

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

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

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	C
	2	27.0	C
	3	27.0	C
	4	28.0	C
	5	26.0	C
	6	27.0	C
	7	27.0	C
	8	28.0	D
	9	27.0	C
	10	27.0	C

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

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	D
	2	25.0	C
	3	25.0	C
	4	27.0	D
	5	27.0	D
	6	28.0	D
	7	27.0	D
	8	28.0	D
	9	28.0	D
	10	27.0	D

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4720**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	D
	2	25.0	C
	3	25.0	C
	4	27.0	D
	5	27.0	D
	6	28.0	D
	7	27.0	D
	8	28.0	D
	9	28.0	D
	10	27.0	D

**NWB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4725**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	87.0	F
	2	87.0	F
	3	89.0	F
	4	88.0	F
	5	87.0	F
	6	89.0	F
	7	87.0	F
	8	88.0	F
	9	87.0	F
	10	87.0	F

**NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)**  
**Segment ID 4726**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	87.0	F
	2	87.0	F
	3	89.0	F
	4	88.0	F
	5	87.0	F
	6	89.0	F
	7	87.0	F
	8	88.0	F
	9	87.0	F
	10	87.0	F

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4727**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	81.0	F
	2	82.0	F
	3	82.0	F
	4	80.0	F
	5	81.0	F
	6	82.0	F
	7	79.0	F
	8	81.0	F
	9	82.0	F
	10	80.0	F

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4728**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	37.0	E
	2	37.0	E
	3	38.0	F
	4	39.0	F
	5	38.0	E
	6	39.0	E
	7	39.0	E
	8	38.0	E
	9	38.0	F
	10	37.0	E

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4729**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	37.0	E
	2	37.0	E
	3	38.0	F
	4	39.0	F
	5	38.0	E
	6	39.0	E
	7	39.0	E
	8	38.0	E
	9	38.0	F
	10	37.0	E

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4730**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	37.0	E
	2	37.0	E
	3	38.0	F
	4	39.0	F
	5	38.0	E
	6	39.0	E
	7	39.0	E
	8	38.0	E
	9	38.0	F
	10	37.0	E

**NWB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4732**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	36.0	E
	2	35.0	E
	3	37.0	E
	4	36.0	E
	5	35.0	E
	6	36.0	E
	7	36.0	E
	8	36.0	E
	9	35.0	E
	10	35.0	E

**SEB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4733**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	25.0	C
	3	25.0	C
	4	27.0	D
	5	24.0	C
	6	25.0	C
	7	25.0	C
	8	25.0	C
	9	24.0	C
	10	25.0	C

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)**  
**Segment ID 4736**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	30.0	D
	2	22.0	C
	3	26.0	C
	4	28.0	D
	5	26.0	C
	6	24.0	C
	7	30.0	D
	8	23.0	C
	9	24.0	C
	10	20.0	C

**SEB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4737**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	18.0	B
	5	17.0	B
	6	18.0	B
	7	18.0	B
	8	18.0	B
	9	18.0	B
	10	17.0	B

**NWB on JAMES F BYRNES EXPY (Weaving Analysis)**  
**Segment ID 4739**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	32.0	D
	2	31.0	D
	3	30.0	D
	4	31.0	D
	5	30.0	D
	6	31.0	D
	7	30.0	D
	8	31.0	D
	9	32.0	D
	10	31.0	D

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)**  
**Segment ID 4741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	45.0	F
	2	35.0	D
	3	44.0	E
	4	45.0	F
	5	44.0	E
	6	45.0	E
	7	44.0	E
	8	43.0	E
	9	44.0	E
	10	50.0	F

**NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)**  
**Segment ID 4742**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	C
	2	27.0	C
	3	27.0	C
	4	26.0	C
	5	26.0	C
	6	27.0	C
	7	26.0	C
	8	26.0	C
	9	26.0	C
	10	26.0	C

**SEB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4745**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	18.0	C
	3	20.0	C
	4	20.0	C
	5	19.0	C
	6	17.0	B
	7	18.0	B
	8	21.0	C
	9	15.0	B
	10	19.0	C

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

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

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	19.0	B
	3	19.0	B
	4	20.0	B
	5	21.0	C
	6	21.0	C
	7	20.0	C
	8	21.0	C
	9	21.0	C
	10	21.0	C

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

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	25.0	C
	3	28.0	D
	4	24.0	C
	5	25.0	C
	6	25.0	C
	7	26.0	C
	8	26.0	C
	9	26.0	D
	10	26.0	C

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

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	19.0	C
	3	22.0	C
	4	20.0	C
	5	21.0	C
	6	20.0	C
	7	18.0	B
	8	18.0	B
	9	26.0	C
	10	20.0	C

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)**  
**Segment ID 4756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	11.0	B
	2	11.0	B
	3	9.0	A
	4	11.0	B
	5	12.0	B
	6	12.0	B
	7	12.0	B
	8	12.0	B
	9	11.0	B
	10	11.0	B

**NWB on JAMES F BYRNES EXPY (Merge Analysis)**  
**Segment ID 4760**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	15.0	B
	3	16.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	15.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

**NWB on JAMES F BYRNES EXPY (Merge Analysis)**  
**Segment ID 4761**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	15.0	B
	3	16.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	15.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B



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Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)**  
**Segment ID 4763**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	26.0	C
	3	26.0	D
	4	27.0	D
	5	26.0	D
	6	26.0	D
	7	26.0	C
	8	26.0	D
	9	26.0	D
	10	26.0	D

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	22.0	C
	3	23.0	C
	4	23.0	C
	5	23.0	C
	6	22.0	C
	7	23.0	C
	8	24.0	C
	9	25.0	C
	10	21.0	C

**SEB on JAMES F BYRNES EXPY (Merge Analysis)**  
**Segment ID 4768**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	B
	2	10.0	B
	3	9.0	A
	4	10.0	B
	5	12.0	B
	6	10.0	B
	7	10.0	A
	8	11.0	B
	9	11.0	B
	10	10.0	A

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on JAMES F BYRNES EXPY (Diverge Analysis)**  
**Segment ID 4769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	13.0	B
	2	12.0	B
	3	13.0	B
	4	12.0	B
	5	13.0	B
	6	12.0	B
	7	13.0	B
	8	13.0	B
	9	13.0	B
	10	13.0	B

**NWB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4771**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	22.0	C
	5	22.0	C
	6	22.0	C
	7	22.0	C
	8	22.0	C
	9	22.0	C
	10	23.0	C

**NWB on JAMES F BYRNES EXPY (Merge Analysis)**  
**Segment ID 4773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	18.0	B
	6	15.0	B
	7	16.0	B
	8	18.0	B
	9	17.0	B
	10	17.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)**  
**Segment ID 4774**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	24.0	C
	3	23.0	C
	4	24.0	C
	5	23.0	C
	6	23.0	C
	7	23.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

**NWB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	24.0	C
	3	23.0	C
	4	24.0	C
	5	23.0	C
	6	23.0	C
	7	23.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

**SEB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	17.0	B
	5	16.0	B
	6	17.0	B
	7	17.0	B
	8	16.0	B
	9	16.0	B
	10	17.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on JAMES F BYRNES EXPY (Basic Analysis)**  
**Segment ID 4779**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	23.0	C
	4	24.0	C
	5	26.0	D
	6	24.0	C
	7	24.0	C
	8	27.0	D
	9	26.0	D
	10	27.0	D

**WB on I 26 E (Basic Analysis)**  
**Segment ID 4780**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	24.0	C
	5	23.0	C
	6	23.0	C
	7	23.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

**WB on I 26 E (Partial Basic Analysis)**  
**Segment ID 4781**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	24.0	C
	5	23.0	C
	6	23.0	C
	7	23.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

WB on I 26 E (Diverge Analysis) Segment ID 4782			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	22.0	C
	5	28.0	D
	6	22.0	C
	7	22.0	C
	8	21.0	C
	9	23.0	C
	10	24.0	C

WB on I 26 E (Diverge Analysis) Segment ID 4783			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	22.0	C
	5	28.0	D
	6	22.0	C
	7	22.0	C
	8	21.0	C
	9	23.0	C
	10	24.0	C

SEB on I 26 E (Merge Analysis) Segment ID 4785			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	14.0	B
	2	14.0	B
	3	14.0	B
	4	15.0	B
	5	14.0	B
	6	13.0	B
	7	14.0	B
	8	13.0	B
	9	15.0	B
	10	13.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)**  
**Segment ID 4786**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	21.0	C
	4	21.0	C
	5	21.0	C
	6	21.0	C
	7	20.0	C
	8	21.0	C
	9	21.0	C
	10	21.0	C

**SEB on I 26 E (Partial Basic Analysis)**  
**Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	21.0	C
	4	21.0	C
	5	21.0	C
	6	21.0	C
	7	20.0	C
	8	21.0	C
	9	21.0	C
	10	21.0	C

**SEB on I 26 E (Diverge Analysis)**  
**Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	18.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	17.0	B
	10	15.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on I 26 W (Basic Analysis)**  
**Segment ID 4791**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	16.0	B
	3	16.0	B
	4	17.0	B
	5	15.0	B
	6	16.0	B
	7	17.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

**SEB on I 26 E (Basic Analysis)**  
**Segment ID 4793**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	16.0	B
	4	17.0	B
	5	16.0	B
	6	16.0	B
	7	15.0	B
	8	17.0	B
	9	16.0	B
	10	17.0	B

**NWB on I 26 W (Merge Analysis)**  
**Segment ID 4795**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	A
	2	10.0	B
	3	10.0	B
	4	10.0	A
	5	10.0	B
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	10.0	B
	10	11.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on I 26 W (Merge Analysis)**  
**Segment ID 4796**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	A
	2	10.0	B
	3	10.0	B
	4	10.0	A
	5	10.0	B
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	10.0	B
	10	11.0	B

**NWB on I 26 W (Basic Analysis)**  
**Segment ID 4797**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

**EB on I 26 E (Partial Basic Analysis)**  
**Segment ID 4799**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	24.0	C
	3	24.0	C
	4	24.0	C
	5	23.0	C
	6	23.0	C
	7	22.0	C
	8	24.0	C
	9	23.0	C
	10	23.0	C



**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Basic Analysis)  
Segment ID 4800**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	18.0	B
	5	18.0	C
	6	16.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

**SEB on I 26 E (Merge Analysis)  
Segment ID 4801**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	11.0	B
	2	11.0	B
	3	11.0	B
	4	12.0	B
	5	10.0	B
	6	10.0	B
	7	10.0	B
	8	10.0	A
	9	10.0	B
	10	12.0	B

**SEB on I 26 E (Diverge Analysis)  
Segment ID 4802**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	13.0	B
	3	13.0	B
	4	14.0	B
	5	12.0	B
	6	11.0	B
	7	13.0	B
	8	13.0	B
	9	13.0	B
	10	13.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**NWB on I 26 W (Basic Analysis)**  
**Segment ID 4805**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	18.0	C
	4	20.0	C
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	16.0	B
	9	17.0	B
	10	19.0	C

**WB on I 26 W (Basic Analysis)**  
**Segment ID 4806**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

**WB on I 26 W (Partial Basic Analysis)**  
**Segment ID 4807**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

WB on I 26 W (Diverge Analysis) Segment ID 4808			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	B
	2	9.0	A
	3	12.0	B
	4	9.0	A
	5	10.0	B
	6	11.0	B
	7	11.0	B
	8	10.0	A
	9	10.0	A
	10	12.0	B

WB on I 26 W (Diverge Analysis) Segment ID 4809			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	B
	2	9.0	A
	3	12.0	B
	4	9.0	A
	5	10.0	B
	6	11.0	B
	7	11.0	B
	8	10.0	A
	9	10.0	A
	10	12.0	B

SEB on I 26 E (Basic Analysis) Segment ID 8740			
Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	18.0	B
	5	18.0	C
	6	16.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Diverge Analysis)  
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	23.0	C
	3	22.0	C
	4	22.0	C
	5	21.0	C
	6	21.0	C
	7	22.0	C
	8	23.0	C
	9	22.0	C
	10	22.0	C

**WB on I 26 W (Basic Analysis)  
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	14.0	B
	3	16.0	B
	4	15.0	B
	5	18.0	C
	6	17.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	15.0	B

**WB on I 26 W (Merge Analysis)  
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	17.0	B
	3	18.0	B
	4	18.0	B
	5	19.0	B
	6	17.0	B
	7	16.0	B
	8	18.0	B
	9	18.0	B
	10	19.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Merge Analysis)  
Segment ID 8757**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	17.0	B
	3	18.0	B
	4	18.0	B
	5	19.0	B
	6	17.0	B
	7	16.0	B
	8	18.0	B
	9	18.0	B
	10	19.0	B

**EB on I 26 E (Basic Analysis)  
Segment ID 8764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	22.0	C
	3	24.0	C
	4	25.0	C
	5	24.0	C
	6	23.0	C
	7	22.0	C
	8	23.0	C
	9	22.0	C
	10	22.0	C

**EB on I 26 E (Diverge Analysis)  
Segment ID 8766**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	23.0	C
	3	22.0	C
	4	24.0	C
	5	23.0	C
	6	21.0	C
	7	21.0	C
	8	24.0	C
	9	23.0	C
	10	23.0	C

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Merge Analysis)  
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	20.0	B
	2	21.0	C
	3	20.0	B
	4	19.0	B
	5	18.0	B
	6	19.0	B
	7	19.0	B
	8	20.0	C
	9	20.0	B
	10	21.0	C

**EB on I 26 E (Partial Basic Analysis)  
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	26.0	C
	3	26.0	D
	4	27.0	D
	5	26.0	D
	6	25.0	C
	7	25.0	C
	8	26.0	D
	9	27.0	D
	10	25.0	C

**NWB on I 26 W (Merge Analysis)  
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	17.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	17.0	B
	10	17.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)  
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	20.0	C
	2	21.0	C
	3	23.0	C
	4	24.0	C
	5	20.0	C
	6	21.0	C
	7	22.0	C
	8	21.0	C
	9	23.0	C
	10	20.0	C

**WB on I 26 W (Diverge Analysis)  
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	18.0	B
	3	17.0	B
	4	18.0	B
	5	18.0	B
	6	18.0	B
	7	17.0	B
	8	18.0	B
	9	17.0	B
	10	19.0	B

**WB on I 26 W (Partial Basic Analysis)  
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	24.0	C
	3	25.0	C
	4	25.0	C
	5	25.0	C
	6	25.0	C
	7	24.0	C
	8	25.0	C
	9	25.0	C
	10	25.0	C

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)  
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	26.0	C
	3	26.0	D
	4	27.0	D
	5	26.0	D
	6	25.0	C
	7	25.0	C
	8	26.0	D
	9	27.0	D
	10	25.0	C

**NWB on I 26 W (Partial Basic Analysis)  
Segment ID 8779**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	21.0	C
	3	21.0	C
	4	22.0	C
	5	22.0	C
	6	21.0	C
	7	21.0	C
	8	21.0	C
	9	22.0	C
	10	22.0	C

**SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)  
Segment ID 8856**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	18.0	B
	9	18.0	B
	10	17.0	B



**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Diverge Analysis)  
Segment ID 8887**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	18.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	17.0	B
	10	15.0	B

**SEB on I 26 E (Diverge Analysis)  
Segment ID 8888**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	13.0	B
	3	13.0	B
	4	14.0	B
	5	12.0	B
	6	11.0	B
	7	13.0	B
	8	13.0	B
	9	13.0	B
	10	13.0	B

**NWB on I 26 W (Partial Basic Analysis)  
Segment ID 8889**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)  
Segment ID 8890**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

**EB on I 26 E (Diverge Analysis)  
Segment ID 8891**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	23.0	C
	3	22.0	C
	4	22.0	C
	5	21.0	C
	6	21.0	C
	7	22.0	C
	8	23.0	C
	9	22.0	C
	10	22.0	C

**SEB on I 26 E (Partial Basic Analysis)  
Segment ID 8893**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

**Overview Aggregate Report for Freeway Segment Level of Service****Across 10 simulations ( 4:45:00PM - 5:45:00PM)**

Date &amp; Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Partial Basic Analysis)**  
**Segment ID 8895**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	24.0	C
	3	25.0	C
	4	25.0	C
	5	25.0	C
	6	25.0	C
	7	24.0	C
	8	25.0	C
	9	25.0	C
	10	25.0	C

**WB on I 26 W (Merge Analysis)**  
**Segment ID 8896**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	17.0	B
	3	18.0	B
	4	18.0	B
	5	19.0	B
	6	17.0	B
	7	16.0	B
	8	18.0	B
	9	18.0	B
	10	19.0	B