

Campbell		
	LOS	Delay
Sunshine	C	34.3
Bass Pro	A	1.5
McGee	A	8.6
Broadmoor	D	53.8
Sunset	C	27.8
Battlefield	C	32.6
Walnut Lawn	D	48.9
Primrose	E	56.4

National		
	LOS	Delay
	Current	Current
Turner	A	5.5
Dale	A	9.8
Commercial	E	74.6
Division	C	24.7
Central	C	26.0
Trafficway	B	13.8
St. Louis	C	26.3
Walnut	B	17.0
Elm	A	9.0
Cherry	C	30.0
SMSU Ped	A	3.5
Grand	D	48.9
Bennett	B	16.9
Sunshine	D	43.1
Cherokee	C	31.7
Seminole	C	23.7
Sunset	D	35.8
Woodland	A	5.9
Battlefield	B	20.0
Montclair	B	17.0
Walnut Lawn	C	26.9
Primrose	D	40.9
Republic	C	30.7

Sunshine		
	LOS	Delay
	Current	Current
Fort	D	40.3
Grant	A	9.9
Campbell	C	34.3
Jefferson	C	22.7
Kimbrough	B	17.1
National	D	43.1
Fremont	D	40.7

Intersection Level of Service
PM Peak

Battlefield		
	LOS	Delay
Carver	C	32.5
Golden	C	24.6
Scenic	B	19.8
Fort	B	18.1
Campbell	E	79.2
Jefferson	D	44.2
Kimbrough	B	13.8
National	E	75.8
Fremont	D	40.8
Delaware	D	51.5
Venture	B	15.8
Luster	C	26.4
Lone Pine	C	27.7
Ingram Mill	C	29.5
Moulder	E	59.2

Campbell		
	LOS	Delay
Sunshine	D	42.5
Bass Pro	B	13.2
McGee	A	6.0
Broadmoor	C	30.2
Sunset	D	35.8
Battlefield	E	79.2
Walnut Lawn	E	74.7
Primrose	E	64.7

National		
	LOS	Delay
Turner	A	1.3
Dale	A	8.6
Commercial	C	25.9
Division	C	26.9
Central	C	23.0
Trafficway	B	18.6
St. Louis	C	33.0
Walnut	C	23.6
Elm	B	13.0
Cherry	C	34.1
SMSU Ped	A	1.0
Grand	D	52.9
Bennett	C	23.7
Sunshine	E	66.7
Cherokee	F	92.3
Seminole	F	94.2
Sunset	E	55.0
Woodland	A	7.7
Battlefield	E	75.8
Montclair	E	72.0
Walnut Lawn	D	47.4
Primrose	E	76.9
Republic	D	39.3

Sunshine		
	LOS	Delay
Fort	E	69.1
Grant	C	20.0
Campbell	D	42.5
Jefferson	E	64.4
Kimbrough	E	56.9
National	E	66.7
Fremont	D	50.0

Appendix IV

Accident Rates

Direction	Street Name	Suffix	Start	End	3 year Accident Rate	MPO Average Rate	3 year Rate/ MPO Average Rate
W	KEARNEY	ST	WESTBYPASS BYP	TYLER AVE	457.65	648.34	0.68
W	KEARNEY	ST	BOLIVAR RD	FORT AVE	811.93	648.34	1.21
E	CHESTNUT	EXPY	GLENSTONE AVE	US HIGHWAY 65 FRWY	540.51	648.34	0.80
E	CHESTNUT	EXPY	KANSAS EXPY	GLENSTONE AVE	804.04	648.34	1.19
E	I44	FRWY	MUSTARD WY	MULROY RD	40.65	234.34	0.19
E	KEARNEY	ST	MUSTARD WY	MULROY RD	529.72	648.34	0.79
W	KEARNEY	ST	EASTGATE AVE	MOONGATE LN	573.28	648.34	0.85
S	WESTBYPASS	BYP			660	648.34	0.98
S	WESTBYPASS	BYP			660	648.34	0.98
N	US HIGHWAY 65	HWY			106.76	234.34	0.16
E	14	HWY			494.48	648.34	0.73
W	I44	FRWY			129.2	234.34	0.60
E	I44	FRWY			119.24	234.34	0.55
W	I44	FRWY			169.83	234.34	0.79
N	US HIGHWAY 160	HWY			537.2	648.34	0.80
S	US HIGHWAY 160	HWY			239.51	648.34	0.36
W	I44	FRWY			72.76	234.34	0.34
W	I44	FRWY			100.47	234.34	0.47
E	KEARNEY	ST	MAYFAIR AVE	SCFSBKEARNEY RAMP	793.18	648.34	1.18
N	US HIGHWAY 65	HWY			103.76	234.34	0.15
E	KEARNEY	ST	DELAWARE AVE	GLENSTONE AVE	1507.54	648.34	2.24
W	CHESTNUT	EXPY	PARK AVE	LAFONTAINE AVE	695.43	648.34	1.03
W	CHESTNUT	EXPY	DEXTER AVE	WESTBYPASS BYP	690.42	648.34	1.03
E	CHESTNUT	EXPY	DELWARE AVE	GLENSTONE AVE	1235.67	648.34	1.83
W	SUNSHINE	ST	WEDGEWOOD AVE	CAMPBELL AVE		648.34	0.00
W	SUNSHINE	ST	CAMPBELL AVE	ROBBERSON AVE		648.34	0.00
W	SUNSHINE	ST			520.98	648.34	0.77
W	SUNSHINE	ST			339.53	648.34	0.50
E	SUNSHINE	ST			1058.16	648.34	1.57
E	SUNSHINE	ST	KENTWOOD AVE	GLENSTONE AVE		648.34	0.00
E	SUNSHINE	ST	SCOUT WY	EASTGATE AVE	1542.94	648.34	2.29
E	US HIGHWAY 60 W	HWY			348.7	648.34	0.52
W	US HIGHWAY 60 W	HWY	FR107 RD	JRFEBSUNSHINE RAMP	233.19	648.34	0.35
W	JAMES RIVER	FRWY			300.14	234.34	1.39

W	JAMES RIVER	FRWY			163.43	234.34	0.76
W	JAMES RIVER	FRWY			240.03	234.34	1.11
E	JAMES RIVER	FRWY			386.89	234.34	1.79
E	JAMES RIVER	FRWY			666.47	234.34	3.09
E	JAMES RIVER	FRWY			542.76	234.34	2.52
W	JAMES RIVER	FRWY			15.02	234.34	0.07
E	JAMES RIVER	FRWY			235.65	234.34	1.09
W	US HIGHWAY 160	HWY			161.34	648.34	0.24
N	WESTBYPASS	BYP	KEARNEY ST	COMMERICAL ST	728.89	648.34	1.08
	CC	HWY			541.28	648.34	0.80
N	WESTBYPASS	BYP	PSFEBWESTBYP BY	KEARNEY ST	447.73	648.34	0.66
N	WESTBYPASS	BYP	CHESTNUT EXPY	MOUNT VERNON	572.98	648.34	0.85
N	13	HWY			200.41	648.34	0.30
N	KANSAS	EXPY	PSFWBKANSAS RAM	PSFEBKANSAS RAMP	1123	234.34	2.74
N	KANSAS	EXPY	KEARNEY ST	HIGH ST	517	648.34	0.65
N	KANSAS	EXPY	CHESTNUT EXPY	PHELPS ST	753.44	648.34	1.12
S	KANSAS	EXPY	SUNSHINE ST	CHEROKEE ST	702.55	648.34	1.04
S	KANSAS	EXPY	BATTLEFIELD RD	ERIE ST	537.36	648.34	0.80
S	CAMPBELL	AVE	WAYLAND DR	BROADMOOR ST		648.34	0.00
S	CAMPBELL	AVE	PRIMROSE ST	LASALLE ST		648.34	0.00
S	US HIGHWAY 160	HWY	BUENA VISTA ST	LAKEWOOD ST	276.1	648.34	0.41
S	US HIGHWAY 160	HWY			237.41	648.34	0.35
S	US HIGHWAY 160	HWY			256.03	648.34	0.38
N	NATIONAL	AVE	KEARNEY ST	TURNER ST		648.34	0.00
N	NATIONAL	AVE				648.34	0.00
S	NATIONAL	AVE				648.34	0.00
S	NATIONAL	AVE	BATTLEFIELD RD	MONTCLAIR ST		648.34	0.00
N	GLENSTONE	AVE	CHESTNUT EXPY	SAINT LOUIS ST	1032.91	648.34	1.53
N	GLENSTONE	AVE			1195.39	648.34	1.78
N	GLENSTONE	AVE	KEARNEY ST	TURNER ST	1066.55	648.34	1.58
S	GLENSTONE	AVE	SUNSHINE ST	CHEROKEE ST	592.45	648.34	0.88
S	GLENSTONE	AVE	BATTLEFIELD RD	ERIE ST	1405.24	648.34	2.09
N	US HIGHWAY 65	FRWY			83	648.34	0.38
N	US HIGHWAY 65	FRWY			220.72	234.34	1.02
N	US HIGHWAY 65	FRWY			208.46	234.34	0.97
S	US HIGHWAY 65	FRWY			152.78	234.34	0.71
S	US HIGHWAY 65	FRWY			121.16	234.34	0.56

S	US HIGHWAY 65	FRWY	JAMES RIVER FRWY	EVANS ROAD	204.33	234.34	0.95
S	US HIGHWAY 65	HWY	EVANS ROAD	SHCC	216.89	234.34	0.32
S	US HIGHWAY 65	FRWY			173.31	234.34	0.80
W	I44	FRWY			44.82	234.34	0.21

Appendix V

65 AM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	SH F SIGN								
4	2	5114	14	49.3	0.0	70.7	0.4	0.0	7.0	45.4	0.0557
5	3	16848	CC	152.9	0.0	75.1	0.0	0.0	1.2	130.7	0.1662
6	4	11007	EVANS RD	98.3	0.0	76.3	0.0	0.0	3.2	63.6	0.1121
7	5	10101	JRF	102.4	0.1	67.2	8.1	0.6	21.7	93.9	0.0987
8	6	11290	BATTLEFIELD	109.2	0.0	70.5	2.4	0.0	27.3	102.9	0.1095
9	7	8054	SUNSHINE	72.3	0.0	75.9	0.0	0.0	2.1	57.6	0.0797
10	8	10576	CHESTNUT	99.3	0.0	72.6	0.0	0.0	11.9	87.2	0.1021
11	9	5300	DIVISION	49.2	0.0	73.4	0.0	0.0	1.1	49.2	0.0513
12	10	5266	KEARNEY	48.6	0.0	73.9	0.0	0.0	3.3	48.1	0.0516
13	11	4250	I-44	38.9	0.0	74.5	0.0	0.0	2.9	35.3	0.0419
14	12	3710	VALLEY WATER MILL	33.3	0.0	75.9	0.0	0.0	0.0	27.1	0.0375
15	13	5424	BLUEGRASS	50.0	0.0	74.0	0.0	0.0	3.1	43.2	0.0526
16	14	15373	SH AA	141.8	0.0	73.9	0.0	0.0	11.6	123.3	0.1506
17	15	10205	KK SIGN	95.7	0.0	72.7	0.2	0.0	10.3	84.2	0.0981
18	Total	122518		1141.3	0.1	73.2	11.2	0.6	106.8	991.8	1.2076

65 AM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	KK SIGN								
4	2	10229	SH AA	111.4	0.0	62.6	0.3	0.0	18.4	105.6	0.1210
5	3	15499	BLUEGRASS	160.9	0.0	65.7	0.0	0.0	11.8	141.8	0.1717
6	4	5478	VALLEY WATER MILL	56.5	0.0	66.1	0.5	0.0	7.5	47.9	0.0611
7	5	3828	I-44	38.8	0.0	67.4	0.0	0.0	0.0	34.0	0.0432
8	6	4099	KEARNEY	46.0	0.0	60.8	2.5	0.0	9.9	45.1	0.0437
9	7	5301	DIVISION	70.5	0.4	51.3	14.6	1.3	24.9	67.0	0.0578
10	8	5280	CHESTNUT	60.1	0.0	59.9	4.0	0.0	11.4	60.1	0.0577
11	9	10627	SUNSHINE	110.1	0.0	65.8	0.0	0.0	3.0	108.5	0.1156
12	10	8029	BATTLEFIELD	82.4	0.0	66.5	0.0	0.0	0.6	76.8	0.0887
13	11	11238	JRF	115.6	0.0	66.3	0.0	0.0	1.1	110.0	0.1243
14	12	10153	EVANS RD	103.6	0.0	66.8	0.0	0.0	4.4	85.5	0.1145
15	13	11020	CC	112.8	0.0	66.6	0.0	0.0	0.5	99.5	0.1216
16	14	16861	14	172.6	0.0	66.6	0.0	0.0	4.5	156.4	0.1880
17	15	4872	SH F SIGN	49.1	0.0	67.6	0.1	0.0	4.4	39.6	0.0538
18	Total	122514		1290.4	0.4	64.7	22.0	1.3	102.3	1177.8	1.3626

65 PM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	SH F SIGN								
4	2	5114	14	54.2	0.0	64.3	0.0	0.0	8.1	48.2	0.0611
5	3	16848	CC	174.6	0.0	65.8	0.0	0.0	10.1	166.0	0.1851
6	4	11007	EVANS RD	114.0	0.0	65.8	0.0	0.0	1.5	109.2	0.1208
7	5	10101	JRF	104.0	0.0	66.2	0.0	0.0	1.3	97.6	0.1113
8	6	11290	BATTLEFIELD	121.6	0.0	63.3	0.2	0.0	14.8	121.0	0.1191
9	7	8054	SUNSHINE	86.8	0.0	63.3	0.8	0.0	17.0	85.8	0.0857
10	8	10576	CHESTNUT	112.1	0.0	64.3	0.2	0.0	11.0	109.8	0.1135
11	9	5300	DIVISION	56.8	0.0	63.6	0.3	0.0	8.6	56.7	0.0565
12	10	5266	KEARNEY	55.5	0.0	64.7	0.0	0.0	3.5	53.4	0.0570
13	11	4250	I-44	45.0	0.0	64.4	0.1	0.0	5.2	44.0	0.0454
14	12	3710	VALLEY WATER MILL	39.3	0.0	64.4	0.0	0.0	5.5	39.3	0.0398
15	13	5424	BLUEGRASS	59.6	0.0	62.1	0.6	0.0	14.8	59.6	0.0555
16	14	15373	SH AA	166.8	0.0	62.8	2.0	0.0	30.8	164.5	0.1619
17	15	10205	KK SIGN	109.6	0.0	63.5	2.2	0.0	42.4	109.4	0.1003
18	Total	122518		1299.9	0.0	64.3	6.4	0.0	174.6	1264.5	1.3130

65 PM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	KK SIGN								
4	2	10229	SH AA	118.0	0.0	59.1	3.3	0.0	38.9	118.0	0.1146
5	3	15499	BLUEGRASS	171.9	0.0	61.5	1.1	0.0	61.3	171.9	0.1569
6	4	5478	VALLEY WATER MILL	61.2	0.0	61.0	0.7	0.0	25.4	61.2	0.0562
7	5	3828	I-44	42.4	0.0	61.6	0.6	0.0	14.4	42.4	0.0393
8	6	4099	KEARNEY	45.1	0.0	62.0	0.6	0.0	14.5	45.1	0.0432
9	7	5301	DIVISION	57.6	0.0	62.7	0.0	0.0	9.1	56.9	0.0559
10	8	5280	CHESTNUT	57.3	0.0	62.8	0.0	0.0	8.4	57.3	0.0551
11	9	10627	SUNSHINE	116.6	0.0	62.1	1.7	0.0	23.2	116.6	0.1113
12	10	8029	BATTLEFIELD	87.0	0.0	62.9	0.4	0.0	16.0	87.0	0.0841
13	11	11238	JRF	127.1	0.0	60.3	5.8	0.0	41.0	127.1	0.1168
14	12	10153	EVANS RD	108.8	0.0	63.6	0.0	0.0	13.7	108.8	0.1081
15	13	11020	CC	121.0	0.0	62.1	3.3	0.0	22.2	120.0	0.1180
16	14	16861	14	175.5	0.0	65.5	0.0	0.0	4.0	163.1	0.1853
17	15	4872	SH F SIGN	44.0	0.0	75.5	0.4	0.0	4.8	39.6	0.0447
18	Total	122514		1333.5	0.0	62.6	17.9	0.0	296.9	1315.0	1.2894

West Bypass AM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	50 MPH	55 MPH	(gals)
3	1	0	WEAVER								
4	2	5560	REPUBLIC	84.1	0.4	45.1	9.8	2.8	38.7	56.4	0.0562
5	3	4307	JRF EBR	60.8	0.2	48.3	5.3	4.3	15.3	33.5	0.0471
6	4	732	JRF WBR	9.7	0.0	51.3	0.1	0.0	1.9	6.7	0.0070
7	5	2944	BATTLEFIELD	47.7	0.4	42.1	8.9	3.8	20.1	35.5	0.0279
8	6	2990	FR 156	51.9	0.4	39.3	11.9	4.4	31.4	47.0	0.0332
9	7	6592	SUNSHINE	112.8	0.4	39.8	25.6	17.2	53.1	79.9	0.0680
10	8	7966	MT VERNON	136.9	0.6	39.7	31.1	24.6	58.9	91.2	0.0851
11	9	2607	CHESTNUT	92.2	0.7	19.3	57.6	33.5	87.1	91.6	0.0309
12	10	370	JUNCTION SIGN	33.2	0.3	7.6	29.5	23.4	33.2	33.2	0.0085
13	Total	34068		629.4	3.3	36.9	179.7	114.0	339.7	475.1	0.3639

West Bypass AM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	50 MPH	55 MPH	(gals)
3	1	0	JUNCTION SIGN								
4	2	395	CHESTNUT	40.8	0.9	6.6	35.3	21.9	40.8	40.8	0.0108
5	3	2689	MT VERNON	41.4	0.0	44.3	4.8	0.0	28.8	40.2	0.0291
6	4	7863	SUNSHINE	115.8	0.6	46.3	10.9	4.1	39.2	83.5	0.0735
7	5	6640	FR 156	95.1	0.2	47.6	6.4	1.5	35.5	66.8	0.0671
8	6	2975	BATTLEFIELD	44.6	0.1	45.4	5.1	0.6	27.3	41.0	0.0286
9	7	3011	JRF WBR	41.3	0.1	49.8	1.9	0.5	13.4	28.7	0.0305
10	8	745	JRF EBR	10.7	0.0	47.5	0.6	0.0	5.6	9.8	0.0073
11	9	4256	REPUBLIC	56.4	0.1	51.5	1.9	0.9	10.8	31.7	0.0403
12	10	5470	WEAVER	78.2	0.4	47.7	7.3	2.5	35.2	58.5	0.0515
13	Total	34044		524.2	2.3	44.3	74.3	32.1	236.5	401.1	0.3387

West Bypass :PM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	50 MPH	55 MPH	(gals)
3	1	0	WEAVER								
4	2	5560	REPUBLIC	84.2	0.4	45.0	10.1	3.8	38.9	61.2	0.0559
5	3	4307	JRF EBR	63.4	0.2	46.3	7.2	6.0	18.0	35.0	0.0488
6	4	732	JRF WBR	9.6	0.0	52.0	0.2	0.0	2.0	7.6	0.0067
7	5	2944	BATTLEFIELD	43.9	0.3	45.7	4.8	1.2	16.2	32.7	0.0266
8	6	2990	FR 156	54.3	0.4	37.6	14.2	5.9	37.0	49.3	0.0336
9	7	6592	SUNSHINE	109.4	0.5	41.1	22.3	14.2	55.7	79.7	0.0669
10	8	7966	MT VERNON	151.1	0.5	36.0	44.4	36.4	78.6	119.4	0.0870
11	9	2607	CHESTNUT	65.8	0.4	27.0	30.7	12.0	61.3	65.6	0.0275
12	10	370	JUNCTION SIGN	30.3	0.2	8.3	25.4	19.9	30.2	30.2	0.0080
13	Total	34068		611.9	3.0	38.0	159.4	99.4	337.8	480.8	0.3608

West Bypass PM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	50 MPH	55 MPH	(gals)
3	1	0	JUNCTION SIGN								
4	2	395	CHESTNUT	36.7	0.7	7.3	31.0	19.4	36.7	36.7	0.0108
5	3	2689	MT VERNON	42.5	0.0	43.2	5.9	0.0	34.8	41.5	0.0279
6	4	7863	SUNSHINE	143.3	1.0	37.4	38.1	22.9	76.9	121.9	0.0784
7	5	6640	FR 156	111.9	0.3	40.5	23.1	13.7	61.2	87.5	0.0688
8	6	2975	BATTLEFIELD	51.3	0.2	39.6	11.2	3.3	36.4	49.4	0.0312
9	7	3011	JRF WBR	41.2	0.2	49.8	2.1	0.3	12.5	25.3	0.0319
10	8	745	JRF EBR	10.2	0.0	49.6	0.3	0.0	5.1	9.3	0.0065
11	9	4256	REPUBLIC	56.9	0.1	51.0	2.1	1.3	13.3	30.2	0.0404
12	10	5470	WEAVER	86.0	0.4	43.4	13.0	5.3	46.6	65.2	0.0558
13	Total	34044		580.0	3.0	40.0	126.8	66.1	323.5	467.1	0.3517

Sunshine AM EB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	186	ZIMMER	7.1	0.1	17.9	3.7	1.6	4.6	7.1	0.0029
5	3	1172	WEST BYPASS	49.0	0.9	16.3	29.7	15.9	35.4	49.0	0.0160
6	4	1441	MOORE	31.6	0.2	31.1	7.8	0.7	12.5	31.6	0.0159
7	5	4006	SCENIC	86.6	0.4	31.5	24.2	17.4	26.4	83.2	0.0378
8	6	3900	KANSAS	92.0	0.5	28.9	30.2	19.4	36.1	92.0	0.0386
9	7	2670	FORT	70.2	0.5	25.9	26.5	17.5	29.7	70.2	0.0284
10	8	2496	GRANT	60.6	0.3	28.1	19.8	12.2	22.4	60.6	0.0240
11	9	1442	CAMPBELL	59.2	0.6	16.6	35.3	20.5	42.8	59.2	0.0184
12	10	1309	JEFFERSON	35.0	0.2	25.5	13.5	5.5	19.6	35.0	0.0130
13	11	916	KIMBROUGH	16.3	0.0	38.4	1.0	0.0	0.4	16.3	0.0079
14	12	3081	NATIONAL	84.7	0.7	24.8	35.0	19.7	38.1	84.7	0.0295
15	13	1499	FREMONT	68.9	0.7	14.8	44.2	25.5	57.4	68.9	0.0215
16	14	1083	DELAWARE	34.8	0.5	21.2	16.8	5.8	21.8	34.8	0.0146
17	15	1527	GLENSTONE	41.0	0.3	25.4	16.0	9.4	16.5	41.0	0.0142
18	16	2315	FIRE STATION	72.8	0.7	21.7	34.5	23.5	40.6	72.8	0.0295
19	17	957	ENTERPRISE	15.4	0.0	42.5	0.2	0.0	0.0	15.4	0.0075
20	18	1239	LONE PINE	20.5	0.0	41.3	0.7	0.0	0.0	20.5	0.0098
21	19	788	OAK GROVE	15.3	0.0	35.2	2.3	0.0	3.2	15.3	0.0059
22	20	298	VENTURA	9.8	0.2	20.7	4.6	0.7	8.1	9.8	0.0036
23	21	2739	PLAZA	55.2	0.2	33.8	10.5	1.6	15.6	55.2	0.0258
24	22	1885	DEESWOOD	39.3	0.1	32.7	8.2	1.0	10.1	39.3	0.0170
25	23	1026	65 SPUI	60.3	0.7	11.6	43.3	30.6	48.7	60.3	0.0170
26	24	1151	BEDFORD	34.0	0.2	23.1	14.6	9.8	16.5	34.0	0.0143
27	25	930	BLACKMAN	15.5	0.0	41.0	0.5	0.0	0.0	15.5	0.0077
28	26	211	ROUTE SIGN	4.0	0.0	36.0	0.3	0.0	0.8	3.9	0.0018
29	Total	40267		1079.0	8.0	25.4	423.4	238.4	507.5	1075.5	0.4226

Sunshine AM WB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	350	BLACKMAN	7.3	0.0	32.7	1.3	0.0	2.0	6.8	0.0037
5	3	1273	BEDFORD	26.3	0.1	33.0	6.9	3.6	8.1	22.7	0.0120
6	4	973	65 SPUI	30.3	0.3	21.9	15.5	8.2	19.2	27.8	0.0107
7	5	1084	DEESWOOD	35.3	0.3	20.9	17.7	12.4	20.3	35.0	0.0126
8	6	1468	PLAZA	71.6	0.9	14.0	47.8	33.3	54.0	71.6	0.0228
9	7	2832	VENTURA	59.0	0.3	32.7	13.8	6.9	16.5	58.6	0.0272
10	8	297	OAK GROVE	12.7	0.2	15.9	7.8	5.1	8.9	12.7	0.0043
11	9	825	LONE PINE	21.3	0.4	26.4	8.3	2.9	11.4	21.3	0.0088
12	10	1243	ENTERPRISE	26.2	0.2	32.3	6.3	0.5	8.6	26.2	0.0113
13	11	879	FIRE STATION	21.6	0.2	27.7	7.0	0.4	10.0	21.6	0.0085
14	12	2326	GLENSTONE	64.2	0.4	24.7	26.4	15.8	28.7	64.2	0.0234
15	13	1609	DELAWARE	43.5	0.2	25.2	16.9	9.8	18.1	43.5	0.0158
16	14	1063	FREMONT	58.0	0.8	12.5	40.5	26.9	48.8	58.0	0.0177
17	15	1440	NATIONAL	39.7	0.2	24.7	15.7	7.8	18.5	39.7	0.0141
18	16	3135	KIMBROUGH	90.7	0.8	23.6	39.6	21.3	46.9	90.7	0.0345
19	17	877	JEFFERSON	24.6	0.2	24.3	10.2	6.0	11.8	24.6	0.0091
20	18	1319	CAMPBELL	36.5	0.5	24.6	15.2	6.5	21.9	36.5	0.0134
21	19	1451	GRANT	51.6	0.6	19.2	27.6	17.1	32.0	51.6	0.0187
22	20	2518	FORT	68.5	0.6	25.1	27.1	15.9	30.4	68.5	0.0270
23	21	2582	KANSAS	48.4	0.1	36.4	6.9	0.7	8.6	48.4	0.0216
24	22	3992	SCENIC	86.8	0.7	31.4	21.5	11.0	26.4	86.3	0.0411
25	23	3994	MOORE	61.4	0.1	44.4	1.0	0.1	3.5	54.8	0.0342
26	24	1410	WEST BYPASS	22.7	0.0	42.4	1.4	0.0	2.1	19.3	0.0130
27	25	1208	ZIMMER	31.4	0.4	26.2	12.2	6.5	15.5	29.9	0.0126
28	26	141	ROUTE SIGN	2.6	0.0	37.0	0.3	0.0	0.7	2.3	0.0017
29	Total	40289		1042.2	8.5	26.4	394.9	218.7	472.9	1022.6	0.4199

Sunshine PM EB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	186	ZIMMER	20.4	0.3	6.2	17.2	12.5	19.0	20.4	0.0054
5	3	1172	WEST BYPASS	73.7	1.0	10.8	54.5	37.8	62.0	73.7	0.0212
6	4	1441	MOORE	27.7	0.0	35.4	3.9	0.0	5.8	27.7	0.0153
7	5	4006	SCENIC	73.7	0.2	37.0	11.5	6.7	12.8	70.3	0.0354
8	6	3900	KANSAS	99.3	0.4	26.8	37.0	33.0	42.5	98.5	0.0398
9	7	2670	FORT	120.8	0.7	15.1	77.3	62.8	82.6	120.8	0.0388
10	8	2496	GRANT	90.6	0.5	18.8	49.9	38.7	53.1	90.6	0.0310
11	9	1442	CAMPBELL	41.2	0.6	23.9	17.5	6.6	22.2	41.2	0.0161
12	10	1309	JEFFERSON	44.2	0.5	20.2	22.5	7.2	34.1	44.2	0.0165
13	11	916	KIMBROUGH	18.9	0.0	33.0	3.6	0.0	5.2	18.9	0.0092
14	12	3081	NATIONAL	64.4	0.4	32.6	14.2	3.8	17.5	64.4	0.0264
15	13	1499	FREMONT	46.5	0.7	22.0	21.7	1.4	34.5	46.5	0.0174
16	14	1083	DELAWARE	22.7	0.0	32.5	4.7	0.0	6.5	22.7	0.0098
17	15	1527	GLENSTONE	76.8	0.8	13.6	51.7	33.7	59.9	76.8	0.0216
18	16	2315	FIRE STATION	105.2	0.5	15.0	67.1	53.3	71.7	105.2	0.0323
19	17	957	ENTERPRISE	21.1	0.0	30.9	5.1	0.0	8.3	21.1	0.0077
20	18	1239	LONE PINE	28.4	0.0	29.8	7.6	0.0	11.8	28.4	0.0114
21	19	788	OAK GROVE	17.8	0.1	30.2	4.7	1.6	5.3	17.8	0.0071
22	20	298	VENTURA	12.8	0.3	15.9	7.8	4.5	8.6	12.8	0.0041
23	21	2739	PLAZA	56.3	0.2	33.2	11.5	3.0	15.1	56.3	0.0244
24	22	1885	DEESWOOD	72.8	0.5	17.6	41.9	24.5	56.0	72.8	0.0230
25	23	1026	65 SPUI	68.7	0.9	10.2	51.7	36.4	60.5	68.7	0.0192
26	24	1151	BEDFORD	27.1	0.1	29.0	8.1	1.5	12.4	27.1	0.0120
27	25	930	BLACKMAN	18.1	0.0	35.1	2.5	0.0	1.2	18.1	0.0078
28	26	211	ROUTE SIGN	4.1	0.0	35.2	0.6	0.0	1.2	4.1	0.0019
29	Total	40267		1253.4	8.7	21.9	595.9	369.1	709.8	1249.1	0.4549

Sunshine PM WB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	350	BLACKMAN	7.9	0.0	30.1	1.9	0.0	2.8	7.9	0.0045
5	3	1273	BEDFORD	25.6	0.3	33.9	5.3	1.5	6.1	24.3	0.0126
6	4	973	65 SPUI	55.9	0.4	11.9	40.4	32.8	44.8	54.9	0.0161
7	5	1084	DEESWOOD	52.8	0.5	14.0	34.9	27.2	40.3	52.8	0.0166
8	6	1468	PLAZA	62.8	0.5	16.0	38.7	28.1	45.4	62.8	0.0204
9	7	2832	VENTURA	88.8	0.7	21.7	42.6	29.8	47.5	88.8	0.0332
10	8	297	OAK GROVE	8.1	0.1	25.1	3.1	0.8	4.5	8.1	0.0030
11	9	825	LONE PINE	17.7	0.1	31.8	4.0	1.2	4.6	17.7	0.0085
12	10	1243	ENTERPRISE	21.4	0.0	39.6	1.2	0.0	0.9	21.4	0.0101
13	11	879	FIRE STATION	15.3	0.0	39.3	0.6	0.0	0.6	15.3	0.0077
14	12	2326	GLENSTONE	49.6	0.4	32.0	12.3	5.7	13.8	48.6	0.0208
15	13	1609	DELAWARE	34.3	0.1	32.0	7.9	1.3	13.1	34.3	0.0142
16	14	1063	FREMONT	41.5	0.6	17.5	24.1	11.8	32.2	41.5	0.0143
17	15	1440	NATIONAL	44.8	0.2	21.9	21.3	12.8	26.9	44.8	0.0153
18	16	3135	KIMBROUGH	121.2	0.9	17.6	69.8	50.1	78.1	121.2	0.0414
19	17	877	JEFFERSON	15.4	0.0	38.8	0.9	0.0	1.2	15.4	0.0071
20	18	1319	CAMPBELL	30.2	0.3	29.8	8.8	1.8	10.8	30.2	0.0117
21	19	1451	GRANT	33.8	0.3	29.3	9.8	1.2	15.1	33.8	0.0143
22	20	2518	FORT	60.1	0.4	28.6	18.9	3.2	25.6	60.1	0.0245
23	21	2582	KANSAS	96.8	0.8	18.2	54.6	37.1	62.7	96.8	0.0314
24	22	3992	SCENIC	141.8	0.9	19.2	76.9	61.7	83.9	141.8	0.0513
25	23	3994	MOORE	64.4	0.2	42.3	3.8	0.4	7.6	61.3	0.0349
26	24	1410	WEST BYPASS	32.0	0.3	30.0	10.3	3.2	13.1	30.3	0.0143
27	25	1208	ZIMMER	26.5	0.1	31.1	6.5	0.1	8.9	26.5	0.0115
28	26	141	ROUTE SIGN	2.9	0.0	33.0	0.3	0.0	0.7	2.9	0.0015
29	Total	40289		1151.3	7.9	23.9	498.6	311.4	591.1	1143.0	0.4414

National PM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	35 MPH	40 MPH	(gals)
3	1	0	REPUBLIC								
4	2	1171	JRF EB	54.8	0.8	14.6	32.8	16.9	50.8	54.8	0.0167
5	3	604	JRF WB	19.3	0.1	21.4	7.9	5.1	16.8	19.3	0.0074
6	4	1482	PRIMROSE	44.5	0.4	22.7	17.3	6.8	33.0	42.6	0.0153
7	5	2128	WALNUT LAWN	51.3	0.3	28.3	12.4	7.2	29.8	46.8	0.0200
8	6	1815	MONTCLAIR	34.2	0.1	36.2	2.4	0.0	9.6	23.3	0.0148
9	7	632	BATTLEFIELD	16.3	0.3	26.5	4.8	1.3	10.0	14.6	0.0063
10	8	1643	WOODLAND	32.4	0.0	34.6	2.3	0.0	14.3	30.3	0.0134
11	9	1222	SUNSET	23.8	0.0	35.1	1.3	0.0	10.2	22.3	0.0097
12	10	2639	SEMINOLE	50.6	0.0	35.6	2.3	0.0	16.3	47.4	0.0208
13	11	1264	CHEROKEE	26.3	0.0	32.8	2.9	0.0	16.5	25.7	0.0102
14	12	1314	SUNSHINE	62.0	0.8	14.5	37.4	22.6	57.3	62.0	0.0178
15	13	2639	BENNETT	58.9	0.3	30.5	10.3	5.8	26.8	55.8	0.0243
16	14	2660	GRAND	50.3	0.0	36.0	2.4	0.0	17.1	44.5	0.0206
17	15	746	SMSU PED	14.9	0.0	34.1	1.1	0.0	10.4	14.9	0.0055
18	16	1911	CHERRY	36.9	0.0	35.3	2.0	0.0	15.8	35.2	0.0149
19	17	465	ELM	9.4	0.0	33.7	0.5	0.0	6.2	9.4	0.0038
20	18	511	WALNUT	12.3	0.1	28.2	2.8	1.8	7.3	12.3	0.0046
21	19	1070	ST LOUIS	21.3	0.0	34.2	1.3	0.0	11.0	20.9	0.0084
22	20	383	TRAFFICWAY	12.3	0.1	21.2	4.8	3.4	11.6	12.3	0.0041
23	21	1536	CHESTNUT	40.1	0.2	26.1	11.5	6.1	29.8	39.8	0.0142
24	22	880	CENTRAL	19.0	0.0	31.6	2.5	0.0	14.3	19.0	0.0081
25	23	3073	DIVISION	64.3	0.3	32.6	7.8	4.3	19.9	60.4	0.0254
26	24	1679	COMMERCIAL	40.2	0.3	28.5	8.8	2.2	31.3	40.2	0.0149
27	25	1692	DALE	38.7	0.1	29.8	6.9	1.0	31.2	38.7	0.0154
28	26	1326	TALMAGE	27.5	0.1	32.9	2.8	0.0	14.3	27.5	0.0107
29	27	597	KEARNEY	22.0	0.3	18.5	10.8	6.0	19.7	22.0	0.0067
30	Total	37082		883.5	4.2	28.6	200.1	90.4	531.1	841.8	0.3340

National AM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	35 MPH	40 MPH	(gals)
3	1	0	KEARNEY								
4	2	718	TALMAGE	18.2	0.0	26.9	4.4	0.0	18.1	18.2	0.0081
5	3	1314	DALE	29.2	0.1	30.7	4.6	1.7	19.5	29.2	0.0111
6	4	1663	COMMERCIAL	42.6	0.4	26.6	11.8	1.6	27.7	42.6	0.0158
7	5	1607	DIVISION	50.9	0.6	21.5	20.9	8.7	37.0	50.9	0.0181
8	6	3167	CENTRAL	68.3	0.3	31.6	9.9	5.1	26.5	66.3	0.0283
9	7	849	CHESTNUT	57.6	0.6	10.0	41.6	32.5	53.6	57.6	0.0151
10	8	1574	TRAFFICWAY	52.3	0.3	20.5	22.7	15.7	41.4	52.3	0.0181
11	9	383	ST LOUIS	8.2	0.0	31.9	0.8	0.0	5.4	8.2	0.0030
12	10	1066	WALNUT	23.8	0.1	30.5	3.9	1.2	12.4	23.7	0.0090
13	11	529	ELM	11.1	0.0	32.5	1.1	0.0	6.9	11.1	0.0042
14	12	441	CHERRY	9.0	0.0	33.4	0.4	0.0	6.4	9.0	0.0035
15	13	1969	SMSU PED	37.6	0.0	35.7	1.5	0.0	13.5	36.7	0.0152
16	14	648	GRAND	15.5	0.1	28.4	3.3	0.5	11.1	15.5	0.0056
17	15	2706	BENNETT	51.0	0.0	36.2	1.2	0.0	11.0	50.4	0.0211
18	16	2552	SUNSHINE	70.0	0.5	24.9	22.9	12.2	41.8	70.0	0.0232
19	17	1403	CHEROKEE	50.5	0.5	18.9	24.4	12.5	49.1	50.5	0.0174
20	18	1270	SEMINOLE	26.2	0.0	33.1	2.6	0.0	17.8	25.9	0.0109
21	19	2604	SUNSET	47.2	0.0	37.6	0.4	0.0	7.6	38.5	0.0210
22	20	1283	WOODLAND	23.6	0.0	37.0	0.5	0.0	4.8	22.3	0.0100
23	21	1566	BATTLEFIELD	32.6	0.1	32.7	3.5	0.3	18.4	31.3	0.0122
24	22	690	MONTCLAIR	15.8	0.1	29.7	2.7	0.0	12.7	15.8	0.0066
25	23	1795	WALNUT LAWN	34.5	0.0	35.4	1.3	0.0	12.6	33.5	0.0141
26	24	2101	PRIMROSE	57.2	0.3	25.1	18.9	15.0	31.6	54.8	0.0202
27	25	1505	JRF WB	52.5	0.5	19.5	24.9	18.2	36.2	50.4	0.0184
28	26	615	JRF EB	27.5	0.4	15.2	15.8	9.5	25.5	27.5	0.0095
29	27	1064	REPUBLIC	25.9	0.1	28.0	6.2	2.2	16.5	24.2	0.0098
30	Total	37082		939.1	5.0	26.9	252.2	136.9	565.0	916.5	0.3497

National PM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	35 MPH	40 MPH	(gals)
3	1	0	REPUBLIC								
4	2	1171	JRF EB	53.5	0.5	14.9	31.5	18.8	48.7	52.4	0.0178
5	3	604	JRF WB	15.1	0.1	27.3	4.0	1.4	11.9	14.3	0.0066
6	4	1482	PRIMROSE	48.2	0.9	21.0	20.5	7.9	36.0	45.6	0.0168
7	5	2128	WALNUT LAWN	64.5	0.8	22.5	24.9	7.0	58.2	64.5	0.0231
8	6	1815	MONTCLAIR	41.4	0.2	29.9	7.6	0.4	32.3	40.6	0.0165
9	7	632	BATTLEFIELD	37.3	0.5	11.6	25.4	18.0	34.1	36.5	0.0114
10	8	1643	WOODLAND	51.4	0.1	21.8	21.0	17.0	36.4	51.1	0.0179
11	9	1222	SUNSET	24.2	0.1	34.4	1.9	0.7	8.9	21.9	0.0101
12	10	2639	SEMINOLE	54.8	0.2	32.8	5.9	1.4	22.8	53.9	0.0218
13	11	1264	CHEROKEE	29.4	0.0	29.4	5.8	0.0	23.1	29.4	0.0110
14	12	1314	SUNSHINE	64.5	1.0	13.9	39.9	24.0	61.7	64.5	0.0190
15	13	2639	BENNETT	59.1	0.1	30.4	10.1	4.6	33.9	58.7	0.0235
16	14	2660	GRAND	67.5	0.3	26.9	18.7	13.7	34.1	65.8	0.0246
17	15	746	SMSU PED	20.6	0.1	24.7	6.4	4.6	15.1	20.5	0.0074
18	16	1911	CHERRY	38.8	0.0	33.6	3.1	0.0	23.7	38.8	0.0149
19	17	465	ELM	9.8	0.0	32.4	0.9	0.0	7.3	9.8	0.0038
20	18	511	WALNUT	11.1	0.0	31.5	1.1	0.0	8.5	11.1	0.0041
21	19	1070	ST LOUIS	36.6	0.5	19.9	16.6	7.1	33.8	36.6	0.0122
22	20	383	TRAFFICWAY	15.1	0.3	17.3	7.6	3.4	14.4	15.1	0.0051
23	21	1536	CHESTNUT	60.6	0.4	17.3	32.0	20.9	55.9	60.2	0.0187
24	22	880	CENTRAL	45.8	0.4	13.1	29.2	22.7	43.6	45.6	0.0139
25	23	3073	DIVISION	73.4	0.6	28.6	16.4	4.5	45.3	72.2	0.0270
26	24	1679	COMMERCIAL	55.4	0.6	20.7	24.1	10.5	48.1	55.4	0.0192
27	25	1692	DALE	42.4	0.3	27.2	10.7	4.5	31.4	42.4	0.0169
28	26	1326	TALMAGE	25.5	0.0	35.5	0.8	0.0	8.5	25.1	0.0101
29	27	597	KEARNEY	43.5	0.4	9.4	32.4	26.4	40.6	43.1	0.0104
30	Total	37082		1089.4	8.2	23.2	398.7	219.7	818.4	1075.2	0.3839

National PM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	35 MPH	40 MPH	(gals)
3	1	0	KEARNEY								
4	2	718	TALMAGE	19.7	0.1	24.9	5.9	0.8	18.6	19.7	0.0093
5	3	1314	DALE	36.3	0.5	24.7	11.8	5.5	22.6	35.9	0.0135
6	4	1663	COMMERCIAL	41.6	0.5	27.2	10.6	1.8	28.8	41.6	0.0170
7	5	1607	DIVISION	46.5	0.5	23.6	16.5	8.8	32.8	46.5	0.0176
8	6	3167	CENTRAL	65.8	0.2	32.8	7.7	2.7	23.0	62.5	0.0277
9	7	849	CHESTNUT	41.5	0.7	14.0	25.5	13.8	39.3	41.4	0.0122
10	8	1574	TRAFFICWAY	43.5	0.1	24.7	13.9	5.4	39.1	43.5	0.0159
11	9	383	ST LOUIS	8.5	0.0	30.9	0.8	0.0	6.8	8.5	0.0034
12	10	1066	WALNUT	25.8	0.2	28.1	5.9	1.3	19.7	25.7	0.0092
13	11	529	ELM	14.2	0.2	25.3	4.2	0.0	14.2	14.2	0.0051
14	12	441	CHERRY	10.2	0.0	29.6	1.8	0.0	9.9	10.2	0.0039
15	13	1969	SMSU PED	52.0	0.4	25.8	15.3	4.5	40.9	51.5	0.0180
16	14	648	GRAND	50.6	0.5	8.7	38.3	26.7	50.6	50.6	0.0134
17	15	2706	BENNETT	55.9	0.1	33.0	5.7	2.3	25.2	52.2	0.0234
18	16	2552	SUNSHINE	114.8	1.7	15.2	67.7	44.7	93.8	112.5	0.0347
19	17	1403	CHEROKEE	46.5	0.2	20.6	20.2	12.6	43.2	46.5	0.0159
20	18	1270	SEMINOLE	25.8	0.0	33.5	2.1	0.0	18.8	25.8	0.0101
21	19	2604	SUNSET	54.6	0.2	32.5	6.7	0.2	25.6	50.0	0.0222
22	20	1283	WOODLAND	25.8	0.0	33.9	2.2	0.0	14.3	25.5	0.0107
23	21	1566	BATTLEFIELD	50.1	0.8	21.3	20.8	6.8	42.3	50.1	0.0170
24	22	690	MONTCLAIR	19.6	0.1	24.0	6.5	3.0	18.0	19.6	0.0078
25	23	1795	WALNUT LAWN	39.7	0.1	30.8	6.3	2.7	25.6	37.8	0.0152
26	24	2101	PRIMROSE	82.3	0.8	17.4	43.2	22.4	72.5	82.3	0.0263
27	25	1505	JRF WB	47.2	0.8	21.8	19.5	6.2	39.8	44.6	0.0173
28	26	615	JRF EB	20.1	0.2	20.9	8.5	4.5	15.2	20.0	0.0071
29	27	1064	REPUBLIC	21.7	0.1	33.4	2.5	0.8	8.4	19.5	0.0088
30	Total	37082		1060.1	8.8	23.9	370.2	177.6	789.3	1038.2	0.3829

Kearney AM EB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	LINRO								
4	2	7244	WEST BYPASS	119.3	0.2	41.4	14.5	10.3	25.0	94.8	0.0658
5	3	5283	FULBRIGHT	114.7	0.9	31.4	37.7	27.0	46.9	110.8	0.0567
6	4	5197	KANSAS	91.2	0.4	38.9	15.5	7.8	24.1	85.0	0.0479
7	5	2676	BROADWAY	79.7	0.7	22.9	40.6	25.0	58.1	79.3	0.0312
8	6	1269	GRANT	28.5	0.4	30.4	9.6	1.0	20.1	28.5	0.0139
9	7	3996	SUMMIT	65.2	0.0	41.8	7.0	0.0	16.1	64.6	0.0347
10	8	2592	NATIONAL	49.8	0.2	35.5	11.8	2.4	21.2	49.8	0.0227
11	9	2695	DELAWARE	47.7	0.1	38.5	8.2	0.4	16.0	47.7	0.0235
12	10	1260	GLENSTONE	31.7	0.4	27.1	13.1	5.4	22.8	31.7	0.0125
13	11	2636	BARNES	67.1	0.7	26.8	28.4	10.1	48.1	67.1	0.0300
14	12	2591	NEERGARD	44.2	0.2	40.0	6.3	0.5	11.9	44.2	0.0241
15	13	3969	MAYFAIR	60.6	0.1	44.7	3.6	1.4	6.4	53.8	0.0349
16	14	1097	65 SBR	26.4	0.1	28.3	10.3	5.2	16.2	25.6	0.0105
17	15	390	65 NBR	20.5	0.4	13.0	14.5	6.2	19.7	20.5	0.0060
18	16	2463	LE COMPTE	63.6	0.8	26.4	27.5	9.1	45.1	63.1	0.0300
19	17	7340	MUSTARD WAY	114.2	0.3	43.8	8.5	0.8	25.2	85.2	0.0680
20	18	3150	SH 00	43.2	0.0	49.7	0.7	0.0	2.1	21.8	0.0293
21	19	1081	44 EBR	23.6	0.0	31.2	7.6	0.0	18.3	23.0	0.0129
22	20	360	44 WBR	6.1	0.0	40.2	0.7	0.0	2.9	6.1	0.0033
23	Total	57289		1097.3	5.9	35.6	266.1	112.6	446.2	1002.6	0.5577

Kearney AM WB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	44 WBR								
4	2	577	44 EBR	12.2	0.0	32.2	3.3	0.0	10.7	12.2	0.0068
5	3	901	SH OO	25.4	0.4	24.2	12.3	2.8	22.3	25.4	0.0100
6	4	3181	MUSTARD WAY	45.8	0.0	47.4	1.1	0.0	8.7	23.4	0.0367
7	5	7258	LE COMPTE	108.8	0.1	45.5	5.8	0.8	14.7	81.2	0.0628
8	6	2438	65 NBR	59.5	0.4	27.9	24.3	9.6	46.2	57.5	0.0236
9	7	452	65 SBR	34.0	1.0	9.1	27.0	13.8	33.3	34.0	0.0099
10	8	1060	MAYFAIR	27.0	0.3	26.8	11.3	4.4	20.4	26.7	0.0135
11	9	3944	NEERGARD	68.1	0.2	39.5	10.7	0.1	23.5	65.5	0.0354
12	10	2645	BARNES	52.8	0.4	34.2	13.9	2.5	26.4	52.8	0.0281
13	11	2546	GLENSTONE	50.4	0.5	34.4	13.4	0.8	30.2	50.4	0.0246
14	12	1364	DELAWARE	73.0	0.8	12.7	52.7	38.5	69.4	73.0	0.0238
15	13	2655	NATIONAL	46.3	0.0	39.1	7.3	0.0	19.4	46.3	0.0215
16	14	2628	SUMMIT	54.0	0.2	33.2	15.6	10.0	20.9	54.0	0.0253
17	15	3944	GRANT	66.9	0.1	40.2	9.5	2.3	18.8	66.8	0.0332
18	16	1286	BROADWAY	23.1	0.1	38.0	4.1	0.2	10.2	23.1	0.0108
19	17	2612	KANSAS	51.6	0.1	34.5	13.2	7.4	21.3	51.6	0.0239
20	18	5260	FULBRIGHT	132.3	0.6	27.1	55.4	42.1	67.2	130.1	0.0576
21	19	5269	WEST BYPASS	80.9	0.2	44.4	5.1	0.0	10.6	74.1	0.0444
22	20	7196	LINRO	141.6	0.8	34.6	36.7	25.4	55.2	108.9	0.0739
23	Total	57216		1153.7	6.2	33.8	322.7	160.7	529.4	1057.0	0.5657

Kearney PM EB.

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	LINRO								
4	2	7244	WEST BYPASS	123.3	0.3	40.0	20.0	14.8	25.1	103.6	0.0653
5	3	5283	FULBRIGHT	106.0	0.5	34.0	28.8	19.9	36.1	102.0	0.0522
6	4	5197	KANSAS	103.8	0.4	34.1	28.0	18.1	40.1	102.9	0.0492
7	5	2676	BROADWAY	93.8	0.8	19.4	54.8	36.9	77.6	93.8	0.0339
8	6	1269	GRANT	38.5	0.8	22.5	19.9	4.2	37.9	38.5	0.0163
9	7	3996	SUMMIT	70.5	0.1	38.6	12.2	0.2	29.5	70.5	0.0374
10	8	2592	NATIONAL	44.2	0.0	40.0	6.2	0.0	23.1	44.2	0.0204
11	9	2695	DELAWARE	46.5	0.0	39.5	6.8	0.0	19.0	46.5	0.0223
12	10	1260	GLENSTONE	21.4	0.0	40.1	2.7	0.0	9.8	21.4	0.0107
13	11	2636	BARNES	73.3	0.3	24.5	34.8	26.0	42.3	73.3	0.0283
14	12	2591	NEERGARD	45.2	0.2	39.1	7.4	1.8	14.9	44.7	0.0243
15	13	3969	MAYFAIR	69.0	0.3	39.2	11.3	4.4	16.8	67.3	0.0360
16	14	1097	65 SBR	29.8	0.3	25.1	13.4	3.3	22.0	29.8	0.0115
17	15	390	65 NBR	11.8	0.1	22.5	5.8	1.8	10.8	11.8	0.0045
18	16	2463	LE COMPTE	49.3	0.3	34.0	13.3	5.0	21.9	49.3	0.0260
19	17	7340	MUSTARD WAY	112.7	0.0	44.4	7.1	0.0	22.6	88.6	0.0657
20	18	3150	SH 00	42.3	0.0	50.7	0.3	0.0	1.8	15.4	0.0291
21	19	1081	44 EBR	26.0	0.2	28.3	10.1	0.0	21.9	25.6	0.0135
22	20	360	44 WBR	5.8	0.0	42.1	0.7	0.0	2.6	5.8	0.0030
23	Total	57289		1113.3	4.7	35.1	283.4	136.3	475.5	1035.0	0.5496

Kearney PM WB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	44 WBR								
4	2	577	44 EBR	11.7	0.0	33.7	2.9	0.0	9.8	11.7	0.0072
5	3	901	SH 00	21.8	0.1	28.2	8.8	0.9	17.4	21.8	0.0090
6	4	3181	MUSTARD WAY	44.8	0.0	48.5	0.1	0.0	5.2	20.4	0.0360
7	5	7258	LE COMPTE	110.6	0.2	44.8	6.2	1.2	15.1	92.0	0.0613
8	6	2438	65 NBR	60.9	0.8	27.3	25.3	9.7	45.4	60.9	0.0255
9	7	452	65 SBR	21.6	0.2	14.3	14.6	9.8	20.9	21.6	0.0076
10	8	1060	MAYFAIR	22.5	0.3	32.1	6.9	2.7	12.3	22.5	0.0110
11	9	3944	NEERGARD	66.6	0.2	40.4	9.3	3.8	14.3	64.9	0.0355
12	10	2645	BARNES	47.6	0.3	37.9	8.8	0.8	19.0	46.6	0.0242
13	11	2546	GLENSTONE	69.0	0.7	25.2	32.0	15.6	50.4	69.0	0.0282
14	12	1364	DELAWARE	44.9	0.3	20.7	24.9	11.0	44.9	44.9	0.0162
15	13	2655	NATIONAL	57.5	0.4	31.5	18.5	2.8	48.1	57.5	0.0242
16	14	2628	SUMMIT	54.2	0.1	33.1	15.8	6.3	38.0	54.2	0.0244
17	15	3944	GRANT	78.3	0.3	34.3	21.0	9.0	37.3	78.3	0.0350
18	16	1286	BROADWAY	32.5	0.3	27.0	13.5	5.5	21.4	32.5	0.0141
19	17	2612	KANSAS	77.1	0.6	23.1	39.1	23.3	59.8	77.1	0.0300
20	18	5260	FULBRIGHT	132.7	0.7	27.0	55.9	36.5	75.8	132.7	0.0564
21	19	5269	WEST BYPASS	85.3	0.3	42.1	8.4	2.1	15.1	84.6	0.0466
22	20	7196	LINRO	143.5	0.6	34.2	39.7	32.1	52.9	114.4	0.0754
23	Total	57216		1182.8	5.9	33.0	351.7	172.9	602.9	1107.5	0.5677

Kansas AM NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	REPUBLIC								
4	2	1106	JRF EB	45.2	0.7	16.7	27.2	10.3	43.7	45.2	0.0173
5	3	587	JRF WB	12.0	0.0	33.4	2.5	0.0	9.9	11.3	0.0067
6	4	1035	CHESTERFIELD	16.4	0.0	43.1	0.2	0.0	2.6	10.7	0.0098
7	5	2506	WALNUT LAWN	37.5	0.0	45.6	0.5	0.0	2.0	11.4	0.0212
8	6	2749	BATTLEFIELD	74.9	0.5	25.0	32.4	23.6	42.7	57.4	0.0283
9	7	2485	SUNSET	49.0	0.1	34.6	9.8	6.6	22.7	40.7	0.0244
10	8	5795	SUNSHINE	125.2	0.7	31.6	34.8	21.2	56.1	84.9	0.0544
11	9	2718	BENNETT	49.4	0.2	37.5	6.8	3.1	20.0	33.9	0.0270
12	10	2613	GRAND	44.4	0.2	40.2	5.5	3.0	11.0	23.6	0.0240
13	11	2969	MT VERNON	48.1	0.1	42.1	5.4	4.4	8.7	15.8	0.0276
14	12	1109	WALNUT	17.6	0.0	42.9	0.5	0.0	2.5	11.8	0.0087
15	13	451	COLLEGE	10.6	0.1	28.9	3.5	2.0	6.6	9.8	0.0040
16	14	1697	CHESTNUT	36.5	0.1	31.7	9.5	3.8	26.6	36.5	0.0149
17	15	2083	NICHOLS	68.2	0.6	20.8	34.7	22.5	53.6	67.5	0.0260
18	16	2666	DIVISION	47.5	0.1	38.2	5.4	1.0	19.7	43.5	0.0216
19	17	2650	ATLANTIC	43.8	0.0	41.2	2.6	0.0	14.7	31.8	0.0230
20	18	2648	KEARNEY	59.2	0.7	30.5	17.3	5.6	32.0	47.2	0.0248
21	19	2886	EVERGREEN	59.5	0.2	33.1	13.5	5.4	40.3	59.3	0.0276
22	20	338	JRF EB	6.2	0.0	37.3	0.4	0.0	4.2	6.2	0.0029
23	21	488	JRF WB	8.4	0.0	39.8	0.4	0.0	4.0	7.7	0.0042
24	22	709	NORTON	11.0	0.0	43.9	0.0	0.0	1.4	6.5	0.0069
25	23	2149	ROUTE SIGN	26.0	0.0	56.4	0.0	0.0	0.2	0.9	0.0225
26	Total	44437		896.5	4.3	33.8	212.6	112.5	425.4	663.5	0.4280

Kansas Am SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	2053	NORTON	45.0	0.4	31.1	15.0	9.4	21.2	27.6	0.0207
5	3	730	JRF WB	16.5	0.1	30.1	4.8	0.0	12.2	15.9	0.0064
6	4	515	JRF EB	11.1	0.0	31.7	2.5	0.0	9.2	11.1	0.0050
7	5	284	EVERGREEN	7.9	0.1	24.5	3.0	1.0	6.5	7.6	0.0029
8	6	2836	KEARNEY	66.0	0.5	29.3	20.6	7.8	47.6	65.9	0.0268
9	7	2711	ATLANTIC	49.1	0.1	37.7	6.0	1.1	25.7	44.3	0.0244
10	8	2656	DIVISION	56.6	0.2	32.0	14.4	3.7	29.7	53.0	0.0252
11	9	2667	NICHOLS	47.4	0.1	38.4	4.7	0.0	24.1	43.6	0.0219
12	10	1673	CHESTNUT	42.0	0.2	27.2	15.0	5.3	38.7	41.8	0.0160
13	11	2122	COLLEGE	46.9	0.3	30.8	12.9	0.7	40.2	46.5	0.0200
14	12	462	WALNUT	9.3	0.0	34.0	1.5	0.0	8.2	9.3	0.0042
15	13	1115	MT VERNON	25.2	0.2	30.2	7.3	3.6	16.8	23.2	0.0113
16	14	2910	GRAND	47.8	0.2	41.5	4.0	1.8	9.4	23.9	0.0260
17	15	2694	BENNETT	58.0	0.5	31.7	14.9	2.6	35.3	48.8	0.0266
18	16	2612	SUNSHINE	77.0	0.5	23.1	35.5	26.0	55.2	68.9	0.0304
19	17	5842	SUNSET	105.8	0.2	37.6	16.0	14.1	28.2	60.6	0.0545
20	18	2440	BATTLEFIELD	59.5	0.3	28.0	21.3	16.7	29.6	47.5	0.0237
21	19	2803	WALNUT LAWN	67.7	0.3	28.2	24.1	18.8	34.9	47.9	0.0306
22	20	2570	CHESTERFIELD	43.3	0.1	40.5	3.6	0.0	13.4	26.4	0.0220
23	21	949	JRF WB	24.1	0.2	26.9	8.5	2.6	21.2	24.1	0.0102
24	22	588	JRF EB	12.5	0.0	32.0	2.7	0.0	10.5	12.5	0.0060
25	23	1160	REPUBLIC	38.5	0.3	20.5	20.9	17.0	31.1	37.6	0.0124
26	Total	44392		957.3	4.4	31.6	259.4	132.4	548.8	788.2	0.4269

Kansas Pm NB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	REPUBLIC								
4	2	1106	JRF EB	48.1	0.6	15.7	30.1	16.2	47.2	47.6	0.0183
5	3	587	JRF WB	13.2	0.0	30.4	3.4	0.0	11.8	13.2	0.0063
6	4	1035	CHESTERFIELD	17.5	0.0	40.3	0.8	0.0	6.8	16.0	0.0100
7	5	2506	WALNUT LAWN	42.3	0.2	40.4	3.7	0.7	11.5	20.0	0.0227
8	6	2749	BATTLEFIELD	124.3	0.9	15.1	80.8	69.5	96.5	113.5	0.0394
9	7	2485	SUNSET	57.8	0.2	29.3	17.9	10.1	36.0	54.8	0.0276
10	8	5795	SUNSHINE	110.3	0.2	35.8	20.0	14.3	42.2	80.3	0.0531
11	9	2718	BENNETT	41.9	0.0	44.2	0.6	0.0	7.9	22.5	0.0248
12	10	2613	GRAND	47.4	0.2	37.6	7.4	5.4	13.8	29.8	0.0238
13	11	2969	MT VERNON	55.8	0.2	36.3	11.5	7.1	19.4	32.8	0.0284
14	12	1109	WALNUT	27.5	0.4	27.5	9.7	3.0	21.3	24.4	0.0111
15	13	451	COLLEGE	12.0	0.1	25.6	4.8	0.7	10.8	11.9	0.0050
16	14	1697	CHESTNUT	49.3	0.3	23.5	22.3	11.4	45.8	49.3	0.0172
17	15	2083	NICHOLS	63.7	0.4	22.3	30.4	19.9	49.4	63.7	0.0245
18	16	2666	DIVISION	68.0	0.4	26.7	25.8	12.6	49.4	64.2	0.0261
19	17	2650	ATLANTIC	44.4	0.0	40.7	2.3	0.0	17.2	35.6	0.0233
20	18	2648	KEARNEY	88.8	0.5	20.3	47.3	38.0	62.8	81.3	0.0306
21	19	2886	EVERGREEN	69.9	0.7	28.1	23.9	5.3	59.1	68.8	0.0286
22	20	338	JRF EB	8.6	0.0	26.8	2.7	0.2	7.9	8.6	0.0034
23	21	488	JRF WB	22.2	0.3	15.0	14.2	8.8	20.6	21.7	0.0081
24	22	709	NORTON	28.9	0.3	16.7	17.8	13.2	24.3	26.3	0.0118
25	23	2149	ROUTE SIGN	24.3	0.0	60.4	0.0	0.0	0.8	3.5	0.0221
26	Total	44437		1066.3	5.8	28.4	377.1	236.2	662.5	889.8	0.4658

Kansas PM SB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	2053	NORTON	49.5	0.6	28.3	18.1	13.7	27.5	31.9	0.0213
5	3	730	JRF WB	38.2	0.5	13.0	26.2	12.5	37.7	38.2	0.0123
6	4	515	JRF EB	14.5	0.1	24.3	5.6	0.0	14.5	14.5	0.0056
7	5	284	EVERGREEN	9.0	0.1	21.5	4.0	0.5	9.0	9.0	0.0031
8	6	2836	KEARNEY	111.6	0.6	17.3	66.4	48.8	102.5	110.0	0.0352
9	7	2711	ATLANTIC	55.5	0.1	33.3	12.5	8.5	28.2	40.5	0.0281
10	8	2656	DIVISION	51.5	0.4	35.2	9.8	1.7	21.5	37.5	0.0244
11	9	2667	NICHOLS	54.5	0.4	33.4	11.7	1.3	33.8	52.7	0.0250
12	10	1673	CHESTNUT	47.6	0.2	23.9	20.6	14.1	43.6	47.6	0.0183
13	11	2122	COLLEGE	61.1	0.5	23.7	27.0	18.5	46.6	59.7	0.0226
14	12	462	WALNUT	22.5	0.2	14.0	14.6	11.2	21.3	22.5	0.0082
15	13	1115	MT VERNON	36.3	0.5	21.0	18.4	9.5	30.1	35.4	0.0141
16	14	2910	GRAND	53.1	0.2	37.4	7.1	4.5	17.0	35.5	0.0288
17	15	2694	BENNETT	40.8	0.0	45.0	0.5	0.0	4.7	16.9	0.0233
18	16	2612	SUNSHINE	124.9	1.3	14.3	83.0	58.0	106.5	112.8	0.0386
19	17	5842	SUNSET	89.2	0.0	44.7	0.3	0.0	11.6	42.6	0.0520
20	18	2440	BATTLEFIELD	96.6	0.7	17.2	58.5	46.8	75.2	89.5	0.0319
21	19	2803	WALNUT LAWN	46.8	0.0	40.8	3.5	0.0	17.1	32.5	0.0254
22	20	2570	CHESTERFIELD	48.8	0.1	35.9	8.6	0.0	30.3	40.2	0.0214
23	21	949	JRF WB	31.5	0.5	20.5	16.2	3.1	31.5	31.5	0.0118
24	22	588	JRF EB	13.0	0.0	30.8	3.2	0.0	12.3	13.0	0.0064
25	23	1160	REPUBLIC	38.1	0.6	20.8	23.1	15.6	32.2	37.3	0.0120
26	Total	44392		1134.6	7.5	26.7	438.8	268.5	754.7	951.5	0.4698

JRF AM EB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	BROOKLINE SIGN								
4	2	7315	SUNSHINE	75.2	0.0	66.3	0.0	0.0	4.7	64.1	0.0841
5	3	11455	FF	118.4	0.0	66.0	0.0	0.0	3.6	116.0	0.1256
6	4	13741	KANSAS	143.3	0.0	65.4	0.0	0.0	5.9	139.0	0.1495
7	5	7598	CAMPBELL	79.9	0.0	64.8	0.0	0.0	5.8	79.4	0.0826
8	6	5689	NATIONAL	58.9	0.0	65.9	0.0	0.0	1.8	56.8	0.0628
9	7	7394	GLENSTONE	77.1	0.0	65.4	0.0	0.0	1.7	76.0	0.0797
10	8	6427	RR	67.3	0.0	65.1	0.0	0.0	6.6	58.2	0.0727
11	9	1398	US 65	14.5	0.0	65.7	0.0	0.0	1.6	12.8	0.0146
12	10	5186	HILAND SPRINGS	56.5	0.0	62.6	0.0	0.0	11.5	56.1	0.0550
13	11	27882	SH 125	293.9	0.1	64.7	2.7	3.6	15.9	277.9	0.3066
14	12	603	SPEED SIGN	20.4	0.1	20.2	13.4	6.9	19.6	20.2	0.0079
15	Total	94688		1005.4	0.2	64.2	16.1	10.5	78.7	956.5	1.0411

JRF AM WB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	SIGN								
4	2	750	SH 125	30.0	0.5	17.0	21.0	8.5	29.0	30.0	0.0128
5	3	27946	HILAND SPRINGS	292.6	0.0	65.1	0.0	0.0	25.0	272.5	0.3197
6	4	5116	US 65	52.3	0.0	66.7	0.0	0.0	2.6	43.5	0.0586
7	5	1445	RR	15.8	0.0	62.4	0.0	0.0	5.0	15.8	0.0150
8	6	6410	GLENSTONE	73.7	0.0	59.3	4.2	0.0	21.1	73.4	0.0709
9	7	7448	NATIONAL	75.5	0.0	67.3	0.0	0.0	0.6	68.8	0.0842
10	8	5661	CAMPBELL	58.1	0.0	66.4	0.0	0.0	0.6	56.6	0.0625
11	9	7565	KANSAS	78.0	0.0	66.1	0.0	0.0	0.0	75.2	0.0834
12	10	13743	FF	143.0	0.0	65.5	0.0	0.0	0.0	142.8	0.1494
13	11	11406	SUNSHINE	117.3	0.0	66.3	0.0	0.0	0.0	109.3	0.1258
14	12	7118	BROOKLINE SIGN	72.0	0.0	67.4	0.0	0.0	0.0	59.9	0.0808
15	Total	94608		1008.3	0.5	64.0	25.2	8.5	83.9	947.8	1.0632

JRF PM EB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	BROOKLINE SIGN								
4	2	7315	SUNSHINE	75.6	0.0	66.0	0.0	0.0	1.2	69.0	0.0819
5	3	11455	FF	118.9	0.0	65.7	0.0	0.0	1.6	113.0	0.1249
6	4	13741	KANSAS	143.0	0.0	65.5	0.0	0.0	2.5	135.7	0.1500
7	5	7598	CAMPBELL	78.6	0.0	65.9	0.0	0.0	1.2	76.3	0.0822
8	6	5689	NATIONAL	58.6	0.0	66.1	0.0	0.0	0.5	55.2	0.0629
9	7	7394	GLENSTONE	76.5	0.0	65.9	0.0	0.0	4.3	72.3	0.0823
10	8	6427	RR	67.4	0.0	65.1	0.0	0.0	3.0	66.1	0.0703
11	9	1398	US 65	15.1	0.0	63.2	0.1	0.0	2.9	14.4	0.0143
12	10	5186	HILAND SPRINGS	57.6	0.0	61.4	0.4	0.0	19.9	57.6	0.0551
13	11	27882	SH 125	299.3	0.1	63.5	4.6	3.4	31.0	269.7	0.3087
14	12	603	SPEED SIGN	19.8	0.2	20.8	12.9	6.7	19.5	19.5	0.0082
15	Total	94688		1010.3	0.4	63.9	17.9	10.1	87.6	948.8	1.0408

JRF PM WB

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	SIGN								
4	2	750	SH 125	26.1	0.5	19.6	17.1	7.6	24.7	26.1	0.0111
5	3	27946	HILAND SPRINGS	295.6	0.0	64.4	0.0	0.0	26.6	281.1	0.3153
6	4	5116	US 65	52.9	0.0	65.9	0.0	0.0	3.6	46.1	0.0583
7	5	1445	RR	16.1	0.0	61.3	0.1	0.0	5.3	16.1	0.0149
8	6	6410	GLENSTONE	69.5	0.0	62.9	0.1	0.0	15.4	68.7	0.0695
9	7	7448	NATIONAL	76.7	0.0	66.2	0.0	0.0	2.9	69.1	0.0835
10	8	5661	CAMPBELL	57.9	0.0	66.7	0.0	0.0	1.4	52.0	0.0629
11	9	7565	KANSAS	78.1	0.0	66.1	0.0	0.0	1.7	74.8	0.0832
12	10	13743	FF	142.3	0.0	65.9	0.0	0.0	2.5	135.9	0.1510
13	11	11406	SUNSHINE	117.7	0.0	66.1	0.0	0.0	4.1	110.6	0.1256
14	12	7118	BROOKLINE SIGN	72.6	0.0	66.8	0.0	0.0	0.3	61.5	0.0797
15	Total	94608		1005.5	0.5	64.2	17.3	7.6	88.4	941.8	1.0549

Glenstone Am Northbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	SIGN								
4	2	302	JRF EBR	37.8	0.5	5.4	33.0	23.7	37.8	37.8	0.0102
5	3	409	JRF WBR	8.6	0.0	32.3	2.5	0.0	8.6	8.6	0.0049
6	4	305	REPUBLIC CT	5.5	0.0	38.1	0.5	0.0	3.8	5.5	0.0031
7	5	1168	INDEPENDENCE	17.5	0.0	45.4	0.4	0.0	1.2	16.1	0.0113
8	6	828	PEELE	11.6	0.0	48.5	0.0	0.0	0.0	9.0	0.0072
9	7	2357	PRIMROSE	32.5	0.0	49.5	0.0	0.0	0.0	20.1	0.0200
10	8	2227	ERIE	35.5	0.1	42.7	3.4	0.3	7.9	32.8	0.0190
11	9	1053	BATTLEFIELD	22.5	0.0	31.8	6.8	0.0	18.6	22.5	0.0095
12	10	1355	BARATARIA	23.8	0.0	38.8	3.6	0.0	12.9	23.8	0.0124
13	11	1461	SUNSET	25.8	0.0	38.6	4.0	0.0	9.8	25.8	0.0123
14	12	2649	SEMINOLE	62.2	0.3	29.0	23.4	11.9	37.7	62.2	0.0243
15	13	1438	CHEROKEE	28.3	0.1	34.7	7.2	0.0	23.2	28.3	0.0122
16	14	1201	SUNSHINE	28.1	0.2	29.2	10.4	0.0	25.9	28.1	0.0117
17	15	1562	PORTLAND	29.4	0.0	36.3	6.4	0.0	22.7	29.4	0.0135
18	16	1137	BENNETT	19.4	0.0	40.0	2.4	0.0	8.9	19.4	0.0091
19	17	2682	GRAND	44.3	0.0	41.3	5.1	0.0	12.5	44.3	0.0216
20	18	2686	CHERRY	71.5	0.5	25.6	32.3	17.9	46.0	71.5	0.0263
21	19	2035	ST LOUIS	40.6	0.2	34.1	10.7	1.5	27.2	40.6	0.0189
22	20	1897	CHESTNUT	60.9	0.6	21.2	32.9	19.8	49.6	60.9	0.0220
23	21	4014	DIVISION	85.6	0.3	32.0	27.1	15.5	44.3	83.7	0.0388
24	22	1749	COMMERCIAL	32.2	0.1	37.1	6.4	0.5	16.1	31.3	0.0150
25	23	1505	DALE	25.4	0.0	40.5	3.2	0.0	10.3	25.0	0.0124
26	24	2018	KEARNEY	50.4	0.6	27.3	21.0	6.5	36.9	50.4	0.0195
27	25	2068	EVERGREEN	46.2	0.5	30.5	15.7	3.5	31.1	46.2	0.0245
28	26	3351	MCCLERNON	57.9	0.4	39.5	9.4	3.5	17.8	47.0	0.0315
29	27	2939	VALLEY WATER MILL	55.7	0.4	36.0	13.6	2.3	23.4	54.7	0.0274
30	28	109	CLOCK SIGN	2.2	0.0	34.1	0.7	0.0	1.6	1.9	0.0011
31	Total	46505		961.4	4.8	33.0	281.9	107.1	536.0	926.8	0.4397

Glenstone AM Southbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	CLOCK SIGN								
4	2	192	VALLEY WATER MILL	9.9	0.3	13.2	6.9	2.0	9.6	9.9	0.0037
5	3	2905	MCCLERNON	72.3	0.8	27.4	30.0	10.0	63.4	72.3	0.0287
6	4	3364	EVERGREEN	64.2	0.3	35.7	15.1	2.3	29.3	63.3	0.0325
7	5	2008	KEARNEY	75.4	0.8	18.2	46.3	27.8	66.7	75.4	0.0253
8	6	2072	DALE	39.7	0.0	35.6	9.3	0.0	29.9	39.7	0.0189
9	7	1580	COMMERCIAL	40.4	0.3	26.7	17.3	8.8	25.0	40.4	0.0160
10	8	1697	DIVISION	48.0	0.6	24.1	23.0	7.8	40.2	48.0	0.0193
11	9	3955	CHESTNUT	111.9	0.8	24.1	54.0	34.1	78.3	111.9	0.0432
12	10	1947	ST LOUIS	39.3	0.1	33.8	10.8	2.4	28.4	39.3	0.0186
13	11	2067	CHERRY	57.1	0.8	24.7	26.8	12.3	41.3	57.1	0.0215
14	12	2660	GRAND	58.7	0.2	30.9	19.7	8.3	42.7	58.7	0.0255
15	13	2696	BENNETT	45.6	0.0	40.3	5.9	0.0	17.3	45.6	0.0225
16	14	1124	PORTLAND	19.1	0.0	40.2	2.4	0.0	9.8	19.1	0.0087
17	15	1519	SUNSHINE	38.8	0.6	26.7	16.6	3.6	31.2	38.8	0.0145
18	16	1218	CHEROKEE	24.7	0.0	33.7	6.7	0.0	23.9	24.7	0.0113
19	17	1447	SEMINOLE	26.8	0.0	36.8	5.4	0.0	21.1	26.8	0.0121
20	18	2678	SUNSET	42.6	0.0	42.9	3.1	0.0	6.7	42.6	0.0227
21	19	1465	BARATARIA	22.7	0.0	44.1	1.0	0.0	1.2	22.7	0.0118
22	20	1306	BATTLEFIELD	22.0	0.0	40.5	3.0	0.0	6.5	22.0	0.0102
23	21	1090	ERIE	18.3	0.0	40.7	1.9	0.0	5.4	18.3	0.0107
24	22	2233	PRIMROSE	31.9	0.0	47.7	0.3	0.0	0.2	25.4	0.0196
25	23	2391	PEELE	34.0	0.0	47.9	0.3	0.0	1.2	22.8	0.0203
26	24	821	INDEPENDENCE	11.9	0.0	47.0	0.1	0.0	0.4	10.3	0.0073
27	25	1083	REPUBLIC CT	21.9	0.2	33.7	6.3	3.8	8.5	18.9	0.0098
28	26	352	JRF WBR	6.8	0.1	35.6	1.3	0.0	3.3	6.8	0.0030
29	27	517	JRF EBR	8.3	0.0	42.3	1.3	0.0	4.6	8.1	0.0035
30	28	116	SIGN	1.7	0.0	47.5	0.3	0.0	1.3	1.4	0.0005
31	Total	46503		993.7	5.8	31.9	315.0	123.0	597.3	970.0	0.4420

Glenstone PM Northbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	SIGN								
4	2	302	JRF EBR	41.5	0.4	5.0	36.8	28.6	41.5	41.5	0.0108
5	3	409	JRF WBR	9.4	0.0	29.6	3.1	0.0	9.4	9.4	0.0047
6	4	305	REPUBLIC CT	5.8	0.0	36.2	1.0	0.0	5.6	5.8	0.0027
7	5	1168	INDEPENDENCE	19.2	0.0	41.5	1.8	0.0	5.0	19.2	0.0109
8	6	828	PEELE	16.6	0.1	34.0	4.3	0.2	10.1	16.6	0.0079
9	7	2357	PRIMROSE	54.4	0.2	29.5	19.7	14.2	26.8	53.9	0.0238
10	8	2227	ERIE	35.8	0.1	42.5	3.2	0.0	7.3	33.8	0.0199
11	9	1053	BATTLEFIELD	19.7	0.2	36.5	4.0	0.0	9.0	19.6	0.0093
12	10	1355	BARATARIA	22.1	0.0	41.8	2.2	0.0	5.4	21.8	0.0114
13	11	1461	SUNSET	29.3	0.2	34.0	7.6	0.9	17.0	29.3	0.0131
14	12	2649	SEMINOLE	56.8	0.1	31.8	17.9	6.1	44.7	56.8	0.0226
15	13	1438	CHEROKEE	32.8	0.2	29.9	11.8	1.0	32.8	32.8	0.0132
16	14	1201	SUNSHINE	119.7	1.1	6.8	101.8	80.3	119.7	119.7	0.0293
17	15	1562	PORTLAND	31.5	0.1	33.8	8.5	0.2	27.2	31.2	0.0152
18	16	1137	BENNETT	39.3	0.3	19.8	22.3	13.1	35.6	39.3	0.0133
19	17	2682	GRAND	53.8	0.3	34.0	14.7	2.4	35.2	53.8	0.0237
20	18	2686	CHERRY	73.0	0.8	25.1	33.8	10.9	63.4	73.0	0.0282
21	19	2035	ST LOUIS	53.8	0.4	25.8	23.8	9.3	46.3	53.8	0.0211
22	20	1897	CHESTNUT	81.2	1.1	15.9	53.2	31.5	76.1	81.2	0.0265
23	21	4014	DIVISION	122.7	0.8	22.3	64.1	28.6	109.6	122.7	0.0429
24	22	1749	COMMERCIAL	41.3	0.2	28.9	15.5	5.3	39.8	41.3	0.0175
25	23	1505	DALE	31.3	0.3	32.7	9.3	0.6	21.2	31.3	0.0140
26	24	2018	KEARNEY	94.7	1.3	14.5	65.1	40.2	85.9	94.7	0.0288
27	25	2068	EVERGREEN	48.6	0.3	29.0	18.1	0.9	41.5	48.6	0.0219
28	26	3351	MCCLERNON	65.9	0.4	34.7	16.9	2.8	34.1	63.5	0.0319
29	27	2939	VALLEY WATER MILL	65.2	0.4	30.7	23.6	4.4	49.4	64.9	0.0292
30	28	109	CLOCK SIGN	2.8	0.1	27.0	1.4	0.2	2.3	2.3	0.0010
31	Total	46505		1267.9	9.0	25.0	585.2	281.6	1001.7	1261.7	0.4952

Glenstone PM Southbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	50 MPH	(gals)
3	1	0	CLOCK SIGN								
4	2	192	VALLEY WATER MILL	15.3	0.3	8.5	12.3	5.6	15.3	15.3	0.0049
5	3	2905	MCCLERNON	77.8	0.8	25.5	35.3	13.8	68.3	77.8	0.0305
6	4	3364	EVERGREEN	60.1	0.2	38.2	10.8	2.5	19.9	58.3	0.0323
7	5	2008	KEARNEY	98.6	0.9	13.9	69.4	51.4	89.2	98.6	0.0283
8	6	2072	DALE	54.6	0.3	25.9	24.5	12.4	44.9	54.6	0.0232
9	7	1580	COMMERCIAL	27.9	0.0	38.6	4.6	0.0	14.4	27.9	0.0141
10	8	1697	DIVISION	47.8	0.3	24.2	22.8	13.9	39.1	47.8	0.0171
11	9	3955	CHESTNUT	95.8	0.4	28.1	38.1	17.6	71.8	95.8	0.0380
12	10	1947	ST LOUIS	48.8	0.3	27.2	20.1	8.8	41.3	48.8	0.0205
13	11	2067	CHERRY	38.7	0.0	36.4	8.6	0.0	35.8	38.7	0.0165
14	12	2660	GRAND	54.4	0.3	33.3	15.4	0.1	45.4	54.4	0.0232
15	13	2696	BENNETT	63.9	0.5	28.8	24.5	2.4	61.3	63.9	0.0247
16	14	1124	PORTLAND	32.6	0.2	23.5	15.7	7.3	31.3	32.6	0.0121
17	15	1519	SUNSHINE	94.8	0.8	10.9	72.4	56.0	92.0	94.8	0.0257
18	16	1218	CHEROKEE	31.8	0.1	26.1	13.8	7.3	29.2	31.8	0.0130
19	17	1447	SEMINOLE	33.6	0.3	29.4	12.4	0.6	29.0	33.6	0.0133
20	18	2678	SUNSET	49.4	0.1	36.9	10.3	1.7	25.6	49.4	0.0233
21	19	1465	BARATARIA	30.0	0.2	33.3	8.5	0.6	21.9	30.0	0.0130
22	20	1306	BATTLEFIELD	38.8	0.3	22.9	19.7	8.4	35.0	38.8	0.0148
23	21	1090	ERIE	27.4	0.1	27.1	11.1	7.0	20.6	27.4	0.0122
24	22	2233	PRIMROSE	45.3	0.2	33.6	12.6	6.7	19.9	42.8	0.0218
25	23	2391	PEELE	39.0	0.0	41.8	4.3	0.0	10.3	36.0	0.0218
26	24	821	INDEPENDENCE	13.3	0.0	42.0	1.1	0.0	3.3	12.4	0.0070
27	25	1083	REPUBLIC CT	20.6	0.1	35.9	4.8	0.0	14.2	20.3	0.0089
28	26	352	JRF WBR	6.6	0.0	36.5	1.2	0.0	5.9	6.6	0.0032
29	27	517	JRF EBR	8.2	0.0	43.2	1.3	0.0	5.3	7.9	0.0036
30	28	116	SIGN	1.6	0.0	50.0	0.3	0.0	1.2	1.2	0.0004
31	Total	46503		1156.5	6.5	27.4	475.7	223.9	891.5	1147.5	0.4675

Chestnut AM Eastbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	SIGN								
4	2	3000	HASELTINE	48.8	0.2	41.9	1.0	0.7	12.0	20.4	0.0262
5	3	9263	WEST BYPASS	156.4	0.4	40.4	11.0	13.4	37.6	60.3	0.0839
6	4	5248	COLLEGE	114.6	0.6	31.2	27.9	24.0	49.8	89.0	0.0533
7	5	1684	WEST	32.4	0.1	35.4	5.2	4.1	12.1	29.0	0.0152
8	6	3922	KANSAS	81.4	0.3	32.8	17.8	11.4	39.7	64.4	0.0366
9	7	2639	BROADWAY	81.3	0.6	22.1	37.1	27.0	62.8	81.2	0.0305
10	8	1355	GRANT	45.8	1.1	20.2	23.0	6.7	37.9	45.8	0.0157
11	9	665	MAIN	26.4	0.2	17.1	15.2	11.1	25.1	26.4	0.0093
12	10	644	CAMPBELL	13.6	0.1	32.4	2.9	0.4	10.2	13.6	0.0058
13	11	478	BOONVILLE	18.9	0.2	17.3	10.8	7.0	15.7	18.6	0.0062
14	12	856	JEFFERSON	28.9	0.4	20.2	14.4	6.9	24.9	28.9	0.0104
15	13	479	BENTON	16.1	0.3	20.3	7.9	0.3	15.6	16.1	0.0055
16	14	1925	SHERMAN	39.7	0.2	33.1	7.6	1.2	27.4	37.2	0.0193
17	15	1587	NATIONAL	39.9	0.4	27.1	13.6	7.9	28.3	38.2	0.0159
18	16	1395	FREMONT	55.6	0.8	17.1	32.0	21.3	47.6	53.9	0.0225
19	17	2619	GLENSTONE	41.9	0.0	42.6	0.1	0.0	7.3	32.8	0.0208
20	18	3289	BARNES	55.1	0.0	40.7	1.7	0.0	15.3	43.9	0.0293
21	19	1319	PATTERSON	21.3	0.0	42.2	0.2	0.0	5.2	18.1	0.0106
22	20	2436	CEDARBROOK	62.0	0.9	26.8	21.0	10.9	40.4	55.2	0.0288
23	21	980	PRINCE LANE	23.3	0.3	28.6	7.4	2.2	15.2	19.1	0.0108
24	22	558	BELCREST	11.9	0.1	32.0	2.6	0.9	8.3	11.9	0.0051
25	23	2254	65 SBR	38.2	0.1	40.2	1.7	0.2	14.4	29.4	0.0199
26	24	323	65 NBR	7.0	0.1	31.5	1.7	0.4	5.7	6.7	0.0024
27	25	494	SIGN	26.4	0.4	12.7	17.9	10.7	26.0	26.4	0.0074
28	Total	49412		1087.0	8.1	31.0	281.6	168.9	584.6	866.7	0.4915

Chestnut AM Westbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	SIGN								
4	2	522	65 NBR	28.9	0.5	12.3	19.9	9.3	28.1	28.9	0.0086
5	3	360	65 SBR	14.4	0.3	17.1	8.1	3.2	13.9	14.3	0.0063
6	4	2218	BELCREST	40.7	0.2	37.1	4.4	0.1	18.5	37.9	0.0210
7	5	564	PRINCE LANE	9.1	0.0	42.3	0.3	0.0	2.0	6.2	0.0051
8	6	984	CEDARBROOK	15.3	0.0	43.9	0.0	0.0	0.5	9.7	0.0083
9	7	2409	PATTERSON	35.9	0.0	45.7	0.0	0.0	0.5	21.1	0.0195
10	8	1342	BARNES	21.4	0.0	42.8	0.3	0.0	4.9	16.6	0.0109
11	9	3233	GLENSTONE	74.0	0.5	29.8	21.1	17.5	33.4	57.3	0.0307
12	10	2666	FREMONT	55.0	0.2	33.0	10.2	4.9	34.3	53.5	0.0265
13	11	1393	NATIONAL	33.9	0.4	28.0	10.7	0.9	28.5	32.7	0.0135
14	12	1567	SHERMAN	38.7	0.2	27.6	12.7	6.4	29.1	37.5	0.0165
15	13	1894	BENTON	38.4	0.1	33.7	7.5	4.3	22.0	34.7	0.0169
16	14	534	JEFFERSON	10.5	0.0	34.8	1.2	0.0	8.0	10.1	0.0053
17	15	835	BOONVILLE	25.4	0.5	22.4	11.4	3.6	23.5	25.2	0.0084
18	16	496	CAMPBELL	12.6	0.1	26.8	4.1	0.4	12.3	12.6	0.0063
19	17	633	MAIN	11.5	0.0	37.4	0.6	0.0	8.0	11.5	0.0058
20	18	643	GRANT	14.7	0.1	29.8	3.9	2.3	10.9	14.7	0.0057
21	19	1409	BROADWAY	49.2	0.5	19.5	25.6	18.0	36.5	49.2	0.0179
22	20	2561	KANSAS	56.0	0.7	31.2	14.4	2.4	30.4	47.6	0.0263
23	21	3996	WEST	106.8	0.9	25.5	43.5	32.3	57.5	76.6	0.0441
24	22	1678	COLLEGE	27.1	0.0	42.2	0.4	0.0	6.2	17.2	0.0133
25	23	5232	WEST BYPASS	96.4	0.3	37.0	12.0	7.5	32.2	74.6	0.0476
26	24	9230	HASELTINE	151.7	0.2	41.5	12.0	7.4	31.1	71.8	0.0792
27	25	2912	SIGN	66.5	0.6	29.8	18.3	10.5	35.5	52.1	0.0324
28	Total	49311		1034.1	6.1	32.5	242.5	130.7	507.6	813.8	0.4761

Chestnut PM Eastbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	SIGN								
4	2	3000	HASELTINE	56.7	0.4	36.1	10.4	8.9	17.2	25.0	0.0278
5	3	9263	WEST BYPASS	159.7	0.6	39.5	12.5	14.8	37.0	60.2	0.0849
6	4	5248	COLLEGE	123.7	0.6	28.9	36.6	31.9	55.0	114.2	0.0547
7	5	1684	WEST	26.9	0.0	42.8	0.1	0.0	3.4	21.3	0.0143
8	6	3922	KANSAS	84.2	0.3	31.8	22.8	20.1	31.3	59.6	0.0361
9	7	2639	BROADWAY	109.7	0.7	16.4	65.4	57.1	82.8	103.7	0.0391
10	8	1355	GRANT	26.6	0.1	34.8	5.4	4.3	9.1	20.9	0.0120
11	9	665	MAIN	15.9	0.2	28.6	4.9	0.6	12.1	15.9	0.0063
12	10	644	CAMPBELL	12.1	0.0	36.2	1.3	0.0	8.4	12.1	0.0059
13	11	478	BOONVILLE	9.3	0.0	35.1	1.2	0.0	6.1	9.2	0.0040
14	12	856	JEFFERSON	15.9	0.0	36.8	1.7	0.0	10.3	15.9	0.0070
15	13	479	BENTON	8.7	0.0	37.5	0.6	0.0	5.4	8.7	0.0039
16	14	1925	SHERMAN	32.8	0.0	40.0	1.3	0.0	14.4	29.2	0.0163
17	15	1587	NATIONAL	39.6	0.4	27.3	13.6	5.1	27.1	37.9	0.0151
18	16	1395	FREMONT	54.0	0.4	17.6	30.4	24.4	45.3	53.8	0.0187
19	17	2619	GLENSTONE	71.4	0.5	25.0	27.6	16.3	62.4	70.7	0.0267
20	18	3289	BARNES	71.2	0.2	31.5	16.2	10.1	45.1	66.4	0.0324
21	19	1319	PATTERSON	21.9	0.0	41.1	0.4	0.0	7.9	18.4	0.0107
22	20	2436	CEDARBROOK	40.6	0.1	40.9	2.2	0.6	11.1	28.3	0.0203
23	21	980	PRINCE LANE	16.6	0.0	40.3	1.0	0.0	6.6	13.4	0.0077
24	22	558	BELCREST	10.2	0.0	37.2	1.0	0.0	5.9	9.3	0.0046
25	23	2254	65 SBR	54.9	0.5	28.0	17.9	7.0	39.1	52.9	0.0213
26	24	323	65 NBR	6.7	0.0	32.8	1.0	0.0	6.1	6.7	0.0030
27	25	494	SIGN	12.9	0.1	26.1	4.2	1.1	12.6	12.8	0.0047
28	Total	49412		1082.1	5.0	31.1	279.8	202.3	561.6	866.4	0.4773

Chestnut PM Westbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	45 MPH	(gals)
3	1	0	SIGN								
4	2	522	65 NBR	25.7	0.4	13.8	16.7	9.3	25.7	25.7	0.0084
5	3	360	65 SBR	8.9	0.0	27.5	2.5	0.0	8.6	8.9	0.0055
6	4	2218	BELCREST	48.4	0.4	31.2	11.8	7.3	27.0	45.7	0.0211
7	5	564	PRINCE LANE	18.4	0.2	20.9	8.9	5.8	14.5	18.1	0.0086
8	6	984	CEDARBROOK	18.6	0.1	36.1	2.6	1.1	9.7	16.7	0.0089
9	7	2409	PATTERSON	49.4	0.4	33.3	9.9	3.9	25.4	40.9	0.0216
10	8	1342	BARNES	26.2	0.0	34.9	3.6	0.0	19.0	25.5	0.0133
11	9	3233	GLENSTONE	107.8	1.1	20.5	53.9	38.2	81.4	100.5	0.0372
12	10	2666	FREMONT	56.1	0.1	32.4	11.3	6.8	37.6	55.9	0.0264
13	11	1393	NATIONAL	24.6	0.0	38.5	1.8	0.0	10.0	20.7	0.0123
14	12	1567	SHERMAN	29.7	0.1	36.0	4.9	4.3	10.7	23.6	0.0135
15	13	1894	BENTON	55.9	0.9	23.1	24.1	9.3	43.3	51.6	0.0205
16	14	534	JEFFERSON	14.4	0.1	25.2	5.1	0.6	14.4	14.4	0.0066
17	15	835	BOONVILLE	22.4	0.1	25.4	8.3	4.0	21.1	22.4	0.0080
18	16	496	CAMPBELL	15.6	0.1	21.7	7.1	4.4	13.9	15.6	0.0057
19	17	633	MAIN	24.1	0.1	17.9	13.3	9.3	21.5	23.9	0.0078
20	18	643	GRANT	32.6	0.6	13.5	21.6	11.4	31.6	32.6	0.0108
21	19	1409	BROADWAY	32.7	0.1	29.4	9.0	5.2	25.1	32.6	0.0148
22	20	2561	KANSAS	84.5	0.6	20.7	41.9	32.4	63.6	81.3	0.0288
23	21	3996	WEST	93.6	0.4	29.1	27.6	24.3	44.6	77.5	0.0422
24	22	1678	COLLEGE	31.4	0.1	36.4	4.7	3.8	9.9	24.4	0.0144
25	23	5232	WEST BYPASS	85.4	0.1	41.8	2.4	1.9	15.9	60.5	0.0444
26	24	9230	HASELTINE	147.9	0.3	42.6	4.1	4.9	18.5	74.9	0.0786
27	25	2912	SIGN	53.6	0.2	37.1	6.8	3.5	20.3	31.9	0.0291
28	Total	49311		1107.9	6.6	30.3	304.0	191.6	613.4	925.7	0.4889

Campbell AM Northbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	55 MPH	(gals)
3	1	0	SPEED SIGN								
4	2	725	PLAINVIEW	66.3	0.9	7.5	54.3	40.0	65.5	66.3	0.0187
5	3	2635	WEAVER	42.2	0.0	42.6	1.0	0.0	11.8	41.3	0.0254
6	4	1666	LAKEWOOD	25.1	0.2	45.2	2.4	0.1	3.8	23.8	0.0149
7	5	2673	JRF EB	64.8	0.4	28.1	22.7	9.2	41.2	64.8	0.0251
8	6	571	JRF WB	14.2	0.1	27.4	4.9	1.1	11.3	14.2	0.0059
9	7	387	REPUBLIC	8.0	0.1	33.0	1.6	0.0	6.1	8.0	0.0035
10	8	2392	PRIMROSE	71.1	0.7	23.0	33.2	17.4	56.0	71.1	0.0255
11	9	2859	WALNUT LAWN	61.1	0.2	31.9	15.7	5.6	45.8	61.1	0.0266
12	10	2571	BATTLEFIELD	54.0	0.3	32.5	13.0	4.2	34.5	54.0	0.0235
13	11	2334	SUNSET	43.1	0.1	36.9	5.7	0.0	28.9	43.1	0.0199
14	12	1780	BROADMOOR	29.4	0.0	41.2	0.9	0.0	7.7	29.4	0.0140
15	13	2206	MCGEE	37.4	0.0	40.2	2.0	0.0	20.3	37.4	0.0169
16	14	891	BASS PRO	15.7	0.0	38.6	1.2	0.0	11.1	15.7	0.0067
17	15	821	SUNSHINE	24.8	0.4	22.5	11.7	3.4	24.1	24.8	0.0083
18	16	304	ROUTE SIGN	8.5	0.1	24.4	3.5	0.0	8.3	8.3	0.0034
19	Total	24815		565.9	3.4	29.9	173.8	81.0	376.4	563.6	0.2382

Campbell AM Southbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	55 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	280	SUNSHINE	45.2	0.8	4.2	40.4	31.5	45.1	45.2	0.0105
5	3	834	BASS PRO	17.9	0.0	31.8	4.4	0.0	17.0	17.9	0.0104
6	4	970	MCGEE	16.6	0.0	39.7	0.8	0.0	7.8	16.6	0.0080
7	5	2171	BROADMOOR	36.8	0.0	40.3	2.0	0.0	14.6	36.8	0.0171
8	6	1741	SUNSET	35.8	0.2	33.2	7.8	1.8	24.7	35.8	0.0144
9	7	2320	BATTLEFIELD	51.5	0.4	30.7	14.5	7.2	34.1	51.5	0.0234
10	8	2651	WALNUT LAWN	46.0	0.1	39.3	3.9	0.5	17.4	46.0	0.0217
11	9	2844	PRIMROSE	52.0	0.1	37.3	6.4	0.4	28.1	52.0	0.0235
12	10	2393	REPUBLIC	46.4	0.1	35.2	8.3	2.8	27.6	46.4	0.0205
13	11	406	JRF WB	21.1	0.3	13.1	14.1	9.2	19.4	21.1	0.0067
14	12	543	JRF EB	11.2	0.1	33.0	2.5	0.6	7.9	11.2	0.0057
15	13	2721	LAKEWOOD	50.2	0.4	37.0	8.1	2.8	16.6	50.0	0.0255
16	14	1640	WEAVER	27.0	0.1	41.4	2.3	0.8	9.0	24.7	0.0170
17	15	2603	PLAINVIEW	70.3	0.6	25.2	29.5	21.9	43.6	69.3	0.0286
18	16	667	SPEED SIGN	41.0	0.4	11.1	30.2	23.5	38.8	40.4	0.0145
19	Total	24784		569.0	3.3	29.7	175.0	102.9	351.9	564.9	0.2473

Campbell PM Northbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	55 MPH	(gals)
3	1	0	SPEED SIGN								
4	2	725	PLAINVIEW	50.8	0.7	9.7	38.9	27.5	49.0	50.8	0.0144
5	3	2635	WEAVER	41.6	0.0	43.2	0.6	0.0	10.8	40.0	0.0275
6	4	1666	LAKEWOOD	24.1	0.1	47.2	1.2	0.3	2.0	21.8	0.0154
7	5	2673	JRF EB	85.3	1.5	21.4	42.9	18.3	59.5	85.3	0.0288
8	6	571	JRF WB	19.3	0.3	20.1	10.2	2.8	18.5	19.3	0.0066
9	7	387	REPUBLIC	10.2	0.1	25.9	3.8	0.3	9.8	10.2	0.0047
10	8	2392	PRIMROSE	68.7	0.9	23.7	30.6	10.0	61.5	68.7	0.0261
11	9	2859	WALNUT LAWN	78.4	1.0	24.9	32.6	8.7	74.0	78.4	0.0302
12	10	2571	BATTLEFIELD	80.7	1.0	21.7	39.7	17.7	75.7	80.7	0.0287
13	11	2334	SUNSET	63.0	0.3	25.2	25.7	8.4	61.0	63.0	0.0241
14	12	1780	BROADMOOR	35.3	0.0	34.4	6.6	0.0	30.8	35.3	0.0155
15	13	2206	MCGEE	40.0	0.0	37.6	4.6	0.0	29.4	40.0	0.0175
16	14	891	BASS PRO	16.3	0.0	37.3	1.8	0.0	13.5	16.3	0.0069
17	15	821	SUNSHINE	27.4	0.3	20.4	14.2	8.6	26.2	27.4	0.0086
18	16	304	ROUTE SIGN	40.9	0.4	5.1	35.9	30.6	40.4	40.6	0.0099
19	Total	24815		681.9	6.5	24.8	289.0	133.2	562.0	677.7	0.2649

Campbell PM Southbound

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	40 MPH	55 MPH	(gals)
3	1	0	ROUTE SIGN								
4	2	280	SUNSHINE	35.8	0.5	5.3	30.8	22.7	35.7	35.8	0.0093
5	3	834	BASS PRO	18.2	0.0	31.3	4.6	0.0	18.0	18.2	0.0081
6	4	970	MCGEE	21.3	0.1	31.1	5.4	1.9	17.7	21.3	0.0092
7	5	2171	BROADMOOR	41.2	0.0	35.9	6.3	0.7	30.2	41.2	0.0182
8	6	1741	SUNSET	37.5	0.1	31.6	9.6	4.7	26.4	37.5	0.0155
9	7	2320	BATTLEFIELD	80.9	1.3	19.6	43.8	19.0	73.1	80.9	0.0274
10	8	2651	WALNUT LAWN	63.0	0.5	28.7	20.7	1.5	58.6	63.0	0.0258
11	9	2844	PRIMROSE	61.5	0.1	31.5	16.1	2.6	55.7	61.5	0.0261
12	10	2393	REPUBLIC	85.5	1.4	19.1	47.5	18.1	77.2	85.5	0.0291
13	11	406	JRF WB	14.1	0.1	19.6	7.1	2.0	14.1	14.1	0.0051
14	12	543	JRF EB	15.9	0.1	23.3	6.9	2.9	14.8	15.9	0.0077
15	13	2721	LAKEWOOD	43.9	0.0	42.3	2.0	0.0	11.0	43.7	0.0257
16	14	1640	WEAVER	27.8	0.1	40.2	3.0	0.3	10.5	27.1	0.0161
17	15	2603	PLAINVIEW	60.9	0.5	29.1	19.4	6.5	39.8	59.3	0.0272
18	16	667	SPEED SIGN	11.1	0.0	40.8	0.7	0.0	3.7	10.7	0.0070
19	Total	24784		618.6	5.0	27.3	223.8	83.0	486.5	615.7	0.2576

Battlefield Westbound PM

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	65 NB								
4	2	480	65 SB	12.5	0.0	26.1	3.9	0.0	7.9	12.5	0.0066
5	3	796	MOULDER	26.6	0.5	20.4	12.6	5.6	16.3	26.6	0.0093
6	4	872	INGRAM MILL	19.1	0.1	31.2	3.9	1.2	6.2	19.1	0.0105
7	5	2829	LONE PINE	49.7	0.1	38.8	2.9	0.7	3.9	49.7	0.0231
8	6	4512	LUSTER	83.2	0.3	37.0	8.2	4.2	11.7	83.2	0.0381
9	7	1771	GLENSTONE	67.1	0.7	18.0	36.7	21.0	45.5	67.1	0.0207
10	8	796	VENTURE	35.6	0.2	15.3	21.6	15.0	28.4	35.6	0.0119
11	9	533	DELAWARE	12.6	0.1	28.7	3.1	0.0	5.3	12.6	0.0051
12	10	1314	FREMONT	28.8	0.1	31.1	6.1	0.5	9.6	28.8	0.0111
13	11	1586	NATIONAL	77.5	1.1	14.0	50.2	28.7	62.9	77.5	0.0229
14	12	2390	KIMBROUGH	70.1	0.4	23.3	28.9	18.6	34.9	70.1	0.0260
15	13	1629	JEFFERSON	35.9	0.1	30.9	7.9	2.1	11.6	35.9	0.0144
16	14	1230	CAMPBELL	52.4	0.5	16.0	31.4	17.6	42.3	52.4	0.0161
17	15	4164	FORT	103.4	0.4	27.5	32.4	23.9	37.5	103.4	0.0411
18	16	1822	KANSAS	71.4	0.8	17.4	40.3	28.6	45.0	71.4	0.0225
19	17	4592	SCENIC	107.6	0.4	29.1	29.4	21.3	36.9	107.6	0.0454
20	18	2638	GOLDEN	47.3	0.1	38.0	3.8	1.6	5.9	47.3	0.0239
21	19	1567	CARVER SCHOOL	30.4	0.1	35.2	4.5	2.4	5.9	30.4	0.0148
22	20	4947	WEST BYPASS	81.0	0.1	41.6	0.3	0.0	2.9	80.9	0.0398
23	Total	40468		1012.1	5.9	27.3	328.2	193.0	420.7	1012.0	0.4032

Battlefield Eastbound PM

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	WEST BYPASS								
4	2	5007	CARVER SCHOOL	86.2	0.1	39.6	1.5	0.1	8.2	85.6	0.0469
5	3	1571	GOLDEN	36.1	0.4	29.7	9.5	5.1	12.2	36.1	0.0142
6	4	2650	SCENIC	60.7	0.5	29.8	15.5	6.6	20.6	60.7	0.0263
7	5	4498	KANSAS	110.4	0.8	27.8	33.7	24.1	41.9	110.4	0.0462
8	6	1886	FORT	57.9	0.4	22.2	25.4	18.2	30.0	57.9	0.0220
9	7	4152	CAMPBELL	102.8	0.7	27.5	32.6	25.1	39.5	102.8	0.0411
10	8	1289	JEFFERSON	59.6	0.4	14.7	37.4	28.6	41.6	59.6	0.0200
11	9	1633	KIMBROUGH	31.2	0.1	35.6	3.4	0.0	4.2	31.2	0.0138
12	10	2320	NATIONAL	66.1	0.6	23.9	26.1	11.5	34.3	66.1	0.0234
13	11	1656	FREMONT	77.5	0.7	14.6	49.0	33.6	60.2	77.5	0.0239
14	12	1298	DELAWARE	36.9	0.2	24.0	14.6	5.0	21.1	36.9	0.0134
15	13	545	VENTURE	12.2	0.1	30.4	2.6	0.2	4.2	12.2	0.0048
16	14	724	GLENSTONE	50.8	0.8	9.7	38.4	26.1	45.2	50.8	0.0131
17	15	1839	LUSTER	52.5	0.2	23.9	20.7	11.0	27.6	52.5	0.0202
18	16	4493	LONE PINE	88.8	0.5	34.5	12.6	6.7	20.1	88.5	0.0398
19	17	2809	INGRAM MILL	66.1	0.3	29.0	18.4	7.6	23.3	66.1	0.0275
20	18	893	MOULDER	24.0	0.1	25.4	8.4	2.2	13.8	24.0	0.0089
21	19	800	65 SB	21.6	0.1	25.2	7.7	0.6	14.2	21.6	0.0075
22	20	371	65 NB	9.8	0.1	25.9	3.1	0.0	6.8	9.6	0.0042
23	Total	40434		1051.3	6.9	26.2	360.5	212.4	469.1	1050.2	0.4170

Battlefield Westbound AM

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	65 NB								
4	2	480	65 SB	12.0	0.0	27.3	3.3	0.0	5.8	12.0	0.0065
5	3	796	MOULDER	23.2	0.3	23.4	9.3	2.2	13.8	23.2	0.0082
6	4	872	INGRAM MILL	30.8	0.2	19.3	15.7	8.3	21.8	30.8	0.0117
7	5	2829	LONE PINE	49.1	0.0	39.3	2.3	0.0	3.6	49.1	0.0238
8	6	4512	LUSTER	73.2	0.0	42.0	0.2	0.0	1.1	73.2	0.0373
9	7	1771	GLENSTONE	101.6	1.7	11.9	71.4	49.2	80.7	101.6	0.0267
10	8	796	VENTURE	34.3	0.2	15.8	20.3	14.6	24.7	34.3	0.0126
11	9	533	DELAWARE	10.3	0.0	35.5	0.8	0.0	0.2	10.3	0.0042
12	10	1314	FREMONT	33.8	0.2	26.5	11.4	8.8	11.3	33.8	0.0123
13	11	1586	NATIONAL	41.4	0.4	26.1	14.3	6.8	17.3	41.4	0.0144
14	12	2390	KIMBROUGH	50.1	0.3	32.5	8.8	0.7	13.0	50.1	0.0242
15	13	1629	JEFFERSON	27.1	0.0	41.0	0.2	0.0	0.0	27.1	0.0126
16	14	1230	CAMPBELL	49.8	0.4	16.9	28.8	23.8	31.1	49.8	0.0140
17	15	4164	FORT	106.8	0.6	26.6	35.6	30.2	44.1	106.8	0.0455
18	16	1822	KANSAS	45.8	0.3	27.1	14.8	11.3	18.1	45.8	0.0161
19	17	4592	SCENIC	114.0	0.8	27.5	35.4	25.0	45.8	114.0	0.0476
20	18	2638	GOLDEN	51.5	0.3	34.9	7.3	4.5	11.3	51.5	0.0262
21	19	1567	CARVER SCHOOL	36.5	0.3	29.3	10.3	5.8	13.1	36.5	0.0147
22	20	4947	WEST BYPASS	90.6	0.3	37.2	8.4	3.3	14.6	90.5	0.0431
23	Total	40468		981.6	6.3	28.1	298.6	194.3	371.3	981.5	0.4018

Battlefield Eastbound AM

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	30 MPH	50 MPH	(gals)
3	1	0	WEST BYPASS								
4	2	5007	CARVER SCHOOL	95.9	0.3	35.6	11.4	4.6	22.7	95.9	0.0475
5	3	1571	GOLDEN	37.7	0.3	28.4	10.8	5.1	16.2	37.7	0.0156
6	4	2650	SCENIC	69.3	0.8	26.1	24.1	9.7	32.8	69.3	0.0273
7	5	4498	KANSAS	104.6	0.4	29.3	27.8	16.8	34.3	104.6	0.0427
8	6	1886	FORT	62.4	0.4	20.6	30.3	20.5	34.8	62.4	0.0228
9	7	4152	CAMPBELL	106.1	0.8	26.7	35.2	23.7	43.3	106.1	0.0410
10	8	1289	JEFFERSON	54.3	0.3	16.2	32.0	22.7	36.8	54.3	0.0187
11	9	1633	KIMBROUGH	28.3	0.0	39.3	0.6	0.0	0.2	28.3	0.0133
12	10	2320	NATIONAL	45.0	0.2	35.2	5.2	0.0	5.8	45.0	0.0185
13	11	1656	FREMONT	41.1	0.2	27.5	12.5	7.1	13.3	41.1	0.0164
14	12	1298	DELAWARE	23.0	0.0	38.5	0.8	0.0	0.0	23.0	0.0101
15	13	545	VENTURE	9.8	0.0	38.1	0.3	0.0	0.0	9.8	0.0040
16	14	724	GLENSTONE	24.7	0.4	20.0	12.1	5.8	14.8	24.7	0.0075
17	15	1839	LUSTER	50.8	0.6	24.7	19.1	6.5	24.4	50.8	0.0211
18	16	4493	LONE PINE	86.1	0.5	35.6	9.9	3.0	15.9	86.1	0.0397
19	17	2809	INGRAM MILL	59.1	0.5	32.4	11.4	2.3	15.3	59.1	0.0274
20	18	893	MOULDER	19.4	0.1	31.4	4.0	1.4	4.6	19.4	0.0085
21	19	800	65 SB	15.0	0.0	36.4	1.1	0.0	1.2	15.0	0.0063
22	20	371	65 NB	10.0	0.1	25.3	3.4	1.2	5.0	9.9	0.0035
23	Total	40434		942.5	5.8	29.3	251.8	130.1	321.3	942.4	0.3920

I-44 Westbound AM

	1	2	3	4	5	6	7	8	9	10	11
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=	Fuel
2	#			Time	Stops	Speed	Delay	0 MPH	60 MPH	70 MPH	(gals)
3	1	0	STRAFFORD RAMP								
4	2	19841	744	189.1	0.0	71.5	0.0	0.0	1.8	33.6	0.2436
5	3	11869	US65	113.5	0.0	71.3	0.0	0.0	0.2	29.4	0.1418
6	4	10990	GLENSTONE	112.3	0.0	66.7	1.0	0.0	2.9	89.5	0.1230
7	5	13853	KANSAS	142.0	0.0	66.5	0.9	0.0	2.5	123.4	0.1548
8	6	11776	WEST BYPASS	120.6	0.0	66.6	1.2	0.0	0.5	99.9	0.1305
9	7	15790	CHESTNUT	154.8	0.0	69.5	0.0	0.0	3.2	72.4	0.1867
10	8	10589	MM RAMP	100.8	0.0	71.6	0.2	0.0	1.8	26.2	0.1267
11	Total	94708		933.2	0.0	69.2	3.2	0.0	12.9	474.3	1.1071

I-44 Eastbound AM

Node #	Length	STREET_NAM	NODE NAMES	TRAVEL_TI	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 60 MPH	Time <= 70 MPH	Fuel (gals)
1	0	144	MM RAMP	0	0	0	0	0	0	0	0
2	10993	I44	CHESTNUT	106.58	0	70.32269	0	0	1.666667	40.25	0.1347866
3	15636	I44	WEST BYPASS	150.33	0	70.91514	0	0	0	52.08333	0.1870975
4	11725	I44	KANSAS	118.75	0	67.32057	0.3333333	0	0.25	94.08334	0.1312654
5	13892	I44	GLENSTONE	145.25	0	65.21045	2.833333	0	11.91667	133.8333	0.152549
6	10987	I44	US65	112.50	0	66.58788	0.5	0	1.666667	105.8333	0.1221648
7	11924	I44	744	116.50	0	69.78541	0	0	0.9166667	63.75	0.1408698
8	19523	I44	STRAFFORD RAMP	189.25	0	70.33626	0.25	0	1.833333	94.5	0.2301497
Total	94680			939.1667	0	68.73598	3.916667	0	18.25	584.3333	1.098883