

APPENDIX C – ECONOMIC DATA

TABLE C- 1

FINAL STATISTICS FOR THE RUN
WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS

| class | inbound count | ave mph | outbound count | ave mph | best-case rate | class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|-------------|---------------|---------|----------------|---------|----------------|
| CELL cape_h | | | | | | CELL junc_1 | | | | | |
| A1 | 6.00 | 9.10 | 6.00 | 17.27 | 17.27 | A1 | 6.00 | 17.33 | 6.00 | 17.30 | 17.27 |
| A2 | 96.00 | 9.33 | 95.00 | 17.27 | 17.27 | A2 | 96.00 | 17.24 | 95.00 | 17.27 | 17.27 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 17.27 | A3 | 0.00 | 0.00 | 0.00 | 0.00 | 17.27 |
| A4 | 47.00 | 9.00 | 46.00 | 17.27 | 17.27 | A4 | 46.00 | 17.27 | 46.00 | 17.25 | 17.27 |
| AA | 78.00 | 8.95 | 77.00 | 17.27 | 17.27 | AA | 78.00 | 17.28 | 78.00 | 17.27 | 17.27 |
| AB | 26.00 | 9.93 | 26.00 | 17.27 | 17.27 | AB | 26.00 | 17.27 | 26.00 | 17.24 | 17.27 |
| AE | 63.00 | 8.89 | 62.00 | 17.27 | 17.27 | AE | 63.00 | 17.28 | 62.00 | 17.30 | 17.27 |
| AF | 8.00 | 8.59 | 8.00 | 17.27 | 17.27 | AF | 8.00 | 17.28 | 8.00 | 17.30 | 17.27 |
| DA | 28.00 | 8.35 | 26.00 | 16.12 | 16.12 | DA | 28.00 | 16.04 | 27.00 | 16.12 | 16.12 |
| DB | 44.00 | 9.90 | 44.00 | 16.12 | 16.12 | DB | 44.00 | 16.11 | 44.00 | 16.13 | 16.12 |
| DC | 77.00 | 8.55 | 71.00 | 16.12 | 16.12 | DC | 72.00 | 16.12 | 71.00 | 16.09 | 16.12 |
| DD | 3.00 | 6.90 | 3.00 | 16.12 | 16.12 | DD | 3.00 | 16.11 | 3.00 | 16.16 | 16.12 |
| DE | 12.00 | 7.63 | 8.00 | 16.12 | 16.12 | DE | 8.00 | 16.20 | 8.00 | 16.17 | 16.12 |
| EC | 12.00 | 7.97 | 9.00 | 16.12 | 16.12 | EC | 9.00 | 16.08 | 9.00 | 16.15 | 16.12 |
| ED | 25.00 | 7.97 | 17.00 | 16.12 | 16.12 | ED | 17.00 | 16.12 | 17.00 | 16.12 | 16.12 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | FA | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| FB | 31.00 | 8.47 | 31.00 | 16.12 | 16.12 | FB | 31.00 | 16.13 | 31.00 | 16.14 | 16.12 |
| FC | 15.00 | 8.77 | 11.00 | 16.12 | 16.12 | FC | 12.00 | 16.13 | 12.00 | 16.19 | 16.12 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | FD | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| HB | 190.00 | 8.74 | 190.00 | 17.27 | 17.27 | HB | 190.00 | 17.27 | 190.00 | 17.24 | 17.27 |
| PA | 4.00 | 8.51 | 4.00 | 16.12 | 16.12 | PA | 4.00 | 16.26 | 4.00 | 16.18 | 16.12 |
| PB | 16.00 | 9.37 | 16.00 | 16.12 | 16.12 | PB | 16.00 | 16.09 | 16.00 | 16.03 | 16.12 |
| PC | 7.00 | 11.56 | 7.00 | 16.12 | 16.12 | PC | 7.00 | 16.11 | 7.00 | 16.06 | 16.12 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | PD | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| XM3 | 3.00 | 5.91 | 3.00 | 16.12 | 16.12 | XM3 | 3.00 | 16.24 | 3.00 | 16.19 | 16.12 |
| XM4 | 3.00 | 11.29 | 2.00 | 16.12 | 16.12 | XM4 | 3.00 | 16.07 | 2.00 | 16.10 | 16.12 |
| XM5 | 9.00 | 8.92 | 9.00 | 16.12 | 16.12 | XM5 | 9.00 | 16.15 | 9.00 | 16.18 | 16.12 |
| XM6 | 3.00 | 8.68 | 3.00 | 16.12 | 16.12 | XM6 | 3.00 | 16.16 | 3.00 | 16.03 | 16.12 |
| X01 | 2.00 | 6.99 | 2.00 | 16.12 | 16.12 | X01 | 2.00 | 16.20 | 2.00 | 16.10 | 16.12 |
| X02 | 1.00 | 4.96 | 1.00 | 16.12 | 16.12 | X02 | 1.00 | 15.86 | 1.00 | 16.54 | 16.12 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | X03 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| X04 | 2.00 | 8.01 | 2.00 | 16.12 | 16.12 | X04 | 2.00 | 16.10 | 2.00 | 16.15 | 16.12 |
| X05 | 3.00 | 12.11 | 3.00 | 16.12 | 16.12 | X05 | 3.00 | 16.10 | 3.00 | 16.05 | 16.12 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| XP2 | 1.00 | 4.63 | 1.00 | 16.12 | 16.12 | XP2 | 1.00 | 16.11 | 1.00 | 16.12 | 16.12 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 | XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 16.12 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 17.27 | TOW | 0.00 | 0.00 | 0.00 | 0.00 | 17.27 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|
| CELL brewer | | | | | |
| A1 | 6.00 | 13.82 | 6.00 | 13.82 | 13.82 |
| A2 | 96.00 | 13.82 | 95.00 | 13.82 | 13.82 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| A4 | 46.00 | 13.82 | 46.00 | 13.82 | 13.82 |
| AA | 78.00 | 13.82 | 78.00 | 13.82 | 13.82 |
| AB | 26.00 | 13.82 | 26.00 | 12.24 | 13.82 |
| AE | 63.00 | 13.82 | 62.00 | 13.38 | 13.82 |
| AF | 8.00 | 13.82 | 8.00 | 13.82 | 13.82 |
| DA | 28.00 | 13.82 | 27.00 | 13.31 | 13.82 |
| DB | 44.00 | 13.82 | 44.00 | 12.26 | 13.82 |
| DC | 72.00 | 13.82 | 71.00 | 5.13 | 13.82 |
| DD | 3.00 | 13.82 | 3.00 | 4.68 | 13.82 |
| DE | 8.00 | 13.82 | 8.00 | 13.82 | 13.82 |
| EC | 9.00 | 13.82 | 9.00 | 13.82 | 13.82 |
| ED | 17.00 | 13.82 | 17.00 | 13.82 | 13.82 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| FB | 31.00 | 13.82 | 31.00 | 13.82 | 13.82 |
| FC | 12.00 | 13.82 | 12.00 | 13.82 | 13.82 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| HB | 190.00 | 13.82 | 190.00 | 13.82 | 13.82 |
| PA | 4.00 | 13.82 | 4.00 | 13.82 | 13.82 |
| PB | 16.00 | 13.82 | 16.00 | 13.82 | 13.82 |
| PC | 7.00 | 13.82 | 7.00 | 13.82 | 13.82 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM3 | 3.00 | 13.82 | 3.00 | 9.25 | 13.82 |
| XM4 | 3.00 | 13.82 | 2.00 | 13.82 | 13.82 |
| XM5 | 9.00 | 13.82 | 9.00 | 13.82 | 13.82 |
| XM6 | 3.00 | 13.81 | 3.00 | 4.68 | 13.82 |
| X01 | 2.00 | 13.82 | 2.00 | 13.83 | 13.82 |
| X02 | 1.00 | 13.81 | 1.00 | 13.81 | 13.82 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| X04 | 2.00 | 13.82 | 2.00 | 13.82 | 13.82 |
| X05 | 3.00 | 13.82 | 3.00 | 9.25 | 13.82 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XP2 | 1.00 | 13.82 | 1.00 | 13.82 | 13.82 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|----------|---------------|---------|----------------|---------|----------------|
| CELL fm1 | | | | | |
| A1 | 6.00 | 8.57 | 6.00 | 9.22 | 9.21 |
| A2 | 96.00 | 8.96 | 95.00 | 9.21 | 9.21 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| A4 | 46.00 | 9.21 | 46.00 | 9.21 | 9.21 |
| AA | 78.00 | 9.06 | 78.00 | 9.21 | 9.21 |
| AB | 23.00 | 9.04 | 23.00 | 9.22 | 9.21 |
| AE | 61.00 | 9.15 | 60.00 | 9.21 | 9.21 |
| AF | 8.00 | 9.21 | 8.00 | 9.22 | 9.21 |
| DA | 9.00 | 9.21 | 26.00 | 9.21 | 9.21 |
| DB | 37.00 | 9.10 | 39.00 | 9.21 | 9.21 |
| DC | 22.00 | 9.21 | 26.00 | 9.21 | 9.21 |
| DD | 1.00 | 9.20 | 1.00 | 9.20 | 9.21 |
| DE | 8.00 | 9.21 | 8.00 | 9.21 | 9.21 |
| EC | 9.00 | 9.21 | 9.00 | 9.20 | 9.21 |
| ED | 17.00 | 9.21 | 17.00 | 9.21 | 9.21 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| FB | 28.00 | 9.21 | 31.00 | 9.21 | 9.21 |
| FC | 12.00 | 9.22 | 12.00 | 9.22 | 9.21 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| HB | 184.00 | 9.17 | 190.00 | 9.21 | 9.21 |
| PA | 4.00 | 9.22 | 4.00 | 9.20 | 9.21 |
| PB | 13.00 | 9.21 | 16.00 | 9.21 | 9.21 |
| PC | 7.00 | 9.21 | 7.00 | 9.21 | 9.21 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| XM3 | 2.00 | 9.22 | 2.00 | 9.22 | 9.21 |
| XM4 | 3.00 | 9.21 | 2.00 | 9.22 | 9.21 |
| XM5 | 9.00 | 9.21 | 9.00 | 9.20 | 9.21 |
| XM6 | 1.00 | 9.22 | 1.00 | 9.21 | 9.21 |
| X01 | 2.00 | 9.20 | 2.00 | 9.23 | 9.21 |
| X02 | 1.00 | 9.16 | 1.00 | 9.17 | 9.21 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| X04 | 2.00 | 9.22 | 2.00 | 9.21 | 9.21 |
| X05 | 2.00 | 9.21 | 2.00 | 9.22 | 9.21 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| XP2 | 1.00 | 9.21 | 1.00 | 9.21 | 9.21 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 9.21 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate | class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|----------|---------------|---------|----------------|---------|----------------|
| CELL junc_2 | | | | | | CELL fm2 | | | | | |
| A1 | 6.00 | 3.45 | 6.00 | 3.45 | 3.45 | A1 | 6.00 | 3.45 | 6.00 | 3.45 | 3.45 |
| A2 | 96.00 | 3.45 | 95.00 | 3.45 | 3.45 | A2 | 96.00 | 3.45 | 95.00 | 3.45 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 46.00 | 3.45 | 46.00 | 3.45 | 3.45 | A4 | 46.00 | 3.45 | 46.00 | 3.45 | 3.45 |
| AA | 78.00 | 3.45 | 78.00 | 3.45 | 3.45 | AA | 78.00 | 3.45 | 78.00 | 3.45 | 3.45 |
| AB | 23.00 | 3.45 | 23.00 | 3.45 | 3.45 | AB | 23.00 | 3.45 | 23.00 | 3.46 | 3.45 |
| AE | 61.00 | 3.45 | 60.00 | 3.45 | 3.45 | AE | 61.00 | 3.45 | 60.00 | 3.45 | 3.45 |
| AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 | AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 33.00 | 2.82 | 26.00 | 0.48 | 3.45 | DA | 9.00 | 3.46 | 3.00 | 3.45 | 3.45 |
| DB | 39.00 | 3.43 | 39.00 | 3.29 | 3.45 | DB | 37.00 | 3.45 | 37.00 | 3.46 | 3.45 |
| DC | 27.00 | 3.36 | 26.00 | 2.82 | 3.45 | DC | 22.00 | 3.46 | 21.00 | 3.46 | 3.45 |
| DD | 1.00 | 3.45 | 1.00 | 3.46 | 3.45 | DD | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 |
| DE | 8.00 | 3.45 | 8.00 | 3.46 | 3.45 | DE | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| EC | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 | EC | 9.00 | 3.46 | 9.00 | 3.45 | 3.45 |
| ED | 17.00 | 3.45 | 17.00 | 3.46 | 3.45 | ED | 17.00 | 3.45 | 17.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 32.00 | 3.36 | 31.00 | 3.03 | 3.45 | FB | 28.00 | 3.45 | 27.00 | 3.45 | 3.45 |
| FC | 12.00 | 3.46 | 12.00 | 3.45 | 3.45 | FC | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 192.00 | 3.42 | 190.00 | 3.32 | 3.45 | HB | 184.00 | 3.45 | 182.00 | 3.45 | 3.45 |
| PA | 4.00 | 3.46 | 4.00 | 3.45 | 3.45 | PA | 4.00 | 3.45 | 4.00 | 3.45 | 3.45 |
| PB | 16.00 | 3.29 | 16.00 | 2.84 | 3.45 | PB | 13.00 | 3.45 | 13.00 | 3.46 | 3.45 |
| PC | 7.00 | 3.45 | 7.00 | 3.45 | 3.45 | PC | 7.00 | 3.45 | 7.00 | 3.45 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 | XM3 | 2.00 | 3.45 | 2.00 | 3.46 | 3.45 |
| XM4 | 3.00 | 3.45 | 2.00 | 3.45 | 3.45 | XM4 | 3.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 | XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 | XM6 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 |
| X01 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 | X01 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X02 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 | X02 | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 | X04 | 2.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 | X05 | 2.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 | XP2 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

| CELL junc_3 | | | | | |
|-------------|--------|------|--------|------|------|
| A1 | 6.00 | 3.45 | 6.00 | 3.45 | 3.45 |
| A2 | 96.00 | 3.45 | 95.00 | 3.45 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 46.00 | 3.45 | 46.00 | 3.45 | 3.45 |
| AA | 78.00 | 3.45 | 78.00 | 3.45 | 3.45 |
| AB | 23.00 | 3.45 | 23.00 | 3.46 | 3.45 |
| AE | 61.00 | 3.45 | 60.00 | 3.45 | 3.45 |
| AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 15.00 | 3.46 | 3.00 | 3.45 | 3.45 |
| DB | 37.00 | 3.46 | 37.00 | 3.46 | 3.45 |
| DC | 22.00 | 3.45 | 21.00 | 3.46 | 3.45 |
| DD | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| DE | 8.00 | 3.46 | 8.00 | 3.45 | 3.45 |
| EC | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| ED | 17.00 | 3.46 | 17.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 29.00 | 3.46 | 27.00 | 3.45 | 3.45 |
| FC | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 186.00 | 3.45 | 182.00 | 3.45 | 3.45 |
| PA | 4.00 | 3.45 | 4.00 | 3.45 | 3.45 |
| PB | 13.00 | 3.45 | 13.00 | 3.46 | 3.45 |
| PC | 7.00 | 3.45 | 7.00 | 3.45 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.46 | 2.00 | 3.46 | 3.45 |
| XM4 | 3.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| X01 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X02 | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

| class | inbound count | ave mpn | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

| CELL fm3 | | | | | |
|----------|-------|------|--------|------|------|
| A1 | 6.00 | 3.45 | 6.00 | 3.45 | 3.45 |
| A2 | 96.00 | 3.46 | 95.00 | 3.45 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 46.00 | 3.45 | 46.00 | 3.45 | 3.45 |
| AA | 70.00 | 3.45 | 78.00 | 3.45 | 3.45 |
| AB | 22.00 | 3.45 | 23.00 | 3.46 | 3.45 |
| AE | 18.00 | 3.45 | 60.00 | 3.45 | 3.45 |
| AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 15.00 | 3.46 | 3.00 | 3.45 | 3.45 |
| DB | 37.00 | 3.46 | 37.00 | 3.46 | 3.45 |
| DC | 20.00 | 3.45 | 21.00 | 3.46 | 3.45 |
| DD | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| DE | 8.00 | 3.46 | 8.00 | 3.45 | 3.45 |
| EC | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| ED | 17.00 | 3.46 | 17.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 28.00 | 3.46 | 27.00 | 3.45 | 3.45 |
| FC | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 81.00 | 3.45 | 182.00 | 3.45 | 3.45 |
| PA | 4.00 | 3.45 | 4.00 | 3.45 | 3.45 |
| PB | 12.00 | 3.45 | 13.00 | 3.46 | 3.45 |
| PC | 7.00 | 3.45 | 7.00 | 3.45 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.46 | 2.00 | 3.46 | 3.45 |
| XM4 | 3.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| X01 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X02 | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 1.00 | 3.45 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

CELL junc_4

| | | | | | |
|-----|--------|------|--------|------|------|
| A1 | 6.00 | 3.45 | 6.00 | 3.45 | 3.45 |
| A2 | 96.00 | 3.46 | 95.00 | 3.45 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 46.00 | 3.46 | 46.00 | 3.45 | 3.45 |
| AA | 78.00 | 3.27 | 78.00 | 3.11 | 3.45 |
| AB | 23.00 | 3.37 | 23.00 | 3.31 | 3.45 |
| AE | 61.00 | 2.19 | 60.00 | 1.01 | 3.45 |
| AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 15.00 | 3.46 | 3.00 | 3.45 | 3.45 |
| DB | 37.00 | 3.46 | 37.00 | 3.45 | 3.45 |
| DC | 22.00 | 3.29 | 21.00 | 3.13 | 3.45 |
| DD | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| DE | 8.00 | 3.46 | 8.00 | 3.45 | 3.45 |
| EC | 9.00 | 3.46 | 9.00 | 3.45 | 3.45 |
| ED | 17.00 | 3.46 | 17.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 29.00 | 3.39 | 27.00 | 3.33 | 3.45 |
| FC | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 186.00 | 2.45 | 182.00 | 1.49 | 3.45 |
| PA | 4.00 | 3.45 | 4.00 | 3.45 | 3.45 |
| PB | 13.00 | 3.31 | 13.00 | 3.19 | 3.45 |
| PC | 7.00 | 3.45 | 7.00 | 3.45 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| XM4 | 3.00 | 3.46 | 2.00 | 3.46 | 3.45 |
| XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| X01 | 2.00 | 3.45 | 2.00 | 3.44 | 3.45 |
| X02 | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 1.00 | 1.65 | 1.00 | 0.05 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

CELL fm4

| | | | | | |
|-----|-------|------|-------|------|------|
| A1 | 0.00 | 0.00 | 6.00 | 3.45 | 3.45 |
| A2 | 44.00 | 3.45 | 95.00 | 3.45 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 46.00 | 3.45 | 3.45 |
| AA | 76.00 | 2.98 | 70.00 | 3.45 | 3.45 |
| AB | 25.00 | 2.93 | 22.00 | 3.45 | 3.45 |
| AE | 18.00 | 3.45 | 17.00 | 3.45 | 3.45 |
| AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 16.00 | 2.11 | 3.00 | 3.45 | 3.45 |
| DB | 35.00 | 3.16 | 37.00 | 3.45 | 3.45 |
| DC | 11.00 | 3.45 | 19.00 | 3.45 | 3.45 |
| DD | 0.00 | 0.00 | 1.00 | 3.46 | 3.45 |
| DE | 0.00 | 0.00 | 8.00 | 3.45 | 3.45 |
| EC | 0.00 | 0.00 | 9.00 | 3.45 | 3.45 |
| ED | 1.00 | 3.45 | 17.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 31.00 | 3.02 | 26.00 | 3.45 | 3.45 |
| FC | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 90.00 | 3.07 | 77.00 | 3.45 | 3.45 |
| PA | 4.00 | 3.45 | 4.00 | 3.45 | 3.45 |
| PB | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| PC | 7.00 | 3.45 | 7.00 | 3.45 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM4 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 |
| X01 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X02 | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

| CELL junc_5 | | | | | |
|-------------|-------|------|-------|------|------|
| A1 | 6.00 | 2.88 | 6.00 | 0.03 | 3.45 |
| A2 | 96.00 | 3.11 | 95.00 | 1.54 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 46.00 | 2.88 | 46.00 | 0.03 | 3.45 |
| AA | 70.00 | 3.41 | 70.00 | 3.21 | 3.45 |
| AB | 22.00 | 3.14 | 22.00 | 2.98 | 3.45 |
| AE | 18.00 | 3.45 | 17.00 | 3.46 | 3.45 |
| AF | 8.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 3.00 | 3.45 | 3.00 | 3.45 | 3.45 |
| DB | 37.00 | 3.38 | 37.00 | 2.99 | 3.45 |
| DC | 20.00 | 3.20 | 19.00 | 1.82 | 3.45 |
| DD | 1.00 | 2.88 | 1.00 | 0.01 | 3.45 |
| DE | 8.00 | 2.88 | 8.00 | 0.01 | 3.45 |
| EC | 9.00 | 2.88 | 9.00 | 0.01 | 3.45 |
| ED | 17.00 | 2.91 | 17.00 | 0.21 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 26.00 | 3.45 | 26.00 | 3.46 | 3.45 |
| FC | 12.00 | 3.45 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 77.00 | 3.45 | 77.00 | 3.45 | 3.45 |
| PA | 4.00 | 3.46 | 4.00 | 3.45 | 3.45 |
| PB | 12.00 | 3.45 | 12.00 | 3.46 | 3.45 |
| PC | 7.00 | 3.45 | 7.00 | 3.46 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM4 | 3.00 | 3.26 | 2.00 | 3.45 | 3.45 |
| XM5 | 9.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.45 | 1.00 | 3.46 | 3.45 |
| X01 | 2.00 | 3.45 | 2.00 | 3.46 | 3.45 |
| X02 | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.46 | 2.00 | 3.46 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

| CELL fm5 | | | | | |
|----------|-------|------|-------|------|------|
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 42.00 | 3.45 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 50.00 | 3.45 | 65.00 | 3.45 | 3.45 |
| AB | 16.00 | 3.45 | 19.00 | 3.45 | 3.45 |
| AE | 0.00 | 0.00 | 17.00 | 3.46 | 3.45 |
| AF | 5.00 | 3.45 | 8.00 | 3.45 | 3.45 |
| DA | 3.00 | 3.45 | 3.00 | 3.45 | 3.45 |
| DB | 32.00 | 3.46 | 32.00 | 3.13 | 3.45 |
| DC | 11.00 | 3.45 | 10.00 | 3.46 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 1.00 | 3.46 | 1.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 26.00 | 3.45 | 26.00 | 3.45 | 3.45 |
| FC | 12.00 | 3.46 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 64.00 | 3.45 | 77.00 | 3.45 | 3.45 |
| PA | 4.00 | 3.43 | 4.00 | 2.59 | 3.45 |
| PB | 12.00 | 3.45 | 12.00 | 2.59 | 3.45 |
| PC | 7.00 | 3.46 | 7.00 | 2.96 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM4 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM5 | 4.00 | 3.45 | 9.00 | 3.45 | 3.45 |
| XM6 | 1.00 | 3.45 | 1.00 | 3.46 | 3.45 |
| X01 | 2.00 | 3.46 | 2.00 | 3.46 | 3.45 |
| X02 | 1.00 | 3.45 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 2.00 | 3.45 | 3.45 |
| X05 | 2.00 | 3.50 | 2.00 | 1.73 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|
| CELL_junc_6 | | | | | |
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 43.00 | 1.66 | 42.00 | 0.07 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 65.00 | 3.04 | 65.00 | 2.67 | 3.45 |
| AB | 19.00 | 3.17 | 19.00 | 2.92 | 3.45 |
| AE | 18.00 | 1.65 | 17.00 | 0.07 | 3.45 |
| AF | 8.00 | 2.78 | 8.00 | 2.19 | 3.45 |
| DA | 3.00 | 3.45 | 3.00 | 3.45 | 3.45 |
| DB | 29.00 | 3.45 | 29.00 | 3.45 | 3.45 |
| DC | 11.00 | 3.45 | 10.00 | 3.45 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 26.00 | 3.45 | 26.00 | 3.45 | 3.45 |
| FC | 12.00 | 3.46 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 77.00 | 3.15 | 77.00 | 2.88 | 3.45 |
| PA | 3.00 | 3.45 | 3.00 | 3.45 | 3.45 |
| PB | 9.00 | 3.46 | 9.00 | 3.46 | 3.45 |
| PC | 6.00 | 3.46 | 6.00 | 3.46 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.46 | 3.45 |
| XM4 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM5 | 9.00 | 2.45 | 9.00 | 1.59 | 3.45 |
| XM6 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 |
| X01 | 2.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| X02 | 1.00 | 3.45 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 1.65 | 2.00 | 0.10 | 3.45 |
| X05 | 1.00 | 3.45 | 1.00 | 3.46 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|
| CELL_tunnel | | | | | |
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 0.00 | 0.00 | 50.00 | 3.45 | 3.45 |
| AB | 0.00 | 0.00 | 16.00 | 3.45 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 0.00 | 0.00 | 5.00 | 3.45 | 3.45 |
| DA | 0.00 | 0.00 | 3.00 | 3.45 | 3.45 |
| DB | 0.00 | 0.00 | 29.00 | 3.45 | 3.45 |
| DC | 0.00 | 0.00 | 10.00 | 3.45 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 0.00 | 0.00 | 1.00 | 3.45 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 0.00 | 0.00 | 26.00 | 3.45 | 3.45 |
| FC | 0.00 | 0.00 | 12.00 | 3.45 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 0.00 | 0.00 | 64.00 | 3.45 | 3.45 |
| PA | 0.00 | 0.00 | 3.00 | 3.45 | 3.45 |
| PB | 0.00 | 0.00 | 9.00 | 3.45 | 3.45 |
| PC | 0.00 | 0.00 | 6.00 | 3.45 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 |
| XM4 | 1.00 | 3.46 | 2.00 | 3.45 | 3.45 |
| XM5 | 1.00 | 3.45 | 4.00 | 3.45 | 3.45 |
| XM6 | 0.00 | 0.00 | 1.00 | 3.46 | 3.45 |
| X01 | 0.00 | 0.00 | 2.00 | 3.46 | 3.45 |
| X02 | 1.00 | 3.46 | 1.00 | 3.46 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 0.00 | 0.00 | 1.00 | 3.45 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate | class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|-----------|---------------|---------|----------------|---------|----------------|
| CELL junc_7 | | | | | | CELL east | | | | | |
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 50.00 | 2.69 | 50.00 | 0.11 | 3.45 | AA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AB | 16.00 | 2.69 | 16.00 | 0.10 | 3.45 | AB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 5.00 | 2.69 | 5.00 | 0.07 | 3.45 | AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DA | 3.00 | 2.69 | 3.00 | 0.15 | 3.45 | DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DB | 29.00 | 2.69 | 29.00 | 0.10 | 3.45 | DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DC | 11.00 | 2.69 | 10.00 | 0.07 | 3.45 | DC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 1.00 | 2.69 | 1.00 | 0.07 | 3.45 | ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 26.00 | 2.69 | 26.00 | 0.18 | 3.45 | FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FC | 12.00 | 2.69 | 12.00 | 0.14 | 3.45 | FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 64.00 | 2.69 | 64.00 | 0.21 | 3.45 | HB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PA | 3.00 | 2.69 | 3.00 | 0.16 | 3.45 | PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PB | 9.00 | 2.69 | 9.00 | 0.16 | 3.45 | PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PC | 6.00 | 2.69 | 6.00 | 0.15 | 3.45 | PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 2.00 | 3.45 | 2.00 | 3.45 | 3.45 | XM3 | 2.00 | 3.45 | 2.00 | 0.02 | 3.45 |
| XM4 | 2.00 | 3.07 | 2.00 | 1.81 | 3.45 | XM4 | 1.00 | 3.45 | 1.00 | 0.02 | 3.45 |
| XM5 | 4.00 | 2.88 | 4.00 | 0.91 | 3.45 | XM5 | 1.00 | 3.45 | 1.00 | 0.02 | 3.45 |
| XM6 | 1.00 | 2.69 | 1.00 | 0.07 | 3.45 | XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X01 | 2.00 | 2.69 | 2.00 | 0.19 | 3.45 | X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X02 | 1.00 | 3.45 | 1.00 | 3.45 | 3.45 | X02 | 1.00 | 3.46 | 1.00 | 0.02 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 1.00 | 2.69 | 1.00 | 0.15 | 3.45 | X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

CELL c&d

| | | | | | |
|-----|------|------|------|------|-------|
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| AA | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| AB | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| AF | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| DA | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| DB | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| DC | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| ED | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| FB | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| FC | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| HB | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| PA | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| PB | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| PC | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| X01 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| X05 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 13.82 |

CELL curtis

| | | | | | |
|-----|-------|------|------|------|------|
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DA | 24.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DB | 2.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DC | 5.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 4.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 8.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PB | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate | class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|-------------|---------------|---------|----------------|---------|----------------|
| CELL e_dund | | | | | | CELL w_dund | | | | | |
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AA | 8.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| AB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AB | 1.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AE | 43.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DC | 2.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FB | 1.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | HB | 105.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PB | 1.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP2 | 1.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate | class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|-------------|---------------|---------|----------------|---------|----------------|
| CELL sd_con | | | | | | CELL w_seag | | | | | |
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A1 | 6.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A2 | 53.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A4 | 46.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| AA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AA | 5.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| AB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AB | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DB | 5.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| DC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DC | 9.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DD | 1.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DE | 8.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | EC | 9.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | ED | 16.00 | 3.46 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | HB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM4 | 1.00 | 3.43 | 0.00 | 0.00 | 3.45 |
| XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate | class | inbound count | ave mpn | outbound count | ave mph | best-case rate |
|-------------|---------------|---------|----------------|---------|----------------|-----------|---------------|---------|----------------|---------|----------------|
| CELL ferry_ | | | | | | CELL j_fb | | | | | |
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 43.00 | 3.45 | 0.00 | 0.00 | 3.45 | A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 15.00 | 3.45 | 0.00 | 0.00 | 3.45 | A | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AB | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 | AB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AE | 18.00 | 3.45 | 0.00 | 0.00 | 3.45 | AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 | AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 13.00 | 3.45 | 0.00 | 0.00 | 3.45 | HB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM5 | 5.00 | 3.45 | 0.00 | 0.00 | 3.45 | XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 2.00 | 3.45 | 0.00 | 0.00 | 3.45 | X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 | TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

WITH PROJECT - YEAR 2000

TIME IN CELL STATISTICS (continued)

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

CELL slpt

| | | | | | |
|-----|------|------|------|------|------|
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PB | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM5 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM6 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

| class | inbound count | ave mph | outbound count | ave mph | best-case rate |
|-------|---------------|---------|----------------|---------|----------------|
|-------|---------------|---------|----------------|---------|----------------|

CELL west

| | | | | | |
|-----|-------|------|------|------|------|
| A1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| A4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AA | 50.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| AB | 16.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| AE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| AF | 5.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DA | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DB | 29.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DC | 11.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| DD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| DE | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| EC | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| ED | 1.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| FA | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| FB | 26.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| FC | 12.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| FD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| HB | 64.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PA | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PB | 9.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PC | 6.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| PD | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XM4 | 1.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| XM5 | 3.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| XM6 | 1.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| X01 | 2.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| X02 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X03 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X04 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| X05 | 1.00 | 3.45 | 0.00 | 0.00 | 3.45 |
| XP1 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP2 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP3 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| XP4 | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |
| TOW | 0.00 | 0.00 | 0.00 | 0.00 | 3.45 |

PASSING STATISTICS

| cell | tow-tow | tow-ship | ship-ship |
|---------------|----------|----------|-----------|
| cape_henry | 0 | 0 | 1 |
| fm1 | 0 | 0 | 16 |
| TOTALS | 0 | 0 | 17 |

MEETING STATISTICS

| cell | tow-tow | tow-ship | ship-ship |
|---------------|----------|----------|------------|
| cape_henry | 0 | 0 | 386 |
| brewerton | 0 | 0 | 28 |
| fm1 | 0 | 0 | 5 |
| junc_2 | 0 | 0 | 14 |
| fm2 | 0 | 0 | 17 |
| junc_3 | 0 | 0 | 10 |
| fm3 | 0 | 0 | 9 |
| junc_4 | 0 | 0 | 2 |
| fm4 | 0 | 0 | 26 |
| junc_5 | 0 | 0 | 1 |
| fm5 | 0 | 0 | 3 |
| junc_6 | 0 | 0 | 3 |
| tunnel | 0 | 0 | 17 |
| west | 0 | 0 | 2 |
| TOTALS | 0 | 0 | 523 |

ANCHORAGE TIMES BY CLASS

| Class | Time (minutes) |
|-------|----------------|
| AA | 486.78 |
| AB | 154.29 |
| DA | 258.91 |
| HB | 7823 |

SYSTEM COSTS

finished trips

| CLASS | COSTS | #TRIPS | #MILES | cost/trip | cost/mile |
|--------------|--------------------|------------|------------------|-----------------|---------------|
| A1 | 124876.281 | 6 | 709.92 | 20812.71 | 175.9 |
| A2 | 3653786.75 | 95 | 11318.937 | 38460.91 | 322.8 |
| A3 | 0 | 0 | 0 | 0 | 0 |
| A4 | 2622378.25 | 46 | 5442.72 | 57008.22 | 481.81 |
| AA | 1948227.375 | 77 | 9372.777 | 25301.65 | 207.86 |
| AB | 446189.094 | 26 | 3132.78 | 17161.12 | 142.43 |
| AE | 3242303.5 | 62 | 7261.43 | 52295.22 | 446.51 |
| AF | 170851.953 | 8 | 971.84 | 21356.49 | 175.8 |
| DA | 509774.125 | 26 | 3038.439 | 19606.7 | 167.77 |
| DB | 925306.312 | 44 | 5304.66 | 21029.69 | 174.43 |
| DC | 1740662.125 | 71 | 8101.344 | 24516.37 | 214.86 |
| DD | 81487.625 | 3 | 340.08 | 27162.54 | 239.61 |
| DE | 399398.344 | 8 | 941.76 | 49924.79 | 424.1 |
| EC | 254698.687 | 9 | 1059.48 | 28299.85 | 240.4 |
| ED | 696708.062 | 17 | 2005.78 | 40982.83 | 347.35 |
| FA | 0 | 0 | 0 | 0 | 0 |
| FB | 836076.5 | 31 | 3846.46 | 26970.21 | 217.36 |
| FC | 356504.625 | 11 | 1365.92 | 32409.51 | 261 |
| FD | 0 | 0 | 0 | 0 | 0 |
| HB | 4085616 | 190 | 22789.461 | 21503.24 | 179.28 |
| PA | 97173.219 | 4 | 492.2 | 24293.31 | 197.43 |
| PB | 399200.938 | 16 | 1944.34 | 24950.06 | 205.31 |
| PC | 216494.906 | 7 | 864.24 | 30927.84 | 250.5 |
| PD | 0 | 0 | 0 | 0 | 0 |
| XM1 | 0 | 0 | 0 | 0 | 0 |
| XM2 | 0 | 0 | 0 | 0 | 0 |
| XM3 | 0 | 3 | 353.82 | 0 | 0 |
| XM4 | 0 | 2 | 246.6 | 0 | 0 |
| XM5 | 0 | 9 | 1091.2 | 0 | 0 |
| XM6 | 0 | 3 | 344.62 | 0 | 0 |
| X01 | 0 | 2 | 251.34 | 0 | 0 |
| X02 | 0 | 1 | 121.32 | 0 | 0 |
| X03 | 0 | 0 | 0 | 0 | 0 |
| X04 | 0 | 2 | 241.84 | 0 | 0 |
| X05 | 0 | 3 | 353.58 | 0 | 0 |
| XP1 | 0 | 0 | 0 | 0 | 0 |
| XP2 | 0 | 1 | 116.18 | 0 | 0 |
| XP3 | 0 | 0 | 0 | 0 | 0 |
| XP4 | 0 | 0 | 0 | 0 | 0 |
| TOW | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 22807714.67 | 783 | 93425.069 | 29128.63 | 244.13 |

Vessel Call Methodology

The primary approach to the work of this project has been to match various sources of data providing information about vessel activity in Baltimore in the year 2000 into one combined database of vessel activity and vessel characteristics. This section describes the data inputs and processing steps used in the process, as well as describing what data bases were created as a result of this work.

The primary resulting database was developed based on government and maritime exchange information on Baltimore-calling vessels in the year 2000. Primary data sources used included vessel activity identified in the U.S. Maritime Administration's Vessel Entrances and Clearances files for the Port of Baltimore, the Baltimore Maritime Exchange (BME) vessel arrival and departure records, and vessel characteristics from Clarkson Research Studies and vessel characteristics included in the BME data. Based on the different sources of vessel movements, a master list of vessels calling the port with characteristics was developed and vessel class (type and size) assignments incorporated based on the vessel characteristics. The vessel characteristics were detailed by the vessel class and the vessel movements from the BME data, combined with the vessel characteristics and vessel class identification to produce output data using the arrival and departure dates and the vessel route (Cape Henry versus C&D) information in the BME database. The arrival dates were also used to prepare a summary of daily, weekly and monthly vessel flow rates. The terminal berth and anchorage information was used to develop arrival, departure, and elapsed time use of these facilities. Other databases were also provided, and were processed to confirm and crosscheck the results from the combinations of the data sources. The data sources received and processed include:

From Waterborne Commerce Statistics Center, a dBase format file, cdcan99.dbf, containing calendar year 1999 foreign vessel traffic through the Chesapeake and Delaware Canal. It does not include a match against foreign detail cargo records from which identification of Chesapeake and Delaware Canal routing could be directly identified.

This file contains the following fields:

| | |
|-----------|--|
| rec_date | the date of the movement |
| vess_name | the vessel name |
| owner | the owner and/or operator of the vessel |
| flag | the flag of the vessel: 'F' is foreign |
| rig | the rig or vessel type (same as used in the DETAILyr record layout, below) |
| md_pilot | the Maryland pilot |
| de_pilot | the Delaware pilot |
| e_w | the direction (east or west) |
| ld_lt | whether of not the vessel is loaded or light |

From Waterborne Commerce Statistics Center, MS Word-formatted documents were provided containing Oracle table structure documentation, with meta-data information providing field descriptions for:

- Domestic Cargo, DETAILyy (DETAILyr.doc)
- Domestic Trips, DETAILyyL (included with DETAILyr.doc)
- U.S. Flag Vessel Characteristics, Master_Vessel (included with DETAILyr.doc)
- Foreign Cargo, FOREIGNyy (FOREIGNY.doc)
- Foreign Trips, FOREIGN_TRIPSy (FORTRIPS00.doc)

The file DETAILyy also contained summarized foreign records, which were not included.

From the Waterborne Commerce Statistics Center, a data supplement in an MS Access format database, vi_baltimore2000.mdb, containing Virgin Islands to Baltimore records for calendar year 2000. These are separate because WCSC receives them from the US Census Bureau under a "non-contiguous extract" of data. The records containing a foreign flag vessel were summarized and added to the domestic cargo table as these are considered domestic traffic. U.S. flag vessels were checked by WCSC to ensure that they are reported by the domestic operators and are already included in the domestic traffic database. Because these movements are domestic traffic, not foreign, these records could not be matched to the foreign vessel movement data (in file fortrips00). This data therefore has no vessel characteristics or sailing draft, only the cargo information. These records fall under the "CUSTOMS FORM 7501 (VIRGIN ISLANDS)" operator description (operator number 9699990), according to and was reported by the Waterborne Commerce Statistics Center.

From Mr. David Stambaugh at the Baltimore Maritime Exchange, we received Calendar Year 1999 and CY2000 databases with Baltimore vessel traffic data. This important data includes information on the use of berths and anchorages within Baltimore Harbor, as well as an indication of whether vessels used the Cape Henry or the Chesapeake and Delaware Canal route to and from Baltimore Harbor.

From the assembled data sources, a master vessel data base was constructed combining the information in the U.S. Maritime Administration Vessel Entrance and Clearance, Waterborne Commerce Statistics Center and the Baltimore Maritime Exchange vessel traffic data sets. Processing began by first matching like fields of descriptive identifying data including vessel name fields. The automatic field value matching was checked to remove any incorrectly matched vessels (e.g. same name but different vessel from other characteristics such as vessel type, flag, or size). To this master vessel file, vessel characteristics were then added and filled in from world vessel characteristics in the 2000 edition from Clarkson Research Studies in London. The vessel characteristics fields recorded include:

- Vessel Type (Vessel Class was assigned based on the characteristics identified.)
- Vessel Description
- Deadweight Tonnage
- Container Capacity in TEUs
- Length in Feet
- Beam in Feet
- Design draft in Feet

Additional vessel characteristics were included when available to describe the sea speed, the air draft, and the year built. These last three characteristics were not available for all vessels.

Data fields from the BME and Clarkson Research Studies vessel information were stored so that vessels such as tug barges and tall ships could be identified. In analyzing the vessel characteristics data, some conflicts in recorded characteristics between the BME information and the Clarkson Research Studies data for the same vessel had to be resolved.

The resulting master Baltimore vessel file has 940 vessel names records with 922 unique vessels. This set includes 18 duplicate vessel records that have different vessel names, so the result is a total of 940 vessel name records. For comparison with the BME vessel arrivals data, this set of vessels made 1895 arrivals into Baltimore in the year 2000. Combined with the arrivals data, the resulting data bases contains individual vessels and arrivals by vessel class and vessel type.

Processing of the U.S. Census waterborne commerce data for Baltimore in 2000, including foreign and domestic was also performed. This data provides information on the commodities shipped as cargo aboard the vessels in the master vessel database. The U.S. Census data contains conflicting and misspelled vessel names in comparison to the master vessel movement file. Therefore the Census cargo data shows 8000 movements versus the approximately 4000 that are in the BME and Waterborne Commerce Statistics Center data. The Census data also has approximately 3000 vessels versus the 922 we have in the master vessel file. A comparison with the Journal of Commerce PIERS cargo data for Baltimore for the same period shows approximately 800 foreign vessels, and 70 domestic vessels. Processing of the Census cargo data was done to identify among the 4000 calls which were domestic and which were foreign calls.

Additional data from Chesapeake City, recording vessel transits of the Chesapeake and Delaware Canal, by name and date was also received. This data was processed to match against the Baltimore vessel activity master file. Using the vessel name field in the Chesapeake City data, this data enabled matching against the BME data, confirming the C&D versus Cape Henry route information for Baltimore calling vessels that were recorded in both data sets. The Chesapeake City data reveals a substantial volume of domestic barge traffic. This barge traffic is not captured by the BME data for Baltimore, but it is important to note that the origin or destination of the Chesapeake City data for the vessel transits of the Chesapeake and Delaware Canal is not recorded. The way the Chesapeake City data is recorded, there are over 7000 transit data records for the Canal for the year 2000. Data collected in the Chesapeake City data include date and times of transit, vessel name, flag country of registry or U.S. domestic owner name, and indication of domestic or foreign vessel type, length in feet, beam width in feet, and whether the vessel was "Light" or "Loaded."

When the year 2000 Chesapeake City data was processed, there were approximately 1000 different vessel names from which to match Chesapeake and Delaware Canal transits with Baltimore Harbor vessel calls. Of these vessels, only 107 could be matched with vessel names in the US Army Corps of Engineers domestic vessel movements file for Baltimore. The Chesapeake and Delaware Canal routing of these vessels was then confirmed by the match with the Chesapeake City data. As there is no information in the Chesapeake City data regarding the sailing draft or design draft of the transiting vessels, mapping these vessels to their need or ability to use maintained channels or anchorages was not possible.

As indicated above, the Baltimore 2000 master vessel file was subsequently matched against the BME vessel arrival file to identify times and berth and anchorage use within the harbor system. In conjunction with the routing information already analyzed, this provided the data necessary for the identification of vessel activity by route and the times at berth and at anchorage in Baltimore.

In coordination with the Dr. Racer from the University of Memphis, the resulting year 2000 vessel activity data was produced as output for use in the Baltimore vessel simulation models. Vessels were grouped by class and size categories for use in the simulation models.

From the final resulting calendar year 2000 Baltimore vessel characteristics and calling activity database, data was organized as an MS Excel workbook file. Compressed, the data file is approximately 2.7 Megabytes in size. This data in this file was organized for use as input to the simulation models.

The year 2000 Baltimore vessel data file contains several worksheets, some providing documentation and summary results of data analysis, plus the underlying matched data field data sets. The master vessel characteristics identification data, including vessel type, and size characteristics was included. In this worksheet the multiple data type fields were preserved from each of the original

data sources. This allows further analysis by sorting on any of the data fields. The resulting year 2000 Baltimore vessel call data was also included for the entire set of Baltimore vessel calls in 2000. This data includes the route use, the use of anchorages, and the use of berths by day and time. This data also includes dates and times and the calculated time between arrival and departure.

Sample data records from the assembled database follow, demonstrating the variety of vessel characteristics assembled for the vessels calling Baltimore in 2000. The Clarkson Research Studies data provides measurements mostly using metric measurements (denoted by m#) except where converted to feet (denoted by ft). Baltimore Maritime Exchange data is reported in metric tons, feet and meters.

In the example, the vessel name field, 'vesselnamemaster' from the Clarkson Research Studies data is matched against the vessel name field in the Baltimore Maritime Exchange data, 'bmeVessel Name.' Ship type and class was standardized using the vessel type and class definitions established for the original U.S. Army Corps of Engineers Baltimore project studies, translated from the Clarkson Research Studies and Baltimore Maritime Exchange ship type fields for vessel type, 'VesselClassDesc,' and ship type, 'ShipTypeBME.' Verification of matches used vessel characteristics in common, such as reported length and beam of the vessels. The verification steps had to permit allowances for rounding, for example the Clarkson Research Studies reported LOA (Length Over All) reported at 599.8 was mapped as correct to the Baltimore Maritime Exchange LOA field 'BMELOA' value of 600'. The resulting combined database contains information from different sources for different fields, but each record reporting information on one vessel calling Baltimore in the year 2000.

Linking of fields across records of vessel call activity provided the information needed to classify Baltimore and Annapolis year 2000 anchorage use by size and type of vessel as well.

Example Vessel Description and Vessel Call Data from the Combined Database

Source: Clarkson Research Studies

| ID | vessnamemaster | imomaster | ShipTypeRevised | DwtRev | TEURev | VesselClassDesc |
|----|----------------|-----------|-----------------|--------|--------|----------------------------------|
| 4 | ACHILLES | 7700063 | Bulk | 28972 | | DB(Bulk 20,000-40,000 DWT) |
| 5 | ACHTERGRACHT | 8821802 | GeneralCargo | 12200 | 678 | AA(General Cargo > 10,000 DWT) |
| 6 | ADA GORTON | 8305949 | Ro-Ro | 11425 | 358 | AE(Roll-on/Roll-off >10,000 DWT) |

Source: Baltimore Maritime Exchange

| VESSNAMEvm | FLAGvm | VesselTypeVM | bmeVessel Name | bmeFlag | ShipTypeBME |
|--------------|-------------|------------------------|----------------------------|------------|-------------|
| ACHILLES | PANAMA | Bulk Carrier | ACHILLES | PAN | BULK |
| ACHTERGRACHT | NETHERLANDS | Multi-Purpose Ro-Ro | ACHTERGRACHT ADA GORTON | NLD SWE | GC RORO |

Source: Clarkson Research Studies

| LOA-FT | LOA m# | Beam-FT | Breadth m# | Draft-FT | Draft m# | Air Draft | Speed | Year of |
|--------|--------|---------|------------|----------|----------|-----------|-------|---------|
| 599.8 | 182.9 | 81.2 | 24.8 | 34.1 | 10.4 | 29.8 | 15.3 | 1978 |
| 425.1 | 129.6 | 62.0 | 18.9 | 28.3 | 8.6 | | 14.5 | 1990 |
| 512.5 | 156.2 | 73.0 | 22.3 | 22.6 | 6.9 | | 15.5 | 1984 |

Source: Baltimore Maritime Exchange

| Mld# | Depth m# | GRTvm | BMELOA | BMEBeam | bme1_GRT |
|------|----------|-------|---------|---------|----------|
| | 14.3 | 17656 | 600' | 81'02. | 17656 |
| | 11.8 | 7949 | 425'10. | 62'05. | 7949 |
| | 14.3 | 13525 | 512'06. | 73'04. | 13525 |

Example Records showing data links for Anchorage Use and Classification

Source: Baltimore Maritime Exchange

| CallNumber | VesselClassDesc | vessnamemaster | imomaster | ShipType | Revisec | DwtRev |
|------------|--------------------------------|----------------|-----------|--------------|---------|--------|
| 363 | FB(Tanker 10,000 - 40,000 DWT) | COLORADO | 5361356 | Tanker | 21612 | 21873 |
| 54 | AA(General Cargo > 10,000 DWT) | AN GUANG JIANG | 8414960 | GeneralCargo | | 14913 |
| 752 | XOTH(Other) | GUAYAS | 9999997 | Other | | 3000 |

Source: Clarkson Research Studies

| TEUFLOA-FT | Beam-FT | Draft-FT | Speed | Year | MDepth | GRTvm |
|------------|---------|----------|-------|------|--------|-------|
| 510.7 | 75.2 | 32.5 | 15 | 1977 | 13.62 | 13015 |
| 604.9 | 75.0 | 33.1 | 15.5 | 1985 | 14.18 | 16502 |
| 100 | 470.4 | 65.1 | 29.7 | 13.6 | 1979 | 12.35 |

Source: Baltimore Maritime Exchange

| Berth #1 | Berth #2 | Berth #3 | Arv Date | Time | Arv Drft | Arv Route | Last Port |
|----------|----------|----------|----------|------------|----------|-----------|-----------|
| AMSTAR | CLINTON | CLINTON | 6/16/00 | 40 32'04. | C/H | | BRAZIL |
| AMSTAR | LAZA | | 8/17/00 | 854 31'02. | C/H | | BRAZIL |
| AMSTAR | NLPT #03 | | 5/9/00 | 439 28'06. | C/H | | ARGENTINA |

Source: Baltimore Maritime Exchange

| Hours | anadayin | anatetimein | anadayout | anatetimeout | anahourdiff |
|-------|----------|-------------|-----------|--------------|-------------|
| 379.3 | | | | | |
| 397.1 | 7/29/00 | 200.0 | 8/17/00 | 700 | 461.0 |
| 186.9 | 4/21/00 | 1910.0 | 5/9/00 | 248 | 415.6 |

Source: Baltimore Maritime Exchange

| Balto Anch # | banchdayin | banchhourin | banchdayout | banchtimeout | banchhourdiff |
|--------------|------------|-------------|-------------|--------------|---------------|
| #4 | 8/13/00 | 1745 | 8/14/00 | 1050 | 17.1 |
| #3 | 9/18/00 | 1400 | 9/23/00 | 1845 | 124.8 |
| #3 | 10/3/00 | 1710 | 10/4/00 | 515 | 12.1 |

TABLE C- 2: TOTAL IMPORTS AND EXPORTS BY WST CODE
(metric tons), (p) = projections from 1997 feasibility report

| WST Code | Commodity | 1993 | 1999 | 2000 | 2000 (p) | GROWTH RATES | | |
|-------------|-------------------------------|-----------|-----------|-----------|-----------|--------------|-----------|-----------|
| | | | | | | 1993 to 2000 | | 1999-2000 |
| | | | | | | Actual | Projected | Actual |
| 19 | Coal & Coke | 8,615,467 | 6,185,860 | 7,180,452 | 9,901,954 | -2.57% | 2.01% | 16.08% |
| 16 | Iron Ore | 3,279,103 | 3,205,441 | 4,267,917 | 4,386,735 | 3.84% | 4.24% | 33.15% |
| 14 | Cement, Lime & Stone | 2,004,274 | 3,117,561 | 3,635,336 | 3,309,274 | 8.88% | 7.43% | 16.61% |
| 4 | Grain | 1,389,019 | 50,080 | 183,843 | 1,434,749 | -25.09% | 0.46% | 267.10% |
| 8 | Oilseeds | 966,008 | 526,427 | 628,773 | 809,054 | -5.95% | -2.50% | 19.44% |
| 21 | Petroleum Products | 729,667 | 521,468 | 561,655 | 1,177,845 | -3.67% | 7.08% | 7.71% |
| 5 | Sugar | 617,242 | 730,793 | 776,920 | 585,544 | 3.34% | -0.75% | 6.31% |
| 30 | Iron & Steel | 606,644 | 689,502 | 694,371 | 1,004,240 | 1.95% | 7.47% | 0.71% |
| 17 | Bauxite & Oth Base Metal Ores | 462,121 | 711,340 | 674,607 | 420,276 | 5.55% | -1.35% | -5.16% |
| 35 | Passenger Cars | 366,141 | 470,254 | 426,026 | 624,513 | 2.19% | 7.93% | -9.41% |
| 12 | Pulp & Waste Paper | 336,362 | 380,972 | 527,744 | 646,871 | 6.65% | 9.79% | 38.53% |
| 24 | Other Chemicals | 322,189 | 307,840 | 375,870 | 463,109 | 2.23% | 5.32% | 22.10% |
| 11 | Lumber & Wood | 311,874 | 360,214 | 433,044 | 474,025 | 4.80% | 6.16% | 20.22% |
| 34 | Heavy Trans. Equip. | 305,124 | 455,358 | 459,448 | 564,482 | 6.02% | 9.19% | 0.90% |
| 31 | Non-Ferrous Metals | 268,568 | 612,237 | 605,102 | 494,522 | 12.30% | 9.11% | -1.17% |
| 6 | Food Products | 241,271 | 190,721 | 225,139 | 341,308 | -0.98% | 5.08% | 18.05% |
| 39 | Consumer Goods | 235,033 | 149,523 | 179,279 | 353,581 | -3.79% | 6.01% | 19.90% |
| 18 | Other Ores & Scrap | 210,514 | 163,673 | 57,105 | 286,503 | -17.00% | 4.50% | -65.11% |
| 33 | Light Industrial Mach. | 203,731 | 138,014 | 138,331 | 282,116 | -5.38% | 4.76% | 0.23% |
| 28 | Paper | 185,149 | 524,434 | 513,247 | 269,904 | 15.68% | 5.53% | -2.13% |
| 26 | Plastics & Chemical Prod | 162,545 | 101,887 | 129,266 | 260,956 | -3.22% | 7.00% | 26.87% |
| 29 | Other Min. & Metal Manu. | 154,238 | 168,978 | 187,661 | 237,683 | 2.84% | 6.37% | 11.06% |
| 3 | Fruits & Vegetables | 124,979 | 107,981 | 98,139 | 177,568 | -3.39% | 5.15% | -9.12% |
| 36 | Auto Parts/Motorcycles | 119,500 | 74,813 | 68,821 | 196,948 | -7.58% | 7.40% | -8.01% |
| 32 | Heavy Industrial Machinery | 111,283 | 103,652 | 100,852 | 180,371 | -1.40% | 7.14% | -2.70% |
| 2 | Meat, Fish & Dairy Products | 109,029 | 79,985 | 92,474 | 179,669 | -2.33% | 7.40% | 15.61% |
| 15 | Manufactured Fertilizers | 92,747 | 162,910 | 175,032 | 212,979 | 9.50% | 12.61% | 7.44% |
| 10 | Rubber | 82,283 | 71,087 | 61,580 | 93,125 | -4.06% | 1.78% | -13.37% |

TABLE C- 2 (continued): TOTAL IMPORTS AND EXPORTS BY WST CODE

(metric tons), (p) = projections from 1997 feasibility report

| WST Code Commodity | | 1993 | 1999 | 2000 | 2000 (p) | GROWTH RATES | | |
|-----------------------|---------------------------------|-------------------|-------------------|-------------------|-------------------|------------------------|-------------------------|---------------------|
| | | | | | | 1993 to 2000 Actual | Annualized Projected | 1999-2000 Actual |
| 38 | Electrical Equipment | 76,593 | 30,337 | 35,694 | 138,269 | -10.33% | 8.80% | 17.66% |
| 27 | Textile, Leather & Rubber Mtls. | 74,806 | 62,345 | 63,813 | 121,281 | -2.24% | 7.15% | 2.35% |
| 7 | Textile Fibers, Hides | 45,898 | 11,118 | 18,513 | 43,018 | -12.16% | -0.92% | 66.52% |
| 40 | Commodities, NES | 43,856 | 25,876 | 26,084 | 46,366 | -7.15% | 0.80% | 0.80% |
| 25 | Pharmaceuticals | 25,759 | 12,945 | 15,647 | 39,462 | -6.87% | 6.28% | 20.87% |
| 23 | Liquid Bulk Chemicals | 11,832 | 7,638 | 15,311 | 10,879 | 3.75% | -1.19% | 100.46% |
| 9 | Oils & Fats | 7,811 | 8,449 | 4,430 | 10,375 | -7.78% | 4.14% | -47.57% |
| 37 | Aircraft & Ships | 5,580 | 5,495 | 5,071 | 7,081 | -1.36% | 3.46% | -7.72% |
| 20 | Crude Petroleum | 46 | - | - | 18 | NA | -12.54% | NA |
| 22 | Natural & Manufactured Gas | 33 | 78 | 26 | 20 | -3.41% | -6.90% | -66.88% |
| 1 | Live Animals | - | - | 12 | - | NA | NA | NA |
| 13 | Phosphates | - | 946 | 544 | - | NA | NA | -42.52% |
| | | 22,904,319 | 20,528,233 | 23,643,180 | 29,786,673 | 0.45% | 3.82% | 15.17% |

Segregation of Data into Commodity Types

| | | | | | | | |
|---------------------------------|------------|------------|------------|------------|---------------|--------------|---------------|
| "Bulk" Commodities (first 9) | 18,669,545 | 15,738,472 | 18,603,876 | 23,029,671 | -0.05% | 3.04% | 18.21% |
| Other (typically containerized) | 4,234,774 | 4,789,761 | 5,039,305 | 6,757,002 | 2.52% | 6.90% | 5.21% |

TABLE C- 3: TOTAL IMPORTS BY WST CODE
(metric tons), (p) = projections from 1997 feasibility report

| WST Code | Commodity | 1993 | 1999 | 2000 | 2000 (p) | GROWTH RATES | | |
|-------------|---------------------------------|-----------|-----------|-----------|-----------|--------------|-----------|-----------|
| | | | | | | 1993 to 2000 | | 1999-2000 |
| | | | | | | Actual | Projected | Actual |
| 16 | Iron Ore | 3,279,103 | 3,205,441 | 4,267,917 | 4,386,735 | 3.84% | 4.24% | 33.15% |
| 14 | Cement, Lime & Stone | 1,968,382 | 3,068,019 | 3,586,693 | 3,242,949 | 8.95% | 7.39% | 16.91% |
| 19 | Coal & Coke | 1,053,502 | 1,190,008 | 1,379,314 | 1,007,955 | 3.92% | -0.63% | 15.91% |
| 21 | Petroleum Products | 697,173 | 499,712 | 549,937 | 1,134,872 | -3.33% | 7.21% | 10.05% |
| 5 | Sugar | 612,761 | 726,158 | 771,073 | 577,644 | 3.34% | -0.84% | 6.19% |
| 30 | Iron & Steel | 524,168 | 602,564 | 622,563 | 890,098 | 2.49% | 7.86% | 3.32% |
| 17 | Bauxite & Oth Base Metal Ores | 453,161 | 630,911 | 609,482 | 403,591 | 4.32% | -1.64% | -3.40% |
| 12 | Pulp & Waste Paper | 289,757 | 330,728 | 419,925 | 583,751 | 5.44% | 10.52% | 26.97% |
| 35 | Passenger Cars | 246,835 | 319,187 | 337,814 | 351,849 | 4.58% | 5.19% | 5.84% |
| 31 | Non-Ferrous Metals | 220,842 | 598,764 | 590,654 | 445,275 | 15.09% | 10.54% | -1.35% |
| 34 | Heavy Trans. Equip. | 215,735 | 331,197 | 335,238 | 429,231 | 6.50% | 10.33% | 1.22% |
| 24 | Other Chemicals | 213,243 | 241,929 | 311,637 | 304,473 | 5.57% | 5.22% | 28.81% |
| 18 | Other Ores & Scrap | 173,736 | 145,027 | 46,239 | 254,605 | -17.23% | 5.61% | -68.12% |
| 6 | Food Products | 173,448 | 163,282 | 205,922 | 221,773 | 2.48% | 3.57% | 26.11% |
| 39 | Consumer Goods | 146,439 | 121,298 | 157,073 | 218,411 | 1.01% | 5.88% | 29.49% |
| 33 | Light Industrial Mach. | 116,421 | 94,228 | 92,851 | 172,498 | -3.18% | 5.78% | -1.46% |
| 3 | Fruits & Vegetables | 111,937 | 99,881 | 93,592 | 157,053 | -2.52% | 4.96% | -6.30% |
| 28 | Paper | 99,721 | 454,233 | 445,683 | 157,047 | 23.85% | 6.70% | -1.88% |
| 15 | Manufactured Fertilizers | 92,747 | 160,142 | 162,554 | 212,979 | 8.35% | 12.61% | 1.51% |
| 29 | Other Min. & Metal Manu. | 75,851 | 123,893 | 134,506 | 106,325 | 8.53% | 4.94% | 8.57% |
| 36 | Auto Parts/Motorcycles | 73,601 | 54,792 | 46,670 | 118,861 | -6.30% | 7.09% | -14.82% |
| 10 | Rubber | 64,901 | 61,240 | 55,137 | 69,550 | -2.30% | 0.99% | -9.96% |
| 32 | Heavy Industrial Machinery | 62,133 | 70,493 | 70,000 | 113,616 | 1.72% | 9.00% | -0.70% |
| 2 | Meat, Fish & Dairy Products | 60,155 | 63,739 | 68,089 | 73,613 | 1.79% | 2.93% | 6.82% |
| 11 | Lumber & Wood | 49,763 | 118,244 | 155,274 | 98,935 | 17.65% | 10.32% | 31.32% |
| 27 | Textile, Leather & Rubber Mtls. | 49,755 | 50,028 | 53,199 | 85,991 | 0.96% | 8.13% | 6.34% |
| 26 | Plastics & Chemical Prod | 39,271 | 35,363 | 42,816 | 77,756 | 1.24% | 10.25% | 21.08% |
| 38 | Electrical Equipment | 35,200 | 14,352 | 21,363 | 70,838 | -6.89% | 10.51% | 48.85% |
| 4 | Grain | 20,371 | 18,844 | 23,776 | 23,851 | 2.23% | 2.28% | 26.17% |

TABLE C- 3 (continued): TOTAL IMPORTS BY WST CODE
(metric tons), (p) = projections from 1997 feasibility report

| WST Code | Commodity | 1993 | 1999 | 2000 | 2000 (p) | GROWTH RATES | | |
|-------------|----------------------------|-------------------|-------------------|-------------------|-------------------|------------------------|-------------------------|---------------------|
| | | | | | | 1993 to 2000 Actual | Annualized Projected | 1999-2000 Actual |
| 40 | Commodities, NES | 11,407 | 10,389 | 14,087 | 15,344 | 3.06% | 4.33% | 35.60% |
| 7 | Textile Fibers, Hides | 11,067 | 5,660 | 12,824 | 11,295 | 2.13% | 0.29% | 126.58% |
| 9 | Oils & Fats | 6,510 | 6,549 | 3,542 | 8,369 | -8.33% | 3.65% | -45.91% |
| 23 | Liquid Bulk Chemicals | 5,046 | 5,536 | 9,844 | 3,277 | 10.02% | -5.98% | 77.82% |
| 25 | Pharmaceuticals | 4,881 | 3,691 | 5,251 | 6,589 | 1.05% | 4.38% | 42.27% |
| 8 | Oilseeds | 283 | 3,629 | 5,760 | 245 | 53.80% | -2.04% | 58.72% |
| 37 | Aircraft & Ships | 271 | 2,091 | 2,655 | 478 | 38.54% | 8.44% | 26.97% |
| 1 | Live Animals | - | - | - | - | NA | NA | NA |
| 13 | Phosphates | - | - | - | - | NA | NA | NA |
| 20 | Crude Petroleum | - | - | - | - | NA | NA | NA |
| 22 | Natural & Manufactured Gas | - | 0 | - | - | NA | NA | NA |
| | | 11,259,577 | 13,631,244 | 15,710,956 | 16,037,722 | 4.87% | 5.18% | 15.26% |

TABLE C- 4: ACTUAL YEAR 2000 VS. PROJECTED YEAR 2000 IMPORTS BY WST CODE
(metric tons)

| WST Code | Commodity | Actual | Projected | Difference | Cumulative | As a % |
|----------|---------------------------------|-----------|-----------|------------|------------|---------|
| 21 | Petroleum Products | 549,937 | 1,134,872 | (584,935) | (584,935) | 179.0% |
| 19 | Coal & Coke | 1,379,314 | 1,007,955 | 371,359 | (213,576) | 65.4% |
| 14 | Cement, Lime & Stone | 3,586,693 | 3,242,949 | 343,744 | 130,168 | -39.8% |
| 28 | Paper | 445,683 | 157,047 | 288,636 | 418,805 | -128.2% |
| 30 | Iron & Steel | 622,563 | 890,098 | (267,535) | 151,269 | -46.3% |
| 18 | Other Ores & Scrap | 46,239 | 254,605 | (208,366) | (57,096) | 17.5% |
| 17 | Bauxite & Oth Base Metal Ores | 609,482 | 403,591 | 205,891 | 148,795 | -45.5% |
| 5 | Sugar | 771,073 | 577,644 | 193,429 | 342,223 | -104.7% |
| 12 | Pulp & Waste Paper | 419,925 | 583,751 | (163,826) | 178,397 | -54.6% |
| 31 | Non-Ferrous Metals | 590,654 | 445,275 | 145,379 | 323,777 | -99.1% |
| 16 | Iron Ore | 4,267,917 | 4,386,735 | (118,818) | 204,959 | -62.7% |
| 34 | Heavy Trans. Equip. | 335,238 | 429,231 | (93,993) | 110,966 | -34.0% |
| 33 | Light Industrial Mach. | 92,851 | 172,498 | (79,647) | 31,319 | -9.6% |
| 36 | Auto Parts/Motorcycles | 46,670 | 118,861 | (72,191) | (40,872) | 12.5% |
| 3 | Fruits & Vegetables | 93,592 | 157,053 | (63,461) | (104,333) | 31.9% |
| 39 | Consumer Goods | 157,073 | 218,411 | (61,338) | (165,671) | 50.7% |
| 11 | Lumber & Wood | 155,274 | 98,935 | 56,339 | (109,332) | 33.5% |
| 15 | Manufactured Fertilizers | 162,554 | 212,979 | (50,425) | (159,757) | 48.9% |
| 38 | Electrical Equipment | 21,363 | 70,838 | (49,475) | (209,232) | 64.0% |
| 32 | Heavy Industrial Machinery | 70,000 | 113,616 | (43,616) | (252,848) | 77.4% |
| 26 | Plastics & Chemical Prod | 42,816 | 77,756 | (34,940) | (287,787) | 88.1% |
| 27 | Textile, Leather & Rubber Mtls. | 53,199 | 85,991 | (32,792) | (320,579) | 98.1% |
| 29 | Other Min. & Metal Manu. | 134,506 | 106,325 | 28,181 | (292,398) | 89.5% |
| 6 | Food Products | 205,922 | 221,773 | (15,851) | (308,249) | 94.3% |
| 10 | Rubber | 55,137 | 69,550 | (14,413) | (322,662) | 98.7% |
| 35 | Passenger Cars | 337,814 | 351,849 | (14,035) | (336,697) | 103.0% |
| 24 | Other Chemicals | 311,637 | 304,473 | 7,164 | (329,533) | 100.8% |
| 23 | Liquid Bulk Chemicals | 9,844 | 3,277 | 6,567 | (322,967) | 98.8% |
| 2 | Meat, Fish & Dairy Products | 68,089 | 73,613 | (5,524) | (328,491) | 100.5% |
| 8 | Oilseeds | 5,760 | 245 | 5,515 | (322,975) | 98.8% |

TABLE C- 4 (continued): ACTUAL YEAR 2000 VS. PROJECTED YEAR 2000 IMPORTS BY WST CODE
(metric tons)

| WST Code | Commodity | Actual | Projected | Difference | Cumulative | As a % |
|----------|----------------------------|-------------------|-------------------|------------------|------------|--------|
| 9 | Oils & Fats | 3,542 | 8,369 | (4,827) | (327,802) | 100.3% |
| 37 | Aircraft & Ships | 2,655 | 478 | 2,177 | (325,625) | 99.7% |
| 7 | Textile Fibers, Hides | 12,824 | 11,295 | 1,529 | (324,096) | 99.2% |
| 25 | Pharmaceuticals | 5,251 | 6,589 | (1,338) | (325,434) | 99.6% |
| 40 | Commodities, NES | 14,087 | 15,344 | (1,257) | (326,691) | 100.0% |
| 4 | Grain | 23,776 | 23,851 | (75) | (326,766) | 100.0% |
| 1 | Live Animals | - | - | 0 | (326,766) | 100.0% |
| 13 | Phosphates | - | - | 0 | (326,766) | 100.0% |
| 20 | Crude Petroleum | - | - | 0 | (326,766) | 100.0% |
| 22 | Natural & Manufactured Gas | - | - | 0 | (326,766) | 100.0% |
| | | 15,710,956 | 16,037,722 | (326,766) | | |

TABLE C- 5: IMPORT DETAIL FOR LARGE SHARE COMMODITIES
(metric tons)

| WST Code | Commodity | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2000 Actual less Projected | Growth 1999 to 2000 |
|----------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---|----------------------------|---------------------|
| 21 | Petroleum Products *** | 697,173 | 878,738 | 166,282 | 463,934 | 423,403 | 1,014,676 | 499,712 | 549,937 | (584,935) | 10.1% |
| 19 | Coal & Coke | 1,053,502 | 1,340,896 | 1,337,389 | 683,542 | 1,247,559 | 1,635,854 | 1,190,008 | 1,379,314 | 371,359 | 15.9% |
| 14 | Cement, Lime & Stone | 1,968,382 | 3,126,315 | 2,625,293 | 3,118,912 | 2,812,193 | 2,669,862 | 3,068,019 | 3,586,693 | 343,744 | 16.9% |
| 28 | Paper | 99,721 | 80,459 | 99,262 | 90,303 | 193,397 | 311,625 | 454,233 | 445,683 | 288,636 | -1.9% |
| 30 | Iron & Steel | 524,168 | 724,585 | 587,658 | 972,608 | 653,988 | 962,184 | 602,564 | 622,563 | (267,535) | 3.3% |
| 17 | Bauxite & Oth Base Metal Ores | 453,161 | 373,792 | 474,012 | 406,021 | 458,095 | 379,279 | 630,911 | 609,482 | 205,891 | -3.4% |
| 5 | Sugar | 612,761 | 466,793 | 588,368 | 1,111,683 | 1,347,701 | 948,097 | 726,158 | 771,073 | 193,429 | 6.2% |
| 16 | Iron Ore | 3,279,103 | 4,403,587 | 4,474,077 | 4,161,955 | 4,360,606 | 4,379,939 | 3,205,441 | 4,267,917 | (118,818) | 33.1% |
| | | | | | | | | | 12,234,662 | 431,771 | |
| | | | | | | | | | Percent of Total 2000 Volume | 77.9% | |
| | | | | | | | | | Percent of Total Difference (actual less projected) | | N/A |

TABLE C- 6: TOTAL EXPORTS BY WST CODE

(metric tons), (p) = projections from 1997 feasibility report

| WST Code | Commodity | 1993 | 1999 | 2000 | 2000 (p) | GROWTH RATES | | |
|-------------|---------------------------------|-----------|-----------|-----------|-----------|--------------|-----------|-----------|
| | | | | | | 1993 to 2000 | | 1999-2000 |
| | | | | | | Actual | Projected | Actual |
| 19 | Coal & Coke | 7,561,965 | 4,995,852 | 5,801,139 | 8,893,999 | -3.72% | 2.34% | 16.12% |
| 4 | Grain | 1,368,648 | 31,236 | 160,067 | 1,410,898 | -26.40% | 0.44% | 412.45% |
| 8 | Oilseeds | 965,725 | 522,797 | 623,013 | 808,809 | -6.07% | -2.50% | 19.17% |
| 11 | Lumber & Wood | 262,111 | 241,970 | 277,770 | 375,090 | 0.83% | 5.25% | 14.80% |
| 26 | Plastics & Chemical Prod | 123,274 | 66,523 | 86,449 | 183,200 | -4.94% | 5.82% | 29.95% |
| 35 | Passenger Cars | 119,306 | 151,067 | 88,213 | 272,664 | -4.22% | 12.53% | -41.61% |
| 24 | Other Chemicals | 108,946 | 65,912 | 64,233 | 158,636 | -7.27% | 5.51% | -2.55% |
| 34 | Heavy Trans. Equip. | 89,389 | 124,161 | 124,210 | 135,251 | 4.81% | 6.09% | 0.04% |
| 39 | Consumer Goods | 88,594 | 28,225 | 22,206 | 135,170 | -17.94% | 6.22% | -21.32% |
| 33 | Light Industrial Mach. | 87,310 | 43,786 | 45,479 | 109,618 | -8.90% | 3.30% | 3.87% |
| 28 | Paper | 85,428 | 70,201 | 67,564 | 112,857 | -3.30% | 4.06% | -3.76% |
| 30 | Iron & Steel | 82,476 | 86,938 | 71,808 | 114,142 | -1.96% | 4.75% | -17.40% |
| 29 | Other Min. & Metal Manu. | 78,387 | 45,085 | 53,155 | 131,358 | -5.40% | 7.65% | 17.90% |
| 6 | Food Products | 67,823 | 27,439 | 19,218 | 119,535 | -16.49% | 8.43% | -29.96% |
| 32 | Heavy Industrial Machinery | 49,150 | 33,159 | 30,852 | 66,755 | -6.44% | 4.47% | -6.96% |
| 2 | Meat, Fish & Dairy Products | 48,874 | 16,245 | 24,385 | 106,056 | -9.46% | 11.70% | 50.10% |
| 31 | Non-Ferrous Metals | 47,726 | 13,473 | 14,448 | 49,247 | -15.69% | 0.45% | 7.23% |
| 12 | Pulp & Waste Paper | 46,605 | 50,244 | 107,819 | 63,120 | 12.73% | 4.43% | 114.59% |
| 36 | Auto Parts/Motorcycles | 45,899 | 20,021 | 22,152 | 78,087 | -9.88% | 7.89% | 10.64% |
| 38 | Electrical Equipment | 41,393 | 15,985 | 14,331 | 67,431 | -14.06% | 7.22% | -10.34% |
| 18 | Other Ores & Scrap | 36,778 | 18,646 | 10,866 | 31,898 | -15.99% | -2.01% | -41.72% |
| 14 | Cement, Lime & Stone | 35,892 | 49,542 | 48,643 | 66,325 | 4.44% | 9.17% | -1.82% |
| 7 | Textile Fibers, Hides | 34,831 | 5,458 | 5,690 | 31,723 | -22.81% | -1.33% | 4.25% |
| 21 | Petroleum Products | 32,494 | 21,756 | 11,718 | 42,973 | -13.56% | 4.07% | -46.14% |
| 40 | Commodities, NES | 32,449 | 15,488 | 11,997 | 31,022 | -13.25% | -0.64% | -22.54% |
| 27 | Textile, Leather & Rubber Mtls. | 25,051 | 12,317 | 10,614 | 35,290 | -11.55% | 5.02% | -13.83% |
| 25 | Pharmaceuticals | 20,878 | 9,255 | 10,396 | 32,873 | -9.48% | 6.70% | 12.33% |
| 10 | Rubber | 17,382 | 9,847 | 6,443 | 23,575 | -13.22% | 4.45% | -34.57% |

TABLE C- 6 (continued) – TOTAL EXPORTS BY WST CODE

(metric tons), (p) = projections from 1997 feasibility report

| WST Code | Commodity | 1993 | 1999 | 2000 | 2000 (p) | GROWTH RATES | | |
|-------------|-------------------------------|-------------------|------------------|------------------|-------------------|------------------------|-------------------------|---------------------|
| | | | | | | 1993 to 2000 Actual | Annualized Projected | 1999-2000 Actual |
| 3 | Fruits & Vegetables | 13,042 | 8,100 | 4,546 | 20,515 | -13.98% | 6.69% | -43.88% |
| 17 | Bauxite & Oth Base Metal Ores | 8,960 | 80,429 | 65,125 | 16,685 | 32.76% | 9.29% | -19.03% |
| 23 | Liquid Bulk Chemicals | 6,786 | 2,102 | 5,468 | 7,602 | -3.04% | 1.64% | 160.06% |
| 37 | Aircraft & Ships | 5,309 | 3,404 | 2,415 | 6,603 | -10.64% | 3.17% | -29.03% |
| 5 | Sugar | 4,481 | 4,635 | 5,848 | 7,900 | 3.88% | 8.44% | 26.16% |
| 9 | Oils & Fats | 1,301 | 1,900 | 887 | 2,006 | -5.32% | 6.38% | -53.31% |
| 20 | Crude Petroleum | 46 | - | - | 18 | NA | -12.54% | NA |
| 22 | Natural & Manufactured Gas | 33 | 78 | 26 | 20 | -3.41% | -6.90% | -66.69% |
| 1 | Live Animals | - | - | 12 | - | NA | NA | NA |
| 13 | Phosphates | - | 946 | 544 | - | NA | NA | -42.52% |
| 15 | Manufactured Fertilizers | - | 2,768 | 12,478 | - | NA | NA | 350.78% |
| 16 | Iron Ore | - | - | - | - | NA | NA | NA |
| | | 11,644,742 | 6,896,990 | 7,932,224 | 13,748,951 | -5.34% | 2.40% | 15.01% |

TABLE C- 7: ACTUAL YEAR 2000 VS. PROJECTED YEAR 2000 EXPORTS BY WST CODE
(metric tons)

| WST | | | | | | |
|------|---------------------------------|-----------|-----------|-------------|-------------|--------|
| Code | Commodity | Actual | Projected | Difference | Cumulative | As a % |
| 19 | Coal & Coke | 5,801,139 | 8,893,999 | (3,092,860) | (3,092,860) | 53.2% |
| 4 | Grain | 160,067 | 1,410,898 | (1,250,831) | (4,343,691) | 74.7% |
| 8 | Oilseeds | 623,013 | 808,809 | (185,796) | (4,529,488) | 77.9% |
| 35 | Passenger Cars | 88,213 | 272,664 | (184,451) | (4,713,939) | 81.0% |
| 39 | Consumer Goods | 22,206 | 135,170 | (112,964) | (4,826,903) | 83.0% |
| 6 | Food Products | 19,218 | 119,535 | (100,317) | (4,927,220) | 84.7% |
| 11 | Lumber & Wood | 277,770 | 375,090 | (97,320) | (5,024,540) | 86.4% |
| 26 | Plastics & Chemical Prod | 86,449 | 183,200 | (96,751) | (5,121,291) | 88.0% |
| 24 | Other Chemicals | 64,233 | 158,636 | (94,403) | (5,215,693) | 89.7% |
| 2 | Meat, Fish & Dairy Products | 24,385 | 106,056 | (81,671) | (5,297,364) | 91.1% |
| 29 | Other Min. & Metal Manu. | 53,155 | 131,358 | (78,203) | (5,375,568) | 92.4% |
| 33 | Light Industrial Mach. | 45,479 | 109,618 | (64,139) | (5,439,706) | 93.5% |
| 36 | Auto Parts/Motorcycles | 22,152 | 78,087 | (55,935) | (5,495,642) | 94.5% |
| 38 | Electrical Equipment | 14,331 | 67,431 | (53,100) | (5,548,742) | 95.4% |
| 17 | Bauxite & Oth Base Metal Ores | 65,125 | 16,685 | 48,440 | (5,500,301) | 94.6% |
| 28 | Paper | 67,564 | 112,857 | (45,293) | (5,545,594) | 95.3% |
| 12 | Pulp & Waste Paper | 107,819 | 63,120 | 44,699 | (5,500,895) | 94.6% |
| 30 | Iron & Steel | 71,808 | 114,142 | (42,334) | (5,543,229) | 95.3% |
| 32 | Heavy Industrial Machinery | 30,852 | 66,755 | (35,903) | (5,579,133) | 95.9% |
| 31 | Non-Ferrous Metals | 14,448 | 49,247 | (34,799) | (5,613,932) | 96.5% |
| 21 | Petroleum Products | 11,718 | 42,973 | (31,255) | (5,645,187) | 97.1% |
| 7 | Textile Fibers, Hides | 5,690 | 31,723 | (26,033) | (5,671,221) | 97.5% |
| 27 | Textile, Leather & Rubber Mtls. | 10,614 | 35,290 | (24,676) | (5,695,897) | 97.9% |
| 25 | Pharmaceuticals | 10,396 | 32,873 | (22,477) | (5,718,374) | 98.3% |
| 18 | Other Ores & Scrap | 10,866 | 31,898 | (21,032) | (5,739,406) | 98.7% |
| 40 | Commodities, NES | 11,997 | 31,022 | (19,025) | (5,758,431) | 99.0% |
| 14 | Cement, Lime & Stone | 48,643 | 66,325 | (17,682) | (5,776,113) | 99.3% |
| 10 | Rubber | 6,443 | 23,575 | (17,132) | (5,793,245) | 99.6% |

TABLE C- 7 (continued): ACTUAL YEAR 2000 VS. PROJECTED YEAR 2000 EXPORTS BY WST CODE
(metric tons)

| WST Code | Commodity | Actual | Projected | Difference | Cumulative | As a % |
|----------|----------------------------|------------------|-------------------|------------|-------------|--------|
| 3 | Fruits & Vegetables | 4,546 | 20,515 | (15,969) | (5,809,214) | 99.9% |
| 15 | Manufactured Fertilizers | 12,478 | - | 12,478 | (5,796,737) | 99.7% |
| 34 | Heavy Trans. Equip. | 124,210 | 135,251 | (11,041) | (5,807,778) | 99.8% |
| 37 | Aircraft & Ships | 2,415 | 6,603 | (4,188) | (5,811,966) | 99.9% |
| 23 | Liquid Bulk Chemicals | 5,468 | 7,602 | (2,134) | (5,814,100) | 100.0% |
| 5 | Sugar | 5,848 | 7,900 | (2,052) | (5,816,152) | 100.0% |
| 9 | Oils & Fats | 887 | 2,006 | (1,119) | (5,817,271) | 100.0% |
| 13 | Phosphates | 544 | - | 544 | (5,816,727) | 100.0% |
| 20 | Crude Petroleum | - | 18 | (18) | (5,816,745) | 100.0% |
| 1 | Live Animals | 12 | - | 12 | (5,816,733) | 100.0% |
| 22 | Natural & Manufactured Gas | 26 | 20 | 6 | (5,816,727) | 100.0% |
| 16 | Iron Ore | - | - | 0 | (5,816,727) | 100.0% |
| | | 7,932,224 | 13,748,951 | | (5,816,727) | |

TABLE C- 8: EXPORT DETAIL FOR LARGE SHARE COMMODITIES
(metric tons)

| WST Code | Commodity | 1993 | 1994 | 1995 | 1996 |
|----------|-------------|-----------|-----------|------------|------------|
| 19 | Coal & Coke | 7,561,965 | 7,290,741 | 11,604,728 | 10,218,400 |
| 4 | Grain | 1,368,648 | 114,647 | 965,657 | 265,967 |
| 8 | Oilseeds | 965,725 | 477,448 | 484,906 | 650,120 |

| WST Code | Commodity | 1997 | 1998 | 1999 | 2000 | 2000 Actual less Projected | Growth 1999 to 2000 |
|----------|-------------|-----------|-----------|-----------|-----------|---|---------------------|
| 19 | Coal & Coke | 7,068,392 | 6,131,095 | 4,995,852 | 5,801,139 | (3,092,860) | 16.1% |
| 4 | Grain | 50,787 | 143,434 | 31,236 | 160,067 | (1,250,831) | 412.4% |
| 8 | Oilseeds | 540,394 | 486,256 | 522,797 | 623,013 | (185,796) | 19.2% |
| | | | | | | 6,586,218 | (4,529,488) |
| | | | | | | Percent of Total 2000 Volume | 83.0% |
| | | | | | | Percent of Total Difference (actual less projected) | 77.9% |

TABLE C- 9: GRAIN AND COAL AND COKE IMPORTS AND EXPORTS COMBINED
(metric tons)

NOTE: This information is for Imports and Exports combined.

| Projected Volume | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Grain | 1,138,996 | 1,184,555 | 1,220,092 | 1,268,896 | 1,319,652 | 1,372,438 | 1,434,749 |
| Coal & Coke | 8,443,158 | 8,949,747 | 9,307,737 | 9,586,969 | 9,682,839 | 9,876,496 | 9,901,954 |

| Actual Volume | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Grain | 134,441 | 984,170 | 284,669 | 77,784 | 157,413 | 50,080 | 183,843 |
| Coal & Coke | 8,631,637 | 12,942,117 | 10,901,942 | 8,315,951 | 7,766,949 | 6,185,860 | 7,180,452 |

| GRAIN | | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | Cumulative | |
|--------------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|-----------|
| | | Actual | 134,441 | 984,170 | 284,669 | 77,784 | 157,413 | 50,080 | 183,843 | 1,872,401 |
| Projected | 1,138,996 | 1,184,555 | 1,220,092 | 1,268,896 | 1,319,652 | 1,372,438 | 1,434,749 | 8,939,377 | 20.9% | |

| COAL & COKE | | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | Cumulative | |
|------------------------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|------------|
| | | Actual | 8,631,637 | 12,942,117 | 10,901,942 | 8,315,951 | 7,766,949 | 6,185,860 | 7,180,452 | 61,924,910 |
| Projected | 8,443,158 | 8,949,747 | 9,307,737 | 9,586,969 | 9,682,839 | 9,876,496 | 9,901,954 | 65,748,899 | 94.2% | |

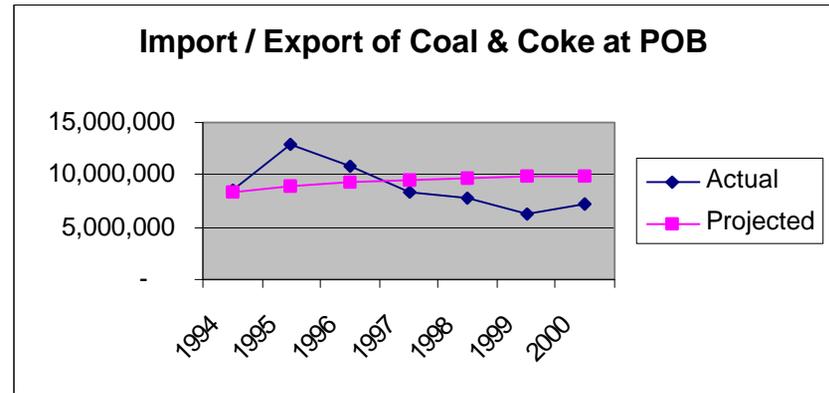
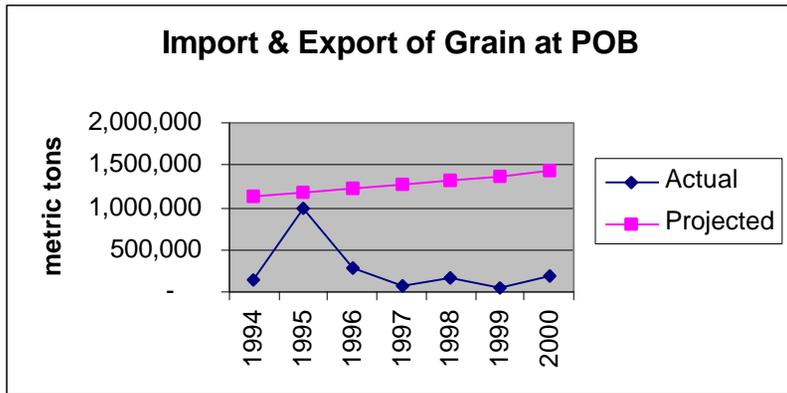


TABLE C- 10: PORT OF BALTIMORE MAJOR TRADE ROUTES – 1993 ACTUAL

(metric tons)

| | POB to N. Europe | East Coast South Am. to POB | POB to S. Europe | POB to Other Med. | POB to Japan | POB to E. Europe | Caribbean Basin to POB | Australia / NZ to POB | N. Europe to POB | Japan to POB |
|---------------------------------|---------------------|-----------------------------------|---------------------|----------------------|-----------------|---------------------|------------------------------|-----------------------------|---------------------|-----------------|
| Live Animals | - | - | - | - | - | - | - | - | - | - |
| Meat, Fish & Dairy Products | 6,211 | 25,999 | 1,458 | 307 | 762 | 16,506 | 61 | 76 | 4,060 | 659 |
| Fruits & Vegetables | 1,719 | 3,398 | 366 | 507 | 20 | 266 | 220 | - | 4,210 | 221 |
| Grain | 63,981 | 342 | 179,574 | 516,722 | 89,559 | 230,372 | - | - | 31 | 15 |
| Sugar | 87 | 191,742 | - | 765 | 9 | 66 | 242,742 | 19,969 | 313 | 14 |
| Food Products | 21,168 | 40,129 | 864 | 2,163 | 41 | 11,133 | 391 | 26 | 57,855 | 2,248 |
| Textile Fibers, Hides | 20,900 | 783 | 502 | 45 | 616 | 191 | - | 58 | 948 | 212 |
| Oilseeds | 56,744 | 19 | 509,799 | 47,187 | 292,897 | 51,290 | - | - | 173 | - |
| Oils & Fats | 292 | 713 | - | 44 | - | 27 | - | - | 209 | 157 |
| Rubber | 11,596 | 292 | 343 | 50 | - | 18 | - | - | 2,502 | 312 |
| Lumber & Wood | 164,539 | 2,254 | 40,015 | 3,647 | 4,691 | 471 | 117 | 197 | 15,551 | 7 |
| Pulp & Waste Paper | 9,166 | 289,448 | 4,148 | 432 | 256 | - | - | - | 267 | - |
| Phosphates | - | - | - | - | - | - | - | - | - | - |
| Cement, Lime & Stone | 4,478 | 317,154 | 7 | 206 | - | 1,388 | 712,420 | 428 | 68,649 | 975 |
| Manufactured Fertilizers | - | 256 | - | - | - | - | - | - | 24,739 | - |
| Iron Ore | - | 533,104 | - | - | - | - | - | 332,043 | - | - |
| Bauxite & Oth Base Metal Ores | 4,608 | 24,241 | - | 20 | - | - | - | 357,747 | 1,568 | 1 |
| Other Ores & Scrap | 1,491 | 40,989 | 611 | - | 216 | - | 130 | - | 13,773 | - |
| Coal & Coke | 2,439,927 | - | 1,218,380 | 1,063,135 | 1,162,454 | 749,062 | - | 227,026 | - | 570,196 |
| Crude Petroleum | 46 | - | - | - | - | - | - | - | - | - |
| Petroleum Products | 19,210 | 372,648 | 214 | 2,547 | 43 | 1,359 | 108,288 | - | 39,630 | - |
| Natural & Manufactured Gas | 10 | - | - | 6 | - | - | - | - | - | - |
| Liquid Bulk Chemicals | 5,387 | 3,043 | 5 | 8 | - | 46 | - | - | 1,488 | 466 |
| Other Chemicals | 49,156 | 16,134 | 2,463 | 797 | 118 | 1,135 | 22,346 | 501 | 76,806 | 3,909 |
| Pharmaceuticals | 9,600 | 946 | 351 | 342 | 5 | 2,694 | - | - | 2,640 | 40 |
| Plastics & Chemical Prod | 52,384 | 5,150 | 6,596 | 1,606 | 186 | 2,303 | 18 | 46 | 19,054 | 2,930 |
| Textile, Leather & Rubber Mtls. | 12,212 | 10,384 | 992 | 420 | 362 | 470 | - | 178 | 10,626 | 3,461 |
| Paper | 47,143 | 45,552 | 347 | 505 | - | 396 | - | - | 41,366 | 38 |
| Other Min. & Metal Manu. | 18,821 | 11,406 | 4,087 | 1,018 | 47 | 428 | 94 | 62 | 17,198 | 2,538 |

TABLE C- 10 (continued): PORT OF BALTIMORE MAJOR TRADE ROUTES – 1993 ACTUAL
(metric tons)

| | POB to N. Europe | East Coast South Am. to POB | POB to S. Europe | POB to Other Med. | POB to Japan | POB to E. Europe | Caribbean Basin to POB | Australia / NZ to POB | N. Europe to POB | Japan to POB |
|----------------------------|---------------------|-----------------------------------|---------------------|----------------------|-----------------|---------------------|------------------------------|-----------------------------|---------------------|-----------------|
| Iron & Steel | 15,226 | 49,256 | 5,794 | 877 | 72 | 229 | - | - | 183,180 | 5,897 |
| Non-Ferrous Metals | 17,984 | 15,528 | 1,975 | 468 | 124 | 105 | - | 3,887 | 39,644 | 2,243 |
| Heavy Industrial Machinery | 17,587 | 7,382 | 1,095 | 3,390 | 32 | 1,875 | - | - | 37,448 | 6,999 |
| Light Industrial Mach. | 28,655 | 63,956 | 2,244 | 3,227 | 7 | 804 | - | 33 | 30,958 | 8,983 |
| Heavy Trans. Equip. | 32,193 | 4,068 | 3,888 | 2,214 | 26 | 1,858 | - | - | 94,831 | 84,694 |
| Passenger Cars | 55,844 | 11 | 11,586 | 1,113 | 12,625 | 2,924 | 1 | 1,755 | 72,045 | 167,524 |
| Auto Parts/Motorcycles | 27,221 | 45,800 | 1,238 | 441 | 78 | 174 | - | - | 4,370 | 3,824 |
| Aircraft & Ships | 2,948 | 5 | 757 | 107 | - | 1 | - | - | 209 | - |
| Electrical Equipment | 7,516 | 3,056 | 1,827 | 1,561 | 124 | 304 | - | 7 | 7,780 | 6,284 |
| Consumer Goods | 41,325 | 19,597 | 4,886 | 1,606 | 157 | 2,246 | 756 | 34 | 24,453 | 2,287 |
| Commodities, NES | 1,627 | 1,307 | 464 | 805 | 17 | 23,829 | 394 | 13 | 5,745 | 1,288 |
| | 3,269,002 | 2,146,092 | 2,006,876 | 1,658,288 | 1,565,544 | 1,103,970 | 1,087,978 | 944,086 | 904,319 | 878,422 |

TABLE C- 11: PORT OF BALTIMORE MAJOR TRADE ROUTES – 2000 ACTUAL

(metric tons)

| | East Coast | | Caribbean | | | West Coast | | | Australia / | POB to | | | | |
|---------------------------------|------------------|------------------|---------------|------------------|--------------|--------------|-------------------|---------------|------------------|------------------|-----------|----------------------|--------------|------------------|
| | POB to N. Europe | South Am. to POB | Canada to POB | N. Europe to POB | Basin to POB | Japan to POB | POB to Other Med. | POB to Canada | South Am. to POB | POB to S. Europe | NZ to POB | East Coast South Am. | POB to Japan | POB to E. Europe |
| Live Animals | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Meat, Fish & Dairy Products | 4,642 | 12,210 | - | 7,838 | - | 284 | 165 | - | 11,000 | - | 13,900 | 220 | 24 | 9,306 |
| Fruits & Vegetables | 1,924 | 3,365 | - | 6,288 | 362 | 287 | 33 | - | 10,656 | 178 | 318 | 426 | 56 | 27 |
| Grain | 9,046 | - | - | 6,017 | - | 0 | 108,675 | - | 456 | 204 | 120 | 3,659 | 243 | 39 |
| Sugar | 1,022 | 151,060 | - | 341 | 363,061 | 9 | 2 | - | 62,670 | 10 | 23,279 | 1,270 | - | 137 |
| Food Products | 8,726 | 5,101 | 7 | 140,169 | 8,278 | 1,627 | 609 | - | 19,677 | 447 | 1,221 | 1,159 | 8 | 502 |
| Textile Fibers, Hides | 1,337 | 275 | - | 1,098 | 37 | 214 | 40 | - | 1,089 | 718 | 479 | 368 | 9 | 34 |
| Oilseeds | 182,251 | - | - | 130 | 532 | 1 | - | - | 416 | 85,945 | - | 75 | 117,475 | 6,694 |
| Oils & Fats | 425 | 218 | - | 79 | - | 166 | - | - | - | - | 205 | 82 | - | - |
| Rubber | 3,156 | 3,712 | - | 8,124 | - | 1,575 | 255 | - | - | 296 | - | 951 | - | 60 |
| Lumber & Wood | 147,278 | 40,125 | 78 | 27,496 | 525 | 0 | 8,823 | - | 60,219 | 69,415 | 164 | 385 | 333 | 1,442 |
| Pulp & Waste Paper | 22,693 | 409,979 | - | 7,707 | - | - | 5,236 | - | - | 13,085 | - | 478 | 8,650 | 200 |
| Phosphates | - | - | - | - | - | - | - | - | - | - | - | 6 | - | 538 |
| Cement, Lime & Stone | 15,892 | 468,225 | 1,147,688 | 171,948 | 837,845 | 19 | 148 | - | 524,793 | 24,269 | 66,065 | 2,609 | - | 964 |
| Manufactured Fertilizers | 110 | - | 12 | 24,499 | 12,314 | 490 | 20 | - | 35 | 92 | - | 647 | - | - |
| Iron Ore | - | 1,697,386 | 2,070,683 | 79 | - | - | - | - | - | - | 499,770 | - | - | - |
| Bauxite & Oth Base Metal Ores | 64,846 | 527,741 | - | 671 | - | 288 | 0 | - | 102 | 41 | 38,301 | 95 | - | - |
| Other Ores & Scrap | 5,049 | 2,014 | - | 4,935 | 566 | 15 | - | - | 1,998 | 339 | 18 | 826 | - | 343 |
| Coal & Coke | 3,021,948 | 11 | - | 1,587 | 33,007 | 837,218 | 946,312 | 848,999 | - | 520,034 | - | 288,476 | 81,963 | - |
| Crude Petroleum | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Petroleum Products | 4,942 | 130,882 | 30,476 | 197,404 | 95,926 | 1,165 | 298 | - | 24,460 | 121 | - | 2,190 | - | 396 |
| Natural & Manufactured Gas | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Liquid Bulk Chemicals | 688 | 14 | - | 667 | 2,598 | 416 | 1 | - | - | - | - | 4,646 | - | 7 |
| Other Chemicals | 36,685 | 73,072 | 5,096 | 123,014 | 8,593 | 2,683 | 435 | - | 17,348 | 2,547 | 71 | 9,795 | 48 | 1,320 |
| Pharmaceuticals | 3,440 | 1,084 | - | 3,406 | 85 | 2 | 316 | 11 | 24 | 380 | - | 3,392 | - | 146 |
| Plastics & Chemical Prod | 47,693 | 2,659 | - | 23,537 | 146 | 826 | 953 | - | 95 | 1,064 | 21 | 14,570 | 763 | 1,686 |
| Textile, Leather & Rubber Mtls. | 5,683 | 12,750 | 1 | 21,549 | 1 | 622 | 347 | - | 379 | 662 | 81 | 1,051 | 51 | 491 |
| Paper | 41,930 | 59,293 | - | 265,145 | 23 | 2,836 | 1,637 | - | 10,378 | 1,915 | - | 1,907 | 32 | 2,212 |
| Other Min. & Metal Manu. | 22,206 | 21,892 | 13 | 21,032 | 10 | 1,143 | 1,372 | - | 998 | 1,605 | 13 | 6,804 | 6 | 1,249 |

TABLE C- 11 (continued): PORT OF BALTIMORE MAJOR TRADE ROUTES – 2000 ACTUAL
(metric tons)

| | East Coast | | | Caribbean | | | West Coast | | | Australia / | POB to | | | |
|----------------------------|---------------------|---------------------|------------------|---------------------|-----------------|-----------------|----------------------|------------------|---------------------|---------------------|--------------|-------------------------|-----------------|---------------------|
| | POB to N. Europe | South Am. to POB | Canada to POB | N. Europe to POB | Basin to POB | Japan to POB | POB to Other Med. | POB to Canada | South Am. to POB | POB to S. Europe | NZ to POB | East Coast South Am. | POB to Japan | POB to E. Europe |
| Iron & Steel | 29,129 | 48,519 | - | 251,508 | 14,643 | 5,958 | 926 | - | 4,274 | 4,485 | 382 | 8,147 | - | 109 |
| Non-Ferrous Metals | 6,859 | 27,384 | 253 | 38,865 | - | 268 | 41 | - | 26,786 | 1,059 | 14,449 | 504 | - | 160 |
| Heavy Industrial Machinery | 15,351 | 1,074 | 9 | 47,345 | - | 7,061 | 838 | 10 | 66 | 1,884 | 31 | 1,606 | 42 | 5,287 |
| Light Industrial Mach. | 25,313 | 36,941 | - | 31,540 | 0 | 11,009 | 1,404 | - | 131 | 743 | 14 | 6,788 | 22 | 343 |
| Heavy Trans. Equip. | 81,994 | 5,665 | 57 | 164,907 | - | 92,304 | 3,802 | 23 | 80 | 16,511 | - | 1,495 | 82 | 3,383 |
| Passenger Cars | 41,259 | - | 3 | 207,604 | 1 | 130,104 | 6,679 | - | - | 8,293 | 2 | 3,440 | 3,557 | 936 |
| Auto Parts/Motorcycles | 16,587 | 11,893 | 3 | 7,082 | - | 999 | 258 | - | 555 | 1,268 | - | 754 | 124 | 357 |
| Aircraft & Ships | 1,724 | - | - | 2,214 | - | - | 93 | - | - | 290 | 0 | 143 | 13 | 51 |
| Electrical Equipment | 6,562 | 404 | 2 | 3,536 | 231 | 4,945 | 811 | - | 197 | 677 | 28 | 1,312 | 6 | 162 |
| Consumer Goods | 10,439 | 5,272 | 7,151 | 37,721 | 152 | 780 | 593 | - | 25,796 | 685 | 56 | 2,041 | 87 | 400 |
| Commodities, NES | 3,635 | 208 | 28 | 7,627 | 94 | 659 | 174 | - | 1,478 | 1,043 | 105 | 754 | 179 | 1,396 |
| | 3,892,478 | 3,760,428 | 3,261,560 | 1,864,709 | 1,379,033 | 1,105,975 | 1,091,296 | 849,043 | 806,157 | 760,306 | 659,094 | 373,072 | 213,771 | 40,377 |

TABLE C- 12: 2000 ACTUAL VS. PROJECTED BY ROUTE

(metric tons)

| | East Coast | | | Caribbean | | | West Coast | | | Australia / POB to | | | | |
|---------------------------------|------------------|------------------|---------------|------------------|--------------|--------------|-------------------|---------------|------------------|--------------------|-----------|----------------------|--------------|------------------|
| | POB to N. Europe | South Am. to POB | Canada to POB | N. Europe to POB | Basin to POB | Japan to POB | POB to Other Med. | POB to Canada | South Am. to POB | POB to S. Europe | NZ to POB | East Coast South Am. | POB to Japan | POB to E. Europe |
| Live Animals | 0 | 0 | NA | 0 | 0 | NA | 0 | NA | NA | 0 | 0 | 0 | 0 | 0 |
| Meat, Fish & Dairy Products | (2,201) | (8,244) | NA | 3,349 | (66) | NA | (696) | NA | NA | (3,524) | 13,818 | (1,245) | (1,256) | (41,049) |
| Fruits & Vegetables | (486) | (190) | NA | 199 | 71 | NA | (1,422) | NA | NA | (605) | 318 | (3,587) | 17 | (1,146) |
| Grain | (49,845) | (178) | NA | 5,959 | 0 | NA | (575,967) | NA | NA | (146,331) | 120 | 1,851 | (91,334) | (57,728) |
| Sugar | 900 | (22,432) | NA | 134 | 127,072 | NA | (1,533) | NA | NA | 10 | 15,227 | (1,412) | (10) | (82) |
| Food Products | (29,546) | (29,124) | NA | 48,708 | 7,894 | NA | (5,921) | NA | NA | (981) | 1,177 | (8,452) | (65) | (24,129) |
| Textile Fibers, Hides | (16,870) | (366) | NA | 64 | 37 | NA | 8 | NA | NA | 177 | 438 | (1,316) | (554) | (82) |
| Oilseeds | 142,526 | (35) | NA | (22) | 532 | NA | (49,294) | NA | NA | (332,438) | 0 | (175) | (132,376) | (34,972) |
| Oils & Fats | 72 | (286) | NA | (63) | 0 | NA | (87) | NA | NA | 0 | 205 | (153) | 0 | (97) |
| Rubber | (12,331) | 3,380 | NA | 4,295 | 0 | NA | 201 | NA | NA | (80) | 0 | (3,955) | 0 | 52 |
| Lumber & Wood | (74,213) | 34,730 | NA | (967) | 341 | NA | 4,519 | NA | NA | 18,241 | (311) | (2,119) | (5,532) | 585 |
| Pulp & Waste Paper | 12,103 | (173,557) | NA | 7,531 | 0 | NA | 4,918 | NA | NA | 8,546 | 0 | (2,532) | 8,451 | 200 |
| Phosphates | 0 | 0 | NA | 0 | 0 | NA | 0 | NA | NA | 0 | 0 | 6 | 0 | 538 |
| Cement, Lime & Stone | 9,495 | 46,395 | NA | 39,857 | (9,416) | NA | (123) | NA | NA | 24,262 | 65,086 | (5,747) | 0 | (3,691) |
| Manufactured Fertilizers | 110 | (134) | NA | (1,351) | 12,314 | NA | 20 | NA | NA | 92 | 0 | 647 | 0 | 0 |
| Iron Ore | 0 | 1,009,859 | NA | 79 | 0 | NA | 0 | NA | NA | 0 | (60,623) | 0 | 0 | 0 |
| Bauxite & Oth Base Metal Ores | 54,480 | 505,241 | NA | (1,033) | 0 | NA | (5) | NA | NA | 41 | (273,385) | 52 | 0 | 0 |
| Other Ores & Scrap | 3,495 | (84,610) | NA | (5,730) | 421 | NA | 0 | NA | NA | 2 | 18 | 174 | (202) | 343 |
| Coal & Coke | 522,031 | 11 | NA | 1,587 | 33,007 | NA | (318,101) | NA | NA | (669,788) | (269,538) | (498,563) | (892,695) | (1,731,052) |
| Crude Petroleum | (18) | 0 | NA | 0 | 0 | NA | 0 | NA | NA | 0 | 0 | 0 | 0 | 0 |
| Petroleum Products | (11,235) | (396,555) | NA | 105,312 | (145,352) | NA | (9,055) | NA | NA | (59) | 0 | (3,377) | (24) | (3,825) |
| Natural & Manufactured Gas | 4 | 0 | NA | 0 | 0 | NA | (3) | NA | NA | 0 | 0 | 0 | 0 | 0 |
| Liquid Bulk Chemicals | (4,735) | (1,802) | NA | (340) | 2,598 | NA | (17) | NA | NA | (6) | 0 | 4,179 | 0 | (31) |
| Other Chemicals | (16,260) | 33,729 | NA | 41,913 | (23,408) | NA | (506) | NA | NA | (522) | (1,394) | (34,157) | (82) | (792) |
| Pharmaceuticals | (11,251) | 323 | NA | (674) | 85 | NA | (277) | NA | NA | 46 | 0 | (2,833) | (7) | (4,409) |
| Plastics & Chemical Prod | (22,677) | (6,848) | NA | (10,540) | 90 | NA | (799) | NA | NA | (7,244) | (69) | (27,419) | 463 | (575) |
| Textile, Leather & Rubber Mtls. | (11,755) | (3,587) | NA | 5,605 | 1 | NA | (386) | NA | NA | (652) | (319) | (1,719) | (444) | (377) |
| Paper | (7,698) | (18,437) | NA | 204,575 | 23 | NA | 735 | NA | NA | 1,327 | 0 | (13,386) | 32 | 952 |
| Other Min. & Metal Manu. | (2,923) | 8,810 | NA | (3,040) | (98) | NA | (717) | NA | NA | (3,084) | (87) | (28,899) | (71) | 682 |

TABLE C- 12 (continued): 2000 ACTUAL VS. PROJECTED BY ROUTE
(metric tons)

| | East Coast | | | Caribbean | | | West Coast | | | Australia / | POB to | | | |
|----------------------------|---------------------|---------------------|------------------|---------------------|-----------------|-----------------|----------------------|------------------|---------------------|---------------------|--------------|-------------------------|-----------------|---------------------|
| | POB to N. Europe | South Am. to POB | Canada to POB | N. Europe to POB | Basin to POB | Japan to POB | POB to Other Med. | POB to Canada | South Am. to POB | POB to S. Europe | NZ to POB | East Coast South Am. | POB to Japan | POB to E. Europe |
| Iron & Steel | 8,730 | (54,225) | NA | (13,271) | 14,643 | NA | (2,136) | NA | NA | (3,190) | 382 | (26,442) | (76) | (270) |
| Non-Ferrous Metals | (9,577) | (25,555) | NA | (11,568) | 0 | NA | (376) | NA | NA | (1,405) | 9,914 | (2,075) | (116) | (73) |
| Heavy Industrial Machinery | (440) | (19,667) | NA | (11,279) | 0 | NA | (5,489) | NA | NA | 156 | 31 | (13,689) | (8) | 1,079 |
| Light Industrial Mach. | (12,155) | (56,840) | NA | (10,976) | 0 | NA | (3,372) | NA | NA | (1,844) | (41) | (16,705) | 12 | (729) |
| Heavy Trans. Equip. | 29,427 | (4,059) | NA | (62,161) | 0 | NA | 1,094 | NA | NA | 11,576 | 0 | (17,759) | 37 | 702 |
| Passenger Cars | (109,049) | (10) | NA | 106,036 | (1) | NA | 3,646 | NA | NA | (18,468) | (2,339) | (3,390) | (34,491) | (2,140) |
| Auto Parts/Motorcycles | (38,971) | (59,045) | NA | 378 | 0 | NA | (658) | NA | NA | (180) | 0 | (2,378) | (36) | 50 |
| Aircraft & Ships | (2,087) | (14) | NA | 1,814 | 0 | NA | (38) | NA | NA | (996) | 0 | (47) | 13 | 49 |
| Electrical Equipment | (6,088) | (3,620) | NA | (8,611) | 231 | NA | (2,073) | NA | NA | (2,436) | 11 | (19,647) | (271) | (450) |
| Consumer Goods | (50,604) | (11,700) | NA | 4,035 | (1,344) | NA | (1,614) | NA | NA | (6,581) | (7) | (21,298) | (207) | (3,906) |
| Commodities, NES | 1,670 | (1,631) | NA | (224) | (461) | NA | (541) | NA | NA | 439 | 89 | (72) | 161 | (21,557) |
| | 282,030 | 659,727 | | 439,580 | 19,217 | | (966,065) | | | (1,135,498) | (501,278) | (757,638) | (1,150,673) | (1,927,930) |

TABLE C- 13: COMMODITY COMPARISON (IMPORTS)
(metric tons)

For all commodities, summed over top ten trade routes

Imports Only

| | Actual 1993 | Actual 2000 | Projected 2000 | 1993 versus 2000 | 2000 actual versus 2000 projected |
|---------------------------------|----------------|----------------|-------------------|------------------------|---|
| Live Animals | - | - | - | 0 | 0 |
| Meat, Fish & Dairy Products | 30,855 | 31,332 | 25,091 | 477 | 6,241 |
| Fruits & Vegetables | 8,049 | 20,958 | 9,935 | 12,909 | 11,023 |
| Grain | 388 | 6,473 | 236 | 6,085 | 6,237 |
| Sugar | 454,780 | 577,142 | 417,740 | 122,362 | 159,402 |
| Food Products | 100,649 | 174,858 | 126,114 | 74,209 | 48,744 |
| Textile Fibers, Hides | 2,001 | 2,713 | 1,716 | 712 | 997 |
| Oilseeds | 192 | 1,079 | 187 | 887 | 892 |
| Oils & Fats | 1,079 | 464 | 646 | (615) | (182) |
| Rubber | 3,106 | 13,411 | 4,161 | 10,305 | 9,250 |
| Lumber & Wood | 18,126 | 128,444 | 34,517 | 110,318 | 93,927 |
| Pulp & Waste Paper | 289,715 | 417,686 | 583,712 | 127,971 | (166,026) |
| Phosphates | - | - | - | 0 | 0 |
| Cement, Lime & Stone | 1,099,626 | 3,150,517 | 1,402,161 | 2,050,891 | 1,748,356 |
| Manufactured Fertilizers | 24,995 | 37,351 | 25,984 | 12,356 | 11,367 |
| Iron Ore | 865,147 | 3,768,147 | 1,247,920 | 2,903,000 | 2,520,227 |
| Bauxite & Oth Base Metal Ores | 383,557 | 528,802 | 335,890 | 145,245 | 192,912 |
| Other Ores & Scrap | 54,892 | 9,527 | 97,434 | (45,365) | (87,907) |
| Coal & Coke | 797,222 | 871,823 | 269,538 | 74,601 | 602,285 |
| Crude Petroleum | - | - | - | 0 | 0 |
| Petroleum Products | 520,566 | 480,311 | 860,807 | (40,255) | (380,496) |
| Natural & Manufactured Gas | - | - | - | 0 | 0 |
| Liquid Bulk Chemicals | 4,997 | 3,695 | 2,823 | (1,303) | 872 |
| Other Chemicals | 119,696 | 229,807 | 153,910 | 110,111 | 75,897 |
| Pharmaceuticals | 3,626 | 4,601 | 4,841 | 975 | (240) |
| Plastics & Chemical Prod | 27,198 | 27,263 | 43,730 | 65 | (16,467) |
| Textile, Leather & Rubber Mtls. | 24,649 | 35,303 | 32,681 | 10,654 | 2,622 |
| Paper | 86,956 | 337,675 | 138,300 | 250,719 | 199,375 |
| Other Min. & Metal Manu. | 31,298 | 45,088 | 37,362 | 13,790 | 7,726 |
| Iron & Steel | 238,333 | 324,903 | 367,523 | 86,570 | (42,620) |
| Non-Ferrous Metals | 61,302 | 93,555 | 107,907 | 32,253 | (14,352) |
| Heavy Industrial Machinery | 51,829 | 55,555 | 79,365 | 3,726 | (23,810) |
| Light Industrial Mach. | 103,930 | 79,622 | 136,352 | (24,308) | (56,730) |
| Heavy Trans. Equip. | 183,593 | 263,014 | 236,792 | 79,421 | 26,222 |
| Passenger Cars | 241,336 | 337,713 | 103,921 | 96,377 | 233,792 |
| Auto Parts/Motorcycles | 53,994 | 20,532 | 77,642 | (33,462) | (57,110) |
| Aircraft & Ships | 214 | 2,214 | 414 | 2,000 | 1,800 |
| Electrical Equipment | 17,127 | 9,315 | 16,188 | (7,812) | (6,873) |
| Consumer Goods | 47,127 | 76,872 | 52,217 | 29,745 | 24,655 |
| Commodities, NES | 8,747 | 10,094 | 10,261 | 1,347 | (167) |
| | 5,962,890 | 12,179,861 | 7,048,018 | 6,218,964 | 5,131,843 |

TABLE C- 14: COMMODITY COMPARISON (EXPORTS)
(metric tons)

For all commodities, summed over top ten trade routes

Exports Only

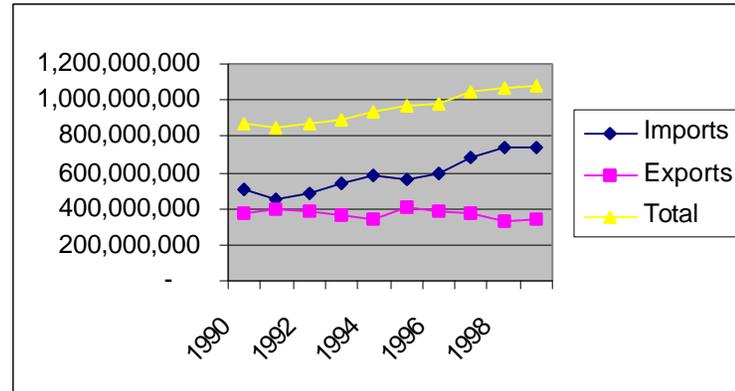
| | Actual 1993 | Actual 2000 | Projected 2000 | 1993 versus 2000 | 2000 actual versus 2000 projected |
|---------------------------------|----------------|----------------|-------------------|------------------------|---|
| Live Animals | - | - | - | 0 | 0 |
| Meat, Fish & Dairy Products | 25,244 | 4,808 | 64,328 | (20,436) | (59,520) |
| Fruits & Vegetables | 2,878 | 2,134 | 9,873 | (744) | (7,739) |
| Grain | 1,080,208 | 117,925 | 1,041,220 | (962,283) | (923,295) |
| Sugar | 927 | 1,034 | 4,568 | 107 | (3,534) |
| Food Products | 35,369 | 9,782 | 80,545 | (25,587) | (70,763) |
| Textile Fibers, Hides | 22,254 | 2,095 | 21,143 | (20,159) | (19,048) |
| Oilseeds | 957,917 | 268,196 | 799,169 | (689,721) | (530,973) |
| Oils & Fats | 363 | 425 | 772 | 62 | (347) |
| Rubber | 12,007 | 3,708 | 20,831 | (8,299) | (17,123) |
| Lumber & Wood | 213,363 | 225,517 | 286,195 | 12,154 | (60,678) |
| Pulp & Waste Paper | 14,002 | 41,013 | 18,656 | 27,011 | 22,357 |
| Phosphates | - | - | - | 0 | 0 |
| Cement, Lime & Stone | 6,079 | 40,309 | 19,686 | 34,230 | 20,623 |
| Manufactured Fertilizers | - | 222 | - | 222 | 222 |
| Iron Ore | - | - | - | 0 | 0 |
| Bauxite & Oth Base Metal Ores | 4,628 | 64,887 | 10,414 | 60,259 | 54,473 |
| Other Ores & Scrap | 2,318 | 5,388 | 2,745 | 3,070 | 2,643 |
| Coal & Coke | 6,632,958 | 5,337,293 | 8,446,901 | (1,295,665) | (3,109,608) |
| Crude Petroleum | 46 | - | 18 | (46) | (18) |
| Petroleum Products | 23,373 | 5,361 | 35,522 | (18,012) | (30,161) |
| Natural & Manufactured Gas | 16 | 12 | 11 | (4) | 1 |
| Liquid Bulk Chemicals | 5,446 | 690 | 5,952 | (4,756) | (5,262) |
| Other Chemicals | 53,669 | 39,667 | 103,149 | (14,002) | (63,482) |
| Pharmaceuticals | 12,992 | 4,147 | 26,405 | (8,845) | (22,258) |
| Plastics & Chemical Prod | 63,075 | 49,711 | 124,980 | (13,364) | (75,269) |
| Textile, Leather & Rubber Mtls. | 14,456 | 6,692 | 23,618 | (7,764) | (16,926) |
| Paper | 48,391 | 45,482 | 67,671 | (2,909) | (22,189) |
| Other Min. & Metal Manu. | 24,401 | 25,183 | 68,254 | 782 | (43,071) |
| Iron & Steel | 22,198 | 34,541 | 66,180 | 12,343 | (31,639) |
| Non-Ferrous Metals | 20,656 | 7,959 | 22,245 | (12,697) | (14,286) |
| Heavy Industrial Machinery | 23,979 | 18,084 | 43,399 | (5,895) | (25,315) |
| Light Industrial Mach. | 34,937 | 27,459 | 69,406 | (7,478) | (41,947) |
| Heavy Trans. Equip. | 40,179 | 102,330 | 82,190 | 62,151 | 20,140 |
| Passenger Cars | 84,092 | 56,231 | 228,056 | (27,861) | (171,825) |
| Auto Parts/Motorcycles | 29,152 | 18,113 | 61,521 | (11,039) | (43,408) |
| Aircraft & Ships | 3,813 | 2,107 | 5,420 | (1,706) | (3,313) |
| Electrical Equipment | 11,332 | 8,050 | 40,495 | (3,282) | (32,445) |
| Consumer Goods | 50,220 | 11,717 | 98,455 | (38,503) | (86,738) |
| Commodities, NES | 26,742 | 4,852 | 27,081 | (21,890) | (22,229) |
| | 9,605,673 | 6,595,124 | 12,029,074 | (3,008,556) | (5,433,950) |

TABLE C- 15: U.S. FOREIGN OCEANBORNE COMMERCE
(metric tons)

| | Imports | Exports | Total |
|------|-------------|-------------|---------------|
| 1990 | 505,258,674 | 368,920,411 | 874,179,085 |
| 1991 | 449,577,400 | 396,760,039 | 846,337,438 |
| 1992 | 485,754,397 | 386,761,156 | 872,515,553 |
| 1993 | 535,845,307 | 360,747,810 | 896,593,116 |
| 1994 | 588,835,872 | 343,392,934 | 932,228,806 |
| 1995 | 564,965,120 | 408,854,135 | 973,819,254 |
| 1996 | 594,078,410 | 380,927,203 | 975,005,613 |
| 1997 | 678,727,491 | 369,543,910 | 1,048,271,401 |
| 1998 | 732,545,627 | 331,095,626 | 1,063,641,253 |
| 1999 | 740,157,658 | 338,491,220 | 1,078,648,878 |

GROWTH RATES

| | | | |
|-----------|--------|--------|-------|
| 1990-1991 | -11.0% | 7.5% | -3.2% |
| 1991-1992 | 8.0% | -2.5% | 3.1% |
| 1992-1993 | 10.3% | -6.7% | 2.8% |
| 1993-1994 | 9.9% | -4.8% | 4.0% |
| 1994-1995 | -4.1% | 19.1% | 4.5% |
| 1995-1996 | 5.2% | -6.8% | 0.1% |
| 1996-1997 | 14.2% | -3.0% | 7.5% |
| 1997-1998 | 7.9% | -10.4% | 1.5% |
| 1998-1999 | 1.0% | 2.2% | 1.4% |



w/o project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prob

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 75 | 2,621 | 1,564,360 | 150,268 | - | 1,714,627 |
| A2 | 2,390 | 83,946 | 91,754,413 | 11,379,274 | - | 103,133,685 |
| A3 | - | - | - | - | - | - |
| A4 | 846 | 29,561 | 47,918,376 | 6,879,340 | - | 54,797,718 |
| AA | 1,603 | 62,189 | 41,293,520 | 4,715,132 | (12,521,625) | 33,487,030 |
| AB | 896 | 33,670 | 15,252,836 | 2,646,894 | (7,199,442) | 10,700,288 |
| AE | 1,045 | 36,099 | 54,689,763 | 3,065,270 | - | 57,755,032 |
| AF | 313 | 12,161 | 7,259,472 | 719,062 | - | 7,978,532 |
| DA | 808 | 30,312 | 15,580,935 | 2,119,039 | (6,514,202) | 11,185,771 |
| DB | 1,216 | 48,152 | 26,965,889 | 5,157,630 | (9,135,508) | 22,988,009 |
| DC | 1,560 | 56,053 | 39,348,223 | 24,098,661 | (12,880,269) | 50,566,613 |
| DD | 113 | 3,922 | 3,131,802 | 2,626,771 | (958,529) | 4,800,040 |
| DE | 138 | 5,709 | 6,162,647 | 1,291,217 | (966,631) | 6,487,238 |
| EC | 166 | 6,713 | 4,710,469 | 957,108 | (1,194,859) | 4,472,718 |
| ED | 193 | 7,973 | 6,368,114 | 1,838,304 | (1,340,526) | 6,865,897 |
| FA | - | - | - | - | - | - |
| FB | 537 | 21,073 | 14,454,891 | 1,903,811 | (4,156,549) | 12,202,149 |
| FC | 193 | 7,671 | 6,229,506 | 1,144,331 | (1,471,424) | 5,902,413 |
| FD | - | - | - | - | - | - |
| HB | 3,952 | 141,708 | 84,599,035 | 8,709,546 | (33,334,266) | 59,974,315 |
| PA | 128 | 5,346 | 3,545,057 | 309,606 | (922,075) | 2,932,590 |
| PB | 417 | 15,969 | 10,953,983 | 1,525,480 | (3,297,810) | 9,181,651 |
| PC | 196 | 7,523 | 6,106,124 | 1,124,936 | (1,558,755) | 5,672,308 |
| PD | - | - | - | - | - | - |
| XM1 | 6 | 216 | - | - | - | - |
| XM2 | 40 | 1,473 | - | - | - | - |
| XM3 | 28 | 998 | - | - | - | - |
| XM4 | 58 | 2,134 | - | - | - | - |
| XM5 | 121 | 4,474 | - | - | - | - |
| XM6 | 119 | 4,454 | - | - | - | - |
| X01 | 62 | 2,260 | - | - | - | - |
| X02 | 39 | 1,411 | - | - | - | - |
| X03 | 23 | 828 | - | - | - | - |
| X04 | 46 | 1,656 | - | - | - | - |
| X05 | 42 | 1,486 | - | - | - | - |

| | | | | | | |
|-------|--------|---------|-------------|------------|--------------|-------------|
| XP1 | 22 | 764 | - | - | - | - |
| XP2 | 18 | 627 | - | - | - | - |
| XP3 | 4 | 140 | - | - | - | - |
| XP4 | - | - | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 17,413 | 641,292 | 487,889,415 | 82,361,680 | (97,452,470) | 472,798,624 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 3 | 109 | 65,182 | 6,261 | - | 71,443 |
| A2 | 100 | 3,498 | 3,823,101 | 474,136 | - | 4,297,237 |
| A3 | - | - | - | - | - | - |
| A4 | 35 | 1,232 | 1,996,599 | 286,639 | - | 2,283,238 |
| AA | 67 | 2,591 | 1,720,563 | 196,464 | (521,734) | 1,395,293 |
| AB | 37 | 1,403 | 635,535 | 110,287 | (299,977) | 445,845 |
| AE | 44 | 1,504 | 2,278,740 | 127,720 | - | 2,406,460 |
| AF | 13 | 507 | 302,478 | 29,961 | - | 332,439 |
| DA | 34 | 1,263 | 649,206 | 88,293 | (271,425) | 466,074 |
| DB | 51 | 2,006 | 1,123,579 | 214,901 | (380,646) | 957,834 |
| DC | 65 | 2,336 | 1,639,509 | 1,004,111 | (536,678) | 2,106,942 |
| DD | 5 | 163 | 130,492 | 109,449 | (39,939) | 200,002 |
| DE | 6 | 238 | 256,777 | 53,801 | (40,276) | 270,302 |
| EC | 7 | 280 | 196,270 | 39,880 | (49,786) | 186,363 |
| ED | 8 | 332 | 265,338 | 76,596 | (55,855) | 286,079 |
| FA | - | - | - | - | - | - |
| FB | 22 | 878 | 602,287 | 79,325 | (173,190) | 508,423 |
| FC | 8 | 320 | 259,563 | 47,680 | (61,309) | 245,934 |
| FD | - | - | - | - | - | - |
| HB | 165 | 5,905 | 3,524,960 | 362,898 | (1,388,928) | 2,498,930 |
| PA | 5 | 223 | 147,711 | 12,900 | (38,420) | 122,191 |
| PB | 17 | 665 | 456,416 | 63,562 | (137,409) | 382,569 |
| PC | 8 | 313 | 254,422 | 46,872 | (64,948) | 236,346 |
| PD | - | - | - | - | - | - |
| XM1 | 0 | 9 | - | - | - | - |
| XM2 | 2 | 61 | - | - | - | - |
| XM3 | 1 | 42 | - | - | - | - |
| XM4 | 2 | 89 | - | - | - | - |
| XM5 | 5 | 186 | - | - | - | - |
| XM6 | 5 | 186 | - | - | - | - |
| X01 | 3 | 94 | - | - | - | - |
| X02 | 2 | 59 | - | - | - | - |
| X03 | 1 | 35 | - | - | - | - |
| X04 | 2 | 69 | - | - | - | - |
| X05 | 2 | 62 | - | - | - | - |
| XP1 | 1 | 32 | - | - | - | - |
| XP2 | 1 | 26 | - | - | - | - |
| XP3 | 0 | 6 | - | - | - | - |
| XP4 | - | - | - | - | - | - |

| | | | | | | |
|-------|-----|--------|------------|-----------|-------------|------------|
| TOW | | | | | | |
| TOTAL | 726 | 26,721 | 20,328,726 | 3,431,737 | (4,060,520) | 19,699,943 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 8 | 266 | 158,609 | 15,236 | - | 173,844 |
| A2 | 242 | 8,511 | 9,302,878 | 1,153,732 | - | 10,456,610 |
| A3 | - | - | - | - | - | - |
| A4 | 86 | 2,997 | 4,858,391 | 697,489 | - | 5,555,880 |
| AA | 163 | 6,305 | 4,186,704 | 478,062 | (1,269,554) | 3,395,213 |
| AB | 91 | 3,414 | 1,546,468 | 268,366 | (729,943) | 1,084,890 |
| AE | 106 | 3,660 | 5,544,934 | 310,784 | - | 5,855,719 |
| AF | 32 | 1,233 | 736,030 | 72,905 | - | 808,934 |
| DA | 82 | 3,073 | 1,579,734 | 214,847 | (660,468) | 1,134,113 |
| DB | 123 | 4,882 | 2,734,042 | 522,926 | (926,239) | 2,330,729 |
| DC | 158 | 5,683 | 3,989,473 | 2,443,336 | (1,305,916) | 5,126,893 |
| DD | 11 | 398 | 317,530 | 266,325 | (97,184) | 486,671 |
| DE | 14 | 579 | 624,824 | 130,915 | (98,006) | 657,734 |
| EC | 17 | 681 | 477,589 | 97,040 | (121,145) | 453,484 |
| ED | 20 | 808 | 645,656 | 186,384 | (135,914) | 696,126 |
| FA | - | - | - | - | - | - |
| FB | 54 | 2,137 | 1,465,565 | 193,025 | (421,428) | 1,237,162 |
| FC | 20 | 778 | 631,603 | 116,022 | (149,186) | 598,439 |
| FD | - | - | - | - | - | - |
| HB | 401 | 14,368 | 8,577,402 | 883,051 | (3,379,724) | 6,080,729 |
| PA | 13 | 542 | 359,429 | 31,391 | (93,488) | 297,332 |
| PB | 42 | 1,619 | 1,110,612 | 154,667 | (334,361) | 930,917 |
| PC | 20 | 763 | 619,093 | 114,056 | (158,040) | 575,109 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 22 | - | - | - | - |
| XM2 | 4 | 149 | - | - | - | - |
| XM3 | 3 | 101 | - | - | - | - |
| XM4 | 6 | 216 | - | - | - | - |
| XM5 | 12 | 454 | - | - | - | - |
| XM6 | 12 | 452 | - | - | - | - |
| X01 | 6 | 229 | - | - | - | - |
| X02 | 4 | 143 | - | - | - | - |
| X03 | 2 | 84 | - | - | - | - |
| X04 | 5 | 168 | - | - | - | - |
| X05 | 4 | 151 | - | - | - | - |
| XP1 | 2 | 77 | - | - | - | - |
| XP2 | 2 | 64 | - | - | - | - |
| XP3 | 0 | 14 | - | - | - | - |
| XP4 | - | - | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 1,765 | 65,020 | 49,466,566 | 8,350,559 | (9,880,598) | 47,936,527 |

updated Baltimore baseline condition 2000 XPAX XMIL XOTH

Base Condition

with project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prob

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 79 | 2,697 | 1,611,723 | 159,996 | - | 1,771,715 |
| A2 | 2,441 | 84,126 | 91,946,626 | 11,702,273 | - | 103,648,895 |
| A3 | - | - | - | - | - | - |
| A4 | 870 | 29,657 | 48,078,722 | 7,105,905 | - | 55,184,624 |
| AA | 1,697 | 64,524 | 42,843,354 | 4,971,525 | (13,563,045) | 34,251,836 |
| AB | 929 | 34,590 | 15,668,186 | 2,782,914 | (7,544,920) | 10,906,177 |
| AE | 1,085 | 36,745 | 55,667,371 | 3,109,273 | - | 58,776,643 |
| AF | 317 | 12,141 | 7,249,388 | 732,639 | - | 7,982,026 |
| DA | 833 | 31,023 | 15,946,053 | 2,185,127 | (6,766,383) | 11,364,798 |
| DB | 1,282 | 48,963 | 27,418,665 | 5,656,725 | (10,261,652) | 22,813,735 |
| DC | 1,653 | 58,932 | 41,370,717 | 25,534,703 | (13,778,005) | 53,127,414 |
| DD | 118 | 4,113 | 3,286,370 | 2,836,274 | (995,932) | 5,126,714 |
| DE | 156 | 6,307 | 6,811,168 | 1,440,241 | (1,123,345) | 7,128,061 |
| EC | 166 | 6,477 | 4,545,784 | 946,501 | (1,255,307) | 4,236,981 |
| ED | 201 | 7,931 | 6,335,390 | 1,727,681 | (1,490,863) | 6,572,204 |
| FA | - | - | - | - | - | - |
| FB | 568 | 21,875 | 15,006,008 | 2,202,486 | (4,558,647) | 12,649,847 |
| FC | 208 | 8,267 | 6,714,015 | 1,148,392 | (1,583,993) | 6,278,416 |
| FD | - | - | - | - | - | - |
| HB | 4,140 | 146,671 | 87,562,623 | 9,142,478 | (35,278,925) | 61,426,175 |
| PA | 123 | 4,974 | 3,298,427 | 316,572 | (927,243) | 2,687,764 |
| PB | 431 | 16,311 | 11,189,273 | 1,705,786 | (3,493,599) | 9,401,464 |
| PC | 218 | 8,295 | 6,734,028 | 1,234,148 | (1,751,539) | 6,216,641 |
| PD | - | - | - | - | - | - |
| XM1 | 5 | 180 | - | - | - | - |
| XM2 | 39 | 1,431 | - | - | - | - |
| XM3 | 29 | 1,039 | - | - | - | - |
| XM4 | 56 | 2,075 | - | - | - | - |
| XM5 | 121 | 4,410 | - | - | - | - |
| XM6 | 119 | 4,336 | - | - | - | - |
| X01 | 75 | 2,719 | - | - | - | - |
| X02 | 41 | 1,483 | - | - | - | - |
| X03 | 25 | 900 | - | - | - | - |
| X04 | 47 | 1,692 | - | - | - | - |
| X05 | 46 | 1,615 | - | - | - | - |

| | | | | | | |
|-------|--------|---------|-------------|------------|---------------|-------------|
| XP1 | 22 | 748 | - | - | - | - |
| XP2 | 17 | 578 | - | - | - | - |
| XP3 | 5 | 170 | - | - | - | - |
| XP4 | - | - | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 18,162 | 657,995 | 499,283,891 | 86,641,639 | (104,373,398) | 481,552,130 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | FIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 3 | 108 | 64,469 | 6,400 | - | 70,869 |
| A2 | 98 | 3,365 | 3,677,865 | 468,091 | - | 4,145,956 |
| A3 | - | - | - | - | - | - |
| A4 | 35 | 1,186 | 1,923,149 | 284,236 | - | 2,207,385 |
| AA | 68 | 2,581 | 1,713,734 | 198,861 | (542,522) | 1,370,073 |
| AB | 37 | 1,384 | 626,727 | 111,317 | (301,797) | 436,247 |
| AE | 43 | 1,470 | 2,226,695 | 124,371 | - | 2,351,066 |
| AF | 13 | 486 | 289,976 | 29,306 | - | 319,281 |
| DA | 33 | 1,241 | 637,842 | 87,405 | (270,655) | 454,592 |
| DB | 51 | 1,959 | 1,096,747 | 226,269 | (410,466) | 912,549 |
| DC | 66 | 2,357 | 1,654,829 | 1,021,388 | (551,120) | 2,125,097 |
| DD | 5 | 165 | 131,455 | 113,451 | (39,837) | 205,069 |
| DE | 6 | 252 | 272,447 | 57,610 | (44,934) | 285,122 |
| EC | 7 | 259 | 181,831 | 37,860 | (50,212) | 169,479 |
| ED | 8 | 317 | 253,416 | 69,107 | (59,635) | 262,888 |
| FA | - | - | - | - | - | - |
| FB | 23 | 875 | 600,240 | 88,099 | (182,346) | 505,994 |
| FC | 8 | 331 | 268,561 | 45,936 | (63,360) | 251,137 |
| FD | - | - | - | - | - | - |
| HB | 166 | 5,867 | 3,502,505 | 365,699 | (1,411,157) | 2,457,047 |
| PA | 5 | 199 | 131,937 | 12,663 | (37,090) | 107,511 |
| PB | 17 | 652 | 447,571 | 68,231 | (139,744) | 376,059 |
| PC | 9 | 332 | 269,361 | 49,366 | (70,062) | 248,666 |
| PD | - | - | - | - | - | - |
| XM1 | 0 | 7 | - | - | - | - |
| XM2 | 2 | 57 | - | - | - | - |
| XM3 | 1 | 42 | - | - | - | - |
| XM4 | 2 | 83 | - | - | - | - |
| XM5 | 5 | 176 | - | - | - | - |
| XM6 | 5 | 173 | - | - | - | - |
| X01 | 3 | 109 | - | - | - | - |
| X02 | 2 | 59 | - | - | - | - |
| X03 | 1 | 36 | - | - | - | - |
| X04 | 2 | 68 | - | - | - | - |
| X05 | 2 | 65 | - | - | - | - |
| XP1 | 1 | 30 | - | - | - | - |
| XP2 | 1 | 23 | - | - | - | - |
| XP3 | 0 | 7 | - | - | - | - |
| XP4 | - | - | - | - | - | - |

| | | | | | | |
|-------|-----|--------|------------|-----------|-------------|------------|
| TOW | | | | | | |
| TOTAL | 726 | 26,320 | 19,971,356 | 8,455,866 | (4,174,936) | 19,262,085 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 8 | 263 | 156,874 | 15,573 | - | 172,447 |
| A2 | 238 | 8,188 | 8,949,472 | 1,139,021 | - | 10,088,492 |
| A3 | - | - | - | - | - | - |
| A4 | 85 | 2,887 | 4,679,662 | 691,641 | - | 5,371,303 |
| AA | 165 | 6,280 | 4,170,086 | 483,895 | (1,320,136) | 3,333,845 |
| AB | 90 | 3,367 | 1,525,037 | 270,870 | (734,372) | 1,061,535 |
| AE | 106 | 3,577 | 5,418,291 | 302,636 | - | 5,720,927 |
| AF | 31 | 1,182 | 705,607 | 71,310 | - | 776,917 |
| DA | 81 | 3,020 | 1,552,082 | 212,686 | (658,595) | 1,106,174 |
| DB | 125 | 4,766 | 2,668,750 | 550,588 | (998,801) | 2,220,537 |
| DC | 161 | 5,736 | 4,026,750 | 2,485,378 | (1,341,059) | 5,171,068 |
| DD | 11 | 400 | 319,873 | 276,064 | (96,937) | 499,000 |
| DE | 15 | 614 | 662,954 | 140,183 | (109,339) | 693,798 |
| EC | 16 | 630 | 442,456 | 92,126 | (122,183) | 412,399 |
| ED | 20 | 772 | 616,645 | 168,161 | (145,111) | 639,695 |
| FA | - | - | - | - | - | - |
| FB | 55 | 2,129 | 1,460,585 | 214,375 | (443,708) | 1,231,252 |
| FC | 20 | 805 | 653,497 | 111,777 | (154,175) | 611,099 |
| FD | - | - | - | - | - | - |
| HB | 403 | 14,276 | 8,522,762 | 889,868 | (3,433,815) | 5,978,814 |
| PA | 12 | 484 | 321,047 | 30,813 | (90,252) | 261,609 |
| PB | 42 | 1,588 | 1,089,089 | 166,030 | (340,044) | 915,076 |
| PC | 21 | 807 | 655,445 | 120,124 | (170,483) | 605,086 |
| PD | - | - | - | - | - | - |
| XM1 | 0 | 18 | - | - | - | - |
| XM2 | 4 | 139 | - | - | - | - |
| XM3 | 3 | 101 | - | - | - | - |
| XM4 | 5 | 202 | - | - | - | - |
| XM5 | 12 | 429 | - | - | - | - |
| XM6 | 12 | 422 | - | - | - | - |
| X01 | 7 | 265 | - | - | - | - |
| X02 | 4 | 144 | - | - | - | - |
| X03 | 2 | 88 | - | - | - | - |
| X04 | 5 | 165 | - | - | - | - |
| X05 | 4 | 157 | - | - | - | - |
| XP1 | 2 | 73 | - | - | - | - |
| XP2 | 2 | 56 | - | - | - | - |
| XP3 | 0 | 17 | - | - | - | - |
| XP4 | - | - | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 1,768 | 64,045 | 48,596,965 | 8,433,120 | (10,159,011) | 46,871,074 |

updated Baltimore baseline condition 2000 XPAX XMIL XOTF

40% (2010)

w/o project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prob

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 103 | 3,598 | 2,147,175 | 209,636 | - | 2,356,810 |
| A2 | 3,294 | 116,036 | 126,827,142 | 15,601,639 | - | 142,428,780 |
| A3 | - | - | - | - | - | - |
| A4 | 1,186 | 41,636 | 67,496,696 | 9,450,789 | - | 76,947,482 |
| AA | 2,268 | 94,456 | 62,718,619 | 6,316,820 | (15,702,908) | 53,332,529 |
| AB | 1,237 | 51,596 | 23,371,183 | 3,534,114 | (8,362,230) | 18,543,068 |
| AE | 1,463 | 50,559 | 76,593,345 | 4,181,288 | - | 80,774,627 |
| AF | 457 | 20,985 | 12,527,953 | 1,051,071 | - | 13,579,023 |
| DA | 1,124 | 43,029 | 22,118,316 | 2,846,049 | (8,850,455) | 16,113,915 |
| DB | 1,681 | 72,115 | 40,383,319 | 6,742,754 | (10,879,324) | 36,246,747 |
| DC | 2,210 | 82,335 | 57,798,021 | 33,833,958 | (17,418,575) | 74,213,399 |
| DD | 159 | 5,604 | 4,477,891 | 3,700,545 | (1,321,549) | 6,856,882 |
| DE | 197 | 8,938 | 9,651,692 | 1,850,086 | (1,149,304) | 10,352,473 |
| EC | 218 | 9,500 | 6,668,881 | 1,253,324 | (1,357,671) | 6,564,531 |
| ED | 264 | 11,785 | 9,414,687 | 2,377,858 | (1,576,347) | 10,216,195 |
| FA | - | - | - | - | - | - |
| FB | 729 | 29,223 | 20,045,634 | 2,769,140 | (5,493,414) | 17,321,366 |
| FC | 275 | 11,638 | 9,449,161 | 1,458,350 | (1,913,070) | 8,994,438 |
| FD | - | - | - | - | - | - |
| HB | 5,538 | 199,859 | 119,315,556 | 11,862,240 | (46,390,511) | 84,787,290 |
| PA | 178 | 7,392 | 4,900,235 | 432,156 | (1,278,345) | 4,054,050 |
| PB | 615 | 24,451 | 16,771,323 | 2,176,892 | (4,578,018) | 14,370,202 |
| PC | 288 | 11,324 | 9,194,787 | 1,570,602 | (2,211,398) | 8,553,993 |
| PD | - | - | - | - | - | - |
| XM1 | 10 | 360 | - | - | - | - |
| XM2 | 58 | 2,211 | - | - | - | - |
| XM3 | 39 | 1,386 | - | - | - | - |
| XM4 | 86 | 3,250 | - | - | - | - |
| XM5 | 163 | 6,380 | - | - | - | - |
| XM6 | 159 | 6,335 | - | - | - | - |
| X01 | 95 | 3,481 | - | - | - | - |
| X02 | 61 | 2,230 | - | - | - | - |
| X03 | 32 | 1,152 | - | - | - | - |
| X04 | 66 | 2,376 | - | - | - | - |
| X05 | 66 | 2,370 | - | - | - | - |

| | | | | | | |
|-------|--------|---------|-------------|-------------|---------------|-------------|
| XP1 | 32 | 1,110 | - | - | - | - |
| XP2 | 24 | 834 | - | - | - | - |
| XP3 | 6 | 209 | - | - | - | - |
| XP4 | 1 | 35 | - | - | - | - |
| TOW | | | | | | |
| TOTAL | 24,382 | 929,778 | 701,871,616 | 113,219,311 | (128,483,119) | 686,607,800 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 4 | 150 | 89,466 | 8,735 | - | 98,200 |
| A2 | 137 | 4,835 | 5,284,464 | 650,068 | - | 5,934,533 |
| A3 | - | - | - | - | - | - |
| A4 | 49 | 1,735 | 2,812,362 | 393,783 | - | 3,206,145 |
| AA | 95 | 3,936 | 2,613,276 | 263,201 | (654,288) | 2,222,189 |
| AB | 52 | 2,150 | 973,799 | 147,255 | (348,426) | 772,628 |
| AE | 61 | 2,107 | 3,191,389 | 174,220 | - | 3,365,609 |
| AF | 19 | 874 | 521,998 | 43,795 | - | 565,793 |
| DA | 47 | 1,793 | 921,597 | 118,585 | (368,769) | 671,413 |
| DB | 70 | 3,005 | 1,682,638 | 280,948 | (453,305) | 1,510,281 |
| DC | 92 | 3,431 | 2,408,251 | 1,409,748 | (725,774) | 3,092,225 |
| DD | 7 | 234 | 186,579 | 154,189 | (55,065) | 285,703 |
| DE | 8 | 372 | 402,154 | 77,087 | (47,888) | 431,353 |
| EC | 9 | 396 | 277,870 | 52,222 | (56,570) | 273,522 |
| ED | 11 | 491 | 392,279 | 99,077 | (65,681) | 425,675 |
| FA | - | - | - | - | - | - |
| FB | 30 | 1,218 | 835,235 | 115,381 | (228,892) | 721,724 |
| FC | 11 | 485 | 393,715 | 60,765 | (79,711) | 374,768 |
| FD | - | - | - | - | - | - |
| HB | 231 | 8,327 | 4,971,482 | 494,260 | (1,932,938) | 3,532,804 |
| PA | 7 | 308 | 204,176 | 18,007 | (53,264) | 168,919 |
| PB | 26 | 1,019 | 698,805 | 90,704 | (190,751) | 598,758 |
| PC | 12 | 472 | 383,116 | 65,442 | (92,142) | 356,416 |
| PD | - | - | - | - | - | - |
| XM1 | 0 | 15 | - | - | - | - |
| XM2 | 2 | 92 | - | - | - | - |
| XM3 | 2 | 58 | - | - | - | - |
| XM4 | 4 | 135 | - | - | - | - |
| XM5 | 7 | 266 | - | - | - | - |
| XM6 | 7 | 264 | - | - | - | - |
| X01 | 4 | 145 | - | - | - | - |
| X02 | 3 | 93 | - | - | - | - |
| X03 | 1 | 48 | - | - | - | - |
| X04 | 3 | 99 | - | - | - | - |
| X05 | 3 | 99 | - | - | - | - |
| XP1 | 1 | 46 | - | - | - | - |
| XP2 | 1 | 35 | - | - | - | - |
| XP3 | 0 | 9 | - | - | - | - |
| XP4 | 0 | 1 | - | - | - | - |

| | | | | | | |
|-------|-------|--------|------------|-----------|-------------|------------|
| TOW | | | | | | |
| TOTAL | 1,016 | 38,741 | 29,244,651 | 1,717,471 | (5,353,463) | 28,608,658 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 10 | 365 | 217,700 | 21,255 | - | 238,954 |
| A2 | 334 | 11,765 | 12,858,863 | 1,581,833 | - | 14,440,696 |
| A3 | - | - | - | - | - | - |
| A4 | 120 | 4,221 | 6,843,415 | 958,205 | - | 7,801,620 |
| AA | 230 | 9,577 | 6,358,971 | 640,455 | (1,592,100) | 5,407,326 |
| AB | 125 | 5,231 | 2,369,578 | 358,320 | (847,837) | 1,880,061 |
| AE | 148 | 5,126 | 7,765,714 | 423,936 | - | 8,189,650 |
| AF | 46 | 2,128 | 1,270,195 | 106,567 | - | 1,376,762 |
| DA | 114 | 4,363 | 2,242,551 | 288,558 | (897,338) | 1,633,772 |
| DB | 170 | 7,312 | 4,094,420 | 683,640 | (1,103,043) | 3,675,017 |
| DC | 224 | 8,348 | 5,860,077 | 3,430,387 | (1,766,050) | 7,524,414 |
| DD | 16 | 568 | 454,008 | 375,194 | (133,990) | 695,212 |
| DE | 20 | 906 | 978,574 | 187,578 | (116,527) | 1,049,626 |
| DE | 20 | 906 | 978,574 | 187,578 | (116,527) | 1,049,626 |
| DE | 20 | 906 | 978,574 | 187,578 | (116,527) | 1,049,626 |
| EC | 22 | 963 | 676,150 | 127,073 | (137,653) | 665,571 |
| ED | 27 | 1,195 | 954,545 | 241,088 | (159,824) | 1,035,809 |
| ED | 27 | 1,195 | 954,545 | 241,088 | (159,824) | 1,035,809 |
| FA | - | - | - | - | - | - |
| FB | 74 | 2,963 | 2,032,405 | 280,760 | (556,971) | 1,756,194 |
| FB | 74 | 2,963 | 2,032,405 | 280,760 | (556,971) | 1,756,194 |
| FB | 74 | 2,963 | 2,032,405 | 280,760 | (556,971) | 1,756,194 |
| FC | 28 | 1,180 | 958,040 | 147,860 | (193,964) | 911,936 |
| FC | 28 | 1,180 | 958,040 | 147,860 | (193,964) | 911,936 |
| FC | 28 | 1,180 | 958,040 | 147,860 | (193,964) | 911,936 |
| FD | - | - | - | - | - | - |
| HB | 561 | 20,263 | 12,097,272 | 1,202,699 | (4,703,482) | 8,596,489 |
| HB | 561 | 20,263 | 12,097,272 | 1,202,699 | (4,703,482) | 8,596,489 |
| HB | 561 | 20,263 | 12,097,272 | 1,202,699 | (4,703,482) | 8,596,489 |
| PA | 18 | 749 | 496,829 | 43,816 | (129,610) | 411,036 |
| PA | 18 | 749 | 496,829 | 43,816 | (129,610) | 411,036 |
| PA | 18 | 749 | 496,829 | 43,816 | (129,610) | 411,036 |
| PB | 62 | 2,479 | 1,700,426 | 220,713 | (464,160) | 1,456,979 |
| PB | 62 | 2,479 | 1,700,426 | 220,713 | (464,160) | 1,456,979 |
| PB | 62 | 2,479 | 1,700,426 | 220,713 | (464,160) | 1,456,979 |
| PC | 29 | 1,148 | 932,249 | 159,242 | (224,211) | 867,280 |
| PC | 29 | 1,148 | 932,249 | 159,242 | (224,211) | 867,280 |
| PC | 29 | 1,148 | 932,249 | 159,242 | (224,211) | 867,280 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 37 | - | - | - | - |
| XM2 | 6 | 224 | - | - | - | - |
| XM3 | 4 | 141 | - | - | - | - |
| XM4 | 9 | 330 | - | - | - | - |
| XM5 | 17 | 647 | - | - | - | - |
| XM6 | 16 | 642 | - | - | - | - |
| X01 | 10 | 353 | - | - | - | - |
| X02 | 6 | 226 | - | - | - | - |
| X03 | 3 | 117 | - | - | - | - |
| X04 | 7 | 241 | - | - | - | - |
| X05 | 7 | 240 | - | - | - | - |
| XP1 | 3 | 113 | - | - | - | - |
| XP2 | 2 | 85 | - | - | - | - |
| XP3 | 1 | 21 | - | - | - | - |
| XP4 | 0 | 4 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 2,472 | 94,269 | 71,161,983 | 11,479,180 | (13,026,761) | 69,614,402 |

updated Baltimore baseiine condition 2000 XPAX XMIL XCTH

40% (2010)

with project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prjb

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 104 | 3,551 | 2,121,951 | 191,910 | - | 2,313,861 |
| A2 | 3,367 | 116,140 | 126,942,437 | 15,740,569 | - | 142,683,014 |
| A3 | - | - | - | - | - | - |
| A4 | 1,215 | 41,564 | 67,371,290 | 9,676,674 | - | 77,047,965 |
| AA | 2,381 | 96,157 | 63,847,147 | 6,631,029 | (17,351,204) | 53,126,973 |
| AB | 1,273 | 51,751 | 23,443,631 | 3,683,849 | (9,044,010) | 18,083,472 |
| AE | 1,526 | 51,694 | 78,317,102 | 4,405,696 | - | 82,722,799 |
| AF | 462 | 20,371 | 12,160,184 | 1,028,540 | - | 13,188,726 |
| DA | 1,156 | 44,229 | 22,733,837 | 2,934,759 | (9,075,271) | 16,593,325 |
| DB | 1,763 | 71,807 | 40,212,403 | 7,444,291 | (12,860,609) | 34,796,085 |
| DC | 2,322 | 85,805 | 60,234,677 | 35,263,067 | (18,459,274) | 77,038,467 |
| DD | 160 | 5,590 | 4,465,979 | 3,661,829 | (1,342,842) | 6,784,966 |
| DE | 215 | 9,283 | 10,023,758 | 2,116,401 | (1,374,091) | 10,766,072 |
| EC | 223 | 9,247 | 6,491,261 | 1,277,081 | (1,518,234) | 6,250,109 |
| ED | 286 | 12,093 | 9,664,350 | 2,655,282 | (1,876,907) | 10,442,719 |
| FA | - | - | - | - | - | - |
| FB | 777 | 30,436 | 20,878,869 | 3,106,834 | (6,116,333) | 17,869,371 |
| FC | 300 | 12,766 | 10,364,904 | 1,602,613 | (2,064,580) | 9,902,933 |
| FD | - | - | - | - | - | - |
| HB | 5,815 | 207,198 | 123,697,081 | 12,266,458 | (49,275,168) | 86,688,380 |
| PA | 179 | 7,179 | 4,757,989 | 432,237 | (1,359,985) | 3,830,242 |
| PB | 627 | 24,249 | 16,635,930 | 2,290,159 | (4,917,062) | 14,009,029 |
| PC | 315 | 12,303 | 9,991,372 | 1,795,604 | (2,444,581) | 9,342,398 |
| PD | - | - | - | - | - | - |
| XM1 | 8 | 288 | - | - | - | - |
| XM2 | 58 | 2,206 | - | - | - | - |
| XM3 | 40 | 1,427 | - | - | - | - |
| XM4 | 88 | 3,255 | - | - | - | - |
| XM5 | 165 | 6,185 | - | - | - | - |
| XM6 | 159 | 6,246 | - | - | - | - |
| X01 | 110 | 4,011 | - | - | - | - |
| X02 | 62 | 2,258 | - | - | - | - |
| X03 | 34 | 1,224 | - | - | - | - |
| X04 | 68 | 2,448 | - | - | - | - |
| X05 | 71 | 2,506 | - | - | - | - |

| | | | | | | |
|-------|--------|---------|-------------|-------------|---------------|-------------|
| XP1 | 33 | 1,121 | - | - | - | - |
| XP2 | 22 | 748 | - | - | - | - |
| XP3 | 7 | 238 | - | - | - | - |
| | - | - | - | - | - | - |
| XP4 | 1 | 34 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 25,392 | 947,608 | 714,356,152 | 118,204,882 | (139,080,151) | 693,480,906 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 4 | 142 | 84,878 | 7,676 | - | 92,554 |
| A2 | 135 | 4,646 | 5,077,697 | 629,623 | - | 5,707,321 |
| A3 | - | - | - | - | - | - |
| A4 | 49 | 1,663 | 2,694,852 | 387,067 | - | 3,081,919 |
| AA | 95 | 3,846 | 2,553,886 | 265,241 | (694,048) | 2,125,079 |
| AB | 51 | 2,070 | 937,745 | 147,354 | (361,760) | 723,339 |
| AE | 61 | 2,068 | 3,132,684 | 176,228 | - | 3,308,912 |
| AF | 18 | 815 | 486,407 | 41,142 | - | 527,549 |
| DA | 46 | 1,769 | 909,353 | 117,390 | (363,011) | 663,733 |
| DB | 71 | 2,872 | 1,608,496 | 297,772 | (514,424) | 1,391,843 |
| DC | 93 | 3,432 | 2,409,387 | 1,410,523 | (738,371) | 3,081,539 |
| DD | 6 | 224 | 178,639 | 146,473 | (53,714) | 271,399 |
| DE | 9 | 371 | 400,950 | 84,656 | (54,964) | 430,643 |
| EC | 9 | 370 | 259,650 | 51,083 | (60,729) | 250,004 |
| ED | 11 | 484 | 386,574 | 106,211 | (75,076) | 417,709 |
| FA | - | - | - | - | - | - |
| FB | 31 | 1,217 | 835,155 | 124,273 | (244,653) | 714,775 |
| FC | 12 | 511 | 414,596 | 64,105 | (82,583) | 396,117 |
| FD | - | - | - | - | - | - |
| HB | 233 | 8,288 | 4,947,883 | 490,658 | (1,971,007) | 3,467,535 |
| PA | 7 | 287 | 190,320 | 17,289 | (54,399) | 153,210 |
| PB | 25 | 970 | 665,437 | 91,606 | (196,682) | 560,361 |
| PC | 13 | 492 | 399,655 | 71,824 | (97,783) | 373,696 |
| PD | - | - | - | - | - | - |
| XM1 | 0 | 12 | - | - | - | - |
| XM2 | 2 | 88 | - | - | - | - |
| XM3 | 2 | 57 | - | - | - | - |
| XM4 | 4 | 130 | - | - | - | - |
| XM5 | 7 | 247 | - | - | - | - |
| XM6 | 6 | 250 | - | - | - | - |
| X01 | 4 | 160 | - | - | - | - |
| X02 | 2 | 90 | - | - | - | - |
| X03 | 1 | 49 | - | - | - | - |
| X04 | 3 | 98 | - | - | - | - |
| X05 | 3 | 100 | - | - | - | - |
| XP1 | 1 | 45 | - | - | - | - |
| XP2 | 1 | 30 | - | - | - | - |
| XP3 | 0 | 10 | - | - | - | - |
| | - | - | - | - | - | - |
| XP4 | 0 | 1 | - | - | - | - |

| | | | | | | |
|-------|-------|--------|------------|-----------|-------------|------------|
| TOW | | | | | | |
| TOTAL | 1,016 | 37,904 | 28,574,246 | 4,723,195 | (5,563,206) | 27,739,236 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 10 | 346 | 206,537 | 18,679 | - | 225,216 |
| A2 | 328 | 11,304 | 12,355,731 | 1,532,082 | - | 13,887,813 |
| A3 | - | - | - | - | - | - |
| A4 | 118 | 4,046 | 6,557,472 | 941,863 | - | 7,499,335 |
| AA | 232 | 9,359 | 6,214,456 | 645,420 | (1,688,851) | 5,171,025 |
| AB | 124 | 5,037 | 2,281,847 | 358,561 | (880,284) | 1,760,125 |
| AE | 149 | 5,032 | 7,622,865 | 428,821 | - | 8,051,686 |
| AF | 45 | 1,983 | 1,183,591 | 100,111 | - | 1,283,703 |
| DA | 113 | 4,305 | 2,212,760 | 285,650 | (883,326) | 1,615,084 |
| DB | 172 | 6,989 | 3,914,007 | 724,578 | (1,251,766) | 3,386,819 |
| DC | 226 | 8,352 | 5,862,842 | 3,432,272 | (1,796,703) | 7,498,411 |
| DD | 16 | 544 | 434,689 | 356,418 | (130,703) | 660,403 |
| DE | 21 | 904 | 975,646 | 205,996 | (133,745) | 1,047,898 |
| EC | 22 | 900 | 631,816 | 124,303 | (147,775) | 608,344 |
| ED | 28 | 1,177 | 940,663 | 258,447 | (182,686) | 1,016,425 |
| FA | - | - | - | - | - | - |
| FB | 76 | 2,962 | 2,032,210 | 302,399 | (595,323) | 1,739,285 |
| FC | 29 | 1,243 | 1,008,851 | 155,988 | (200,952) | 963,885 |
| FD | - | - | - | - | - | - |
| HB | 566 | 20,167 | 12,039,849 | 1,193,935 | (4,796,116) | 8,437,669 |
| PA | 17 | 699 | 463,111 | 42,071 | (132,372) | 372,810 |
| PB | 61 | 2,360 | 1,619,231 | 222,909 | (478,594) | 1,363,545 |
| PC | 31 | 1,197 | 972,494 | 174,772 | (237,939) | 909,327 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 28 | - | - | - | - |
| XM2 | 6 | 215 | - | - | - | - |
| XM3 | 4 | 139 | - | - | - | - |
| XM4 | 9 | 317 | - | - | - | - |
| XM5 | 16 | 602 | - | - | - | - |
| XM6 | 15 | 608 | - | - | - | - |
| X01 | 11 | 390 | - | - | - | - |
| X02 | 6 | 220 | - | - | - | - |
| X03 | 3 | 119 | - | - | - | - |
| X04 | 7 | 238 | - | - | - | - |
| X05 | 7 | 244 | - | - | - | - |
| XP1 | 3 | 109 | - | - | - | - |
| XP2 | 2 | 73 | - | - | - | - |
| XP3 | 1 | 23 | - | - | - | - |
| XP4 | 0 | 3 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 2,471 | 92,234 | 69,530,665 | 11,505,275 | (13,537,135) | 67,498,808 |

updated Baltimore baseline condition 2000 XPAX XMIL XOTH

30% (2020)

w/o project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prjb

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| | | | | | | 3,029,426 |
| A1 | 133 | 4,649 | 2,773,971 | 255,457 | - | 182,820,229 |
| A2 | 4,220 | 149,254 | 163,134,549 | 19,685,677 | - | - |
| A3 | - | - | - | - | - | 100,177,836 |
| A4 | 1,523 | 53,892 | 87,357,598 | 12,820,240 | - | 102,966,618 |
| AA | 2,891 | 154,008 | 102,258,815 | 8,165,659 | (7,457,854) | 39,872,414 |
| AB | 1,569 | 84,992 | 38,500,423 | 4,530,314 | (3,158,316) | 104,594,769 |
| AE | 1,878 | 65,356 | 99,010,566 | 5,584,198 | - | 24,919,681 |
| AF | 565 | 39,555 | 23,613,999 | 1,305,684 | - | 27,290,245 |
| DA | 1,446 | 62,787 | 32,271,563 | 3,805,260 | (8,786,582) | 66,620,682 |
| DB | 2,095 | 112,306 | 62,891,138 | 8,725,952 | (4,996,407) | 106,839,891 |
| DC | 2,833 | 115,678 | 81,207,038 | 44,246,986 | (18,614,130) | 8,673,520 |
| DD | 199 | 7,059 | 5,640,285 | 4,672,827 | (1,639,591) | 14,490,840 |
| DE | 249 | 12,218 | 13,194,476 | 2,475,630 | (1,179,272) | 9,981,846 |
| EC | 282 | 13,831 | 9,708,496 | 1,556,329 | (1,282,982) | 15,207,113 |
| ED | 329 | 17,024 | 13,602,097 | 2,818,367 | (1,213,355) | - |
| FA | - | - | - | - | - | 25,049,945 |
| FB | 1,007 | 41,749 | 28,638,988 | 3,629,080 | (7,218,123) | 12,493,481 |
| FC | 356 | 15,631 | 12,692,577 | 2,091,716 | (2,290,806) | - |
| FD | - | - | - | - | - | 111,779,903 |
| HB | 7,103 | 259,846 | 155,128,823 | 15,196,918 | (58,545,846) | 5,158,700 |
| PA | 227 | 9,456 | 6,269,370 | 519,273 | (1,629,941) | 19,599,275 |
| PB | 761 | 31,896 | 21,880,993 | 2,843,417 | (5,125,128) | 11,840,631 |
| PC | 379 | 15,309 | 12,431,166 | 2,207,170 | (2,797,709) | - |
| PD | - | - | - | - | - | - |
| XM1 | 12 | 432 | - | - | - | - |
| XM2 | 75 | 2,900 | - | - | - | - |
| XM3 | 51 | 1,815 | - | - | - | - |
| XM4 | 113 | 4,235 | - | - | - | - |
| XM5 | 221 | 9,626 | - | - | - | - |
| XM6 | 202 | 9,957 | - | - | - | - |
| X01 | 134 | 5,012 | - | - | - | - |
| X02 | 86 | 3,218 | - | - | - | - |
| X03 | 40 | 1,443 | - | - | - | - |
| X04 | 80 | 2,880 | - | - | - | - |
| X05 | 78 | 2,876 | - | - | - | - |

| | | | | | | |
|-------|--------|-----------|-------------|-------------|---------------|-------------|
| XP1 | 34 | 1,179 | - | - | - | - |
| XP2 | 31 | 1,077 | - | - | - | - |
| XP3 | 6 | 209 | - | - | - | - |
| XP4 | 2 | 70 | - | - | - | - |
| TOW | | | - | - | - | - |
| TOTAL | 31,210 | 1,313,425 | 972,206,931 | 147,136,154 | (125,936,042) | 993,407,045 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 6 | 194 | 115,582 | 10,644 | - | 126,226 |
| A2 | 176 | 6,219 | 6,797,273 | 820,237 | - | 7,617,510 |
| A3 | - | - | - | - | - | - |
| A4 | 63 | 2,246 | 3,639,900 | 534,177 | - | 4,174,077 |
| AA | 120 | 6,417 | 4,260,784 | 340,236 | (310,744) | 4,290,276 |
| AB | 65 | 3,541 | 1,604,184 | 188,763 | (131,597) | 1,661,351 |
| AE | 78 | 2,723 | 4,125,440 | 232,675 | - | 4,358,115 |
| AF | 24 | 1,648 | 983,917 | 54,404 | - | 1,038,320 |
| DA | 60 | 2,616 | 1,344,648 | 158,553 | (366,108) | 1,137,094 |
| DB | 87 | 4,679 | 2,620,464 | 363,581 | (208,184) | 2,775,862 |
| DC | 118 | 4,820 | 3,383,627 | 1,843,624 | (775,589) | 4,451,662 |
| DD | 8 | 294 | 235,012 | 194,701 | (68,316) | 361,397 |
| DE | 10 | 509 | 549,770 | 103,151 | (49,136) | 603,785 |
| EC | 12 | 576 | 404,521 | 64,847 | (53,458) | 415,910 |
| ED | 14 | 709 | 566,754 | 117,432 | (50,556) | 633,630 |
| FA | - | - | - | - | - | - |
| FB | 42 | 1,740 | 1,193,291 | 151,212 | (300,755) | 1,043,748 |
| FC | 15 | 651 | 528,857 | 87,155 | (95,450) | 520,562 |
| FD | - | - | - | - | - | - |
| HB | 296 | 10,827 | 6,463,701 | 633,205 | (2,439,410) | 4,657,496 |
| PA | 9 | 394 | 261,224 | 21,636 | (67,914) | 214,946 |
| PB | 32 | 1,329 | 911,708 | 118,476 | (213,547) | 816,636 |
| PC | 16 | 638 | 517,965 | 91,965 | (116,571) | 493,360 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 18 | - | - | - | - |
| XM2 | 3 | 121 | - | - | - | - |
| XM3 | 2 | 76 | - | - | - | - |
| XM4 | 5 | 176 | - | - | - | - |
| XM5 | 9 | 401 | - | - | - | - |
| XM6 | 8 | 415 | - | - | - | - |
| X01 | 6 | 209 | - | - | - | - |
| X02 | 4 | 134 | - | - | - | - |
| X03 | 2 | 60 | - | - | - | - |
| X04 | 3 | 120 | - | - | - | - |
| X05 | 3 | 120 | - | - | - | - |
| XP1 | 1 | 49 | - | - | - | - |
| XP2 | 1 | 45 | - | - | - | - |
| XP3 | 0 | 9 | - | - | - | - |
| XP4 | 0 | 3 | - | - | - | - |

| | | | | | | |
|-------|-------|--------|------------|-----------|-----------|------------|
| TOW | - | - | - | - | - | - |
| TOTAL | 1,300 | 54,726 | 40,508,622 | 6,100,573 | 5,247,335 | 11,391,960 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COS. (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 13 | 471 | 281,250 | 25,901 | - | 307,150 |
| A2 | 428 | 15,133 | 16,540,031 | 1,995,909 | - | 18,535,940 |
| A3 | - | - | - | - | - | - |
| A4 | 154 | 5,464 | 8,857,090 | 1,299,830 | - | 10,156,919 |
| AA | 293 | 15,615 | 10,367,908 | 827,907 | (756,144) | 10,439,671 |
| AB | 159 | 8,617 | 3,903,515 | 459,324 | (320,218) | 4,042,620 |
| AE | 190 | 6,626 | 10,038,571 | 566,176 | - | 10,604,747 |
| AF | 57 | 4,010 | 2,394,197 | 132,382 | - | 2,526,579 |
| DA | 147 | 6,366 | 3,271,978 | 385,811 | (890,862) | 2,766,928 |
| DB | 212 | 11,387 | 6,376,463 | 884,715 | (506,580) | 6,754,597 |
| DC | 287 | 11,728 | 8,233,491 | 4,486,153 | (1,887,266) | 10,832,378 |
| DD | 20 | 716 | 571,862 | 473,773 | (166,236) | 879,399 |
| DE | 25 | 1,239 | 1,337,773 | 251,001 | (119,565) | 1,469,210 |
| EC | 29 | 1,402 | 984,334 | 157,794 | (130,080) | 1,012,048 |
| ED | 33 | 1,726 | 1,379,102 | 285,751 | (123,021) | 1,541,832 |
| FA | - | - | - | - | - | - |
| FB | 102 | 4,233 | 2,903,675 | 367,948 | (731,837) | 2,539,786 |
| FC | 36 | 1,585 | 1,286,886 | 212,077 | (232,262) | 1,266,700 |
| FD | - | - | - | - | - | - |
| HB | 720 | 26,345 | 15,728,339 | 1,540,799 | (5,935,898) | 11,333,240 |
| PA | 23 | 959 | 635,644 | 52,649 | (165,258) | 523,035 |
| PB | 77 | 3,234 | 2,218,490 | 288,291 | (519,631) | 1,987,149 |
| PC | 38 | 1,552 | 1,260,382 | 223,783 | (283,657) | 1,200,508 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 44 | - | - | - | - |
| XM2 | 8 | 294 | - | - | - | - |
| XM3 | 5 | 184 | - | - | - | - |
| XM4 | 11 | 429 | - | - | - | - |
| XM5 | 22 | 976 | - | - | - | - |
| XM6 | 20 | 1,010 | - | - | - | - |
| X01 | 14 | 508 | - | - | - | - |
| X02 | 9 | 326 | - | - | - | - |
| X03 | 4 | 146 | - | - | - | - |
| X04 | 8 | 292 | - | - | - | - |
| X05 | 8 | 292 | - | - | - | - |
| XP1 | 3 | 120 | - | - | - | - |
| XP2 | 3 | 109 | - | - | - | - |
| XP3 | 1 | 21 | - | - | - | - |
| XP4 | 0 | 7 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 3,164 | 133,167 | 98,570,981 | 14,917,971 | (12,768,515) | 100,720,437 |

updated Baltimore baseline condition 2000 XPAX XMIL XCTH

80% (2020)

with project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prot

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 129 | 4,428 | 2,646,446 | 246,233 | - | 2,892,673 |
| A2 | 4,330 | 149,556 | 163,462,913 | 20,267,659 | - | 183,730,574 |
| A3 | - | - | - | - | - | - |
| A4 | 1,566 | 53,706 | 87,057,700 | 12,862,842 | - | 99,920,543 |
| AA | 3,037 | 143,549 | 95,316,085 | 8,538,034 | (14,224,076) | 89,630,045 |
| AB | 1,622 | 78,513 | 35,565,378 | 4,588,489 | (6,566,707) | 33,587,160 |
| AE | 1,968 | 67,048 | 101,575,638 | 5,746,375 | - | 107,322,012 |
| AF | 576 | 33,472 | 19,982,634 | 1,319,454 | - | 21,302,089 |
| DA | 1,498 | 60,781 | 31,241,876 | 3,916,896 | (10,537,571) | 24,621,196 |
| DB | 2,207 | 106,218 | 59,481,177 | 9,623,606 | (9,992,657) | 59,112,128 |
| DC | 2,988 | 115,381 | 80,998,718 | 46,996,816 | (22,010,795) | 105,984,738 |
| DD | 203 | 7,172 | 5,730,274 | 4,907,807 | (1,679,872) | 8,958,215 |
| DE | 266 | 12,580 | 13,588,887 | 2,609,954 | (1,372,135) | 14,826,704 |
| EC | 288 | 13,526 | 9,495,969 | 1,543,826 | (1,504,708) | 9,535,085 |
| ED | 355 | 16,827 | 13,443,462 | 3,129,511 | (1,784,599) | 14,788,378 |
| FA | - | - | - | - | - | - |
| FB | 1,060 | 42,152 | 28,916,639 | 4,063,628 | (8,206,470) | 24,773,794 |
| FC | 393 | 17,273 | 14,025,854 | 2,343,289 | (2,532,940) | 13,836,206 |
| FD | - | - | - | - | - | - |
| HB | 7,459 | 269,198 | 160,709,821 | 16,101,444 | (62,225,190) | 114,586,077 |
| PA | 233 | 9,559 | 6,336,957 | 564,803 | (1,698,269) | 5,203,490 |
| PB | 780 | 30,942 | 21,225,557 | 2,823,639 | (5,860,285) | 18,188,912 |
| PC | 408 | 16,521 | 13,415,650 | 2,380,991 | (2,998,707) | 12,797,934 |
| PD | - | - | - | - | - | - |
| XM1 | 10 | 360 | - | - | - | - |
| XM2 | 74 | 2,857 | - | - | - | - |
| XM3 | 52 | 1,839 | - | - | - | - |
| XM4 | 117 | 4,501 | - | - | - | - |
| XM5 | 220 | 9,184 | - | - | - | - |
| XM6 | 203 | 8,387 | - | - | - | - |
| X01 | 154 | 5,769 | - | - | - | - |
| X02 | 87 | 3,226 | - | - | - | - |
| X03 | 43 | 1,578 | - | - | - | - |
| X04 | 85 | 3,060 | - | - | - | - |
| X05 | 84 | 3,033 | - | - | - | - |

| | | | | | | |
|-------|--------|-----------|-------------|-------------|---------------|-------------|
| XP1 | 36 | 1,223 | - | - | - | - |
| XP2 | 30 | 1,020 | - | - | - | - |
| XP3 | 8 | 272 | - | - | - | - |
| XP4 | 4 | 136 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 32,573 | 1,294,847 | 964,217,635 | 154,575,296 | (153,194,981) | 965,597,953 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | FIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 5 | 177 | 105,858 | 9,849 | - | 115,707 |
| A2 | 173 | 5,982 | 6,538,517 | 810,706 | - | 7,349,223 |
| A3 | - | - | - | - | - | - |
| A4 | 63 | 2,148 | 3,482,308 | 514,514 | - | 3,996,822 |
| AA | 121 | 5,742 | 3,812,643 | 341,521 | (568,963) | 3,585,202 |
| AB | 65 | 3,141 | 1,422,615 | 183,540 | (262,668) | 1,343,486 |
| AE | 79 | 2,682 | 4,063,026 | 229,855 | - | 4,292,880 |
| AF | 23 | 1,339 | 799,305 | 52,778 | - | 852,084 |
| DA | 60 | 2,431 | 1,249,675 | 156,676 | (421,503) | 984,848 |
| DB | 88 | 4,249 | 2,379,247 | 384,944 | (399,706) | 2,364,485 |
| DC | 120 | 4,615 | 3,239,949 | 1,879,873 | (880,432) | 4,239,390 |
| DD | 8 | 287 | 229,211 | 196,312 | (67,195) | 358,329 |
| DE | 11 | 503 | 543,555 | 104,398 | (54,885) | 593,068 |
| EC | 12 | 541 | 379,839 | 61,753 | (60,188) | 381,403 |
| ED | 14 | 673 | 537,738 | 125,180 | (71,384) | 591,535 |
| FA | - | - | - | - | - | - |
| FB | 42 | 1,686 | 1,156,666 | 162,545 | (328,259) | 990,952 |
| FC | 16 | 691 | 561,034 | 93,732 | (101,318) | 553,448 |
| FD | - | - | - | - | - | - |
| HB | 298 | 10,768 | 6,428,393 | 644,058 | (2,489,008) | 4,583,443 |
| PA | 9 | 382 | 253,478 | 22,592 | (67,931) | 208,140 |
| PB | 31 | 1,238 | 849,022 | 112,946 | (234,411) | 727,556 |
| PC | 16 | 661 | 536,626 | 95,240 | (119,948) | 511,917 |
| PD | - | - | - | - | - | - |
| XM1 | 0 | 14 | - | - | - | - |
| XM2 | 3 | 114 | - | - | - | - |
| XM3 | 2 | 74 | - | - | - | - |
| XM4 | 5 | 180 | - | - | - | - |
| XM5 | 9 | 367 | - | - | - | - |
| XM6 | 8 | 335 | - | - | - | - |
| X01 | 6 | 231 | - | - | - | - |
| X02 | 3 | 129 | - | - | - | - |
| X03 | 2 | 63 | - | - | - | - |
| X04 | 3 | 122 | - | - | - | - |
| X05 | 3 | 121 | - | - | - | - |
| XP1 | 1 | 49 | - | - | - | - |
| XP2 | 1 | 41 | - | - | - | - |
| XP3 | 0 | 11 | - | - | - | - |
| XP4 | 0 | 5 | - | - | - | - |

| | | | | | | |
|-------|-------|--------|------------|-----------|-----------|------------|
| TOW | - | - | - | - | - | - |
| TOTAL | 1,303 | 51,794 | 38,568,705 | 3,183,012 | 6,127,799 | 38,623,918 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL |
|-------|-------|---------------|-----------------|------------------|------------------|------------|
| A1 | 13 | 431 | 257,587 | 23,967 | - | 281,554 |
| A2 | 421 | 14,557 | 15,910,390 | 1,972,719 | - | 17,883,109 |
| A3 | - | - | - | - | - | - |
| A4 | 152 | 5,227 | 8,473,616 | 1,251,983 | - | 9,725,600 |
| AA | 296 | 13,972 | 9,277,432 | 831,035 | (1,384,477) | 8,723,991 |
| AB | 158 | 7,642 | 3,461,697 | 446,613 | (639,159) | 3,269,150 |
| AE | 192 | 6,526 | 9,886,695 | 559,314 | - | 10,446,009 |
| AF | 56 | 3,258 | 1,944,976 | 128,427 | - | 2,073,403 |
| DA | 146 | 5,916 | 3,040,876 | 381,245 | (1,025,657) | 2,396,463 |
| DB | 215 | 10,339 | 5,789,501 | 936,698 | (972,619) | 5,753,580 |
| DC | 291 | 11,230 | 7,883,875 | 4,574,357 | (2,142,384) | 10,315,848 |
| DD | 20 | 698 | 557,747 | 477,693 | (163,508) | 871,933 |
| DE | 26 | 1,224 | 1,322,652 | 254,036 | (133,554) | 1,443,133 |
| EC | 28 | 1,317 | 924,274 | 150,266 | (146,458) | 928,082 |
| ED | 35 | 1,638 | 1,308,497 | 304,606 | (173,701) | 1,439,402 |
| FA | - | - | - | - | - | - |
| FB | 103 | 4,103 | 2,814,553 | 395,526 | (798,763) | 2,411,316 |
| FC | 38 | 1,681 | 1,365,183 | 228,080 | (246,539) | 1,346,724 |
| FD | - | - | - | - | - | - |
| HB | 726 | 26,202 | 15,642,423 | 1,567,207 | (6,056,585) | 11,153,045 |
| PA | 23 | 930 | 616,797 | 54,974 | (165,298) | 506,473 |
| PB | 76 | 3,012 | 2,065,954 | 274,834 | (570,401) | 1,770,387 |
| PC | 40 | 1,608 | 1,305,790 | 231,750 | (291,874) | 1,245,666 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 35 | - | - | - | - |
| XM2 | 7 | 278 | - | - | - | - |
| XM3 | 5 | 179 | - | - | - | - |
| XM4 | 11 | 438 | - | - | - | - |
| XM5 | 21 | 894 | - | - | - | - |
| XM6 | 20 | 816 | - | - | - | - |
| X01 | 15 | 562 | - | - | - | - |
| X02 | 8 | 314 | - | - | - | - |
| X03 | 4 | 154 | - | - | - | - |
| X04 | 8 | 298 | - | - | - | - |
| X05 | 8 | 295 | - | - | - | - |
| XP1 | 4 | 119 | - | - | - | - |
| XP2 | 3 | 99 | - | - | - | - |
| XP3 | 1 | 26 | - | - | - | - |
| XP4 | 0 | 13 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 3,170 | 126,032 | 93,850,516 | 15,045,329 | (14,910,978) | 93,984,867 |

updated Baltimore baseline condition 2000 XPAX XMIL XOTH

20% (2030)

w/o project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prcb

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| | | | | | | 3,747,576 |
| A1 | 162 | 5,719 | 3,413,142 | 334,432 | - | 226,656,532 |
| A2 | 5,175 | 184,817 | 202,001,697 | 24,654,838 | - | - |
| A3 | - | - | - | - | - | 125,966,532 |
| A4 | 1,888 | 67,948 | 110,144,754 | 15,821,778 | - | 312,470,643 |
| AA | 3,425 | 361,553 | 240,071,120 | 9,578,577 | 62,820,947 | 135,823,277 |
| AB | 1,853 | 204,132 | 92,470,855 | 5,501,019 | 37,851,398 | 130,086,571 |
| AE | 2,263 | 81,341 | 123,228,679 | 6,857,888 | - | 74,539,387 |
| AF | 632 | 122,322 | 73,027,404 | 1,511,986 | - | 69,873,310 |
| DA | 1,730 | 115,783 | 59,512,032 | 4,576,911 | 5,784,358 | 193,722,209 |
| DB | 2,510 | 252,878 | 141,612,596 | 10,547,878 | 41,561,738 | 190,652,252 |
| DC | 3,426 | 194,884 | 136,807,964 | 54,432,664 | (588,379) | 11,260,174 |
| DD | 245 | 8,989 | 7,183,402 | 5,995,950 | (1,919,184) | 20,389,468 |
| DE | 307 | 17,016 | 18,376,548 | 2,806,847 | (793,926) | 14,954,590 |
| EC | 342 | 19,535 | 13,714,000 | 1,923,940 | (683,350) | 24,668,000 |
| ED | 399 | 25,855 | 20,658,422 | 3,579,266 | 430,310 | - |
| FA | - | - | - | - | - | 32,602,954 |
| FB | 1,232 | 52,929 | 36,311,127 | 4,590,521 | (8,298,694) | 17,080,291 |
| FC | 460 | 21,060 | 17,100,054 | 2,699,440 | (2,719,202) | - |
| FD | - | - | - | - | - | 140,548,192 |
| HB | 8,617 | 320,070 | 191,081,909 | 18,769,768 | (69,303,485) | 9,340,861 |
| PA | 274 | 14,422 | 9,560,585 | 699,705 | (919,430) | 29,046,424 |
| PB | 901 | 43,340 | 29,729,299 | 3,374,393 | (4,057,268) | 15,475,929 |
| PC | 451 | 19,501 | 15,837,430 | 2,568,240 | (2,929,739) | - |
| PD | - | - | - | - | - | - |
| XM1 | 17 | 612 | - | - | - | - |
| XM2 | 96 | 3,941 | - | - | - | - |
| XM3 | 67 | 2,460 | - | - | - | - |
| XM4 | 136 | 5,583 | - | - | - | - |
| XM5 | 247 | 21,891 | - | - | - | - |
| XM6 | 227 | 27,798 | - | - | - | - |
| X01 | 170 | 6,446 | - | - | - | - |
| X02 | 103 | 3,869 | - | - | - | - |
| X03 | 48 | 1,735 | - | - | - | - |
| X04 | 107 | 3,852 | - | - | - | - |
| X05 | 94 | 3,435 | - | - | - | - |

| | | | | | | |
|-------|--------|-----------|---------------|-------------|------------|---------------|
| XP1 | 40 | 1,386 | - | - | - | - |
| XP2 | 40 | 1,386 | - | - | - | - |
| XP3 | 6 | 209 | - | - | - | - |
| XP4 | 5 | 175 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 37,695 | 2,218,872 | 1,541,843,019 | 180,826,041 | 56,236,094 | 1,778,905,172 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 7 | 238 | 142,214 | 13,935 | - | 156,149 |
| A2 | 216 | 7,701 | 8,416,737 | 1,027,285 | - | 9,444,022 |
| A3 | - | - | - | - | - | - |
| A4 | 79 | 2,831 | 4,589,365 | 659,241 | - | 5,248,606 |
| AA | 143 | 15,065 | 10,002,963 | 399,107 | 2,617,539 | 13,019,610 |
| AB | 77 | 8,506 | 3,852,952 | 229,209 | 1,577,142 | 5,659,303 |
| AE | 94 | 3,389 | 5,134,528 | 285,745 | - | 5,420,274 |
| AF | 26 | 5,097 | 3,042,809 | 62,999 | - | 3,105,808 |
| DA | 72 | 4,824 | 2,479,668 | 190,705 | 241,015 | 2,911,388 |
| DB | 105 | 10,537 | 5,900,525 | 439,495 | 1,731,739 | 8,071,759 |
| DC | 143 | 8,120 | 5,700,332 | 2,268,028 | (24,516) | 7,943,844 |
| DD | 10 | 375 | 299,308 | 249,831 | (79,966) | 469,174 |
| DE | 13 | 709 | 765,690 | 116,952 | (33,080) | 849,561 |
| EC | 14 | 814 | 571,417 | 80,164 | (28,473) | 623,108 |
| ED | 17 | 1,077 | 860,768 | 149,136 | 17,930 | 1,027,833 |
| FA | - | - | - | - | - | - |
| FB | 51 | 2,205 | 1,512,964 | 191,272 | (345,779) | 1,358,456 |
| FC | 19 | 878 | 712,502 | 112,477 | (113,300) | 711,679 |
| FD | - | - | - | - | - | - |
| HB | 359 | 13,336 | 7,961,746 | 782,074 | (2,887,645) | 5,856,175 |
| PA | 11 | 601 | 398,358 | 29,154 | (38,310) | 389,203 |
| PB | 38 | 1,806 | 1,238,721 | 140,600 | (169,053) | 1,210,268 |
| PC | 19 | 813 | 659,893 | 107,010 | (122,072) | 644,830 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 26 | - | - | - | - |
| XM2 | 4 | 164 | - | - | - | - |
| XM3 | 3 | 103 | - | - | - | - |
| XM4 | 6 | 233 | - | - | - | - |
| XM5 | 10 | 912 | - | - | - | - |
| XM6 | 9 | 1,158 | - | - | - | - |
| X01 | 7 | 269 | - | - | - | - |
| X02 | 4 | 161 | - | - | - | - |
| X03 | 2 | 72 | - | - | - | - |
| X04 | 4 | 161 | - | - | - | - |
| X05 | 4 | 143 | - | - | - | - |
| XP1 | 2 | 58 | - | - | - | - |
| XP2 | 2 | 58 | - | - | - | - |
| XP3 | 0 | 9 | - | - | - | - |
| XP4 | 0 | 7 | - | - | - | - |

| | | | | | | | |
|-------|-------|--------|------------|-------|-----------|--|------------|
| TOW | | | | | | | |
| TOTAL | 1,571 | 92,453 | 64,243,459 | 7,418 | 2,343,171 | | 74,121,049 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| | | | 346,055 | 33,908 | - | 379,963 |
| A1 | 16 | 580 | | | | 22,980,454 |
| A2 | 525 | 18,738 | 20,480,728 | 2,499,727 | - | |
| A3 | - | - | - | - | - | 12,771,607 |
| A4 | 191 | 6,889 | 11,167,454 | 1,604,152 | - | |
| AA | 347 | 36,657 | 24,340,544 | 971,161 | 6,369,346 | 31,681,051 |
| AB | 188 | 20,697 | 9,375,517 | 557,742 | 3,837,711 | 13,770,971 |
| AB | 188 | 20,697 | 9,375,517 | 557,742 | - | 13,189,333 |
| AE | 229 | 8,247 | 12,494,019 | 695,314 | - | 7,557,466 |
| AF | 64 | 12,402 | 7,404,167 | 153,299 | - | 7,084,377 |
| DA | 175 | 11,739 | 6,033,859 | 464,048 | 586,470 | |
| DA | 175 | 11,739 | 6,033,859 | 464,048 | 586,470 | 19,641,280 |
| DB | 254 | 25,639 | 14,357,944 | 1,069,438 | 4,213,898 | 19,641,280 |
| DB | 254 | 25,639 | 14,357,944 | 1,069,438 | 4,213,898 | 19,330,020 |
| DC | 347 | 19,759 | 13,870,307 | 5,518,867 | (59,655) | 1,141,657 |
| DC | 347 | 19,759 | 13,870,307 | 5,518,867 | (59,655) | 1,141,657 |
| DD | 25 | 911 | 728,317 | 607,923 | (194,584) | 2,067,266 |
| DE | 31 | 1,725 | 1,863,178 | 284,583 | (80,495) | 1,516,229 |
| DE | 31 | 1,725 | 1,863,178 | 284,583 | (80,495) | 1,516,229 |
| EC | 35 | 1,981 | 1,390,447 | 195,066 | (69,284) | 2,501,061 |
| EC | 35 | 1,981 | 1,390,447 | 195,066 | (69,284) | 2,501,061 |
| ED | 40 | 2,621 | 2,094,534 | 362,898 | 43,629 | |
| ED | 40 | 2,621 | 2,094,534 | 362,898 | 43,629 | |
| FA | - | - | - | - | - | 3,305,577 |
| FB | 125 | 5,366 | 3,681,545 | 465,428 | (841,395) | 1,731,752 |
| FB | 125 | 5,366 | 3,681,545 | 465,428 | (841,395) | 1,731,752 |
| FC | 47 | 2,135 | 1,733,755 | 273,693 | (275,697) | |
| FC | 47 | 2,135 | 1,733,755 | 273,693 | (275,697) | |
| FD | - | - | - | - | - | 14,250,025 |
| HB | 874 | 32,452 | 19,373,582 | 1,903,046 | (7,026,603) | 947,060 |
| HB | 874 | 32,452 | 19,373,582 | 1,903,046 | (7,026,603) | 947,060 |
| PA | 28 | 1,462 | 969,337 | 70,942 | (93,220) | 2,944,985 |
| PA | 28 | 1,462 | 969,337 | 70,942 | (93,220) | 2,944,985 |
| PB | 91 | 4,394 | 3,014,221 | 342,126 | (411,362) | 1,569,087 |
| PB | 91 | 4,394 | 3,014,221 | 342,126 | (411,362) | 1,569,087 |
| PC | 46 | 1,977 | 1,605,739 | 260,391 | (297,043) | |
| PC | 46 | 1,977 | 1,605,739 | 260,391 | (297,043) | |
| PD | - | - | - | - | - | |
| XM1 | 2 | 62 | - | - | - | |
| XM2 | 10 | 400 | - | - | - | |
| XM3 | 7 | 249 | - | - | - | |
| XM4 | 14 | 566 | - | - | - | |
| XM5 | 25 | 2,220 | - | - | - | |
| XM6 | 23 | 2,818 | - | - | - | |
| X01 | 17 | 654 | - | - | - | |
| X02 | 10 | 392 | - | - | - | |
| X03 | 5 | 176 | - | - | - | |
| X04 | 11 | 391 | - | - | - | |
| X05 | 10 | 348 | - | - | - | |
| XP1 | 4 | 141 | - | - | - | |
| XP2 | 4 | 141 | - | - | - | |
| XP3 | 1 | 21 | - | - | - | |
| XP4 | 1 | 18 | - | - | - | |
| TOW | - | - | - | - | - | |
| TOTAL | 3,822 | 224,969 | 156,325,751 | 18,333,751 | 5,701,715 | 180,361,219 |

updated Baltimore baseline condition 2000 XPAX XMIL XOTH

120% (2030)

with project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.prcb

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 161 | 5,572 | 3,328,155 | 296,855 | - | 3,625,007 |
| A2 | 5,343 | 185,353 | 202,588,584 | 25,502,608 | - | 228,091,195 |
| A3 | - | - | - | - | - | - |
| A4 | 1,936 | 66,790 | 108,265,327 | 16,040,122 | - | 124,305,452 |
| AA | 3,604 | 355,416 | 235,996,058 | 10,156,416 | 56,643,387 | 302,795,861 |
| AB | 1,909 | 198,097 | 89,737,874 | 5,573,256 | 34,563,828 | 129,874,962 |
| AE | 2,366 | 83,704 | 126,809,950 | 7,097,198 | - | 133,907,149 |
| AF | 652 | 118,138 | 70,530,272 | 1,511,232 | - | 72,041,507 |
| DA | 1,815 | 112,277 | 57,709,477 | 4,824,962 | 2,641,747 | 65,176,188 |
| DB | 2,636 | 251,543 | 140,864,999 | 11,648,291 | 37,911,297 | 190,424,587 |
| DC | 3,591 | 190,050 | 133,415,351 | 57,137,528 | (6,246,188) | 184,306,691 |
| DD | 252 | 9,145 | 7,306,361 | 6,050,862 | (2,013,297) | 11,343,927 |
| DE | 331 | 17,632 | 19,042,794 | 3,211,303 | (1,062,201) | 21,191,898 |
| EC | 348 | 19,740 | 13,856,839 | 1,825,188 | (732,894) | 14,949,136 |
| ED | 432 | 26,851 | 21,454,271 | 3,749,133 | 76,712 | 25,280,115 |
| FA | - | - | - | - | - | - |
| FB | 1,294 | 54,181 | 37,167,955 | 4,936,921 | (9,217,462) | 32,887,412 |
| FC | 492 | 22,503 | 18,272,434 | 2,804,882 | (2,918,363) | 18,158,953 |
| FD | - | - | - | - | - | - |
| HB | 9,059 | 338,781 | 202,252,580 | 19,630,181 | (71,583,026) | 150,299,735 |
| PA | 279 | 14,450 | 9,578,086 | 715,011 | (1,034,883) | 9,258,211 |
| PB | 925 | 42,997 | 29,494,488 | 3,533,134 | (4,732,659) | 28,294,960 |
| PC | 480 | 20,725 | 16,828,181 | 2,767,672 | (3,128,406) | 16,467,451 |
| PD | - | - | - | - | - | - |
| XM1 | 15 | 540 | - | - | - | - |
| XM2 | 91 | 3,735 | - | - | - | - |
| XM3 | 67 | 2,427 | - | - | - | - |
| XM4 | 141 | 6,017 | - | - | - | - |
| XM5 | 244 | 18,776 | - | - | - | - |
| XM6 | 234 | 25,349 | - | - | - | - |
| X01 | 195 | 7,321 | - | - | - | - |
| X02 | 104 | 3,872 | - | - | - | - |
| X03 | 51 | 1,870 | - | - | - | - |
| X04 | 113 | 4,069 | - | - | - | - |
| X05 | 104 | 3,777 | - | - | - | - |

| | | | | | | |
|-------|--------|-----------|---------------|-------------|------------|---------------|
| XP1 | 41 | 1,393 | - | - | - | - |
| XP2 | 40 | 1,359 | - | - | - | - |
| XP3 | 8 | 272 | - | - | - | - |
| XP4 | 7 | 238 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 39,360 | 2,214,960 | 1,544,500,036 | 189,012,755 | 29,167,592 | 1,762,680,397 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | FIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 6 | 223 | 133,126 | 11,874 | - | 145,000 |
| A2 | 214 | 7,414 | 8,103,543 | 1,020,104 | - | 9,123,648 |
| A3 | - | - | - | - | - | - |
| A4 | 77 | 2,672 | 4,330,613 | 641,605 | - | 4,972,218 |
| AA | 144 | 14,217 | 9,439,842 | 406,257 | 2,265,735 | 12,111,834 |
| AB | 76 | 7,924 | 3,589,515 | 222,930 | 1,382,553 | 5,194,998 |
| AE | 95 | 3,348 | 5,072,398 | 283,888 | - | 5,356,286 |
| AF | 26 | 4,726 | 2,821,211 | 60,449 | - | 2,881,660 |
| DA | 73 | 4,491 | 2,308,379 | 192,998 | 105,670 | 2,607,048 |
| DB | 105 | 10,062 | 5,634,600 | 465,932 | 1,516,452 | 7,616,983 |
| DC | 144 | 7,602 | 5,336,614 | 2,285,501 | (249,848) | 7,372,268 |
| DD | 10 | 366 | 292,254 | 242,034 | (80,532) | 453,757 |
| DE | 13 | 705 | 761,712 | 128,452 | (42,488) | 847,676 |
| EC | 14 | 790 | 554,274 | 73,008 | (29,316) | 597,965 |
| ED | 17 | 1,074 | 858,171 | 149,965 | 3,068 | 1,011,205 |
| FA | - | - | - | - | - | - |
| FB | 52 | 2,167 | 1,486,718 | 197,477 | (368,698) | 1,315,496 |
| FC | 20 | 900 | 730,897 | 112,195 | (116,735) | 726,358 |
| FD | - | - | - | - | - | - |
| HB | 362 | 13,551 | 8,090,103 | 785,207 | (2,863,321) | 6,011,989 |
| PA | 11 | 578 | 383,123 | 28,600 | (41,395) | 370,328 |
| PB | 37 | 1,720 | 1,179,780 | 141,325 | (189,306) | 1,131,798 |
| PC | 19 | 829 | 673,127 | 110,707 | (125,136) | 658,698 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 22 | - | - | - | - |
| XM2 | 4 | 149 | - | - | - | - |
| XM3 | 3 | 97 | - | - | - | - |
| XM4 | 6 | 241 | - | - | - | - |
| XM5 | 10 | 751 | - | - | - | - |
| XM6 | 9 | 1,014 | - | - | - | - |
| X01 | 8 | 293 | - | - | - | - |
| X02 | 4 | 155 | - | - | - | - |
| X03 | 2 | 75 | - | - | - | - |
| X04 | 5 | 163 | - | - | - | - |
| X05 | 4 | 151 | - | - | - | - |
| XP1 | 2 | 56 | - | - | - | - |
| XP2 | 2 | 54 | - | - | - | - |
| XP3 | 0 | 11 | - | - | - | - |
| XP4 | 0 | 10 | - | - | - | - |

| | | | | | | |
|-------|-------|--------|------------|-----------|---------|------------|
| TOW | | | | | | |
| TOTAL | 1,574 | 88,598 | 61,780,001 | 7,630,510 | 166,704 | 70,507,216 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 16 | 542 | 323,940 | 28,894 | - | 352,834 |
| A2 | 520 | 18,041 | 19,718,622 | 2,482,254 | - | 22,200,876 |
| A3 | - | - | - | - | - | - |
| A4 | 186 | 6,501 | 10,537,825 | 561,239 | - | 12,099,064 |
| AA | 351 | 34,594 | 22,970,283 | 988,558 | 5,513,290 | 29,472,130 |
| AB | 186 | 19,281 | 8,734,486 | 542,464 | 3,364,213 | 12,641,163 |
| AE | 230 | 8,147 | 12,342,835 | 690,794 | - | 13,033,629 |
| AF | 63 | 11,499 | 6,864,946 | 147,093 | - | 7,012,040 |
| DA | 177 | 10,928 | 5,617,056 | 469,630 | 257,130 | 6,343,816 |
| DB | 257 | 24,484 | 13,710,860 | 1,133,767 | 3,690,033 | 18,534,660 |
| DC | 350 | 18,498 | 12,985,761 | 5,561,386 | (607,962) | 17,939,185 |
| DD | 25 | 890 | 711,152 | 588,951 | (195,961) | 1,104,142 |
| DE | 32 | 1,716 | 1,853,499 | 312,567 | (103,388) | 2,062,678 |
| EC | 34 | 1,921 | 1,348,732 | 177,652 | (71,335) | 1,455,049 |
| ED | 42 | 2,613 | 2,088,216 | 364,916 | 7,467 | 2,460,598 |
| FA | - | - | - | - | - | - |
| FB | 126 | 5,274 | 3,617,681 | 480,527 | (897,166) | 3,201,041 |
| FC | 48 | 2,190 | 1,778,517 | 273,009 | (284,054) | 1,767,471 |
| FD | - | - | - | - | - | - |
| HB | 882 | 32,975 | 19,685,918 | 1,910,671 | (6,967,415) | 14,629,174 |
| PA | 27 | 1,406 | 932,267 | 69,594 | (100,729) | 901,133 |
| PB | 90 | 4,185 | 2,870,797 | 343,892 | (460,645) | 2,754,043 |
| PC | 47 | 2,017 | 1,637,943 | 269,387 | (304,498) | 1,602,832 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 53 | - | - | - | - |
| XM2 | 9 | 364 | - | - | - | - |
| XM3 | 7 | 236 | - | - | - | - |
| XM4 | 14 | 586 | - | - | - | - |
| XM5 | 24 | 1,828 | - | - | - | - |
| XM6 | 23 | 2,467 | - | - | - | - |
| X01 | 19 | 713 | - | - | - | - |
| X02 | 10 | 377 | - | - | - | - |
| X03 | 5 | 182 | - | - | - | - |
| X04 | 11 | 396 | - | - | - | - |
| X05 | 10 | 368 | - | - | - | - |
| XP1 | 4 | 136 | - | - | - | - |
| XP2 | 4 | 132 | - | - | - | - |
| XP3 | 1 | 26 | - | - | - | - |
| XP4 | 1 | 23 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 3,831 | 215,589 | 150,331,337 | 18,397,241 | 2,838,979 | 171,567,559 |

updated Baltimore baseline condition 2000 XPAX XMIL XCTH

160% (2040)

w/o project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.p:ob

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|--------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 182 | 6,538 | 3,904,088 | 427,460 | - | 4,331,548 |
| A2 | 6,085 | 220,346 | 240,835,463 | 30,163,368 | - | 270,998,828 |
| A3 | - | - | - | - | - | - |
| A4 | 2,276 | 84,033 | 136,217,037 | 20,148,396 | - | 156,365,436 |
| AA | 3,899 | 547,675 | 363,656,807 | 10,986,257 | 127,943,349 | 502,586,419 |
| AB | 2,095 | 306,438 | 138,816,878 | 6,311,968 | 74,425,049 | 219,553,898 |
| AE | 2,671 | 98,521 | 149,258,556 | 8,052,614 | - | 157,311,177 |
| AF | 678 | 188,226 | 112,371,905 | 1,710,572 | - | 114,082,476 |
| DA | 2,020 | 159,525 | 81,997,089 | 5,565,697 | 16,925,486 | 104,488,275 |
| DB | 2,879 | 376,864 | 211,043,487 | 12,559,882 | 83,419,945 | 307,023,322 |
| DC | 3,966 | 271,096 | 190,310,280 | 65,203,466 | 17,724,903 | 273,238,653 |
| DD | 289 | 11,670 | 9,325,388 | 7,034,903 | (1,919,153) | 14,441,140 |
| DE | 367 | 25,601 | 27,646,899 | 3,555,717 | 876,420 | 32,079,036 |
| EC | 399 | 28,651 | 20,112,879 | 2,290,263 | 1,318,697 | 23,721,841 |
| ED | 472 | 39,381 | 31,465,149 | 4,332,473 | 3,835,601 | 39,633,225 |
| FA | - | - | - | - | - | - |
| FB | 1,445 | 65,431 | 44,885,056 | 5,347,086 | (8,783,115) | 41,449,019 |
| FC | 538 | 25,433 | 20,652,988 | 3,091,163 | (2,929,598) | 20,814,552 |
| FD | - | - | - | - | - | - |
| HB | 10,192 | 402,080 | 240,042,700 | 22,711,225 | (73,925,265) | 188,828,663 |
| PA | 321 | 22,080 | 14,639,800 | 764,017 | 844,599 | 16,248,416 |
| PB | 1,068 | 59,215 | 40,621,950 | 4,003,690 | (1,860,541) | 42,765,096 |
| PC | 521 | 23,530 | 19,104,044 | 3,166,575 | (3,069,423) | 19,201,197 |
| PD | - | - | - | - | - | - |
| XM1 | 22 | 792 | - | - | - | - |
| XM2 | 110 | 4,981 | - | - | - | - |
| XM3 | 79 | 3,001 | - | - | - | - |
| XM4 | 158 | 8,107 | - | - | - | - |
| XM5 | 281 | 30,014 | - | - | - | - |
| XM6 | 255 | 44,136 | - | - | - | - |
| X01 | 211 | 8,174 | - | - | - | - |
| X02 | 124 | 4,675 | - | - | - | - |
| X03 | 54 | 1,975 | - | - | - | - |
| X04 | 136 | 4,900 | - | - | - | - |
| X05 | 113 | 4,255 | - | - | - | - |

| | | | | | | |
|-------|--------|-----------|---------------|-------------|-------------|---------------|
| XP1 | 47 | 1,631 | - | - | - | - |
| XP2 | 48 | 1,664 | - | - | - | - |
| XP3 | 8 | 279 | - | - | - | - |
| XP4 | 8 | 280 | - | - | - | - |
| TOW | | | | | | |
| TOTAL | 44,017 | 3,081,198 | 2,096,908,443 | 217,426,792 | 234,826,954 | 2,549,162,217 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 8 | 272 | 162,670 | 17,811 | - | 180,481 |
| A2 | 254 | 9,181 | 10,034,811 | 1,256,807 | - | 11,291,618 |
| A3 | - | - | - | - | - | - |
| A4 | 95 | 3,501 | 5,675,710 | 839,517 | - | 6,515,227 |
| AA | 162 | 22,820 | 15,152,367 | 457,761 | 5,330,973 | 20,941,101 |
| AB | 87 | 12,768 | 5,784,037 | 262,999 | 3,101,044 | 9,148,079 |
| AE | 111 | 4,105 | 6,219,107 | 335,526 | - | 6,554,632 |
| AF | 28 | 7,843 | 4,682,163 | 71,274 | - | 4,753,437 |
| DA | 84 | 6,647 | 3,416,545 | 231,904 | 705,229 | 4,353,678 |
| DB | 120 | 15,703 | 8,793,479 | 523,328 | 3,475,831 | 12,792,638 |
| DC | 165 | 11,296 | 7,929,595 | 2,716,811 | 738,538 | 11,384,944 |
| DD | 12 | 486 | 388,558 | 293,121 | (79,965) | 601,714 |
| DE | 15 | 1,067 | 1,151,954 | 148,155 | 36,518 | 1,336,627 |
| EC | 17 | 1,194 | 838,037 | 95,428 | 54,946 | 988,410 |
| ED | 20 | 1,641 | 1,311,048 | 180,520 | 159,817 | 1,651,384 |
| FA | - | - | - | - | - | - |
| FB | 60 | 2,726 | 1,870,211 | 222,795 | (365,963) | 1,727,042 |
| FC | 22 | 1,060 | 860,541 | 128,798 | (122,067) | 867,273 |
| FD | - | - | - | - | - | - |
| HB | 425 | 16,753 | 10,001,779 | 946,301 | (3,080,219) | 7,867,861 |
| PA | 13 | 920 | 609,992 | 31,834 | 35,192 | 677,017 |
| PB | 45 | 2,467 | 1,692,581 | 166,820 | (77,523) | 1,781,879 |
| PC | 22 | 980 | 796,002 | 131,941 | (127,893) | 800,050 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 33 | - | - | - | - |
| XM2 | 5 | 208 | - | - | - | - |
| XM3 | 3 | 125 | - | - | - | - |
| XM4 | 7 | 338 | - | - | - | - |
| XM5 | 12 | 1,251 | - | - | - | - |
| XM6 | 11 | 1,839 | - | - | - | - |
| X01 | 9 | 341 | - | - | - | - |
| X02 | 5 | 195 | - | - | - | - |
| X03 | 2 | 82 | - | - | - | - |
| X04 | 6 | 204 | - | - | - | - |
| X05 | 5 | 177 | - | - | - | - |
| XP1 | 2 | 68 | - | - | - | - |
| XP2 | 2 | 69 | - | - | - | - |
| XP3 | 0 | 12 | - | - | - | - |
| XP4 | 0 | 12 | - | - | - | - |

| | | | | | | |
|-------|-------|---------|------------|-----------|-----------|-------------|
| TOW | - | - | - | - | - | - |
| TOTAL | 1,834 | 128,383 | 87,371,585 | 2,059,450 | 9,784,456 | 106,215,092 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.CCST (\$) | D.D COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 18 | 663 | 395,831 | 43,340 | - | 439,171 |
| A2 | 617 | 22,341 | 24,418,040 | 3,058,230 | - | 27,476,270 |
| A3 | - | - | - | - | - | - |
| A4 | 231 | 8,520 | 13,810,894 | 2,042,823 | - | 15,853,718 |
| AA | 395 | 55,528 | 36,870,760 | 1,113,884 | 12,972,034 | 50,956,679 |
| AB | 212 | 31,069 | 14,074,489 | 639,963 | 7,545,873 | 22,260,326 |
| AE | 271 | 9,989 | 15,133,159 | 816,446 | - | 15,949,605 |
| AF | 69 | 19,084 | 11,393,263 | 173,433 | - | 11,566,695 |
| DA | 205 | 16,174 | 8,313,594 | 564,300 | 1,716,056 | 10,593,950 |
| DB | 292 | 38,210 | 21,397,465 | 1,273,432 | 8,457,856 | 31,128,753 |
| DC | 402 | 27,486 | 19,295,348 | 6,610,907 | 1,797,108 | 27,703,363 |
| DD | 29 | 1,183 | 945,491 | 713,261 | (194,581) | 1,464,171 |
| DE | 37 | 2,596 | 2,803,088 | 360,510 | 88,859 | 3,252,458 |
| EC | 40 | 2,905 | 2,039,222 | 232,207 | 133,701 | 2,405,131 |
| ED | 48 | 3,993 | 3,190,216 | 439,265 | 388,887 | 4,018,369 |
| FA | - | - | - | - | - | - |
| FB | 147 | 6,634 | 4,550,846 | 542,135 | (890,510) | 4,202,470 |
| FC | 55 | 2,579 | 2,093,984 | 313,410 | (297,029) | 2,110,364 |
| FD | - | - | - | - | - | - |
| HB | 1,033 | 40,766 | 24,337,663 | 2,302,666 | (7,495,200) | 19,145,128 |
| PA | 33 | 2,239 | 1,484,313 | 77,463 | 85,633 | 1,647,409 |
| PB | 108 | 6,004 | 4,118,614 | 405,930 | (188,638) | 4,335,906 |
| PC | 53 | 2,386 | 1,936,938 | 321,056 | (311,205) | 1,946,788 |
| PD | - | - | - | - | - | - |
| XM1 | 2 | 80 | - | - | - | - |
| XM2 | 11 | 505 | - | - | - | - |
| XM3 | 8 | 304 | - | - | - | - |
| XM4 | 16 | 822 | - | - | - | - |
| XM5 | 28 | 3,043 | - | - | - | - |
| XM6 | 26 | 4,475 | - | - | - | - |
| X01 | 21 | 829 | - | - | - | - |
| X02 | 13 | 474 | - | - | - | - |
| X03 | 5 | 200 | - | - | - | - |
| X04 | 14 | 497 | - | - | - | - |
| X05 | 11 | 431 | - | - | - | - |
| XP1 | 5 | 165 | - | - | - | - |
| XP2 | 5 | 169 | - | - | - | - |
| XP3 | 1 | 28 | - | - | - | - |
| XP4 | 1 | 28 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 4,463 | 312,399 | 212,603,217 | 22,044,661 | 23,808,844 | 258,456,725 |

updated Baltimore baseline condition 2000 XPAX XMIL XOTH

160% (2040)

with project condition

CLIENT OPTIONS HARDCODED

cl.tow.flag = 1 for all cells

join option is off

shelf off

no passing lane info

no cls.opt.pro

no tow breakdowns

doing 1 run each of 150 days

TOTAL SYSTEM COSTS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|--------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 181 | 6,290 | 3,756,493 | 380,659 | - | 4,137,155 |
| A2 | 6,309 | 220,034 | 240,496,285 | 31,454,379 | - | 271,950,664 |
| A3 | - | - | - | - | - | - |
| A4 | 2,319 | 80,704 | 130,820,268 | 20,191,676 | - | 151,011,948 |
| AA | 4,095 | 562,316 | 373,376,994 | 11,780,479 | 129,951,217 | 515,108,695 |
| AB | 2,168 | 319,308 | 144,646,520 | 6,493,388 | 78,280,970 | 229,420,878 |
| AE | 2,796 | 100,992 | 153,000,980 | 8,478,232 | - | 161,479,211 |
| AF | 695 | 203,487 | 121,481,308 | 1,682,261 | - | 123,163,570 |
| DA | 2,125 | 162,331 | 83,437,767 | 5,808,340 | 15,760,942 | 105,007,050 |
| DB | 3,007 | 398,095 | 222,930,629 | 13,375,816 | 88,876,533 | 325,182,982 |
| DC | 4,148 | 268,057 | 188,176,255 | 68,451,658 | 12,324,827 | 268,952,737 |
| DD | 295 | 11,470 | 9,162,525 | 7,131,420 | (2,112,034) | 14,181,912 |
| DE | 404 | 26,772 | 28,914,693 | 4,030,131 | 453,738 | 33,398,561 |
| EC | 409 | 27,919 | 19,599,729 | 2,321,827 | 803,479 | 22,725,038 |
| ED | 501 | 40,823 | 32,616,939 | 4,528,803 | 3,738,544 | 40,884,291 |
| FA | - | - | - | - | - | - |
| FB | 1,528 | 67,018 | 45,975,388 | 5,896,497 | (9,881,958) | 41,989,923 |
| FC | 569 | 26,692 | 21,674,846 | 3,386,636 | (3,161,981) | 21,899,499 |
| FD | - | - | - | - | - | - |
| HB | 10,690 | 414,622 | 247,528,462 | 23,544,057 | (79,265,094) | 191,807,421 |
| PA | 327 | 21,280 | 14,108,436 | 799,295 | 493,805 | 15,401,536 |
| PB | 1,111 | 57,260 | 39,280,674 | 4,382,664 | (3,515,115) | 40,148,232 |
| PC | 557 | 25,153 | 20,424,390 | 3,296,426 | (3,243,682) | 20,477,131 |
| PD | - | - | - | - | - | - |
| XM1 | 20 | 720 | - | - | - | - |
| XM2 | 102 | 4,440 | - | - | - | - |
| XM3 | 79 | 2,939 | - | - | - | - |
| XM4 | 164 | 8,237 | - | - | - | - |
| XM5 | 277 | 28,207 | - | - | - | - |
| XM6 | 264 | 41,181 | - | - | - | - |
| X01 | 235 | 8,982 | - | - | - | - |
| X02 | 124 | 4,648 | - | - | - | - |
| X03 | 57 | 2,110 | - | - | - | - |
| X04 | 144 | 5,189 | - | - | - | - |
| X05 | 123 | 4,612 | - | - | - | - |

| | | | | | | |
|-------|--------|-----------|---------------|-------------|-------------|---------------|
| XP1 | 51 | 1,730 | - | - | - | - |
| XP2 | 50 | 1,697 | - | - | - | - |
| XP3 | 10 | 340 | - | - | - | - |
| XP4 | 10 | 340 | - | - | - | - |
| TOW | | | | | | |
| TOTAL | 45,944 | 3,155,995 | 2,141,409,581 | 227,414,644 | 229,504,191 | 2,598,328,434 |

AVERAGE SYSTEM COSTS - 150 DAYS

| CLASS | TRIFS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 7 | 252 | 150,260 | 15,226 | - | 165,486 |
| A2 | 252 | 8,801 | 9,619,851 | 1,258,175 | - | 10,878,027 |
| A3 | - | - | - | - | - | - |
| A4 | 93 | 3,228 | 5,232,811 | 807,667 | - | 6,040,478 |
| AA | 164 | 22,493 | 14,935,080 | 471,219 | 5,198,049 | 20,604,348 |
| AB | 87 | 12,772 | 5,785,861 | 259,736 | 3,131,239 | 9,176,835 |
| AE | 112 | 4,040 | 6,120,039 | 339,129 | - | 6,459,168 |
| AF | 28 | 8,139 | 4,859,252 | 67,290 | - | 4,926,543 |
| DA | 85 | 6,493 | 3,337,511 | 232,334 | 630,438 | 4,200,282 |
| DB | 120 | 15,924 | 8,917,225 | 535,033 | 3,555,061 | 13,007,319 |
| DC | 166 | 10,722 | 7,527,050 | 2,738,066 | 492,993 | 10,758,109 |
| DD | 12 | 459 | 366,501 | 285,257 | (84,481) | 567,276 |
| DE | 16 | 1,071 | 1,156,588 | 161,205 | 18,150 | 1,335,942 |
| EC | 16 | 1,117 | 783,989 | 92,873 | 32,139 | 909,002 |
| ED | 20 | 1,633 | 1,304,678 | 181,152 | 149,542 | 1,635,372 |
| FA | - | - | - | - | - | - |
| FB | 61 | 2,681 | 1,839,016 | 235,860 | (395,278) | 1,679,597 |
| FC | 23 | 1,068 | 866,994 | 135,465 | (126,479) | 875,980 |
| FD | - | - | - | - | - | - |
| HB | 428 | 16,585 | 9,901,138 | 941,762 | (3,170,604) | 7,672,297 |
| PA | 13 | 851 | 564,337 | 31,972 | 19,752 | 616,061 |
| PB | 44 | 2,290 | 1,571,227 | 175,307 | (140,605) | 1,605,929 |
| PC | 22 | 1,006 | 816,976 | 131,857 | (129,747) | 819,085 |
| PD | - | - | - | - | - | - |
| XM1 | 1 | 29 | - | - | - | - |
| XM2 | 4 | 178 | - | - | - | - |
| XM3 | 3 | 118 | - | - | - | - |
| XM4 | 7 | 329 | - | - | - | - |
| XM5 | 11 | 1,128 | - | - | - | - |
| XM6 | 11 | 1,647 | - | - | - | - |
| X01 | 9 | 359 | - | - | - | - |
| X02 | 5 | 186 | - | - | - | - |
| X03 | 2 | 84 | - | - | - | - |
| X04 | 6 | 208 | - | - | - | - |
| X05 | 5 | 184 | - | - | - | - |
| XP1 | 2 | 69 | - | - | - | - |
| XP2 | 2 | 68 | - | - | - | - |
| XP3 | 0 | 14 | - | - | - | - |
| XP4 | 0 | 14 | - | - | - | - |

| | | | | | | |
|-------|-------|---------|------------|---------|-----------|-------------|
| TOW | - | - | - | - | - | - |
| TOTAL | 1,838 | 126,240 | 35,656,383 | 996,586 | 9,180,168 | 103,933,137 |

AVERAGE SYSTEM COSTS - 365 DAYS

| CLASS | TRIPS | TIME (HRS) | OP.COST (\$) | PIL.COST (\$) | D.D.COST (\$) | TOTAL (\$) |
|-------|-------|---------------|-----------------|------------------|------------------|---------------|
| A1 | 18 | 612 | 365,632 | 37,051 | - | 402,683 |
| A2 | 614 | 21,417 | 23,408,305 | 3,061,560 | - | 26,469,865 |
| A3 | - | - | - | - | - | - |
| A4 | 226 | 7,855 | 12,733,173 | 1,965,323 | - | 14,698,496 |
| AA | 399 | 54,732 | 36,342,027 | 1,146,633 | 12,648,585 | 50,137,246 |
| AB | 211 | 31,079 | 14,078,928 | 632,023 | 7,619,348 | 22,330,299 |
| AE | 272 | 9,830 | 14,892,095 | 825,215 | - | 15,717,310 |
| AF | 68 | 19,806 | 11,824,181 | 163,740 | - | 11,987,921 |
| DA | 207 | 15,800 | 8,121,276 | 565,345 | 1,534,065 | 10,220,686 |
| DB | 293 | 38,748 | 21,698,581 | 1,301,913 | 8,650,649 | 31,651,144 |
| DC | 404 | 26,091 | 18,315,822 | 6,662,628 | 1,199,616 | 26,178,066 |
| DD | 29 | 1,116 | 891,819 | 694,125 | (205,571) | 1,380,373 |
| DE | 39 | 2,606 | 2,814,363 | 392,266 | 44,164 | 3,250,793 |
| EC | 40 | 2,717 | 1,907,707 | 225,991 | 78,205 | 2,211,904 |
| ED | 49 | 3,973 | 3,174,715 | 440,803 | 363,885 | 3,979,404 |
| FA | - | - | - | - | - | - |
| FB | 149 | 6,523 | 4,474,938 | 573,926 | (961,844) | 4,087,019 |
| FC | 55 | 2,598 | 2,109,685 | 329,633 | (307,766) | 2,131,551 |
| FD | - | - | - | - | - | - |
| HB | 1,040 | 40,357 | 24,092,770 | 2,291,622 | (7,715,136) | 18,669,256 |
| PA | 32 | 2,071 | 1,373,221 | 77,798 | 48,064 | 1,499,083 |
| PB | 108 | 5,573 | 3,823,319 | 426,579 | (342,138) | 3,907,761 |
| PC | 54 | 2,448 | 1,987,974 | 320,852 | (315,718) | 1,993,107 |
| PD | - | - | - | - | - | - |
| XM1 | 2 | 70 | - | - | - | - |
| XM2 | 10 | 432 | - | - | - | - |
| XM3 | 8 | 286 | - | - | - | - |
| XM4 | 16 | 802 | - | - | - | - |
| XM5 | 27 | 2,745 | - | - | - | - |
| XM6 | 26 | 4,008 | - | - | - | - |
| X01 | 23 | 874 | - | - | - | - |
| X02 | 12 | 452 | - | - | - | - |
| X03 | 6 | 205 | - | - | - | - |
| X04 | 14 | 505 | - | - | - | - |
| X05 | 12 | 449 | - | - | - | - |
| XP1 | 5 | 168 | - | - | - | - |
| XP2 | 5 | 165 | - | - | - | - |
| XP3 | 1 | 33 | - | - | - | - |
| XP4 | 1 | 33 | - | - | - | - |
| TOW | - | - | - | - | - | - |
| TOTAL | 4,472 | 307,184 | 208,430,533 | 22,135,025 | 22,338,408 | 252,903,968 |