Technical Memorandum No. 5.2

A Strategic Approach to ITS Deployment Prioritization for Florida's Principal FIHS Limited-Access Corridors

Prepared for:

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List of Acronyms

AMS .... Arterial Management Systems
ATIS .... Advanced Traveler Information Systems
CVISN .... Commercial Vehicle Information Systems and Networks
CVO .... Commercial Vehicle Operations
DHSMV .... Department of Highway Safety & Motor Vehicles
E-911 .... Enhanced 911
EPS .... Electronic Payment Systems
ETC .... Electronic Toll Collection
FDLE .... Florida Department of Law Enforcement
FDOT .... Florida Department of Transportation
FFN .... Florida Fiber Network
FHP .... Florida Highway Patrol
FIHS .... Florida Intrastate Highway System
FMS .... Freeway Management Services
FON .... Fiber Optic Network
HAZMAT .... Hazardous Materials
HOV .... High Occupancy Vehicle
IMS .... Incident Management Services
ITS .... Intelligent Transportation Systems
RCI .... Roadway Characteristics Inventory
RR Service Patrols .... Road Ranger Service Patrols
RTMC .... Regional Traffic Management Center
SITSA .... *Statewide ITS Architecture*
SUL .... Special-Use Lane
TMC .... Traffic Management Center
VMT .... Vehicle-Miles Traveled

1. Purpose

The Florida Department of Transportation (FDOT) recently established an Intelligent Transportation Systems (ITS) Office to:

- Provide statewide program direction and overview in accordance with the *Florida Transportation Plan*;

- Set guidelines for program funding;

- Coordinate deployment of statewide communications networks to support ITS;

- Coordinate deployment of ITS along the five principal Florida Intrastate Highway System (FIHS) limited-access corridors [Interstate 4 (I-4), Interstate 10 (I-10), Interstate 75 (I-75), Interstate 95 (I-95), and Florida's Turnpike);

- Coordinate deployment of advanced traveler information systems (ATIS); and

- Coordinate development of central data warehouses for ITS.

Successful deployments of these four objectives will result in one of the largest coordinated deployments of ITS and communications infrastructure programs in the United States. To deploy these services, a formalized approach for prioritization of ITS projects is needed to:

- Ensure the deployments are aligned with FDOT's overall mission, goals, and objectives;

- Ensure the deployments result in a fully integrated, coordinated, seamless, and effective system; and

- Ensure public resources are being utilized with maximum cost-efficiency and effectiveness.

FDOT is currently moving toward achieving the four objectives by:

- Negotiating with private sector consortia to provide fiber optic networks (FONs) in exchange for right-of-ways along the five principal FIHS limited-access corridors;

- Conducting *ITS Corridor Master Plans* for the five principal transportation corridors;

- Conducting feasibility studies for the deployment of ATIS along the I-4 corridor, in southwest Florida, and in the Jacksonville metropolitan area;

- Conducting research on the feasibility and recommended approach for central data warehousing of data generated by ITS in Florida; and

- Preparing an *ITS Program Plan* that will identify ITS needs, resources, and priorities on a statewide basis from the efforts identified above.

To successfully prioritize projects for the five principal FIHS limited-access corridors in the *ITS Corridor Master Plans* and on a statewide basis in the *ITS Program Plan*, a formalized prioritization approach is needed. This approach addresses as yet unfunded ITS projects and provides a set of objectively developed priorities that can then be balanced with system continuity considerations to derive a final set of prioritized projects for implementation.

This technical memorandum proposes a method based on a conceptual approach to defining priorities that:

- Outline the general nature of priorities for ITS deployments in Florida;

- Identify the major strategies for implementation of ITS deployments in Florida;

- Promote incremental deployments that are designed to build on existing or legacy systems;

- Minimize risks through the deployment of more proven strategies in early phases of the program and defers less mature technologies to later phases;

- Seek synergies and mainstreaming of ITS deployments in other FDOT activities and implementation plans, specifically the *FIHS Plan*;

- Leverage obvious early winners to create a history of successful ITS deployments in Florida that may lead to increased funding opportunities; and

- Promote logical, phased implementation plans that can be easily communicated to non-technical stakeholders, elected officials, and other decision-makers.

Two approaches to this prioritization are proposed. The first is a prioritization based on a strategic assessment of the priorities. Strategic prioritization relies on qualitative assessments of the needs and logical phasing of projects to realize the maximum possible benefit from the ITS deployments. The second approach is a quantitative assessment of needs using system prioritization criteria and a structured ranking of segments. Neither of these approaches should be used in isolation. The strategic priorities are important for determining the logical sequence of needs and priorities based on professional experience and judgment. The quantitative assessment can assist the decision-maker in refining and better understanding the perceived strategic prioritization.

This technical memorandum discusses an initial perception of strategic priorities and outlines the recommended approach for constructing the quantitative prioritization system. The intent is to show how the two approaches to prioritization can be utilized in concert to provide a robust, balanced, and structured decision-making process for selecting priorities.

2. Assumptions and Constraints

The following assumptions and constraints were considered in developing the strategic approach for prioritization of ITS.

- **Gap between Ideal Solutions/Full-Scale Implementation and Legacy Systems** – There is a difference between where we are now and the ideal solution for deployment that is sought in the *ITS Program Plan*. A later section documents what is considered the ideal solution.

- **Funding Limitations** – Prioritization of the projects would be straightforward in the *ITS Program Plan* if unlimited funding were available to meet the identified ITS needs. Production constraints, however, would still need to be considered. Since there are limited funds available for ITS deployments, prioritization of projects is required based on production constraints.

- **Time Needed to Produce/Implement** – Any prioritization program must also consider the reality of the time needed to develop the design plans and specifications necessary to deploy ITS projects. The production-readiness of certain projects, including the time to acquire, develop, and test its hardware and software, is an important consideration in the effective allocation of resources.

- **Need Early Winners to Gain Support** – The prioritization program should promote lower risk projects that can clearly demonstrate the benefits of ITS early in the program prioritization. These projects will result in increased use of ITS technologies and possible additional funding for future phases.

- **Communications Backbone Uncertainty** – FDOT is negotiating with private consortia for the provision of a FON in exchange for access to FDOT right-of-ways along the five principal FIHS limited-access corridors. This network is commonly referred to as the Florida Fiber Network (FFN).

- **Coordination with Capacity Improvements** – Florida's Legislature approved the Mobility 2000 plan that advances major capacity improvement projects along interstate corridors from the *FIHS Plan*. The interstate program, in addition to Mobility 2000 projects, includes major construction at many locations. The priorities for ITS development take these developments into account in two ways. First, ITS improvements are to be included in major interstate construction wherever production permits. Second, priority should be given to using ITS to provide smart work zone management for these projects in order to achieve safer work zones when the project leads to permanent installations of ITS.

3. Ideal Solution

In order to develop a strategy for prioritizing ITS deployments, the mission, vision, goals, and objectives of the deployment must be considered so that a desired end-state is realized. The intent of this technical memorandum is to develop the prioritization of the general types of projects that will be derived from the concept of operations, logical architecture, physical architecture, technology review, standards development, business plan, and stakeholders input.

3.1 Mission

Provide effective ITS services for the five principal FIHS limited-access corridors that enhance the safety and mobility of people and goods, economic competitiveness, and the quality of our environment and communities.

3.2 Vision

Two decades into the 21st Century, travelers and shippers of goods along Florida's limited-access transportation corridors are benefiting from infrastructure, and information and communications technologies that improve the safety, mobility, economic competitiveness, and livability of communities in Florida. Information is available that assists travelers and shippers in the route planning, predicting travel times, and scheduling their trip/shipment to reduce delays and arriving at scheduled times. When congestion is severe along specific facilities, alternate routes and modes of travel will be suggested that may be more reliable or cost-effective. During their trip, information of travel conditions is provided in real-time so that scheduling and diversions can be planned if needed as a result of an incident. If an incident occurs, automated information technologies are capable of verifying the location and assessing the appropriate response to incidents. If necessary, emergency personnel or roadside assistance is dispatched, arriving in a short period of time. Traffic flow is restored quickly and delays minimized.

During normal operations, traffic flow is managed within the corridor to keep traffic moving. Information on weather conditions is provided to an in-vehicle information service that alerts the driver when visibilities are compromised and advises a safe travel speed. If a natural disaster is impending, information is provided on appropriate local shelter locations, routes for travelers choosing to drive to another area, and other modes of travel.

The economy is thriving as a result of world-class access to international markets at ports, airports, and railhead from our agricultural, mining, and manufacturing industries and efficient deliveries of goods and services at the local level. Decisions on the operations, management, and future improvements to the corridors are made through a number of key partners. These decisions are based on measured benefits and a record of the performance of various technologies and elements are customized for communities to reflect their unique values and priorities. However, similar services are available statewide and on related arterial systems and are easily recognized by elderly drivers or visitors since strong name recognition exists for

traveler information, roadside assistance, electronic tolls, and other essential services. FDOT is viewed as an ITS powerhouse and a model for how to cost-effectively deploy ITS services and partner with other public agencies and the private sector to create win-win agreements for the benefit of the citizens of Florida.

3.3   Goals and Objectives

The following goals and objectives are recommended:

1.   *Move People and Goods Safely*
    1.1.   Reduce accident rates.
        1.1.1. Reduce accident rates caused by driver errors and the severity of accidents.
        1.1.2. Reduce accident rates and severities in construction work zones.
        1.1.3. Reduce accident rates at highway-rail grade crossings.
    1.2.   Reduce queuing on mainlines.
        1.2.1. Reduce queues on limited-access roadways from highway-rail grade crossings.
        1.2.2. Reduce queues at weigh and inspection stations along the corridors.
        1.2.3. Reduce queues at intermodal facilities that impact corridor operations.
    1.3.   Improve the safety of commercial vehicle operators in rest areas.
    1.4.   Provide evacuation coordination services and emergency management.
        1.4.1. Provide pre-trip planning information for evacuation conditions.
        1.4.2. Provide traffic management during evacuation conditions.
        1.4.3. Manage demand through communication with shelters and other safe harbors.
        1.4.4. Provide route guidance information and information on traffic/travel conditions and weather including winds, rainfalls, and storm surges.
        1.4.5. Support remote configuration management of highways during evacuation conditions or other emergencies.
        1.4.6. Provide accurate and timely traveler information regarding incidents on evacuation routes and updated weather information.
        1.4.7. Share emergency information among local and regional traffic management centers (TMCs) and emergency management facilities.
        1.4.8. Detect, verify, respond to, and clear incidents and manage traffic around accidents, emergencies, and other incidents.
        1.4.9. Support infrastructure security through surveillance at critical structures and interchanges.

2.   *Preserve and Manage the System*
    2.1.   Enhance mobility and efficiency.
        2.1.1. Improve travel times along the corridors.
        2.1.2. Improve predictability and reliability of travel times.
        2.1.3. Reduce accidents and other incidents during normal flows that result from congestion and delays that are caused by "rubber-necking" during incidents.
        2.1.4. Reduce congestion-related delays by decreasing queues and spillback from other facilities.
        2.1.5. Reduce delays caused by congestion in construction work zones.
        2.1.6. Manage traffic accessing these major corridors at interchanges to improve mainline throughput and traffic flow.
        2.1.7. Reduce unnecessary delays at tollbooths.
        2.1.8. Reduce unnecessary delays at the gates of intermodal facilities.
        2.1.9. Provide traveler information services with route and mode choice information.
    2.2.   System Preservation
        2.2.1. Improve enforcement of illegally overweight vehicles.
    2.3.   Incident Management
        2.3.1. Improve ability to detect, verify, respond to, and clear incidents.
        2.3.2. Improve incident-related traveler information.
             2.3.2.1.   Predict delays and clearance times.
    2.4.   Manage Special-Use Lanes (SULs)
    2.5.   Provide Data Archiving and Warehousing
        2.5.1. Conduct system evaluation and alternative analysis
        2.5.2. Support and supplement other statewide data collection programs
        2.5.3. Support highway operational performance reporting, modeling simulation and other techniques for operations and management of the system.
        2.5.4. Develop before and after studies for ITS deployments.

3.   *Enhance Economic Competitiveness*
    3.1.   Ensure efficient landside access to intermodal, port, airport, and truck terminal facilities.
    3.2.   Ensure efficient intermodal transfer of people and goods.
    3.3.   Promote safe and efficient access of vehicles to markets.
    3.4.   Expedite permitting and clearance of commercial vehicles at weigh and agricultural inspection sites to keep commerce moving.
    3.5.   Ensure efficient access to major activity centers such as tourist attractions, state parks, and other areas of interest.
    3.6.   Provide safe and efficient tourist travel and reduce vehicle-miles traveled (VMT) through the provision of accurate and timely traveler information.
    3.7.   Support the designation of corridors as strategic intermodal corridors and funding for ITS deployments.

4.   *Enhance Quality of Life and the Environment*
    4.1.   Provide efficient statewide ITS services with autonomy for decision-making to support local needs and regional cooperation to promote efficiency and support regional and statewide goals.
    4.2.   Improve interoperability of ITS services through the development of statewide uniform device standards and specifications.
    4.3.   Support integration of ITS into local planning processes, programs, and capacity projects.
    4.4.   Provide name recognition of key ITS-related services through branding that will instill trust and confidence in traveler information services, roadside assistance, electronic payment services, and other strategic services.
    4.5.   Provide easy access and data mining capabilities for transportation planning and design for all partners to support decision-making.
    4.6.   Provide accurate real-time data to technology, business and operational users for effective and responsive transportation operations.
    4.7.   Reduce air-quality emissions from mobile sources.
    4.8.   Reduce the potential for impacts from hazardous materials' (HAZMAT) incidents.
        4.8.1.   Improve HAZMAT response systems.
        4.8.2.   Improve the availability of traveler, weather, and shelter information during man-made and natural disasters.
        4.8.3.   Provide safe routes for HAZMAT that avoid densely populated areas.

5.   *Deploy an Integrated, Effective System*
    5.1.   Provide research and development for technologies to support deployments.
    5.2.   Develop statewide standards and specifications for ITS field devices.
    5.3.   Develop statewide standards for TMC software.
    5.4.   Develop a communications architecture and backbone for statewide deployment.
    5.5.   Develop standard procedures for operations and management.
    5.6.   Develop statewide information exchange network standards and criteria.
    5.7.   Brand all critical statewide services such as traveler information, interactive voice response (IVR) systems (511 or 1-800 services), Road Ranger (RR) Service Patrols, *SunPass*®, Pre-Pass, etc.
    5.8.   Standardize performance measures and archive data to produce a history of trends and establish benchmarks.
    5.9.   Develop statewide procurement guidelines.
    5.10.   Develop a statewide systems engineering process for design, integration, and testing that includes regular updates and enhancements of statewide architecture.
    5.11.   Develop statewide procurement contracts to leverage economies of scale.
    5.12.   Develop an ITS asset management program to track and program replacement parts, migrate legacy systems, and manage the life-cycle of deployments.
    5.13.   Establish a statewide-managed funding program for ITS with project decision recommendations made by the ITS Office.
    5.14.   Dedicate a percent of all FDOT funds, statewide-managed and district-allocated, for operations and management of ITS deployments.

5.15.   Update work program instructions to develop traceability with the *Statewide ITS Architecture (SITSA).*

5.16.   Increase the professional capacity of the public and private sector in Florida to support planned deployments.

5.17.   Promote public-public partnerships to leverage financial and human resources.

5.18.   Promote public-private partnerships to leverage financial and human resources.

3.4   Themes and Strategies for Implementation

Based on these goals and objectives, the following themes and strategies summarize the desired outcome of ITS deployments along the five principal FIHS limited-access corridors.   These themes and strategies are intended to describe the desired outcomes in non-technical terms that stakeholders can understand and may not follow strict technical definitions.

3.4.1   Coordinated Operations

- Facilitate, support, and enhance the coordination and implementation of interagency efforts in response to the needs of intercity travel, major incidents or special events of regional significance along the corridor, and the security of the transportation infrastructure.

- Promote coordination and cooperation among all organizations involved in incident management including state, county, and local transportation departments, toll road authorities, law enforcement agencies, emergency service providers, and other operating agencies within the corridor.

- Foster and facilitate continued development and implementation of regional incident management initiatives and educate the public and responders to the benefits of incident management.

- Encourage technology and resource sharing by coordinating the development of training programs to support member agencies' incident management programs and activities.

- Demonstrate and evaluate the application of innovative procedures and technologies to enhance incident management activities.

- Provide regional solutions for serving intercity travel by promoting the through movement of vehicles.

- Provide procedures and coordination during evacuation and other emergency situations to make the best use of system resources.

- Promote coordination among agencies in the notification and implementation of maintenance and construction.

3.4.2 Active Facilities Management

- Support traffic management along all facilities in a coordinated way.

- Support incident management for the detection of, response to, and clearance of accidents and other major incidents such as freeway service patrols and Mayday / E-911 support, development of incident response scenarios and traffic diversion plans, incident response centers or command posts, and traffic surveillance technologies.

- Provide transit management, including bus, commuter rail, and park-and-ride facilities, as well as other transit-related activities and manage SULs, such as high-occupancy toll or other value pricing, reversible lane control for high occupancy vehicle (HOV) facilities, and transit or emergency vehicle signal preemption systems.

- Improve the ability to monitor, schedule, and dispatch maintenance, construction, special services, or other public/community transportation fleets.

- Manage traffic flow and safety during evacuations related to hurricanes, fires, and other emergencies.

- Serve commercial vehicle operations (CVO), such as electronic screening systems, to verify the compliance of motor carriers with size, weight, safety and credentials regulations, and emergency response systems.

- Promote the use of electronic toll collection (ETC) and electronic payment systems (EPS) to improve traffic flow efficiencies and reduce infrastructure requirements.

- Implement procedures and systems that cost-effectively manage work zone activities.

- Manage lane closure prediction and scheduling.

- Collect/Maintain data on work zone locations and delay and alternate routing for mainlines and standard diversion or evacuation routes.

- Automate speed enforcement and variable speed limits in work zones.

- Support advanced traveler information systems (ATIS).

- Provide evacuation guidance that includes basic information to assist potential evacuees in determining whether evacuation is necessary. Once the decision is made to evacuate, the services will also assist evacuees in determining destination routes to shelters and other lodging options. This function will also provide guidance for returning to evacuated areas, information regarding clean up, and other pertinent information to be distributed from federal, state, and local agencies.

- Provide evacuation travel information that will benefit evacuees in planning their evacuation trip once that decision has been made. This function will also allow travelers to change course during the trip based on route and destination conditions.

- Provide evacuation traffic management to assist evacuation coordination personnel in the management of evacuation operations on the transportation network.

- Provide evacuation planning to support the evacuation process by providing information, current and historical, to emergency management planning personnel.

- Promote evacuation resource sharing to allow information and resource sharing between agencies involved in the evacuation including transportation, emergency management, law enforcement and other emergency service agencies.

- Improve the coordination of construction activity and other roadway activities with maintenance.

- Provide infrastructure security against terrorist attacks.

3.4.3 Information Sharing

- Coordinate data collection and information processing, management, and distribution.

- Coordinate data collection programs and sensor installation/operations.

- Inform and exchange data through coordinated operations.

- Centralize information processing, management, and storage.

- Open access to information delivery and use.

- Coordinate information report development.

- Coordinate transportation management strategy development.

3.5   Ideal Solutions

To achieve these goals and objectives and fulfill the themes and strategies for implementation, the following major types of deployments are anticipated as the ideal solution for ultimate deployment:

- Deployment of full scale freeway management systems (FMS) and incident management systems (IMS) on the five principal FIHS limited-access corridors –
  - o   Coordinated ITS interregional operations;
  - o   Full scale FMS and IMS in urbanized areas;
  - o   IMS at a minimum in rural areas including RR Service Patrols; and
  - o   E-911 services.

- Statewide ATIS and 511 services –
  - o   ATIS and 511 in the urbanized/transitioning counties; and
  - o   Statewide ATIS and 511 along each corridor for emergency management and evacuation coordination.

- Statewide central data warehousing of traffic and incident data to support ATIS and 511 services and to support highway performance monitoring and evaluation.

- Full scale deployment of the *CVO/Commercial Vehicle Information Systems and Networks (CVISN) Business Plan*.

- Smart work zones for all sites where capacity improvements and maintenance and construction operations on the FIHS corridors are located.

- Systems and operational integration of FMS with arterial management systems (AMS).

4. Option 1: Strategic Prioritization

Based on a qualitative analysis of the mission, vision, goals, objectives, themes, and strategies for implementation and the desired outcomes, the following strategic priorities are proposed.

This option was discussed in detail during the October Steering Committee Meeting. It was determined that the strategic prioritization was less preferred as compared to Option 2: Prioritization System Software. However, the strategic priorities were used as input for checks of reasonableness when evaluating the outputs of the prioritization system software.

4.1 Strategic Priorities

The following are identified as the strategic priorities (in order) for the five principal FIHS limited-access corridors:

1. Smart work zone management for major capacity improvements in urbanized areas;
2. Complete planned FMS and IMS in counties with more than 500,000 in population, RTMC construction, software resolution, and statewide standards adoption;
3. Provide FMS/IMS and ATIS along the I-4 corridor;
4. Statewide 511 implementation;
5. Rural surveillance/management at high accident locations;
6. Evacuation coordination system;
7. Support CVO through Phase I of the *CVISN Business Plan*;
8. Smart work zone management for major capacity improvements in rural areas;
9. FMS/IMS in Tier II counties;
10. FMS/IMS in Tier III counties;
11. Connect gaps in FMS/IMS;
12. ATIS in Tier I and II urbanized counties;
13. ATIS along remaining corridors and Tier III counties;
14. Complete the CVISN program; and
15. Planning for systems integration with AMS.

The following sections discuss the basis of recommendations for the strategic priorities considered and a conceptual description of the projects proposed.

Section 5.3 identifies the "tiered" counties.

4.1.1 Smart Work Zone Management for Major Capacity Improvements in Urbanized Areas that Lead to the Permanent Installations of Field Devices

- Smart work zone management is the "killer application" that can provide an early win deployment of traveler information, safety, and travel time benefits for travelers.

- Smart work zone management will allow FDOT to leverage these applications to construct communications infrastructures and permanent installations in construction projects where possible.

4.1.2 FMS/IMS in the Largest Urbanized Counties

- This strategy is consistent with district priorities.

- These areas are the most populated and congested counties in the state.

- Significant investments in concept planning and ITS infrastructure have already occurred.

- Deployments will require a marginal investment to realize the full-benefits of the system.

- I-4 is included because it is the backbone of Florida's tourism and commerce industries, it will operate as a fully urbanized corridor, and it is an institutional priority.

4.1.3 ATIS along the I-4 Corridor

- This corridor is the largest market in the United States without ATIS.

- I-4 is included because it is the backbone of Florida's tourism and commerce industries, it will operate as a fully urbanized corridor, and it is an industrial priority.

- This corridor has the greatest opportunity for ATIS benefits.

4.1.4 Statewide 511 Deployment along Major Corridors

- Secure 511 to provide a consistent approach and branding of traveler information statewide.

- This priority strategy will support major incident management and evacuation coordination services.

- A customer service strategy will be utilized to keep customers informed and advised.

4.1.5 Rural Surveillance/Management at High Accident Locations

- This is a low-cost strategy with significant benefits.

- This strategic priority will supports major incident management and evacuation coordination.

- Rural surveillance/management must maximize the use of the existing communications backbone.

- Deployment of this strategic priority is consistent with the needs of the Florida Highway Patrol (FHP) and the Florida Department of Law Enforcement (FDLE).

- Rural surveillance/management lays the foundation for full corridor deployments.

4.1.6 Evacuation Coordination System

- The evacuation coordination system strategic priority requires the special application of traffic and incident management services that require other infrastructures to be in place.

- Evacuation coordination provides route guidance, shelter information, traffic management, roadside weather information, and traveler information to support evacuations.

4.1.7 Phase I of the CVISN Business Plan

- The *CVISN Business Plan* serves CVO customers by promoting economic development through efficiency in operations.

- The *CVISN Business Plan* is consistent with CVO administration's need to promote economic development.

4.1.8 Smart Work Zone Management for Major Rural Capacity Improvements

- Smart work zone management is the "killer application" that can provide an early win deployment of traveler information, safety, and travel time benefits for travelers.

- Smart work zone management will allow FDOT to leverage these applications to construct communications infrastructures and permanent installations in construction projects where possible.

4.1.9 FMS/IMS in Tier II and III Counties and Tier IV Counties Based on Need

- This strategic priority provides the infrastructure to operate the systems and support ATIS needs.

- It has been delayed due to funding limitations.

- Success is needed in more congested areas to support funding needs for these less traveled segments.

- This strategic priority allows time for traffic and congestion to increase to critical levels on transitioning segments.

4.1.10 Connect Gaps in FMS/IMS

- Connecting these gaps will allow the infrastructure to operate the systems and support ATIS needs.

- This strategic priority has been delayed due to funding limitations.

- Success is needed in more congested areas to support funding needs for these less traveled segments.

- Connecting the gaps will provide continuous services appropriate with needs.

4.1.11 ATIS in Southwest Florida and Jacksonville Marketplaces

- This strategic priority will expand the backbone of ATIS to areas with increasing congestion and demand.

- Deployment of ATIS in these regions follows infrastructure deployment priorities.

4.1.12 ATIS in Remainder of Corridors

- Deployment in the remainder of the corridors will provide ATIS at points of entry for tourism and trade and will support major incident management and evacuation coordination.

- This strategic priority will also serve intercity travelers in tourist and CVO markets.

4.1.13 Complete CVISN Program

- The CVISN program will build on successes in Phase I.

- This strategic priority serves CVO markets.

- This strategic priority allows the distribution and maturation of technologies to occur.

- ATIS will be deployed in other areas as needed.

- Other areas such as northwest Florida's coastal communities may seek ATIS to serve tourists, other peak demands, and support evacuation coordination.

4.1.14 Planning for Systems Integration with AMS

- This will occur once the backbone of fully-integrated FMS and EPS are in place.

- More complex and diverse environments of AMS must be addressed.

- Use the systems engineering approach to drive standards integration, funding, and engineering support.

4.2 Summary and Application

These strategic priorities are drawn from professional experience and will provide strong guidelines for the prioritization decisions for ITS.

5. Option 2: Prioritization System Software

5.1 Framework

In order to assist in refining and quantifying the strategic priorities for ITS deployments along the five principal FIHS limited-access corridors, a structured prioritization program is proposed. Figure 5.1 summarizes the framework for this system. A discussion of each of the steps follows.

Figure 5.1 – Prioritization Framework
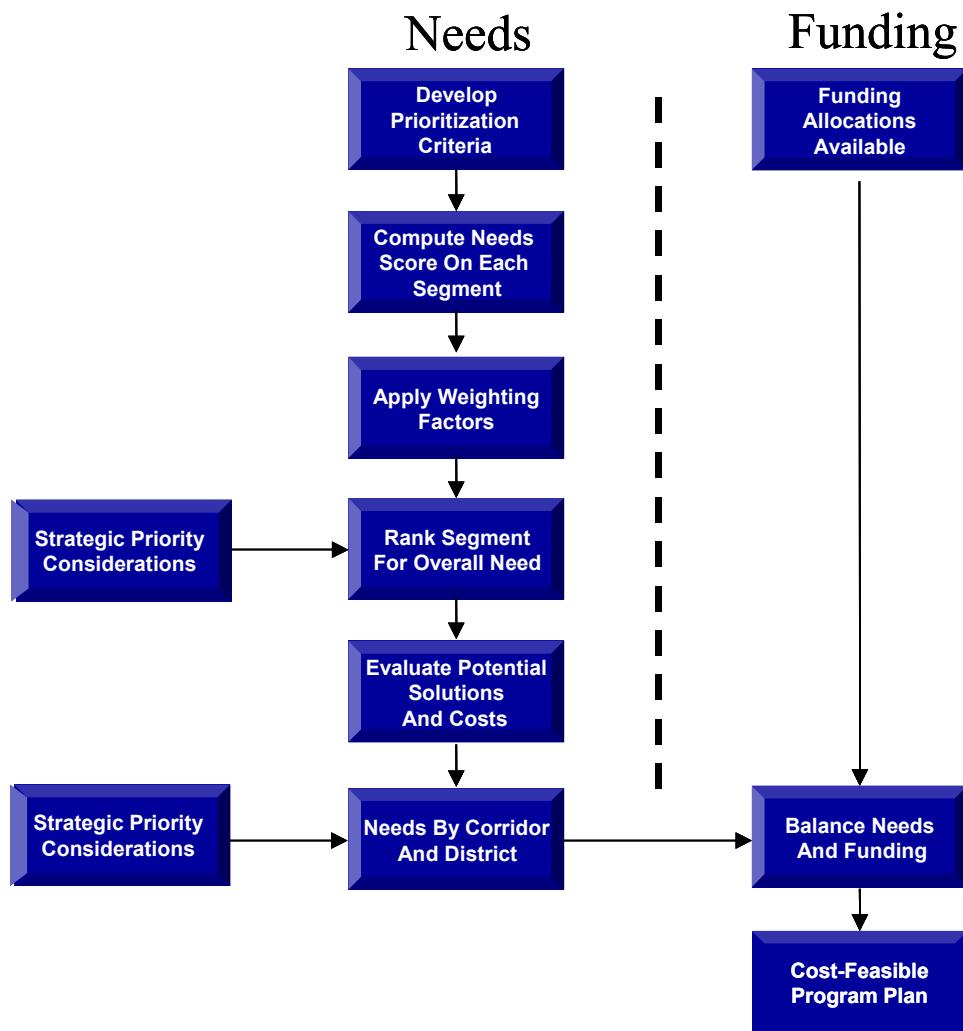
5.2 Develop Prioritization Criteria

Table 5.1 summarizes the initial criteria recommended for prioritizing ITS deployments on a statewide basis.

**Table 5.1 – Proposed Criteria for Prioritizing ITS Deployments
in the *ITS Program Plan***

Criteria	Measure	Score	Weighting
Population and Urbanization	Population within each county.	Based on the percentile rank of the most populated to the least populated.	10%
Incidents	Safety ratio along each corridor segment as defined in the Roadway Characteristics Inventory (RCI)	Based on the percentile rank from the highest safety ratio to the lowest safety ratio.	10%
Congestion Levels	Percent of travel heavily congested (LOS E/F) along each corridor as defined in the RCI and the results of the Mobility Performance Measures Program.	Based on the percentile rank from the highest percentage of travel congested to the lowest.	15%
Special Event Generators	Number of attendees of special events in each county each year as provided by Visit Florida as of the year 2000.	Based on the percentile rank from the highest number of attendees to the lowest by county.	10%
Evacuation Coordination	Number of evacuees generated on each facility during critical storm events as determined using the demand-estimating tool generated by PBS&J for the U.S. Army Corps of Engineers.	Based on the percentile rank from the highest number of evacuees to the lowest by county.	20%
One-Way Corridor for Evacuation	Corridor identified for one-way operations or contraflow.	Yes or No	15%
CVO Operations	Truck volume as reported in the RCI.	Based on the percentile rank from the highest truck volume to the lowest by segment.	10%

Production Capability	Product Phase Complete
	  o Design Complete
	  o Design Criteria
	  o Design Underway
	  o Concept Plan
	No Effort
		100
		67
		67
		33
		0
			5%

Programmed Improvement Construction Capacity	Programmed capacity improvement where permanent installation can be used to support smart work zone management.	Improvement Fiscal Year FY03 – 100% FY04 – 80% FY05 – 60% FY06 – 40% FY07 – 20%	5%
		TOTAL	**100%**

During the October Steering Committee Meeting, the district coordinators and FDOT's Central Office conducted a Delphi evaluation (discussed in detail in Section 5.4) of the prioritization criteria and candidate weightings. As a result, the following criteria and weighting factors were adopted.

**Table 5.2 – Adopted Criteria for Prioritizing ITS Deployments
in the *ITS Program Plan***

Criteria	Measure	Score	Weighting
Population and Urbanization	Population within each county.	Based on the percentile rank of the most populated to the least populated.	10%
Incidents	Safety ratio along each corridor segment as defined in the Roadway Characteristics Inventory (RCI)	Based on the percentile rank from the highest safety ratio to the lowest safety ratio.	20%
Congestion Levels	Percent of travel heavily congested (LOS E/F) along each corridor as defined in the RCI and the results of the Mobility Performance Measures Program.	Based on the percentile rank from the highest percentage of travel congested to the lowest.	20%
Special Event Generators	Number of attendees of special events in each county each year as provided by Visit Florida as of the year 2000.	Based on the percentile rank from the highest number of attendees to the lowest by county.	10%
Evacuation Coordination	Number of evacuees generated on each facility during critical storm events as determined using the demand-estimating tool generated by PBS&J for the U.S. Army Corps of Engineers.	Based on the percentile rank from the highest number of evacuees to the lowest by county.	15%
CVO Operations	Truck volume as reported in the RCI.	Based on the percentile rank from the highest truck volume to the lowest by segment.	5%

Production Capability	Product Phase Complete
	  o Design Complete
	  o Design Criteria
	  o Design Underway
	  o Concept Plan
	No Effort
		
		100
		67
		67
		33
		0
			5%

Programmed Improvement Construction Capacity	Programmed capacity improvement where permanent installation can be used to support smart work zone management.	Improvement Fiscal Year FY03 – 100% FY04 – 80% FY05 – 60% FY06 – 40% FY07 – 20%	15%
		TOTAL	**100%**

5.3 Compute Priority Scores

Table 5.2 summarizes the adopted criteria for prioritization. The following section explains in detail the data sources and methods for computing priority scores for each Roadway Characteristics Inventory (RCI) roadway segment.

5.3.1 Population and Urbanization

Population and urbanization characteristics of the areas where ITS deployments will be considered are the major drivers of congestion levels and the need for ITS. Accordingly, the following tiered approach for prioritization is proposed based on population as reported in the 2000 Census[1].

- First Tier (seven largest urbanized areas greater than 500,000 in population) –
  - Miami-Dade (2.1M);
  - Broward (1.6M);
  - Palm Beach (1.1M);
  - Hillsborough (1M);
  - Pinellas (0.9M);
  - Orange (0.9M); and
  - Duval (0.8M).

- Second Tier (four urbanized counties with greater than 400,000 in population) –
  - Brevard (476k);
  - Polk (484k);
  - Volusia (443k); and
  - Lee (441k).

- Third Tier (four urbanized counties with greater than 300,000 in population) –
  - Seminole (365k);
  - Pasco (334k);
  - Sarasota (326k); and
  - Escambia (300k).

- Fourth Tier (other counties with more than 100,000 in population) –
  - Alachua (218k);
  - Bay (148k);
  - Charlotte (141k);
  - Citrus (118k);
  - Clay (141k);
  - Collier (251k);
  - Hernando (131k);
  - Indian River (113k);

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[1] Bureau of Economic and Business Research, University of Florida, January 12, 2001

- o Lake (211k);
- o Leon (239k);
- o Manatee (264k);
- o Marion (259k);
- o Martin (127k);
- o Okaloosa (170k);
- o Osceola (172k);
- o St. Johns (123k);
- o St. Lucie (193k); and
- o Santa Rosa (118k).

- Fifth Tier (other counties) –
  - o Baker (22k);
  - o Bradford (26k);
  - o Calhoun (13k);
  - o Columbia (57k);
  - o DeSoto (32k);
  - o Dixie (14k);
  - o Flagler (50k);
  - o Franklin (11k);
  - o Gadsden (45k);
  - o Gilchrist (14k);
  - o Glades (11k);
  - o Gulf (13k);
  - o Hamilton (13k);
  - o Hardee (27k);
  - o Hendry (36k);
  - o Highlands (87k);
  - o Holmes (19k);
  - o Jackson (47k);
  - o Jefferson (13k);
  - o Lafayette (7k);
  - o Levy (34k);
  - o Liberty (7k);
  - o Madison (19k);
  - o Monroe (80k);
  - o Nassau (58k);
  - o Okeechobee (36k);
  - o Putnam (70k);
  - o Sumter (53k);
  - o Suwanee (35k);
  - o Taylor (19k);
  - o Union (13k);
  - o Wakulla (23k);
  - o Walton (41k); and

o   Washington (21k).

The priority score for the population data was calculated using the statistical process of percent ranking. Each data piece is evaluated as a percentage according to its relative standing or placement within the population data, not on the data value. The percent rank value ranges from 0 to 100 percent and gives duplicate numbers the same percentage.

Appendix A provides the priority score based on population to be weighted with other prioritization factors in Table A.1 and reflects the raw population data.

5.3.2 Incidents

Incidents are a major indication of safety concern for a facility with needs that can be addressed by ITS. Safety ratio is defined as the ratio of the vehicular accident rate per million VMT and the average vehicular accident rate per million VMT is the primary indicator used by the Department of Highway Safety and Motor Vehicles (DHSMV) to identify potential safety problems for a segment.

To determine the priority score for each section, the sections were ranked from the highest safety ratio to the lowest. The priority score is then computed similar to the method for population.

Appendix B summarizes the priority score of interstate sections with critical safety ratios and includes a priority score of zero for all other sections.

5.3.3 Congestion Levels

Congestion levels along the five principal FIHS limited-access corridors should be a major determinant of the need and prioritization of the ITS deployments. Congestion levels will be derived from the Transportation Statistics (TranStat) Office's Mobility Performance Measures Program. The performance measures available for reporting on each of the FIHS corridors are summarized in Table 5.2.

Each of these mobility performance measures for the five principal FIHS limited-access corridors is available using the Mobility Performance Measures estimation database from the TranStat Office. These performance measures are available on each of the corridors from 1990 to 2000.

Within each of the dimensions of mobility identified above, the following measures are recommended for consideration in prioritization of ITS projects:

- **Quantity –**VMT or volume;
- **Quality –** average speed, delay, average trip time, and reliability;
- **Accessibility –** not applicable; and
- **Utilization –** percent of the system heavily congested, percent travel heavily congested, vehicles per lane mile, and the duration of congestion**.**

Table 5.2 – FDOT's Mobility Performance Measures

Dimension of Mobility	Mobility Performance Measures	State Highway System	Florida Intrastate Highway System	Florida Intrastate Highway System Corridors	Metropolitan Highway Systems	Definition[1]
Quantity of Travel	Person miles traveled	●	●	●	●	AADT * length * vehicle occupancy
	Truck miles traveled	●	●	●	●	AADT * length * % trucks
	Vehicle miles traveled	●	●	●	●	AADT * length
	Person trips				●	Total person trips
Quality of Travel	Average speed	●	●	●		Average speed[2] weighted by PMT
	Delay	●	●	●	●	Vehicle hours of delay
	Average travel time			●		Distance / speed[2]
	Average trip time				●	Door to door trip travel time
	Reliability			●	●	% of travel times that are acceptable
	Maneuverability			●		Vehicles per hour per lane
Accessibility	Connectivity to intermodal facilities	●	●	●	●	% within 5 miles (1 mile for metropolitan)
	Dwelling unit proximity		●	●	●	% within 5 miles (1 mile for metropolitan)
	Employment proximity		●	●	●	% within 5 miles (1 mile for metropolitan)
	Industrial/warehouse facility proximity		●			% within 5 miles
	% miles bicycle accommodations	●			●	% miles with bike lane/shoulder coverage
	% miles pedestrian accommodations	●			●	% miles with sidewalk coverage
Utilization	% system heavily congested	●	●	●	●	% miles at LOS E or F
	% travel heavily congested	●	●	●	●	% daily VMT at LOS E or F
	Vehicles per lane mile	●	●	●	●	AADT * length / lane miles
	Duration of congestion	●	●	●	●	Lane-mile-hours at LOS E or F

[1] Definitions shown are generally for daily analysis. Calculations for the peak are based on prevailing conditions during the typical weekday 5:00 to 6:00 PM peak.
[2] Speed based on models using the HCM or field data.

AADT - annual average daily traffic
PMT - person miles traveled
VMT - vehicle miles traveled
LOS - level of service
HCM - Highway Capacity Manual

Since a single index of performance measures that fully describes mobility and congestion and therefore the need for ITS along each of the corridors is not available, a single mobility performance measure is needed that describes the need for ITS and operational improvements. The performance measure recommended for use in the prioritization system is the percent of travel congested along the corridor.

These performance measures are sensitive to the length of the roadway section considered. Section lengths used in the ITS inventory were based on FDOT's RCI sections, which can vary in length from 0.2 miles to two or more miles. Therefore, in order to gain meaningful results at a corridor level, aggregation of the segments is required. The minimum segment length that will be considered in the analysis is at the regional level. This level of aggregation is also consistent with the reported accuracy levels of the source data for a number of the indicators used to compute the priority score for each section. Each facility in the Mobility Performance Measures Program is identified by roadway identification, county number, and section, so sorting and quantification at the regional level can be performed.

It is recognized that the aggregation of these indicators on a regional basis may be too large for some sections and that division of the corridors into more logical segmentation for ITS deployments may be needed. Following an initial application of the aggregation of sections to the regional level, an assessment will be made to determine whether additional effort is needed to disaggregate the sections. In this case, the functional segments for ITS deployments will be determined based on logical termini and operations and management issues.

To determine the priority score for each section, the sections were ranked from the highest VMT congested section to the lowest. The priority score is then computed in a method similar to that for population.

Appendix C summarizes the priority score of sections with VMT congestion and includes a priority score of zero for all other sections.

5.3.4 Special Event Generators

To determine the priority score for special event generators, the estimated number of visitors for the year 2000 was collected and used to rank the needs. The list of venues was taken from the major activity centers, special generators, and tourist attractions identified in *Technical Memorandum No. 1 – ITS Legacy Catalog*. Some venues would not release visitor counts per company policy. In those cases, these values are listed as zero until estimates can be provided.

To determine the priority score for each section, the sections were ranked from the highest visitor count by county to the lowest. The priority score is then computed in a method similar to that for population.

Appendix D summarizes the priority score of roadway sections with reported visitor counts by county and includes a priority score of zero for all other sections.

5.3.5 Evacuation Coordination

All segments were assigned a relative priority score based on the criteria and weighting developed in a cooperative process with the districts. To assess the relative importance of ITS deployments along these corridors in support of evacuations, a needs assessment was performed based on the estimated model-generated data of evacuees for critical storm events in each

county. The use of the critical storm event criteria for each county results in double counting of evacuees from a single storm event; however, this conservative approach assures that each facility is being evaluated based on the maximum storm event scenarios possible for that section. Similar to the other prioritization criteria, disaggregation below the regional level is not considered appropriate for this criterion.

Model-generated data for evacuees was provided by FDOT based on a behavioral analysis of evacuations that occurred during previous storm events. This behavior analysis was applied to a number of alternate storm tracks. The model-generated trip data was then estimated for each county and the evacuation trips were assigned to facilities based on anticipated destinations for evacuation.

To determine the priority score for each section, the county high-level evacuation for vehicles predictions were ranked from the highest to the lowest using the percent rank process.

Appendix E summarizes the priority score of all sections according to its county location.

5.3.6 One-Way Corridor for Evacuation

Past evacuations have revealed the need to identify operational plans for all corridors that may be used for one-way evacuation operations in emergency situations.

Each section has been assigned a zero or 100 based on whether it is considered a part of any of the corridors listed for one-way operations during evacuations.

This criterion was eliminated by consensus of the districts during the October Steering Committee Meeting as noted in Table 5.2 and discussed in Section 5.4.

Appendix F summarizes the priority score of all roadway sections.

5.3.7 Commercial Vehicle Operations (CVO)

The most basic determinant of need for ITS to better serve commercial vehicles is the truck volume along the segment. Average daily truck volumes were estimated and based on data provided by FDOT's RCI.

Ranking of the segments is then determined similar to the other criteria. To determine the priority score for each section, the sections were ranked from the highest CVO count by county to the lowest.

Appendix G summarizes the priority score of sections with CVO data and includes a priority score of zero for all other sections.

5.3.8 Production Capability

Production capability is a determinant in assessing priority of ITS segments for programming. For assessing priorities based on the production capability of deployments, the following is recommended:

- Design complete: 100%
- Design criteria complete or design underway: 67%
- No effort: 0%

Note: Since the five-principal FIHS limited-access corridors are addressed through the *ITS Corridor Master Plans* and the *ITS Program Plan* and corridor concepts or needs were proposed for the other limited-access facilities by the districts or expressway authorities, this criterion was eliminated.

The basis for this recommendation is that if a project has advanced into design (for a systems manager or a design/build procurement) or design criteria is complete, then FDOT has already made significant investments to advance the project and this investment should be leveraged before the design becomes "obsolete". Preference is given to complete design since it represents a larger sunk cost and project completion can be realized with fewer new resources than when only design criteria is complete.

Appendix H summarizes the priority score of sections.

5.3.9 Capacity Improvements

Programmed capacity improvements were also considered in determining the priority of ITS segments. Capacity improvements are defined as the highway improvements that add capacity to a facility. From a production standpoint, ITS deployments would ideally be constructed along with the capacity improvements. Also, the coordination of ITS deployments during roadway widening or reconstruction would assist in leveraging construction dollars and permanent ITS device installations that can be operational during construction to assist in smart work zone management.

Appendix I summarizes the assigned priority scores for each roadway section based on the earliest year of scheduled projects with programmed capacity improvement as documented in the *2025 FIHS Cost-Feasible Plan*.

5.4   Weighting Factors

An initial set of weighting factors is proposed for illustration purposes. We recommend using a group decision-making technique called the Delphi approach, with the districts and the ITS Office providing one composite vote each to assess the weighting factors. The Delphi approach requires each district and the ITS Office to rank each criterion in a series of pair-wise comparisons. Quantitative techniques are then used to assign specific weighting factors that can be used to support and justify the assignment of weights.

Once the weighting factors are determined, each factor is applied to the priority score to develop a composite weighted priority score (CWPS) as shown in Equation 1.

Equation 1

$$Composite\,Weighted\,Needs\,Score = \sum_{All\,Criteria} Score_{Criteria} * Weight_{Criteria}$$

Table 5.2 summarizes the results of the Delphi approach conducted during the October Steering Committee Meeting. The selection of one criterion over another during the application of the Delphi technique was done by straw pole. Each district was given one vote and a majority rule was used as the basis of selection.

5.5   Rank Segment for Overall Priority

When ranking each segment for overall priority, each segment is ranked from the highest CWPS to the lowest. General categories of need – high, medium, and low – will be identified based on the percentile of the CWPS.

These high, medium, and low priorities will be balanced with the strategic priorities previously identified in this technical memorandum. The combination of the strategic priorities and the quantitative assessment of relative need across the system will result in a robust, reasonable, and appropriately balanced implementation plan that can be easily phased and logically segmented for deployment.

5.6   Evaluate Potential Solutions and Costs

Once strategic priorities and relative needs have been properly balanced, the appropriate solutions will need to be identified. These solutions may lead to a phased implementation to provide logical sequencing and telecommunications network development considerations. Once the appropriate solution is identified to meet the need, costs will be estimated.

5.7   Needs by Corridor and District

Following needs documentation, an appropriate solution and an estimate of the costs and needs will be summarized by district and corridor for balancing with revenues to establish the cost-feasible plan.

Appendix A

Priority Scores for County Population

Table A.1 – Priority Scores for County Population

County	County Name	2000 Population	Percent Rank	County	County Name	2000 Population	Percent Rank
87	Miami-Dade	2,253,362	100%	7	Hendry	36,210	35%
86	Broward	1,623,018	98%	91	Okeechobee	35,910	33%
93	Palm Beach	1,131,184	97%	37	Suwannee	34,844	32%
10	Hillsborough	998,948	95%	34	Levy	34,450	30%
15	Pinellas	921,482	94%	4	DeSoto	32,209	29%
75	Orange	896,344	92%	6	Hardee	26,938	27%
72	Duval	778,879	91%	28	Bradford	26,088	26%
16	Polk	483,924	89%	59	Wakulla	22,863	24%
70	Brevard	476,230	88%	27	Baker	22,259	23%
79	Volusia	443,343	86%	61	Washington	20,973	21%
12	Lee	440,888	85%	38	Taylor	19,256	20%
77	Seminole	365,196	83%	35	Madison	18,733	18%
14	Pasco	344,765	82%	52	Holmes	18,564	17%
17	Sarasota	325,957	80%	31	Gilchrist	14,437	15%
48	Escambia	294,410	79%	30	Dixie	13,827	14%
13	Manatee	264,002	77%	39	Union	13,442	12%
36	Marion	258,916	76%	51	Gulf	13,332	11%
3	Collier	251,377	74%	32	Hamilton	13,327	9%
55	Leon	239,452	73%	47	Calhoun	13,017	8%
26	Alachua	217,955	71%	54	Jefferson	12,902	6%
11	Lake	210,528	70%	49	Franklin	11,057	5%
94	St. Lucie	192,695	68%	5	Glades	10,576	3%
92	Osceola	172,493	67%	33	Lafayette	7,022	2%
57	Okaloosa	170,498	65%	56	Liberty	7,021	0%
46	Bay	148,217	64%				
1	Charlotte	141,627	62%				
71	Clay	140,814	61%				
8	Hernando	130,802	59%				
89	Martin	126,731	58%				
78	St. Johns	123,135	56%				
2	Citrus	118,085	55%				
58	Santa Rosa	117,743	53%				
88	Indian River	112,947	52%				
9	Highlands	87,366	50%				
90	Monroe	79,589	48%				
76	Putnam	70,423	47%				
74	Nassau	57,663	45%				
29	Columbia	56,513	44%				
18	Sumter	53,345	42%				
73	Flagler	49,832	41%				
53	Jackson	46,755	39%				
50	Gadsden	45,087	38%				
60	Walton	40,601	36%				

Appendix B

Priority Scores for High Accident Locations

Table B.1 – Priority Scores for High Accident Locations

RoadwayID	BMP	EMP	Average Ratio	Percent Rank	RoadwayID	BMP	EMP	Average Ratio	Percent Rank
14140000	0	0.256	3.71	100.0%	70220000	24.349	24.756	1.47	76.8%
75470000	16.222	17.801	3.27	99.4%	70220000	22.104	23.568	1.47	76.8%
86470000	15.607	20.664	2.93	98.9%	70220000	23.568	24.349	1.47	76.8%
18130000	14.092	21.738	2.59	98.4%	57002000	16.71	24.556	1.47	76.3%
10190000	13.939	15.886	2.54	97.8%	70225000	10.452	13.9	1.46	75.7%
26260000	26.081	26.178	2.29	96.3%	75280000	13.656	14.664	1.45	74.7%
26260000	25.68	26.081	2.29	96.3%	3175000	29.112	50.319	1.45	74.7%
26260000	23.38	25.68	2.29	96.3%	29170000	0	2.405	1.45	73.6%
10190000	6.453	6.864	2.27	95.7%	29170000	2.405	7.262	1.45	73.6%
10190000	24.708	26.682	2.13	95.2%	53002000	31.218	33.173	1.44	73.1%
87270000	12.091	12.653	2.11	94.7%	88081000	7.025	12.952	1.44	72.6%
72020000	1.329	2.145	1.92	94.2%	10190000	6.864	6.991	1.43	71.5%
14140000	1.308	5.106	1.90	93.6%	10190000	6.991	7.089	1.43	71.5%
26260000	26.178	27.28	1.88	93.1%	55320000	0	2.042	1.43	71.0%
18130000	7.66	14.092	1.83	92.6%	86075000	19.67	45.41	1.43	70.5%
10320000	4.292	5.008	1.82	91.5%	10075000	4.928	6.451	1.42	69.4%
10320000	5.008	5.071	1.82	91.5%	3175000	50.319	52.26	1.42	69.4%
86075000	15.911	17.492	1.81	91.0%	86012000	1.709	1.897	1.42	68.4%
10075000	6.451	12.275	1.80	90.5%	70225000	14.214	16.468	1.42	68.4%
8150000	7.058	11.476	1.78	90.0%	17075000	22.3	23.868	1.41	67.8%
72001000	22.19	24.7	1.77	89.4%	70220000	16.295	18.584	1.41	66.8%
87270000	12.653	12.67	1.77	88.9%	70220000	16.217	16.295	1.41	66.8%
77160000	7.79	8.265	1.77	88.4%	87004000	4.387	4.794	1.40	66.3%
3175000	55.326	56.168	1.76	87.8%	89095000	0	12.068	1.40	65.7%
50001000	5.777	14.149	1.64	87.3%	87270000	13.826	14.351	1.40	65.2%
72001000	9.593	11.701	1.61	86.8%	77160000	13.856	14.135	1.40	64.7%
50001000	0	5.777	1.59	86.3%	88081000	6.17	7.025	1.39	64.2%
10190000	21.151	24.708	1.59	85.7%	3175000	56.168	60.431	1.38	63.6%
87270000	14.351	16.555	1.54	85.2%	86070000	14.641	16.259	1.38	63.1%
3175000	0	29.112	1.53	84.7%	26260000	18.44	21.43	1.36	62.6%
8150000	0	7.058	1.52	84.2%	79002000	23.113	23.285	1.34	61.5%
93220000	27.208	34.762	1.52	83.6%	79002000	23.285	27.855	1.34	61.5%
70220000	0	11.065	1.52	83.1%	10190000	30.113	32.836	1.33	61.0%
18130000	21.778	22.625	1.52	82.1%	87270000	0	1.016	1.32	60.5%
18130000	22.625	28.996	1.52	82.1%	93220000	21.633	23.525	1.31	60.0%
72001000	11.701	15.928	1.49	81.5%	88081000	12.952	16.16	1.31	58.4%
48260000	12.911	16.491	1.49	81.0%	86012000	1.897	2.02	1.31	58.4%
35090000	5.947	16.255	1.49	80.5%	86012000	2.02	2.03	1.31	58.4%
16320000	29.169	32.022	1.49	80.0%	15190900	0	0.504	1.29	57.3%
16320000	22.384	29.169	1.48	79.4%	15190900	0.504	1.139	1.29	57.3%
3175000	60.431	63.504	1.47	78.9%	72020000	2.815	3.337	1.29	56.8%
70220000	24.756	31.21	1.47	76.8%	79110000	0	3.503	1.29	56.3%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank	RoadwayID	BMP	EMP	Average Ratio	Percent Rank
14140000	19.091	20.386	1.28	55.7%	86070000	23.641	25.285	1.15	32.6%
14140000	11.754	19.091	1.28	55.2%	10190000	8.478	9.738	1.15	32.1%
57002000	2.629	8.986	1.28	54.2%	79110000	3.515	6.355	1.14	31.5%
57002000	0	2.629	1.28	54.2%	86070000	18.035	21.55	1.14	31.0%
14140000	0.388	0.851	1.28	52.1%	35090000	26.496	32.96	1.14	30.5%
14140000	0.851	1.002	1.28	52.1%	54001000	0	0.956	1.14	30.0%
14140000	1.002	1.308	1.28	52.1%	10075000	31.886	32.246	1.14	29.4%
14140000	0.256	0.388	1.28	52.1%	79110000	14.2	24.506	1.13	28.4%
86070000	12.62	13.516	1.27	51.5%	79110000	24.506	27.373	1.13	28.4%
86070000	1.521	5.135	1.27	51.0%	58002000	0	5.157	1.13	26.8%
26260000	17.193	18.44	1.26	50.5%	70225000	22.23	29.807	1.13	26.8%
87270000	10.798	12.091	1.26	50.0%	77160000	3.451	7.32	1.13	26.8%
10190000	7.6	8.297	1.25	49.4%	72020000	0.753	1.329	1.13	26.3%
61001000	16.848	23.969	1.25	48.4%	10190000	6.445	6.453	1.12	25.7%
61001000	12.908	16.848	1.25	48.4%	72020000	2.611	2.815	1.12	25.2%
10190000	5.416	6.445	1.25	47.3%	54001000	9.267	17.051	1.12	24.7%
35090000	16.255	22.833	1.25	47.3%	14140000	5.145	11.754	1.11	23.6%
57002000	14.96	16.71	1.24	46.8%	10075000	30.466	30.775	1.11	23.6%
26260000	21.43	21.81	1.24	45.7%	87270000	9.335	9.795	1.11	22.6%
26260000	21.81	23.38	1.24	45.7%	87270000	10.647	10.798	1.11	22.6%
54001000	17.051	19.478	1.23	45.2%	87075000	0	2.202	1.11	22.1%
53002000	25.215	31.218	1.23	44.7%	87270000	8.024	8.792	1.11	21.5%
26260000	0	0.992	1.22	43.6%	26260000	31.548	35.19	1.11	21.0%
26260000	0.992	8.4	1.22	43.6%	87270000	7.261	8.024	1.10	20.5%
79002000	40.859	41.104	1.22	43.1%	1075000	15.885	17.912	1.10	18.9%
74160000	2.999	9.581	1.21	42.1%	1075000	17.912	19.263	1.10	18.9%
74160000	9.581	12.226	1.21	42.1%	86075000	8.693	9.48	1.10	18.9%
75280000	11.069	13.656	1.21	41.5%	18130000	0	1.749	1.10	18.4%
17075000	20.049	22.3	1.21	41.0%	10190000	7.303	7.544	1.10	17.8%
72020000	2.283	2.605	1.20	40.5%	50001000	14.149	21.004	1.09	17.3%
10320000	3.458	4.292	1.20	40.0%	79002000	0	11.452	1.09	16.3%
87270000	12.67	13.826	1.20	39.4%	78080000	26.155	32.022	1.09	16.3%
35090000	22.833	26.496	1.19	38.9%	18130000	1.749	7.66	1.09	15.7%
72001000	21.182	22.19	1.19	38.4%	87270000	9.795	10.647	1.07	14.7%
87270000	3.234	5.782	1.19	37.8%	87270000	6.236	7.261	1.07	14.7%
26260000	27.28	31.548	1.18	36.8%	78080000	32.037	34.723	1.07	13.1%
26260000	9.702	11.03	1.18	36.8%	87270000	1.535	3.234	1.07	13.1%
87270000	5.941	6.236	1.18	36.3%	78080000	32.022	32.037	1.07	13.1%
93220000	8.169	18.828	1.18	35.7%	10075000	16.47	16.747	1.07	11.5%
10190000	0	1.31	1.18	35.2%	10075000	16.747	18.821	1.07	11.5%
72270000	21.334	21.509	1.17	34.7%	16320000	12.734	18.41	1.07	11.5%
87270000	16.555	17.26	1.17	34.2%	1075000	0	8.528	1.06	11.0%
87270000	8.792	9.335	1.16	33.6%	50001000	21.004	32.221	1.06	10.5%
86070000	21.55	23.641	1.16	33.1%	54001000	0.956	9.267	1.06	10.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
10320000	6.506	7.513	1.06	9.4%
50001000	32.221	33.627	1.05	8.9%
78080000	13.808	20.453	1.05	7.8%
78080000	20.453	26.155	1.05	7.8%
58002000	11.873	14.74	1.05	6.3%
58002000	9.405	11.873	1.05	6.3%
58002000	5.449	9.405	1.05	6.3%
75280000	2.627	4.399	1.05	5.7%
93220000	0	5.219	1.04	5.2%
87004000	0.793	2.136	1.03	4.7%
15190000	14.54	16.7	1.03	4.2%
16320000	5.097	6.425	1.03	3.6%
15190000	7.511	8.339	1.02	3.1%
10190000	1.602	2.156	1.02	2.6%
10075000	27.069	30.466	1.02	1.5%
17075000	14.06	20.049	1.02	1.5%
53002000	15.304	25.215	1.02	1.0%
93220000	34.762	37.059	1.00	0.5%
29180000	0	5.851	0	0.0%
27090000	18.359	20.719	0	0.0%
29170000	10.413	20.69	0	0.0%
29170000	10.012	10.413	0	0.0%
29170000	9.44	10.012	0	0.0%
27090000	12.325	18.359	0	0.0%
29170000	7.262	9.44	0	0.0%
26260000	17.167	17.193	0	0.0%
26260000	8.4	9.702	0	0.0%
26260000	14.79	17.167	0	0.0%
27090000	0	9.528	0	0.0%
18470000	0	10.751	0	0.0%
27090000	9.528	12.325	0	0.0%
26260000	14.556	14.79	0	0.0%
27090000	21.884	25.462	0	0.0%
29180000	5.851	14.77	0	0.0%
17075000	39.574	42.615	0	0.0%
27090000	20.719	21.884	0	0.0%
26260000	12.237	14.556	0	0.0%
26260000	11.03	12.237	0	0.0%
18130000	21.738	21.778	0	0.0%
53002000	3.015	9.621	0	0.0%
48270000	4.508	6.213	0	0.0%
57002000	8.986	11.703	0	0.0%
55320000	15.769	22.228	0	0.0%
55320000	15.011	15.769	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
55320000	9.114	15.011	0	0.0%
55320000	5.447	9.114	0	0.0%
55320000	2.168	5.447	0	0.0%
57002000	13.88	14.96	0	0.0%
53002000	9.621	15.304	0	0.0%
58002000	5.157	5.449	0	0.0%
53002000	0	3.015	0	0.0%
52002000	17.146	21.224	0	0.0%
52002000	14.139	17.146	0	0.0%
52002000	6.185	8.316	0	0.0%
52002000	1.479	6.185	0	0.0%
52002000	0	1.479	0	0.0%
15190000	10.53	12.203	0	0.0%
55320000	2.042	2.168	0	0.0%
61001000	1.189	5.823	0	0.0%
70225000	3.933	7.348	0	0.0%
70225000	1.154	3.933	0	0.0%
70225000	0	1.154	0	0.0%
70220000	35.83	41.503	0	0.0%
70220000	31.21	35.83	0	0.0%
70220000	20.699	22.104	0	0.0%
70220000	18.584	20.699	0	0.0%
57002000	11.703	13.88	0	0.0%
70220000	11.065	13.306	0	0.0%
48270000	3.026	3.912	0	0.0%
61001000	0	1.189	0	0.0%
60002000	18.47	27.495	0	0.0%
60002000	17.59	18.47	0	0.0%
60002000	17.017	17.59	0	0.0%
60002000	2.455	17.017	0	0.0%
60002000	0	2.455	0	0.0%
58002000	14.74	25.916	0	0.0%
70220000	13.306	16.217	0	0.0%
32100000	18.361	24.846	0	0.0%
36210000	18.394	22.103	0	0.0%
36210000	17.823	18.394	0	0.0%
36210000	16.43	17.823	0	0.0%
36210000	13.968	16.43	0	0.0%
36210000	12.94	13.968	0	0.0%
36210000	4.985	12.94	0	0.0%
36210000	0	4.985	0	0.0%
48270000	6.213	6.94	0	0.0%
32100000	24.846	28.746	0	0.0%
37120000	0	6.43	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
32100000	9.32	18.361	0	0.0%
32100000	0	9.32	0	0.0%
29180000	26.82	30.447	0	0.0%
29180000	26.71	26.82	0	0.0%
29180000	21.376	26.71	0	0.0%
29180000	19.507	21.376	0	0.0%
29180000	18.356	19.507	0	0.0%
35090000	0	5.947	0	0.0%
48260000	5.5	7.078	0	0.0%
29180000	14.77	18.356	0	0.0%
48270000	2.506	3.026	0	0.0%
48270000	1.721	2.506	0	0.0%
48270000	0.89	1.721	0	0.0%
48270000	0	0.89	0	0.0%
48260000	16.491	16.507	0	0.0%
48260000	12.41	12.911	0	0.0%
36210000	22.103	32.346	0	0.0%
48260000	7.078	10.251	0	0.0%
36210000	32.346	38.282	0	0.0%
48260000	4.927	5.5	0	0.0%
48260000	0	4.927	0	0.0%
37130000	1.095	3.656	0	0.0%
37130000	0	1.095	0	0.0%
37120000	23.939	25.523	0	0.0%
37120000	14.587	23.939	0	0.0%
37120000	6.43	14.587	0	0.0%
48270000	3.912	4.508	0	0.0%
48260000	10.251	12.41	0	0.0%
10190000	15.886	17.413	0	0.0%
10320000	0.708	1.212	0	0.0%
10320000	0.589	0.708	0	0.0%
10320000	0.499	0.589	0	0.0%
10320000	0	0.499	0	0.0%
10190000	29.867	30.113	0	0.0%
10190000	28.573	29.867	0	0.0%
10190000	28	28.573	0	0.0%
10190000	26.765	28	0	0.0%
15190000	12.465	13.755	0	0.0%
10190000	17.413	21.151	0	0.0%
10320000	2.45	3.458	0	0.0%
10190000	12.853	13.939	0	0.0%
10190000	11.959	12.853	0	0.0%
10190000	10.396	11.959	0	0.0%
10190000	9.738	10.396	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
10190000	8.297	8.478	0	0.0%
10190000	7.544	7.6	0	0.0%
10190000	7.273	7.303	0	0.0%
10190000	7.251	7.273	0	0.0%
10190000	26.682	26.765	0	0.0%
12075000	1.097	2.04	0	0.0%
12075000	26.015	26.775	0	0.0%
12075000	24.647	26.015	0	0.0%
12075000	24.103	24.647	0	0.0%
12075000	22.601	24.103	0	0.0%
12075000	21.039	22.601	0	0.0%
12075000	16.436	21.039	0	0.0%
12075000	12.691	16.436	0	0.0%
12075000	8.38	12.691	0	0.0%
10320000	1.212	1.441	0	0.0%
12075000	2.04	2.585	0	0.0%
10320000	1.441	2.45	0	0.0%
12075000	1.029	1.097	0	0.0%
12075000	0	1.029	0	0.0%
11470000	11.622	23.793	0	0.0%
11470000	0	11.622	0	0.0%
10320000	11.235	16.021	0	0.0%
10320000	8.802	11.235	0	0.0%
10320000	7.513	8.802	0	0.0%
10320000	5.071	6.506	0	0.0%
10190000	7.089	7.135	0	0.0%
12075000	2.585	8.38	0	0.0%
10075000	12.275	12.298	0	0.0%
10190000	7.194	7.251	0	0.0%
10075000	22.812	23.026	0	0.0%
10075000	21.96	22.812	0	0.0%
10075000	21.632	21.96	0	0.0%
10075000	20.845	21.632	0	0.0%
10075000	20.434	20.845	0	0.0%
10075000	20.082	20.434	0	0.0%
10075000	19.002	20.082	0	0.0%
10075000	25.541	25.635	0	0.0%
10075000	12.298	16.47	0	0.0%
10075000	25.635	25.693	0	0.0%
10075000	4.42	4.928	0	0.0%
10075000	0	4.42	0	0.0%
3175000	52.26	55.326	0	0.0%
1075000	21.089	22.008	0	0.0%
1075000	19.263	21.089	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank	RoadwayID	BMP	EMP	Average Ratio	Percent Rank
1075000	15.133	15.885	0	0.0%	15190000	3.555	4.506	0	0.0%
1075000	14.121	15.133	0	0.0%	15190000	3.464	3.555	0	0.0%
1075000	11.795	14.121	0	0.0%	15190000	3.227	3.464	0	0.0%
1075000	8.528	11.795	0	0.0%	12075000	26.775	28.377	0	0.0%
10075000	18.821	19.002	0	0.0%	15190000	12.203	12.465	0	0.0%
10075000	34.907	36.185	0	0.0%	17075000	24.313	24.663	0	0.0%
13075000	0	3.719	0	0.0%	17075000	37.099	39.156	0	0.0%
10190000	5.119	5.416	0	0.0%	17075000	36.451	37.099	0	0.0%
10190000	4.616	5.119	0	0.0%	17075000	36.434	36.451	0	0.0%
10190000	3.836	4.616	0	0.0%	17075000	34.408	36.434	0	0.0%
10190000	3.256	3.836	0	0.0%	17075000	34.385	34.408	0	0.0%
10190000	2.625	3.256	0	0.0%	17075000	30.127	34.385	0	0.0%
10190000	2.156	2.625	0	0.0%	17075000	29.626	30.127	0	0.0%
10190000	1.31	1.602	0	0.0%	17075000	29.51	29.626	0	0.0%
10075000	23.026	25.541	0	0.0%	16320000	7.721	7.864	0	0.0%
10075000	36.185	38.307	0	0.0%	17075000	24.663	28.993	0	0.0%
10190000	7.135	7.194	0	0.0%	15190000	2.555	2.752	0	0.0%
10075000	32.418	34.907	0	0.0%	17075000	23.868	24.313	0	0.0%
10075000	32.246	32.418	0	0.0%	17075000	10.97	14.06	0	0.0%
10075000	31.376	31.886	0	0.0%	17075000	8.022	10.97	0	0.0%
10075000	31.133	31.376	0	0.0%	17075000	8.003	8.022	0	0.0%
10075000	31.029	31.133	0	0.0%	17075000	4.214	8.003	0	0.0%
10075000	30.775	31.029	0	0.0%	17075000	0.214	4.214	0	0.0%
10075000	26.782	27.069	0	0.0%	17075000	0	0.214	0	0.0%
10075000	26.058	26.782	0	0.0%	16320000	18.41	22.384	0	0.0%
10075000	25.693	26.058	0	0.0%	16320000	12.301	12.734	0	0.0%
10075000	38.307	39.877	0	0.0%	17075000	28.993	29.51	0	0.0%
15190000	8.339	10.53	0	0.0%	13075000	16.202	17.045	0	0.0%
15190000	2.752	3.13	0	0.0%	15190000	3.13	3.227	0	0.0%
16320000	6.425	7.721	0	0.0%	13175000	0	0.919	0	0.0%
16320000	2.907	5.097	0	0.0%	13130000	11.495	11.982	0	0.0%
15190000	16.7	19.655	0	0.0%	13130000	11.09	11.495	0	0.0%
15190000	14.26	14.54	0	0.0%	13130000	9.746	11.09	0	0.0%
15190000	13.967	14.26	0	0.0%	13130000	9.678	9.746	0	0.0%
15190000	13.755	13.967	0	0.0%	13130000	9.404	9.678	0	0.0%
70225000	7.348	7.703	0	0.0%	13130000	9.252	9.404	0	0.0%
16320000	7.864	8.426	0	0.0%	13175000	1.162	1.54	0	0.0%
72002000	5.464	5.991	0	0.0%	13075000	17.045	20.571	0	0.0%
16320000	8.426	12.301	0	0.0%	13175000	1.54	1.965	0	0.0%
15190000	7.322	7.511	0	0.0%	13075000	15.933	16.202	0	0.0%
15190000	6.296	7.322	0	0.0%	13075000	15.524	15.933	0	0.0%
15190000	6.261	6.296	0	0.0%	13075000	14.857	15.524	0	0.0%
15190000	5.294	6.261	0	0.0%	13075000	14.14	14.857	0	0.0%
15190000	4.506	5.294	0	0.0%	13075000	10.998	14.14	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
13075000	10.678	10.998	0	0.0%
13075000	7.315	10.678	0	0.0%
13075000	3.719	7.315	0	0.0%
17075000	39.156	39.574	0	0.0%
13130000	8.893	9.252	0	0.0%
15170000	5.641	5.919	0	0.0%
15190000	2.303	2.555	0	0.0%
15190000	1.134	2.303	0	0.0%
15190000	0.977	1.134	0	0.0%
15190000	0.654	0.977	0	0.0%
15190000	0.542	0.654	0	0.0%
15190000	0.5	0.542	0	0.0%
15170001	0	4.153	0	0.0%
15170000	8.04	8.535	0	0.0%
13175000	0.919	1.162	0	0.0%
15170000	5.919	7.808	0	0.0%
12075000	28.377	34.138	0	0.0%
15170000	4.247	5.641	0	0.0%
14140000	5.121	5.145	0	0.0%
14140000	5.106	5.121	0	0.0%
14075000	0.258	0.37	0	0.0%
14075000	0	0.258	0	0.0%
13175000	5.243	5.327	0	0.0%
13175000	2.929	5.243	0	0.0%
13175000	2.279	2.929	0	0.0%
13175000	1.965	2.279	0	0.0%
15170000	7.808	8.04	0	0.0%
86095000	7.731	8.312	0	0.0%
86075000	18.336	18.797	0	0.0%
86095000	11.57	12.223	0	0.0%
86095000	11.136	11.57	0	0.0%
86095000	10.776	11.136	0	0.0%
86095000	10.732	10.776	0	0.0%
86095000	10.492	10.732	0	0.0%
86095000	10.098	10.492	0	0.0%
86095000	9.615	10.098	0	0.0%
86095000	8.916	9.615	0	0.0%
86095000	12.363	12.427	0	0.0%
86095000	8.312	8.904	0	0.0%
86095000	12.427	12.55	0	0.0%
86095000	7.655	7.731	0	0.0%
86095000	6.789	7.655	0	0.0%
86095000	5.899	6.789	0	0.0%
86095000	3.158	5.899	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
86095000	0.932	3.158	0	0.0%
86095000	0.665	0.932	0	0.0%
86095000	0.304	0.665	0	0.0%
86095000	0	0.304	0	0.0%
86075000	19.456	19.67	0	0.0%
87075000	4.778	4.952	0	0.0%
86095000	8.904	8.916	0	0.0%
86472000	8.241	10.982	0	0.0%
79110000	11.639	14.2	0	0.0%
87075000	2.202	4.019	0	0.0%
87004000	4.794	4.91	0	0.0%
87004000	2.675	4.387	0	0.0%
87004000	2.136	2.675	0	0.0%
87004000	0.486	0.793	0	0.0%
86472000	20.82	21.662	0	0.0%
86472000	20.776	20.82	0	0.0%
86472000	20.443	20.776	0	0.0%
86095000	12.223	12.363	0	0.0%
86472000	10.982	19.659	0	0.0%
86075000	17.728	18.336	0	0.0%
86472000	1.1	8.241	0	0.0%
86472000	0.73	1.1	0	0.0%
86472000	0.585	0.73	0	0.0%
86472000	0	0.585	0	0.0%
86471000	0	7.706	0	0.0%
86470000	22.17	25.916	0	0.0%
86470000	20.664	22.17	0	0.0%
86470000	0	15.607	0	0.0%
86095000	12.63	12.86	0	0.0%
86095000	12.55	12.63	0	0.0%
86472000	19.659	20.443	0	0.0%
86070000	0	0.739	0	0.0%
86075000	18.797	19.456	0	0.0%
86070000	10.638	10.86	0	0.0%
86070000	10.096	10.638	0	0.0%
86070000	9.935	10.096	0	0.0%
86070000	9.794	9.935	0	0.0%
86070000	9.656	9.794	0	0.0%
86070000	9.223	9.656	0	0.0%
86070000	7.664	9.223	0	0.0%
86070000	7.617	7.664	0	0.0%
86070000	11.276	11.449	0	0.0%
86070000	0.739	1.521	0	0.0%
86070000	11.449	11.695	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank	RoadwayID	BMP	EMP	Average Ratio	Percent Rank
86012000	2.03	2.152	0	0.0%	93220000	5.219	8.169	0	0.0%
86012000	1.512	1.709	0	0.0%	93470000	2.904	3.116	0	0.0%
86012000	1.429	1.512	0	0.0%	92471000	33.492	36.07	0	0.0%
86012000	0.31	1.429	0	0.0%	93470000	3.116	3.22	0	0.0%
86012000	0.169	0.31	0	0.0%	92471000	0	20.798	0	0.0%
86012000	0	0.169	0	0.0%	92470000	3.19	17.876	0	0.0%
79110000	27.702	28.02	0	0.0%	92470000	0	3.19	0	0.0%
79110000	27.663	27.702	0	0.0%	92130000	7.31	7.885	0	0.0%
79110000	27.567	27.663	0	0.0%	92130000	7.048	7.31	0	0.0%
72002000	4.123	4.187	0	0.0%	92130000	6.856	7.048	0	0.0%
86070000	5.135	7.617	0	0.0%	92130000	6.576	6.856	0	0.0%
86075000	9.48	10.784	0	0.0%	92130000	2.264	6.576	0	0.0%
86075000	17.492	17.728	0	0.0%	92130000	0	2.264	0	0.0%
86075000	13.693	15.911	0	0.0%	87075000	4.019	4.778	0	0.0%
86075000	13.439	13.693	0	0.0%	92471000	36.07	40.76	0	0.0%
86075000	13.412	13.439	0	0.0%	94001000	17.642	18.28	0	0.0%
86075000	13.032	13.412	0	0.0%	92472000	1.012	2.317	0	0.0%
86075000	12.97	13.032	0	0.0%	92472000	0	1.012	0	0.0%
86075000	12.66	12.97	0	0.0%	16320000	0	0.46	0	0.0%
86075000	11.442	12.66	0	0.0%	16320000	0.46	2.907	0	0.0%
86075000	11.368	11.442	0	0.0%	94470000	20.5	34.968	0	0.0%
86070000	10.86	11.276	0	0.0%	94470000	15.064	20.5	0	0.0%
86075000	10.784	11.153	0	0.0%	94470000	14.755	15.064	0	0.0%
87075000	4.952	5.442	1.00	0.0%	94470000	5.167	14.755	0	0.0%
86075000	7.711	8.693	0	0.0%	94470000	0	5.167	0	0.0%
86075000	5.412	7.711	0	0.0%	93470000	0	2.904	0	0.0%
86075000	1.551	5.412	0	0.0%	94001000	18.28	24.123	0	0.0%
86075000	0	1.551	0	0.0%	89470000	12.2	16.363	0	0.0%
86070000	17.173	18.035	0	0.0%	94001000	16.124	17.642	0	0.0%
86070000	16.259	17.173	0	0.0%	94001000	15.42	16.124	0	0.0%
86070000	14.085	14.641	0	0.0%	94001000	7.585	15.42	0	0.0%
86070000	14.068	14.085	0	0.0%	94001000	4.305	7.585	0	0.0%
86070000	13.516	14.068	0	0.0%	94001000	0	4.305	0	0.0%
86070000	11.695	12.62	0	0.0%	93470000	43.269	44.533	0	0.0%
86075000	11.153	11.368	0	0.0%	93470000	20.242	43.269	0	0.0%
92471000	20.798	33.492	0	0.0%	93470000	13.9	20.242	0	0.0%
89470000	16.363	20.287	0	0.0%	93470000	9.88	13.9	0	0.0%
93220000	44.185	46.018	0	0.0%	93470000	3.22	9.88	0	0.0%
93220000	40.38	44.185	0	0.0%	94001000	24.123	27.182	0	0.0%
93220000	37.059	40.38	0	0.0%	87471000	5.249	6.083	0	0.0%
93220000	26.004	27.208	0	0.0%	91470000	0	7.151	0	0.0%
93220000	24.984	26.004	0	0.0%	87471000	17.82	17.837	0	0.0%
93220000	23.525	24.984	0	0.0%	87471000	17.482	17.82	0	0.0%
93220000	18.828	21.633	0	0.0%	87471000	17.368	17.482	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank	RoadwayID	BMP	EMP	Average Ratio	Percent Rank
87471000	16.766	17.368	0	0.0%	72020000	4.617	4.75	0	0.0%
87471000	16.044	16.766	0	0.0%	72270000	17.268	18.55	0	0.0%
87471000	13.757	16.044	0	0.0%	72270000	16.732	17.268	0	0.0%
87471000	12.846	13.757	0	0.0%	72270000	16.569	16.732	0	0.0%
87471000	12.289	12.846	0	0.0%	72270000	16.165	16.569	0	0.0%
87471000	18.714	20.377	0	0.0%	72270000	15.647	16.165	0	0.0%
87471000	6.083	11.601	0	0.0%	72270000	11.48	15.647	0	0.0%
87471000	20.377	23.615	0	0.0%	72270000	8.449	11.48	0	0.0%
87471000	3.098	5.249	0	0.0%	72270000	3.284	8.449	0	0.0%
87471000	0.538	3.098	0	0.0%	72270000	19.246	20.117	0	0.0%
87471000	0	0.538	0	0.0%	72020000	9.642	10.593	0	0.0%
87470000	0.46	3.342	0	0.0%	72270000	20.117	20.528	0	0.0%
87470000	0.433	0.46	0	0.0%	72020000	7.897	9.26	0	0.0%
87470000	0	0.433	0	0.0%	72020000	7.175	7.897	0	0.0%
87270000	5.782	5.941	0	0.0%	72020000	7.129	7.175	0	0.0%
87270000	1.016	1.535	0	0.0%	72020000	7.001	7.129	0	0.0%
87200000	11.952	13.048	0	0.0%	72020000	5.83	7.001	0	0.0%
87200000	11.756	11.952	0	0.0%	72020000	5.658	5.83	0	0.0%
87471000	11.601	12.289	0	0.0%	72020000	5.397	5.658	0	0.0%
87471000	35.213	40.15	0	0.0%	72020000	5.269	5.397	0	0.0%
89470000	0	12.2	0	0.0%	72020000	5.218	5.269	0	0.0%
89095000	14.01	24.967	0	0.0%	72290000	3.844	6.359	0	0.0%
89095000	13.786	14.01	0	0.0%	72270000	0	3.284	0	0.0%
89095000	12.635	13.786	0	0.0%	72280000	9.313	11.645	0	0.0%
89095000	12.068	12.635	0	0.0%	79110000	27.373	27.567	0	0.0%
88470000	15.054	17.337	0	0.0%	72290000	3.564	3.769	0	0.0%
88470000	0	7.903	0	0.0%	72290000	2.229	3.564	0	0.0%
88081000	19.096	19.198	0	0.0%	72290000	2.183	2.229	0	0.0%
88081000	16.16	19.096	0	0.0%	72290000	0	2.183	0	0.0%
87471000	17.837	18.714	0	0.0%	72280000	16.583	16.793	0	0.0%
88081000	0	5.11	0	0.0%	72280000	15.956	16.583	0	0.0%
79110000	9.507	11.639	0	0.0%	72280000	15.27	15.956	0	0.0%
87471000	35.058	35.213	0	0.0%	72280000	13.475	15.27	0	0.0%
87471000	34.727	35.058	0	0.0%	72270000	18.55	19.246	0	0.0%
87471000	27.049	34.727	0	0.0%	72280000	11.645	13.099	0	0.0%
87471000	26.719	27.049	0	0.0%	72020000	4.462	4.617	0	0.0%
87471000	26.437	26.719	0	0.0%	72280000	7.365	9.313	0	0.0%
87471000	26.06	26.437	0	0.0%	72280000	6.594	7.365	0	0.0%
87471000	25.688	26.06	0	0.0%	72280000	6.001	6.594	0	0.0%
87471000	25.635	25.688	0	0.0%	72280000	5.744	6.001	0	0.0%
87471000	25.221	25.635	0	0.0%	72280000	5.46	5.744	0	0.0%
87471000	23.615	25.221	0	0.0%	72280000	0	5.46	0	0.0%
88081000	5.11	6.17	0	0.0%	72270000	21.509	21.667	0	0.0%
72020000	9.26	9.642	0	0.0%	72270000	21.135	21.334	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank	RoadwayID	BMP	EMP	Average Ratio	Percent Rank
72270000	20.998	21.135	0	0.0%	72002000	4.018	4.123	0	0.0%
72270000	20.528	20.998	0	0.0%	72002000	3.635	4.018	0	0.0%
72280000	13.099	13.475	0	0.0%	72002000	1.912	3.635	0	0.0%
72001000	5.208	9.194	0	0.0%	972002000	0.37	1.912	0	0.0%
72020000	4.75	5.218	0	0.0%	72002000	0	0.37	0	0.0%
72001000	24.7	27.66	0	0.0%	72001000	35.061	35.511	0	0.0%
72001000	20.614	21.182	0	0.0%	72002000	11.401	12.854	0	0.0%
72001000	20.378	20.614	0	0.0%	75470000	18.588	21.828	0	0.0%
72001000	20.229	20.378	0	0.0%	75280000	23.17	23.917	0	0.0%
72001000	19.641	20.229	0	0.0%	75472000	0	2.192	0	0.0%
72001000	19.366	19.641	0	0.0%	75471000	8.324	8.381	0	0.0%
72001000	19.325	19.366	0	0.0%	75471000	8.198	8.324	0	0.0%
72001000	17.442	19.325	0	0.0%	75471000	4.548	8.198	0	0.0%
72001000	29.965	31.643	0	0.0%	75471000	4.353	4.548	0	0.0%
72001000	9.194	9.593	0	0.0%	75471000	3.117	4.353	0	0.0%
72001000	31.643	35.061	0	0.0%	75471000	0.864	3.117	0	0.0%
72001000	4.87	5.208	0	0.0%	75471000	0.412	0.864	0	0.0%
72001000	3.073	4.87	0	0.0%	77160000	0.642	1.37	0	0.0%
72001000	0.594	3.073	0	0.0%	75470000	21.828	24.913	0	0.0%
72001000	0	0.594	0	0.0%	77160000	1.37	1.496	0	0.0%
70225000	29.807	31.19	0	0.0%	75470000	17.801	18.588	0	0.0%
70225000	22.215	22.23	0	0.0%	75470000	15.798	16.222	0	0.0%
70225000	18.604	22.215	0	0.0%	75470000	13.134	15.798	0	0.0%
70225000	16.468	18.604	0	0.0%	75470000	10.055	13.134	0	0.0%
70225000	14.151	14.214	0	0.0%	75470000	6.399	10.055	0	0.0%
70225000	13.9	14.151	0	0.0%	75470000	5.696	6.399	0	0.0%
72001000	15.928	17.442	0	0.0%	75470000	0	5.696	0	0.0%
72002000	9.61	10.268	0	0.0%	75280000	24.078	24.673	0	0.0%
72020000	3.898	4.462	0	0.0%	75280000	24.025	24.078	0	0.0%
72020000	3.337	3.898	0	0.0%	72290000	3.769	3.844	0	0.0%
72020000	2.605	2.611	0	0.0%	75471000	0	0.412	0	0.0%
72020000	2.145	2.283	0	0.0%	78080000	34.723	34.855	0	0.0%
72020000	0.338	0.753	0	0.0%	79110000	9.063	9.507	0	0.0%
72020000	0.326	0.338	0	0.0%	79110000	6.355	9.063	0	0.0%
72020000	0.019	0.326	0	0.0%	79110000	3.503	3.515	0	0.0%
72020000	0	0.019	0	0.0%	79002000	41.104	45.804	0	0.0%
72002000	12.854	13.394	0	0.0%	79002000	35.282	40.859	0	0.0%
72001000	27.66	29.965	0	0.0%	79002000	29.043	35.282	0	0.0%
72002000	10.268	11.401	0	0.0%	79002000	28.773	29.043	0	0.0%
72290000	6.359	10.468	0	0.0%	79002000	27.855	28.773	0	0.0%
72002000	6.276	9.61	0	0.0%	79002000	18.999	23.113	0	0.0%
72002000	5.991	6.276	0	0.0%	77160000	0	0.642	0	0.0%
92472000	2.317	2.906	0	0.0%	79002000	11.452	16.291	0	0.0%
72002000	4.187	5.464	0	0.0%	75280000	22.602	23.17	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
78080000	8.124	13.808	0	0.0%
78080000	0.927	8.124	0	0.0%
78080000	0	0.927	0	0.0%
77160000	13.826	13.856	0	0.0%
77160000	12.363	13.826	0	0.0%
77160000	8.33	12.363	0	0.0%
77160000	8.265	8.33	0	0.0%
77160000	7.32	7.79	0	0.0%
77160000	3.237	3.451	0	0.0%
77160000	1.496	3.237	0	0.0%
79002000	16.291	18.999	0	0.0%
75280000	1.74	2.179	0	0.0%
75280000	23.917	24.025	0	0.0%
75280000	8.265	8.444	0	0.0%
75280000	7.424	8.265	0	0.0%
75280000	6.271	7.424	0	0.0%
75280000	6.018	6.271	0	0.0%
75280000	5.662	6.018	0	0.0%
75280000	5.134	5.662	0	0.0%
75280000	4.901	5.134	0	0.0%
75280000	4.476	4.901	0	0.0%
75280000	9.057	9.645	0	0.0%
75280000	2.179	2.627	0	0.0%
75280000	9.645	9.948	0	0.0%
75280000	1.549	1.74	0	0.0%
75280000	1.101	1.549	0	0.0%
75280000	0	1.101	0	0.0%
74170000	0	0.71	0	0.0%
74160000	0	2.999	0	0.0%
73001000	12.666	18.729	0	0.0%
73001000	11.064	12.666	0	0.0%

RoadwayID	BMP	EMP	Average Ratio	Percent Rank
73001000	5.253	11.064	0	0.0%
73001000	5.046	5.253	0	0.0%
73001000	0	5.046	0	0.0%
75280000	4.399	4.476	0	0.0%
75280000	16.842	17.159	0	0.0%
75280000	22.285	22.602	0	0.0%
75280000	21.302	22.285	0	0.0%
75280000	20.407	21.302	0	0.0%
75280000	19.647	20.407	0	0.0%
75280000	19.172	19.647	0	0.0%
75280000	18.8	19.172	0	0.0%
75280000	18.309	18.8	0	0.0%
75280000	17.674	18.309	0	0.0%
75280000	17.415	17.674	0	0.0%
75280000	8.444	9.057	0	0.0%
75280000	17.159	17.178	0	0.0%
70225000	7.703	10.452	0	0.0%
75280000	16.542	16.842	0	0.0%
75280000	16.187	16.542	0	0.0%
75280000	15.529	16.187	0	0.0%
75280000	15.019	15.529	0	0.0%
75280000	14.966	15.019	0	0.0%
75280000	14.664	14.966	0	0.0%
75280000	10.734	11.069	0	0.0%
75280000	10.173	10.734	0	0.0%
75280000	9.951	10.173	0	0.0%
75280000	9.948	9.951	0	0.0%
75280000	17.178	17.415	0	0.0%

Appendix C

Priority Scores for Congestion Levels

Table C.1 – Priority Scores for Congestion Levels

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
86070000	10.096	10.638	1740000	0.997	10190000	4.616	5.119	1017000	0.947
86070000	10.638	10.86	1740000	0.997	75280000	16.842	17.159	996000	0.945
86070000	10.86	11.276	1740000	0.997	75280000	17.159	17.178	996000	0.945
87270000	8.792	9.335	1554000	0.995	10190000	6.453	6.864	984000	0.944
87270000	9.335	9.795	1554000	0.995	86095000	3.158	5.899	981000	0.943
86070000	1.521	5.135	1536000	0.994	86095000	8.312	8.904	957000	0.939
86070000	13.516	14.068	1524000	0.99	86095000	8.904	8.916	957000	0.939
86070000	14.068	14.085	1524000	0.99	86095000	10.098	10.492	957000	0.939
86070000	14.085	14.641	1524000	0.99	10190000	6.864	6.991	948000	0.933
87270000	7.261	8.024	1512000	0.988	10190000	6.991	7.089	948000	0.933
87270000	8.024	8.792	1512000	0.988	10190000	7.089	7.135	948000	0.933
86070000	14.641	16.259	1488000	0.986	10190000	7.135	7.194	948000	0.933
86070000	11.276	11.449	1452000	0.982	10190000	7.194	7.251	948000	0.933
86070000	11.449	11.695	1452000	0.982	10190000	3.836	4.616	936000	0.932
86070000	11.695	12.62	1452000	0.982	87270000	5.941	6.236	935000	0.931
86070000	12.62	13.516	1452000	0.982	86095000	7.655	7.731	930000	0.929
86070000	7.617	7.664	1398000	0.979	86095000	7.731	8.312	930000	0.929
86070000	7.664	9.223	1398000	0.979	87270000	12.653	12.67	915000	0.927
86070000	5.135	7.617	1392000	0.978	86095000	5.899	6.789	912336	0.926
86070000	16.259	17.173	1386000	0.976	10190000	3.256	3.836	912000	0.925
86070000	17.173	18.035	1386000	0.976	10190000	5.416	6.445	895000	0.924
86070000	9.223	9.656	1374000	0.971	75280000	16.187	16.542	886500	0.923
86070000	9.656	9.794	1374000	0.971	10190000	2.625	3.256	873000	0.921
86070000	9.794	9.935	1374000	0.971	87270000	1.535	3.234	867000	0.92
86070000	9.935	10.096	1374000	0.971	75280000	19.647	20.407	866500	0.919
87270000	6.236	7.261	1314000	0.97	75280000	18.8	19.172	865000	0.917
86070000	18.035	21.55	1290000	0.969	75280000	19.172	19.647	865000	0.917
86070000	0.739	1.521	1284882	0.968	10320000	2.45	3.458	846000	0.916
87270000	14.351	16.555	1212000	0.966	87200000	11.756	11.952	837000	0.914
87270000	9.795	10.647	1200000	0.964	75280000	22.285	22.602	831000	0.912
87270000	10.647	10.798	1200000	0.964	75280000	22.602	23.17	831000	0.912
86070000	23.641	25.285	1149000	0.963	75280000	17.178	17.415	830000	0.911
87270000	10.798	12.091	1143000	0.96	10320000	0.499	0.589	825000	0.91
87270000	12.091	12.653	1143000	0.96	75280000	20.407	21.302	822000	0.908
87270000	12.67	13.826	1098000	0.958	10190000	6.445	6.453	820000	0.907
87270000	13.826	14.351	1098000	0.958	75280000	2.627	4.399	806000	0.9
86070000	21.55	23.641	1088346	0.957	75280000	4.399	4.476	806000	0.9
10190000	5.119	5.416	1074000	0.956	75280000	4.901	5.134	806000	0.9
75280000	15.529	16.187	1063800	0.953	75280000	5.134	5.662	806000	0.9
75280000	16.542	16.842	1063800	0.953	75280000	5.662	6.018	806000	0.9
86070000	0	0.739	1021650	0.952	75280000	6.018	6.271	806000	0.9
87270000	3.234	5.782	1020000	0.95	75280000	15.019	15.529	800000	0.899
87270000	5.782	5.941	1020000	0.95	86095000	8.916	9.615	797500	0.897
93220000	0	5.219	1017000	0.947	86095000	9.615	10.098	797500	0.897

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
75280000	21.302	22.285	793500	0.895	87471000	17.82	17.837	637800	0.841
75280000	7.424	8.265	788718	0.894	72020000	0.326	0.338	637500	0.839
86095000	6.789	7.655	775000	0.893	72020000	0.338	0.753	637500	0.839
75280000	17.415	17.674	772000	0.891	93220000	23.525	24.984	632000	0.838
75280000	17.674	18.309	772000	0.891	87471000	26.437	26.719	618600	0.836
10190000	7.251	7.273	768000	0.885	10190000	8.478	9.738	610000	0.835
10190000	7.273	7.303	768000	0.885	72020000	2.815	3.337	607500	0.834
10190000	7.303	7.544	768000	0.885	75280000	9.951	10.173	599500	0.833
10190000	7.544	7.6	768000	0.885	75280000	2.179	2.627	598500	0.832
10190000	8.297	8.478	768000	0.885	87270000	0	1.016	595000	0.83
72020000	0	0.019	765000	0.882	75280000	14.966	15.019	594800	0.829
72020000	0.019	0.326	765000	0.882	93220000	26.004	27.208	594000	0.828
10320000	0	0.499	759000	0.881	72270000	20.528	20.998	592000	0.827
75280000	23.917	24.025	747900	0.88	77160000	1.496	3.237	591000	0.825
10190000	2.156	2.625	747000	0.879	77160000	3.237	3.451	591000	0.825
10320000	1.441	2.45	744000	0.878	93220000	24.984	26.004	590000	0.823
75280000	13.656	14.664	743500	0.877	72280000	9.313	11.645	585000	0.822
87270000	16.555	17.26	742500	0.875	10320000	0.708	1.212	582000	0.821
75280000	18.309	18.8	733500	0.874	77160000	7.79	8.265	581350	0.82
72020000	2.605	2.611	729000	0.873	15190000	6.296	7.322	577500	0.819
10320000	1.212	1.441	727500	0.872	72270000	21.334	21.509	575000	0.817
10190000	1.31	1.602	726000	0.869	10190000	9.738	10.396	567500	0.816
10190000	1.602	2.156	726000	0.869	72020000	4.462	4.617	565000	0.815
93220000	5.219	8.169	724500	0.868	72280000	11.645	13.099	560000	0.814
75280000	6.271	7.424	722991.5	0.867	77160000	0	0.642	558400	0.81
86095000	0.932	3.158	700000	0.866	75280000	24.025	24.078	558400	0.81
77160000	1.37	1.496	698000	0.865	75280000	24.078	24.673	558400	0.81
75280000	14.664	14.966	693933.333	0.864	87270000	1.016	1.535	555333.333	0.809
72270000	21.509	21.667	690000	0.862	15190000	7.322	7.511	555000	0.808
75280000	1.101	1.549	665000	0.86	10320000	4.292	5.008	553500	0.807
75280000	1.549	1.74	665000	0.86	72280000	15.27	15.956	540000	0.803
75280000	23.17	23.917	664800	0.859	72280000	15.956	16.583	540000	0.803
93220000	8.169	18.828	655340.888	0.858	72020000	7.001	7.129	540000	0.803
75280000	8.265	8.444	654000	0.852	87004000	0.486	0.793	539982	0.802
75280000	8.444	9.057	654000	0.852	75280000	10.173	10.734	539550	0.801
75280000	9.057	9.645	654000	0.852	10320000	5.071	6.506	537500	0.8
75280000	9.645	9.948	654000	0.852	72020000	2.283	2.605	535500	0.799
75280000	9.948	9.951	654000	0.852	10320000	3.458	4.292	535000	0.797
72280000	16.583	16.793	648000	0.851	75280000	1.74	2.179	532000	0.796
75280000	11.069	13.656	645333.333	0.849	87471000	16.766	17.368	531500	0.795
75280000	4.476	4.901	644800	0.848	77160000	3.451	7.32	528500	0.793
93220000	21.633	23.525	644000	0.847	77160000	7.32	7.79	528500	0.793
93220000	27.208	34.762	642833.333	0.846	72001000	4.87	5.208	525000	0.79
10190000	7.6	8.297	640000	0.845	72001000	9.194	9.593	525000	0.79
87471000	17.368	17.482	637800	0.841	72280000	5.46	5.744	517500	0.789
87471000	17.482	17.82	637800	0.841	15190000	12.203	12.465	516000	0.788

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
87471000	26.06	26.437	515500	0.787	10190000	21.151	24.708	412500	0.732
72020000	4.617	4.75	515000	0.786	92130000	7.048	7.31	409432	0.731
92130000	6.576	6.856	511790	0.783	10190000	10.396	11.959	396000	0.73
75280000	0	1.101	511790	0.783	10190000	24.708	26.682	387500	0.728
72270000	19.246	20.117	510000	0.781	10190000	26.682	26.765	387500	0.728
72270000	20.117	20.528	510000	0.781	72001000	19.641	20.229	384000	0.726
15190000	8.339	10.53	507500	0.78	72001000	21.182	22.19	382500	0.725
93220000	34.762	37.059	496166.666	0.778	86095000	0.665	0.932	380000	0.723
93220000	18.828	21.633	486000	0.775	72270000	18.55	19.246	380000	0.723
72020000	2.611	2.815	486000	0.775	15190000	14.54	16.7	379750	0.722
72020000	3.337	3.898	486000	0.775	72280000	13.475	15.27	374000	0.721
87200000	11.952	13.048	483000	0.774	15190000	6.261	6.296	372000	0.719
72001000	19.366	19.641	480000	0.77	72020000	7.129	7.175	367500	0.717
72001000	20.229	20.378	480000	0.77	72020000	7.175	7.897	367500	0.717
72001000	20.378	20.614	480000	0.77	72280000	13.099	13.475	366000	0.716
75280000	10.734	11.069	479600	0.769	72280000	5.744	6.001	362250	0.715
10075000	25.635	25.693	475000	0.764	72270000	17.268	18.55	360000	0.712
10075000	25.693	26.058	475000	0.764	72020000	5.83	7.001	360000	0.712
10075000	26.058	26.782	475000	0.764	87004000	0.793	2.136	359988	0.711
10075000	26.782	27.069	475000	0.764	72001000	15.928	17.442	356000	0.71
72020000	5.269	5.397	470000	0.76	72020000	5.218	5.269	352500	0.708
72020000	5.658	5.83	470000	0.76	72020000	5.397	5.658	352500	0.708
72001000	17.442	19.325	470000	0.76	72280000	6.594	7.365	346000	0.706
72001000	19.325	19.366	470000	0.76	72270000	20.998	21.135	345000	0.705
87471000	25.688	26.06	463950	0.758	15190000	10.53	12.203	344000	0.704
72270000	16.165	16.569	462500	0.756	10190000	17.413	21.151	342000	0.703
72270000	16.569	16.732	462500	0.756	72020000	3.898	4.462	339000	0.702
92130000	6.856	7.048	460611	0.754	77160000	8.265	8.33	333200	0.699
92130000	7.31	7.885	460611	0.754	77160000	8.33	12.363	333200	0.699
72270000	21.135	21.334	460000	0.752	10190000	11.959	12.853	330000	0.698
72020000	7.897	9.26	450000	0.751	10190000	12.853	13.939	328000	0.697
10075000	30.466	30.775	447000	0.748	10190000	30.113	32.836	327500	0.696
10075000	30.775	31.029	447000	0.748	10190000	28	28.573	326000	0.695
10075000	31.029	31.133	447000	0.748	72020000	9.26	9.642	325000	0.691
87004000	4.387	4.794	445000	0.745	10075000	31.133	31.376	325000	0.691
87004000	4.794	4.91	445000	0.745	10075000	31.886	32.246	325000	0.691
15190000	7.511	8.339	444000	0.744	93220000	37.059	40.38	318000	0.689
15190000	16.7	19.655	434000	0.742	10320000	6.506	7.513	318000	0.689
10190000	0	1.31	434000	0.742	10190000	28.573	29.867	316000	0.687
10320000	5.008	5.071	430000	0.741	79110000	3.515	6.355	314197.333	0.686
87471000	16.044	16.766	425200	0.739	10190000	13.939	15.886	314000	0.684
72001000	5.208	9.194	420000	0.738	10190000	15.886	17.413	314000	0.684
77160000	0.642	1.37	418800	0.737	72280000	6.001	6.594	310500	0.683
72001000	3.073	4.87	415000	0.736	72001000	11.701	15.928	310000	0.682
86075000	0	1.551	413000	0.735	72020000	4.75	5.218	309000	0.676
10320000	0.589	0.708	412500	0.732	14140000	0	0.256	309000	0.676

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
14140000	0.256	0.388	309000	0.676	86075000	9.48	10.784	258000	0.618
14140000	1.002	1.308	309000	0.676	86075000	10.784	11.153	258000	0.618
14140000	1.308	5.106	309000	0.676	86075000	11.153	11.368	258000	0.618
72020000	0.753	1.329	306000	0.671	86075000	11.368	11.442	258000	0.618
72020000	1.329	2.145	306000	0.671	72290000	2.229	3.564	258000	0.618
72020000	2.145	2.283	306000	0.671	13075000	3.719	7.315	258000	0.618
12075000	12.691	16.436	306000	0.671	72001000	0.594	3.073	250500	0.617
77160000	12.363	13.826	305600	0.669	15190000	14.26	14.54	250000	0.615
77160000	13.826	13.856	305600	0.669	10075000	22.812	23.026	248500	0.614
79002000	27.855	28.773	305000	0.666	87075000	0	2.202	244500	0.613
79002000	28.773	29.043	305000	0.666	87471000	20.377	23.615	242550	0.612
72001000	9.593	11.701	304000	0.665	13075000	0	3.719	242000	0.611
86075000	11.442	12.66	301000	0.664	87075000	4.778	4.952	240000	0.606
87075000	4.952	5.442	300000	0.657	15190000	0.5	0.542	240000	0.606
72280000	7.365	9.313	300000	0.657	15190000	0.542	0.654	240000	0.606
17075000	36.434	36.451	300000	0.657	15190000	0.977	1.134	240000	0.606
17075000	36.451	37.099	300000	0.657	12075000	16.436	21.039	235000	0.605
17075000	37.099	39.156	300000	0.657	13075000	7.315	10.678	234000	0.602
15190000	13.755	13.967	300000	0.657	13075000	10.678	10.998	234000	0.602
10075000	27.069	30.466	298000	0.656	72020000	9.642	10.593	232000	0.601
86095000	10.492	10.732	296000	0.653	72001000	20.614	21.182	229500	0.6
15190000	4.506	5.294	296000	0.653	87471000	13.757	16.044	227100	0.599
16320000	29.169	32.022	292500	0.652	87075000	2.202	4.019	225000	0.598
17075000	39.156	39.574	290000	0.648	79110000	0	3.503	224400	0.596
17075000	39.574	42.615	290000	0.648	87075000	4.019	4.778	223500	0.595
10190000	26.765	28	290000	0.648	12075000	8.38	12.691	222500	0.594
86075000	1.551	5.412	288000	0.647	86095000	10.732	10.776	222000	0.593
86095000	0	0.304	285000	0.645	72001000	24.7	27.66	216000	0.591
86095000	0.304	0.665	285000	0.645	70220000	31.21	35.83	216000	0.591
10075000	23.026	25.541	284000	0.643	72001000	22.19	24.7	215924	0.589
10075000	25.541	25.635	284000	0.643	93220000	40.38	44.185	215622	0.588
15190000	5.294	6.261	279000	0.641	12075000	21.039	22.601	212000	0.586
72270000	16.732	17.268	277500	0.64	12075000	22.601	24.103	212000	0.586
79110000	3.503	3.515	269312	0.639	79110000	6.355	9.063	211750	0.585
86075000	5.412	7.711	268500	0.638	15190000	3.555	4.506	208500	0.583
86095000	12.223	12.363	268000	0.634	17075000	22.3	23.868	208000	0.58
86095000	12.363	12.427	268000	0.634	17075000	23.868	24.313	208000	0.58
86095000	12.427	12.55	268000	0.634	17075000	24.313	24.663	208000	0.58
87004000	2.136	2.675	267000	0.63	86470000	0	15.607	206400	0.579
87004000	2.675	4.387	267000	0.63	75471000	0	0.412	206000	0.572
86075000	7.711	8.693	267000	0.63	75471000	0.412	0.864	206000	0.572
86075000	8.693	9.48	267000	0.63	70220000	23.568	24.349	206000	0.572
10190000	29.867	30.113	262000	0.628	70220000	24.349	24.756	206000	0.572
77160000	13.856	14.135	261800	0.627	70220000	24.756	31.21	206000	0.572
87471000	11.601	12.289	260500	0.625	14140000	5.106	5.121	206000	0.572
87471000	12.289	12.846	260500	0.625	86095000	11.57	12.223	201000	0.57

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
15190000	13.967	14.26	200000	0.569	15190000	2.303	2.555	177000	0.515
87471000	23.615	25.221	199500	0.567	13075000	10.998	14.14	174000	0.513
87471000	25.221	25.635	199500	0.567	13075000	14.14	14.857	174000	0.513
12075000	0	1.029	198000	0.565	72270000	15.647	16.165	172500	0.51
3175000	60.431	63.504	198000	0.565	10320000	7.513	8.802	172500	0.51
15190000	3.227	3.464	196500	0.562	26260000	11.03	12.237	171000	0.508
15190000	3.464	3.555	196500	0.562	26260000	12.237	14.556	171000	0.508
12075000	24.103	24.647	196000	0.56	87471000	27.049	34.727	169766.666	0.507
12075000	24.647	26.015	196000	0.56	36210000	13.968	16.43	169500	0.505
10075000	31.376	31.886	195000	0.559	16320000	0	0.46	168750	0.504
70220000	16.295	18.584	194000	0.556	86470000	15.607	20.664	168000	0.498
70220000	18.584	20.699	194000	0.556	48270000	3.026	3.912	168000	0.498
79110000	9.507	11.639	193600	0.555	16320000	5.097	6.425	168000	0.498
72290000	3.564	3.769	193500	0.554	16320000	7.864	8.426	168000	0.498
16320000	0.46	2.907	191250	0.553	16320000	8.426	12.301	168000	0.498
75471000	0.864	3.117	190000	0.552	72001000	0	0.594	167000	0.497
72280000	0	5.46	189498.75	0.55	92130000	2.264	6.576	165028.571	0.496
17075000	24.663	28.993	188833.333	0.549	12075000	26.775	28.377	164000	0.495
17075000	34.408	36.434	187641	0.548	48260000	12.41	12.911	163500	0.491
86095000	10.776	11.136	185000	0.546	16320000	6.425	7.721	163500	0.491
86095000	11.136	11.57	185000	0.546	16320000	7.721	7.864	163500	0.491
10075000	32.246	32.418	184000	0.542	74160000	9.581	12.226	162911	0.49
10075000	32.418	34.907	184000	0.542	87471000	26.719	27.049	162050	0.489
10075000	34.907	36.185	184000	0.542	36210000	16.43	17.823	162000	0.488
87471000	17.837	18.714	183600	0.541	48270000	1.721	2.506	160500	0.485
16320000	22.384	29.169	183333.333	0.54	10075000	12.298	16.47	160500	0.485
17075000	28.993	29.51	183000	0.531	87471000	35.213	40.15	159950	0.484
17075000	29.51	29.626	183000	0.531	86472000	0.585	0.73	159600	0.482
17075000	29.626	30.127	183000	0.531	86472000	0.73	1.1	159600	0.482
17075000	30.127	34.385	183000	0.531	16320000	2.907	5.097	159000	0.481
17075000	34.385	34.408	183000	0.531	26260000	14.556	14.79	157500	0.478
15190000	12.465	13.755	183000	0.531	26260000	14.79	17.167	157500	0.478
10075000	16.47	16.747	183000	0.531	16320000	18.41	22.384	156000	0.477
92130000	0	2.264	182400	0.53	93220000	44.185	46.018	154500	0.473
70220000	35.83	41.503	182000	0.529	14140000	0.388	0.851	154500	0.473
79110000	9.063	9.507	181500	0.528	14140000	0.851	1.002	154500	0.473
15190000	0.654	0.977	180000	0.521	48260000	10.251	12.41	154000	0.472
15190000	1.134	2.303	180000	0.521	78080000	32.037	34.723	151599	0.47
12075000	1.029	1.097	180000	0.521	78080000	34.723	34.855	151599	0.47
12075000	1.097	2.04	180000	0.521	89095000	0	12.068	151500	0.468
12075000	2.04	2.585	180000	0.521	26260000	9.702	11.03	151500	0.468
12075000	2.585	8.38	180000	0.521	79002000	29.043	35.282	151200	0.466
15190000	2.555	2.752	178500	0.518	36210000	0	4.985	148500	0.462
15190000	3.13	3.227	178500	0.518	18130000	22.625	28.996	148500	0.462
36210000	4.985	12.94	178452	0.516	16320000	12.301	12.734	148500	0.462
36210000	12.94	13.968	178452	0.516	16320000	12.734	18.41	148500	0.462

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
26260000	0.992	8.4	148044	0.459	10075000	18.821	19.002	122000	0.4
26260000	8.4	9.702	148044	0.459	10075000	19.002	20.082	122000	0.4
36210000	17.823	18.394	145500	0.457	10075000	20.082	20.434	122000	0.4
36210000	18.394	22.103	145500	0.457	10075000	20.434	20.845	122000	0.4
79110000	11.639	14.2	145200	0.456	10075000	20.845	21.632	122000	0.4
10075000	21.96	22.812	143750	0.455	10075000	21.632	21.96	122000	0.4
12075000	26.015	26.775	143500	0.453	74160000	0	2.999	120000	0.399
73001000	5.253	11.064	143223	0.452	72002000	5.991	6.276	119145	0.398
48270000	4.508	6.213	143118	0.451	15190000	2.752	3.13	119000	0.397
72001000	27.66	29.965	142500	0.447	93470000	0	2.904	118500	0.391
18130000	21.738	21.778	142500	0.447	75470000	18.588	21.828	118500	0.391
18130000	21.778	22.625	142500	0.447	75470000	21.828	24.913	118500	0.391
93470000	2.904	3.116	142200	0.446	48270000	0	0.89	118500	0.391
86472000	0	0.585	141866.666	0.445	11470000	0	11.622	118500	0.391
72290000	0	2.183	139500	0.443	75471000	4.548	8.198	117900	0.388
72290000	2.183	2.229	139500	0.443	75471000	8.198	8.324	117900	0.388
87471000	34.727	35.058	138900	0.442	70220000	13.306	16.217	117000	0.385
78080000	26.155	32.022	138000	0.437	70220000	16.217	16.295	117000	0.385
78080000	32.022	32.037	138000	0.437	48270000	3.912	4.508	117000	0.385
75471000	3.117	4.353	138000	0.437	89095000	12.635	13.786	116250	0.384
75471000	4.353	4.548	138000	0.437	87470000	0	0.433	115500	0.381
87471000	18.714	20.377	137700	0.436	87470000	0.433	0.46	115500	0.381
55320000	5.447	9.114	137328	0.434	72270000	3.284	8.449	114147	0.379
87471000	35.058	35.213	137100	0.433	72270000	8.449	11.48	114147	0.379
14140000	5.121	5.145	135000	0.431	86095000	12.55	12.63	112000	0.377
14140000	5.145	11.754	135000	0.431	72290000	6.359	10.468	112000	0.377
48270000	2.506	3.026	133500	0.429	94001000	16.124	17.642	111672	0.375
10075000	6.451	12.275	133500	0.429	10075000	12.275	12.298	111250	0.374
87471000	25.635	25.688	133000	0.427	94001000	24.123	27.182	111000	0.371
79110000	14.2	24.506	131100	0.426	70225000	1.154	3.933	111000	0.371
87471000	12.846	13.757	130250	0.425	14140000	11.754	19.091	111000	0.371
72270000	11.48	15.647	129000	0.421	13075000	14.857	15.524	110666.666	0.369
70220000	20.699	22.104	129000	0.421	89095000	13.786	14.01	109500	0.367
70220000	22.104	23.568	129000	0.421	3175000	56.168	60.431	109500	0.367
79002000	41.104	45.804	128750	0.42	72290000	3.769	3.844	108000	0.362
86470000	20.664	22.17	128000	0.418	72290000	3.844	6.359	108000	0.362
48270000	0.89	1.721	128000	0.418	48260000	7.078	10.251	108000	0.362
17075000	20.049	22.3	126000	0.417	17075000	8.022	10.97	108000	0.362
86012000	0.169	0.31	124500	0.408	86470000	22.17	25.916	107500	0.361
86012000	0.31	1.429	124500	0.408	72001000	29.965	31.643	106500	0.358
86012000	1.429	1.512	124500	0.408	17075000	10.97	14.06	106500	0.358
79002000	23.285	27.855	124500	0.408	17075000	14.06	20.049	106500	0.358
78080000	20.453	26.155	124500	0.408	58002000	0	5.157	105000	0.353
70225000	0	1.154	124500	0.408	48260000	16.491	16.507	105000	0.353
13075000	15.933	16.202	124500	0.408	1075000	17.912	19.263	105000	0.353
10075000	16.747	18.821	122000	0.4	1075000	19.263	21.089	105000	0.353

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
86012000	2.02	2.03	103750	0.349	18130000	14.092	21.738	89040	0.297
86012000	2.03	2.152	103750	0.349	75470000	13.134	15.798	88500	0.295
13075000	15.524	15.933	103750	0.349	75470000	15.798	16.222	88500	0.295
88081000	19.096	19.198	103500	0.34	73001000	0	5.046	87000	0.291
88081000	0	5.11	103500	0.34	73001000	5.046	5.253	87000	0.291
88081000	5.11	6.17	103500	0.34	8150000	7.058	11.476	87000	0.291
88081000	6.17	7.025	103500	0.34	1075000	14.121	15.133	86250	0.29
88081000	7.025	12.952	103500	0.34	86075000	12.66	12.97	86000	0.288
88081000	12.952	16.16	103500	0.34	86075000	12.97	13.032	86000	0.288
88081000	16.16	19.096	103500	0.34	89095000	14.01	24.967	85166.6666	0.287
1075000	11.795	14.121	103500	0.34	13075000	16.202	17.045	85000	0.284
79002000	40.859	41.104	103000	0.339	13075000	17.045	20.571	85000	0.284
14140000	19.091	20.386	102000	0.336	86472000	19.659	20.443	84000	0.283
8150000	0	7.058	102000	0.336	86012000	0	0.169	83000	0.275
13130000	8.893	9.252	100500	0.328	86012000	1.512	1.709	83000	0.275
13130000	9.252	9.404	100500	0.328	86012000	1.709	1.897	83000	0.275
13130000	9.404	9.678	100500	0.328	86012000	1.897	2.02	83000	0.275
13130000	9.678	9.746	100500	0.328	36210000	22.103	32.346	83000	0.275
13130000	9.746	11.09	100500	0.328	36210000	32.346	38.282	83000	0.275
13130000	11.09	11.495	100500	0.328	26260000	0	0.992	83000	0.275
13130000	11.495	11.982	100500	0.328	74160000	2.999	9.581	82000	0.274
79002000	35.282	40.859	100000	0.327	93470000	13.9	20.242	79500	0.273
70225000	3.933	7.348	99000	0.323	72002000	6.276	9.61	79430	0.271
70225000	7.348	7.703	99000	0.323	94001000	7.585	15.42	79000	0.27
70225000	7.703	10.452	99000	0.323	75471000	8.324	8.381	78600	0.269
48270000	6.213	6.94	98000	0.322	87470000	0.46	3.342	77000	0.268
79002000	16.291	18.999	97725	0.319	29180000	19.507	21.376	75742	0.264
79002000	18.999	23.113	97725	0.319	29180000	21.376	26.71	75742	0.264
79002000	23.113	23.285	97725	0.319	29180000	26.71	26.82	75742	0.264
70225000	10.452	13.9	97500	0.315	78080000	13.808	20.453	75000	0.249
70225000	13.9	14.151	97500	0.315	26260000	17.167	17.193	75000	0.249
55320000	2.168	5.447	97500	0.315	26260000	17.193	18.44	75000	0.249
48260000	12.911	16.491	96250	0.314	26260000	18.44	21.43	75000	0.249
1075000	15.885	17.912	93750	0.313	26260000	21.43	21.81	75000	0.249
86472000	8.241	10.982	93600	0.312	26260000	21.81	23.38	75000	0.249
89095000	12.068	12.635	93000	0.306	26260000	23.38	25.68	75000	0.249
86472000	10.982	19.659	93000	0.306	26260000	25.68	26.081	75000	0.249
14075000	0	0.258	93000	0.306	26260000	26.081	26.178	75000	0.249
14075000	0.258	0.37	93000	0.306	10075000	0	4.42	75000	0.249
10075000	38.307	39.877	93000	0.306	10075000	4.42	4.928	75000	0.249
86472000	1.1	8.241	92750	0.304	10075000	4.928	6.451	75000	0.249
94001000	17.642	18.28	91500	0.302	1075000	15.133	15.885	75000	0.249
94001000	18.28	24.123	91500	0.302	94001000	0	4.305	74970	0.248
72001000	31.643	35.061	90000	0.3	94001000	15.42	16.124	74448	0.247
1075000	8.528	11.795	90000	0.3	93470000	3.22	9.88	74200	0.245
70220000	0	11.065	89949	0.299	94001000	4.305	7.585	74000	0.244

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
75470000	16.222	17.801	73750	0.242	70225000	18.604	22.215	57000	0.186
75470000	17.801	18.588	73750	0.242	70225000	22.215	22.23	57000	0.186
78080000	0	0.927	69000	0.237	29180000	5.851	14.77	57000	0.186
73001000	11.064	12.666	69000	0.237	86095000	12.63	12.86	56000	0.184
73001000	12.666	18.729	69000	0.237	15190900	0	0.504	56000	0.184
18130000	7.66	14.092	69000	0.237	87471000	5.249	6.083	55800	0.183
15170001	0	4.153	66000	0.236	87471000	6.083	11.601	54400	0.182
29180000	14.77	18.356	65000	0.234	10320000	11.235	16.021	54000	0.18
29180000	18.356	19.507	65000	0.234	70225000	14.151	14.214	53000	0.176
78080000	8.124	13.808	64000	0.23	70225000	14.214	16.468	53000	0.176
72002000	0	0.37	64000	0.23	70225000	16.468	18.604	53000	0.176
72001000	35.061	35.511	64000	0.23	48260000	5.5	7.078	53000	0.176
93470000	3.116	3.22	63600	0.228	18130000	1.749	7.66	52000	0.174
93470000	9.88	13.9	63600	0.228	79002000	11.452	16.291	51000	0.166
32100000	24.846	28.746	63456	0.226	72002000	1.912	3.635	51000	0.166
86075000	13.439	13.693	62000	0.215	72002000	3.635	4.018	51000	0.166
78080000	0.927	8.124	62000	0.215	72002000	4.018	4.123	51000	0.166
72002000	0.37	1.912	62000	0.215	72002000	4.123	4.187	51000	0.166
15190900	0.504	1.139	62000	0.215	72002000	4.187	5.464	51000	0.166
15170000	4.247	5.641	62000	0.215	72002000	5.464	5.991	51000	0.166
15170000	5.641	5.919	62000	0.215	86472000	20.443	20.776	50400	0.163
15170000	5.919	7.808	62000	0.215	75470000	5.696	6.399	50400	0.163
15170000	7.808	8.04	62000	0.215	75470000	6.399	10.055	50400	0.163
15170000	8.04	8.535	62000	0.215	74170000	0	0.71	50000	0.156
10075000	36.185	38.307	62000	0.215	72270000	0	3.284	50000	0.156
26260000	26.178	27.28	61000	0.212	55320000	0	2.042	50000	0.156
26260000	27.28	31.548	61000	0.212	55320000	2.042	2.168	50000	0.156
70220000	11.065	13.306	59966	0.211	50001000	32.221	33.627	50000	0.156
75470000	10.055	13.134	59000	0.205	27090000	21.884	25.462	50000	0.156
72002000	10.268	11.401	59000	0.205	48260000	0	4.927	49854	0.153
72002000	11.401	12.854	59000	0.205	48260000	4.927	5.5	49854	0.153
29180000	0	5.851	59000	0.205	70225000	22.23	29.807	49396	0.152
26260000	31.548	35.19	59000	0.205	87471000	3.098	5.249	49000	0.15
18130000	0	1.749	58000	0.196	58002000	9.405	11.873	49000	0.15
17075000	0	0.214	58000	0.196	10320000	8.802	11.235	47250	0.148
17075000	0.214	4.214	58000	0.196	13175000	0	0.919	47000	0.139
17075000	4.214	8.003	58000	0.196	13175000	0.919	1.162	47000	0.139
17075000	8.003	8.022	58000	0.196	13175000	1.162	1.54	47000	0.139
12075000	28.377	34.138	58000	0.196	13175000	1.54	1.965	47000	0.139
1075000	0	8.528	58000	0.196	13175000	1.965	2.279	47000	0.139
1075000	21.089	22.008	58000	0.196	3175000	50.319	52.26	47000	0.139
93470000	20.242	43.269	57800	0.195	3175000	52.26	55.326	47000	0.139
79110000	24.506	27.373	57200	0.19	3175000	55.326	56.168	47000	0.139
79110000	27.373	27.567	57200	0.19	94470000	0	5.167	46400	0.137
79110000	27.567	27.663	57200	0.19	89470000	16.363	20.287	46400	0.137
79110000	27.663	27.702	57200	0.19	50001000	21.004	32.221	46232	0.135

RoadwayID	BMP	EMP	LOSxAADT	RawCL	RoadwayID	BMP	EMP	LOSxAADT	RawCL
58002000	5.157	5.449	46000	0.131	50001000	5.777	14.149	19500	0.08
58002000	5.449	9.405	46000	0.131	86472000	20.776	20.82	18900	0.078
18470000	0	10.751	46000	0.131	86472000	20.82	21.662	18900	0.078
11470000	11.622	23.793	46000	0.131	94470000	5.167	14.755	18300	0.076
72002000	9.61	10.268	45800	0.13	93470000	43.269	44.533	18200	0.074
27090000	20.719	21.884	45000	0.128	54001000	0.956	9.267	18200	0.074
92471000	36.07	40.76	44600	0.126	35090000	16.255	22.833	18000	0.073
75470000	0	5.696	44600	0.126	94470000	14.755	15.064	17900	0.065
79002000	0	11.452	44000	0.124	94470000	15.064	20.5	17900	0.065
70225000	29.807	31.19	44000	0.124	94470000	20.5	34.968	17900	0.065
86471000	0	7.706	42800	0.122	92470000	0	3.19	17900	0.065
37120000	14.587	23.939	42226	0.121	91470000	0	7.151	17900	0.065
54001000	17.051	19.478	41810	0.119	88470000	0	7.903	17900	0.065
35090000	0	5.947	41810	0.119	88470000	15.054	17.337	17900	0.065
27090000	18.359	20.719	39400	0.114	53002000	9.621	15.304	17800	0.063
13175000	2.279	2.929	39400	0.114	53002000	25.215	31.218	17400	0.062
13175000	2.929	5.243	39400	0.114	53002000	15.304	25.215	17200	0.061
13175000	5.243	5.327	39400	0.114	35090000	22.833	26.496	17100	0.06
86075000	13.693	15.911	39200	0.112	29170000	7.262	9.44	16802	0.059
58002000	11.873	14.74	39200	0.112	92471000	0	20.798	16600	0.049
55320000	9.114	15.011	38250	0.111	92471000	20.798	33.492	16600	0.049
55320000	15.011	15.769	38000	0.107	92471000	33.492	36.07	16600	0.049
55320000	15.769	22.228	38000	0.107	92470000	3.19	17.876	16600	0.049
54001000	0	0.956	38000	0.107	86075000	18.336	18.797	16600	0.049
50001000	14.149	21.004	37200	0.106	86075000	18.797	19.456	16600	0.049
89470000	0	12.2	36400	0.105	86075000	19.456	19.67	16600	0.049
53002000	3.015	9.621	36088	0.104	86075000	19.67	45.41	16600	0.049
57002000	2.629	8.986	34594	0.1	27090000	12.325	18.359	16500	0.048
57002000	8.986	11.703	34594	0.1	29170000	2.405	7.262	16300	0.047
57002000	11.703	13.88	34594	0.1	79110000	27.702	28.02	16100	0.046
54001000	9.267	17.051	33600	0.099	61001000	1.189	5.823	16000	0.043
89470000	12.2	16.363	31850	0.098	52002000	14.139	17.146	16000	0.043
86075000	13.032	13.412	31000	0.095	53002000	31.218	33.173	15700	0.041
86075000	13.412	13.439	31000	0.095	50001000	0	5.777	15700	0.041
86075000	15.911	17.492	29400	0.094	60002000	2.455	17.017	15643	0.039
32100000	9.32	18.361	29000	0.093	60002000	17.017	17.59	15643	0.039
37130000	0	1.095	25500	0.091	60002000	17.59	18.47	15573	0.035
29180000	26.82	30.447	25500	0.091	60002000	18.47	27.495	15573	0.035
32100000	18.361	24.846	25000	0.089	52002000	0	1.479	15573	0.035
37130000	1.095	3.656	24500	0.087	27090000	9.528	12.325	15500	0.034
32100000	0	9.32	24500	0.087	61001000	16.848	23.969	15441	0.031
72002000	12.854	13.394	21700	0.086	53002000	0	3.015	15441	0.031
37120000	0	6.43	20500	0.083	35090000	5.947	16.255	15100	0.03
35090000	26.496	32.96	20500	0.083	61001000	12.908	16.848	14800	0.028
86075000	17.492	17.728	19600	0.081	52002000	17.146	21.224	14800	0.028
86075000	17.728	18.336	19600	0.081	58002000	14.74	25.916	14200	0.026

RoadwayID	BMP	EMP	LOSxAADT	RawCL
57002000	0	2.629	14200	0.026
37120000	6.43	14.587	13900	0.024
60002000	0	2.455	13500	0.015
57002000	13.88	14.96	13500	0.015
57002000	14.96	16.71	13500	0.015
57002000	16.71	24.556	13500	0.015
29170000	9.44	10.012	13500	0.015
29170000	10.012	10.413	13500	0.015
29170000	10.413	20.69	13500	0.015
27090000	0	9.528	13500	0.015
87471000	0	0.538	13200	0.01
87471000	0.538	3.098	13200	0.01
37120000	23.939	25.523	13200	0.01
29170000	0	2.405	13200	0.01
61001000	0	1.189	12600	0.007
52002000	1.479	6.185	12600	0.007
52002000	6.185	8.316	12600	0.007
3175000	0	29.112	12200	0.005
3175000	29.112	50.319	10800	0.004
92472000	2.317	2.906	7900	0.002
75472000	0	2.192	7900	0.002
92472000	1.012	2.317	7200	0.001
92472000	0	1.012	5900	0

Appendix D

**Priority Scores for
Special Event Generators by County**

Table D.1 – Priority Scores for Special Event Generators by County

COUNTY	County Attendance	Percent Rank
Orange	53,033,973	100%
Miami-Dade	27,713,779	93%
Osceola	10,600,000	87%
Hillsborough	8,295,000	80%
Brevard	3,900,000	73%
Escambia	3,851,890	67%
Volusia	3,640,000	60%
Duval	2,957,519	53%
St. Johns	1,272,055	47%
Polk	900,000	40%
Marion	745,000	33%
Pinellas	597,385	27%
Collier	503,110	20%
Sarasota	325,000	13%
Manatee	250,000	7%
Franklin	7,764	0%

Appendix E

Priority Scores for Evacuation Corridors

Table E.1 – Priority Scores for Evacuation Corridors

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
75280000	18.309	18.8	27,208	95%	36210000	16.43	17.823	11,455	77%
75280000	19.647	20.407	27,208	95%	36210000	13.968	16.43	11,455	77%
75280000	15.019	15.529	27,208	95%	36210000	0	4.985	11,455	77%
75280000	11.069	13.656	27,208	95%	26260000	0	0.992	11,112	75%
75280000	20.407	21.302	27,208	95%	26260000	31.548	35.19	11,112	75%
75280000	21.302	22.285	27,208	95%	26260000	9.702	11.03	11,112	75%
75280000	0	1.101	27,208	95%	74170000	0	0.71	10,792	75%
75280000	17.178	17.415	27,208	95%	16320000	18.41	22.384	10,504	73%
86070000	0.739	1.521	17,214	93%	16320000	29.169	32.022	10,504	73%
86070000	0	0.739	17,214	93%	16320000	22.384	29.169	10,504	73%
86070000	1.521	5.135	17,214	93%	16320000	5.097	6.425	10,504	73%
10190000	9.738	10.396	15,769	92%	16320000	2.907	5.097	10,504	73%
10190000	8.478	9.738	15,769	92%	10075000	12.298	16.47	9,866	70%
72001000	3.073	4.87	15,429	88%	10075000	21.96	22.812	9,866	70%
72001000	22.19	24.7	15,429	88%	14140000	11.754	19.091	9,403	69%
72001000	9.593	11.701	15,429	88%	14140000	19.091	20.386	9,403	69%
72001000	11.701	15.928	15,429	88%	18130000	7.66	14.092	9,268	67%
72001000	15.928	17.442	15,429	88%	18130000	21.778	22.625	9,268	67%
72001000	35.061	35.511	15,429	88%	18130000	22.625	28.996	9,268	67%
72001000	29.965	31.643	15,429	88%	37130000	0	1.095	9,246	67%
72001000	27.66	29.965	15,429	88%	37130000	1.095	3.656	9,246	67%
72001000	24.7	27.66	15,429	88%	17075000	8.022	10.97	8,985	64%
93220000	44.185	46.018	12,982	87%	17075000	24.663	28.993	8,985	64%
93220000	40.38	44.185	12,982	87%	17075000	34.408	36.434	8,985	64%
93220000	0	5.219	12,982	87%	17075000	20.049	22.3	8,985	64%
10320000	4.292	5.008	12,755	82%	72270000	0	3.284	8,828	62%
10320000	3.458	4.292	12,755	82%	72270000	15.647	16.165	8,828	62%
10190000	3.836	4.616	12,755	82%	72270000	17.268	18.55	8,828	62%
10320000	6.506	7.513	12,755	82%	72270000	20.117	20.528	8,828	62%
10320000	7.513	8.802	12,755	82%	72270000	20.528	20.998	8,828	62%
10190000	2.156	2.625	12,755	82%	72270000	19.246	20.117	8,828	62%
10190000	0	1.31	12,755	82%	72270000	11.48	15.647	8,828	62%
10190000	4.616	5.119	12,755	82%	72270000	18.55	19.246	8,828	62%
10190000	3.256	3.836	12,755	82%	77160000	13.856	14.135	8,646	60%
10320000	2.45	3.458	12,755	82%	29180000	0	5.851	8,643	59%
10190000	2.625	3.256	12,755	82%	29180000	26.82	30.447	8,643	59%
10320000	0	0.499	12,755	82%	29180000	5.851	14.77	8,643	59%
10320000	1.441	2.45	12,755	82%	13075000	3.719	7.315	8,604	58%
87270000	16.555	17.26	12,356	79%	13075000	0	3.719	8,604	58%
87270000	1.535	3.234	12,356	79%	15190000	2.303	2.555	8,543	53%
87270000	14.351	16.555	12,356	79%	15190000	12.465	13.755	8,543	53%
87270000	6.236	7.261	12,356	79%	15190000	3.555	4.506	8,543	53%
36210000	32.346	38.282	11,455	77%	15190000	4.506	5.294	8,543	53%
36210000	22.103	32.346	11,455	77%	15190000	6.296	7.322	8,543	53%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
15190000	8.339	10.53	8,543	53%	72280000	13.099	13.475	6,787	33%
15190900	0.504	1.139	8,543	53%	72280000	13.475	15.27	6,787	33%
15190900	0	0.504	8,543	53%	72290000	6.359	10.468	6,787	33%
27090000	21.884	25.462	8,026	51%	72280000	11.645	13.099	6,787	33%
27090000	18.359	20.719	8,026	51%	87075000	0	2.202	6,785	32%
27090000	9.528	12.325	8,026	51%	87075000	4.019	4.778	6,785	32%
27090000	0	9.528	8,026	51%	87075000	2.202	4.019	6,785	32%
27090000	20.719	21.884	8,026	51%	74160000	2.999	9.581	6,702	31%
27090000	12.325	18.359	8,026	51%	74160000	0	2.999	6,702	31%
94001000	0	4.305	7,860	51%	74160000	9.581	12.226	6,702	31%
32100000	18.361	24.846	7,818	50%	55320000	9.114	15.011	6,479	30%
32100000	24.846	28.746	7,818	50%	55320000	5.447	9.114	6,479	30%
32100000	0	9.32	7,818	50%	55320000	2.168	5.447	6,479	30%
32100000	9.32	18.361	7,818	50%	1075000	21.089	22.008	6,461	28%
70220000	35.83	41.503	7,809	46%	1075000	8.528	11.795	6,461	28%
70225000	22.23	29.807	7,809	46%	1075000	0	8.528	6,461	28%
70225000	1.154	3.933	7,809	46%	78080000	13.808	20.453	6,315	27%
70220000	31.21	35.83	7,809	46%	78080000	0	0.927	6,315	27%
70225000	29.807	31.19	7,809	46%	78080000	8.124	13.808	6,315	27%
70225000	0	1.154	7,809	46%	78080000	20.453	26.155	6,315	27%
12075000	28.377	34.138	7,806	44%	78080000	0.927	8.124	6,315	27%
12075000	12.691	16.436	7,806	44%	79002000	0	11.452	6,096	25%
12075000	8.38	12.691	7,806	44%	79002000	11.452	16.291	6,096	25%
12075000	16.436	21.039	7,806	44%	79002000	35.282	40.859	6,096	25%
12075000	22.601	24.103	7,806	44%	79002000	23.285	27.855	6,096	25%
12075000	0	1.029	7,806	44%	52002000	0	1.479	6,014	24%
12075000	21.039	22.601	7,806	44%	52002000	14.139	17.146	6,014	24%
8150000	0	7.058	7,584	43%	52002000	17.146	21.224	6,014	24%
79110000	9.507	11.639	7,181	41%	54001000	0	0.956	5,720	23%
79110000	14.2	24.506	7,181	41%	54001000	0.956	9.267	5,720	23%
79110000	27.702	28.02	7,181	41%	54001000	17.051	19.478	5,720	23%
79110000	0	3.503	7,181	41%	54001000	9.267	17.051	5,720	23%
79110000	11.639	14.2	7,181	41%	57002000	0	2.629	5,634	22%
73001000	5.253	11.064	7,025	40%	61001000	12.908	16.848	5,283	21%
50001000	14.149	21.004	6,883	39%	61001000	16.848	23.969	5,283	21%
50001000	5.777	14.149	6,883	39%	61001000	1.189	5.823	5,283	21%
50001000	21.004	32.221	6,883	39%	61001000	0	1.189	5,283	21%
50001000	32.221	33.627	6,883	39%	48260000	7.078	10.251	4,599	19%
50001000	0	5.777	6,883	39%	48260000	10.251	12.41	4,599	19%
72020000	9.26	9.642	6,787	33%	48260000	12.41	12.911	4,599	19%
72020000	9.642	10.593	6,787	33%	48260000	12.911	16.491	4,599	19%
72280000	0	5.46	6,787	33%	48260000	16.491	16.507	4,599	19%
72280000	6.594	7.365	6,787	33%	48260000	5.5	7.078	4,599	19%
72280000	7.365	9.313	6,787	33%	3175000	0	29.112	4,524	18%
72280000	9.313	11.645	6,787	33%	3175000	60.431	63.504	4,524	18%
72020000	7.897	9.26	6,787	33%	3175000	56.168	60.431	4,524	18%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
3175000	29.112	50.319	4,524	18%	29170000	9.44	10.012	0	0%
58002000	9.405	11.873	4,340	16%	10075000	30.466	30.775	0	0%
58002000	14.74	25.916	4,340	16%	10075000	16.47	16.747	0	0%
58002000	11.873	14.74	4,340	16%	29180000	14.77	18.356	0	0%
58002000	0	5.157	4,340	16%	10075000	23.026	25.541	0	0%
53002000	15.304	25.215	4,330	15%	10075000	22.812	23.026	0	0%
53002000	0	3.015	4,330	15%	10075000	21.632	21.96	0	0%
53002000	9.621	15.304	4,330	15%	10075000	25.541	25.635	0	0%
53002000	25.215	31.218	4,330	15%	29180000	26.71	26.82	0	0%
53002000	31.218	33.173	4,330	15%	29180000	21.376	26.71	0	0%
53002000	3.015	9.621	4,330	15%	10075000	25.635	25.693	0	0%
75470000	0	5.696	4,143	14%	10075000	20.845	21.632	0	0%
87200000	11.952	13.048	4,094	13%	29180000	19.507	21.376	0	0%
29170000	2.405	7.262	4,024	12%	36210000	12.94	13.968	0	0%
29170000	7.262	9.44	4,024	12%	36210000	4.985	12.94	0	0%
29170000	0	2.405	4,024	12%	10075000	18.821	19.002	0	0%
72002000	9.61	10.268	3,681	10%	10075000	25.693	26.058	0	0%
72002000	0	0.37	3,681	10%	10075000	20.434	20.845	0	0%
72002000	10.268	11.401	3,681	10%	10075000	20.082	20.434	0	0%
72002000	11.401	12.854	3,681	10%	36210000	17.823	18.394	0	0%
72002000	0.37	1.912	3,681	10%	36210000	18.394	22.103	0	0%
72002000	12.854	13.394	3,681	10%	10075000	26.058	26.782	0	0%
60002000	0	2.455	3,654	9%	10075000	26.782	27.069	0	0%
35090000	5.947	16.255	3,498	8%	29170000	10.413	20.69	0	0%
35090000	16.255	22.833	3,498	8%	29170000	10.012	10.413	0	0%
35090000	26.496	32.96	3,498	8%	10075000	19.002	20.082	0	0%
35090000	22.833	26.496	3,498	8%	29180000	18.356	19.507	0	0%
35090000	0	5.947	3,498	8%	1075000	15.133	15.885	0	0%
11470000	0	11.622	3,494	7%	57002000	14.96	16.71	0	0%
11470000	11.622	23.793	3,494	7%	3175000	50.319	52.26	0	0%
37120000	6.43	14.587	3,494	6%	57002000	16.71	24.556	0	0%
37120000	0	6.43	3,494	6%	1075000	19.263	21.089	0	0%
37120000	23.939	25.523	3,494	6%	58002000	5.157	5.449	0	0%
37120000	14.587	23.939	3,494	6%	58002000	5.449	9.405	0	0%
92471000	36.07	40.76	2,807	6%	60002000	2.455	17.017	0	0%
75472000	0	2.192	2,409	4%	1075000	17.912	19.263	0	0%
75471000	0.864	3.117	2,369	3%	60002000	17.017	17.59	0	0%
94470000	0	5.167	2,009	2%	60002000	17.59	18.47	0	0%
94470000	5.167	14.755	2,009	2%	48270000	4.508	6.213	0	0%
89470000	16.363	20.287	1,729	1%	1075000	15.885	17.912	0	0%
92472000	0	1.012	1,249	0%	57002000	8.986	11.703	0	0%
92472000	2.317	2.906	1,249	0%	1075000	14.121	15.133	0	0%
92472000	1.012	2.317	1,249	0%	70220000	0	11.065	0	0%
10075000	30.775	31.029	0	0%	70220000	11.065	13.306	0	0%
10075000	16.747	18.821	0	0%	70220000	13.306	16.217	0	0%
10075000	27.069	30.466	0	0%	70220000	16.217	16.295	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
70220000	16.295	18.584	0	0%	14140000	0.851	1.002	0	0%
70220000	18.584	20.699	0	0%	14140000	0.388	0.851	0	0%
70220000	20.699	22.104	0	0%	14140000	0.256	0.388	0	0%
70220000	22.104	23.568	0	0%	14140000	0	0.256	0	0%
1075000	11.795	14.121	0	0%	14075000	0.258	0.37	0	0%
60002000	18.47	27.495	0	0%	10190000	29.867	30.113	0	0%
8150000	7.058	11.476	0	0%	15190000	3.464	3.555	0	0%
10075000	6.451	12.275	0	0%	10075000	36.185	38.307	0	0%
48260000	0	4.927	0	0%	15190000	10.53	12.203	0	0%
48260000	4.927	5.5	0	0%	10190000	21.151	24.708	0	0%
48270000	0	0.89	0	0%	15190000	7.511	8.339	0	0%
48270000	0.89	1.721	0	0%	15190000	7.322	7.511	0	0%
48270000	1.721	2.506	0	0%	10190000	24.708	26.682	0	0%
48270000	2.506	3.026	0	0%	15190000	6.261	6.296	0	0%
48270000	3.026	3.912	0	0%	15190000	5.294	6.261	0	0%
48270000	3.912	4.508	0	0%	15190000	0.5	0.542	0	0%
10075000	4.928	6.451	0	0%	10190000	26.765	28	0	0%
57002000	13.88	14.96	0	0%	15190000	0.542	0.654	0	0%
10075000	0	4.42	0	0%	15190000	3.227	3.464	0	0%
57002000	11.703	13.88	0	0%	15190000	3.13	3.227	0	0%
48270000	6.213	6.94	0	0%	15190000	2.752	3.13	0	0%
3175000	55.326	56.168	0	0%	15190000	2.555	2.752	0	0%
3175000	52.26	55.326	0	0%	10190000	28	28.573	0	0%
52002000	1.479	6.185	0	0%	15190000	1.134	2.303	0	0%
52002000	6.185	8.316	0	0%	15190000	0.977	1.134	0	0%
55320000	0	2.042	0	0%	13175000	2.929	5.243	0	0%
55320000	2.042	2.168	0	0%	10190000	26.682	26.765	0	0%
55320000	15.011	15.769	0	0%	10320000	1.212	1.441	0	0%
55320000	15.769	22.228	0	0%	14075000	0	0.258	0	0%
57002000	2.629	8.986	0	0%	13075000	7.315	10.678	0	0%
10075000	12.275	12.298	0	0%	10190000	30.113	32.836	0	0%
10075000	4.42	4.928	0	0%	10320000	0.499	0.589	0	0%
14140000	5.121	5.145	0	0%	10320000	0.589	0.708	0	0%
15170001	0	4.153	0	0%	12075000	26.775	28.377	0	0%
15170000	8.04	8.535	0	0%	12075000	26.015	26.775	0	0%
15170000	7.808	8.04	0	0%	12075000	24.647	26.015	0	0%
15170000	5.919	7.808	0	0%	13075000	10.998	14.14	0	0%
15170000	5.641	5.919	0	0%	10320000	0.708	1.212	0	0%
15170000	4.247	5.641	0	0%	13075000	14.14	14.857	0	0%
10190000	28.573	29.867	0	0%	10320000	5.008	5.071	0	0%
10190000	17.413	21.151	0	0%	10320000	5.071	6.506	0	0%
14140000	5.145	11.754	0	0%	10320000	8.802	11.235	0	0%
15190000	0.654	0.977	0	0%	12075000	2.585	8.38	0	0%
14140000	5.106	5.121	0	0%	12075000	2.04	2.585	0	0%
14140000	1.308	5.106	0	0%	12075000	1.097	2.04	0	0%
14140000	1.002	1.308	0	0%	12075000	1.029	1.097	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
10320000	11.235	16.021	0	0%	10075000	31.886	32.246	0	0%
12075000	24.103	24.647	0	0%	10075000	32.246	32.418	0	0%
13130000	9.678	9.746	0	0%	10075000	32.418	34.907	0	0%
15190000	13.755	13.967	0	0%	10075000	34.907	36.185	0	0%
13175000	2.279	2.929	0	0%	26260000	27.28	31.548	0	0%
13175000	1.965	2.279	0	0%	26260000	26.178	27.28	0	0%
13175000	1.54	1.965	0	0%	10075000	38.307	39.877	0	0%
13175000	1.162	1.54	0	0%	26260000	25.68	26.081	0	0%
13175000	0.919	1.162	0	0%	26260000	11.03	12.237	0	0%
13175000	0	0.919	0	0%	26260000	21.81	23.38	0	0%
13130000	11.495	11.982	0	0%	26260000	21.43	21.81	0	0%
13075000	10.678	10.998	0	0%	26260000	18.44	21.43	0	0%
13130000	9.746	11.09	0	0%	26260000	17.193	18.44	0	0%
13175000	5.243	5.327	0	0%	26260000	17.167	17.193	0	0%
13130000	9.404	9.678	0	0%	26260000	14.79	17.167	0	0%
13130000	9.252	9.404	0	0%	26260000	14.556	14.79	0	0%
13130000	8.893	9.252	0	0%	17075000	29.626	30.127	0	0%
13075000	17.045	20.571	0	0%	26260000	26.081	26.178	0	0%
13075000	16.202	17.045	0	0%	16320000	6.425	7.721	0	0%
13075000	15.933	16.202	0	0%	17075000	34.385	34.408	0	0%
13075000	15.524	15.933	0	0%	10190000	7.544	7.6	0	0%
13075000	14.857	15.524	0	0%	16320000	12.734	18.41	0	0%
13130000	11.09	11.495	0	0%	16320000	12.301	12.734	0	0%
18130000	1.749	7.66	0	0%	16320000	8.426	12.301	0	0%
26260000	8.4	9.702	0	0%	16320000	7.864	8.426	0	0%
26260000	0.992	8.4	0	0%	16320000	7.721	7.864	0	0%
10190000	1.31	1.602	0	0%	10190000	7.6	8.297	0	0%
18470000	0	10.751	0	0%	10190000	7.273	7.303	0	0%
10190000	1.602	2.156	0	0%	10190000	10.396	11.959	0	0%
10190000	5.119	5.416	0	0%	17075000	0	0.214	0	0%
18130000	21.738	21.778	0	0%	10190000	11.959	12.853	0	0%
15190000	12.203	12.465	0	0%	10190000	12.853	13.939	0	0%
10190000	5.416	6.445	0	0%	10190000	13.939	15.886	0	0%
26260000	12.237	14.556	0	0%	10190000	15.886	17.413	0	0%
18130000	0	1.749	0	0%	15190000	16.7	19.655	0	0%
17075000	39.574	42.615	0	0%	15190000	14.54	16.7	0	0%
17075000	39.156	39.574	0	0%	15190000	14.26	14.54	0	0%
10190000	6.445	6.453	0	0%	15190000	13.967	14.26	0	0%
17075000	37.099	39.156	0	0%	10190000	8.297	8.478	0	0%
17075000	36.451	37.099	0	0%	17075000	10.97	14.06	0	0%
17075000	36.434	36.451	0	0%	10075000	31.029	31.133	0	0%
10190000	6.453	6.864	0	0%	17075000	29.51	29.626	0	0%
18130000	14.092	21.738	0	0%	17075000	28.993	29.51	0	0%
26260000	23.38	25.68	0	0%	10190000	6.864	6.991	0	0%
10075000	31.133	31.376	0	0%	17075000	24.313	24.663	0	0%
10075000	31.376	31.886	0	0%	17075000	23.868	24.313	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
10190000	6.991	7.089	0	0%	87270000	3.234	5.782	0	0%
17075000	22.3	23.868	0	0%	86472000	19.659	20.443	0	0%
10190000	7.303	7.544	0	0%	87270000	0	1.016	0	0%
17075000	14.06	20.049	0	0%	86472000	20.443	20.776	0	0%
17075000	30.127	34.385	0	0%	87075000	4.952	5.442	0	0%
10190000	7.135	7.194	0	0%	87075000	4.778	4.952	0	0%
70220000	23.568	24.349	0	0%	87004000	4.794	4.91	0	0%
10190000	7.194	7.251	0	0%	87004000	4.387	4.794	0	0%
72002000	5.464	5.991	0	0%	87004000	2.675	4.387	0	0%
17075000	8.003	8.022	0	0%	87004000	2.136	2.675	0	0%
17075000	4.214	8.003	0	0%	87004000	0.793	2.136	0	0%
17075000	0.214	4.214	0	0%	87004000	0.486	0.793	0	0%
10190000	7.251	7.273	0	0%	86472000	20.82	21.662	0	0%
10190000	7.089	7.135	0	0%	86095000	9.615	10.098	0	0%
86095000	12.63	12.86	0	0%	87270000	1.016	1.535	0	0%
86472000	10.982	19.659	0	0%	86070000	23.641	25.285	0	0%
86472000	8.241	10.982	0	0%	86075000	12.66	12.97	0	0%
86472000	1.1	8.241	0	0%	86075000	11.442	12.66	0	0%
86472000	0.73	1.1	0	0%	86075000	11.368	11.442	0	0%
86472000	0.585	0.73	0	0%	86075000	11.153	11.368	0	0%
86472000	0	0.585	0	0%	86075000	10.784	11.153	0	0%
86471000	0	7.706	0	0%	86075000	9.48	10.784	0	0%
86470000	22.17	25.916	0	0%	86075000	8.693	9.48	0	0%
86470000	20.664	22.17	0	0%	86075000	7.711	8.693	0	0%
86095000	10.098	10.492	0	0%	86075000	5.412	7.711	0	0%
86470000	0	15.607	0	0%	86095000	10.492	10.732	0	0%
86472000	20.776	20.82	0	0%	86075000	0	1.551	0	0%
86095000	12.55	12.63	0	0%	86075000	13.412	13.439	0	0%
86095000	12.427	12.55	0	0%	86070000	21.55	23.641	0	0%
86095000	12.363	12.427	0	0%	86070000	18.035	21.55	0	0%
86095000	12.223	12.363	0	0%	86070000	17.173	18.035	0	0%
86095000	11.57	12.223	0	0%	86070000	16.259	17.173	0	0%
86095000	11.136	11.57	0	0%	86070000	14.641	16.259	0	0%
86095000	10.776	11.136	0	0%	86070000	14.085	14.641	0	0%
86095000	10.732	10.776	0	0%	86070000	14.068	14.085	0	0%
87270000	10.798	12.091	0	0%	86070000	13.516	14.068	0	0%
86470000	15.607	20.664	0	0%	86070000	12.62	13.516	0	0%
87200000	11.756	11.952	0	0%	86075000	1.551	5.412	0	0%
72002000	4.123	4.187	0	0%	86095000	0	0.304	0	0%
87270000	9.795	10.647	0	0%	86095000	8.916	9.615	0	0%
87270000	9.335	9.795	0	0%	86095000	8.904	8.916	0	0%
87270000	8.792	9.335	0	0%	86095000	8.312	8.904	0	0%
87270000	8.024	8.792	0	0%	86095000	7.731	8.312	0	0%
87270000	7.261	8.024	0	0%	86095000	7.655	7.731	0	0%
87270000	5.941	6.236	0	0%	86095000	6.789	7.655	0	0%
87270000	5.782	5.941	0	0%	86095000	5.899	6.789	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
86095000	3.158	5.899	0	0%	94001000	18.28	24.123	0	0%
86095000	0.932	3.158	0	0%	94001000	17.642	18.28	0	0%
86075000	12.97	13.032	0	0%	94001000	16.124	17.642	0	0%
86095000	0.304	0.665	0	0%	93220000	26.004	27.208	0	0%
86075000	13.032	13.412	0	0%	94001000	7.585	15.42	0	0%
86075000	19.67	45.41	0	0%	93220000	27.208	34.762	0	0%
86075000	19.456	19.67	0	0%	93470000	43.269	44.533	0	0%
86075000	18.797	19.456	0	0%	93470000	20.242	43.269	0	0%
86075000	18.336	18.797	0	0%	93470000	13.9	20.242	0	0%
86075000	17.728	18.336	0	0%	93470000	9.88	13.9	0	0%
86075000	17.492	17.728	0	0%	93470000	3.22	9.88	0	0%
86075000	15.911	17.492	0	0%	93470000	3.116	3.22	0	0%
86075000	13.693	15.911	0	0%	93470000	2.904	3.116	0	0%
86075000	13.439	13.693	0	0%	93470000	0	2.904	0	0%
87270000	12.091	12.653	0	0%	93220000	37.059	40.38	0	0%
86095000	0.665	0.932	0	0%	89095000	12.635	13.786	0	0%
92130000	7.31	7.885	0	0%	94001000	15.42	16.124	0	0%
93220000	24.984	26.004	0	0%	87471000	5.249	6.083	0	0%
93220000	23.525	24.984	0	0%	87471000	17.837	18.714	0	0%
93220000	21.633	23.525	0	0%	87471000	17.82	17.837	0	0%
93220000	18.828	21.633	0	0%	87471000	17.482	17.82	0	0%
93220000	8.169	18.828	0	0%	87471000	17.368	17.482	0	0%
93220000	5.219	8.169	0	0%	87471000	16.766	17.368	0	0%
92471000	33.492	36.07	0	0%	87471000	16.044	16.766	0	0%
92471000	20.798	33.492	0	0%	87471000	13.757	16.044	0	0%
92471000	0	20.798	0	0%	87471000	12.846	13.757	0	0%
89095000	13.786	14.01	0	0%	87471000	12.289	12.846	0	0%
92470000	0	3.19	0	0%	89095000	14.01	24.967	0	0%
93220000	34.762	37.059	0	0%	87471000	6.083	11.601	0	0%
92130000	7.048	7.31	0	0%	87471000	23.615	25.221	0	0%
92130000	6.856	7.048	0	0%	87471000	3.098	5.249	0	0%
92130000	6.576	6.856	0	0%	87471000	0.538	3.098	0	0%
92130000	2.264	6.576	0	0%	87471000	0	0.538	0	0%
92130000	0	2.264	0	0%	87470000	0.46	3.342	0	0%
91470000	0	7.151	0	0%	87470000	0.433	0.46	0	0%
89470000	12.2	16.363	0	0%	87470000	0	0.433	0	0%
89470000	0	12.2	0	0%	87270000	13.826	14.351	0	0%
87270000	10.647	10.798	0	0%	87270000	12.67	13.826	0	0%
92470000	3.19	17.876	0	0%	87270000	12.653	12.67	0	0%
94001000	4.305	7.585	0	0%	87471000	11.601	12.289	0	0%
16320000	0	0.46	0	0%	87471000	35.213	40.15	0	0%
16320000	0.46	2.907	0	0%	89095000	12.068	12.635	0	0%
94470000	20.5	34.968	0	0%	89095000	0	12.068	0	0%
94470000	15.064	20.5	0	0%	88470000	15.054	17.337	0	0%
94470000	14.755	15.064	0	0%	88470000	0	7.903	0	0%
94001000	24.123	27.182	0	0%	88081000	19.096	19.198	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
88081000	16.16	19.096	0	0%	75280000	4.901	5.134	0	0%
88081000	12.952	16.16	0	0%	75280000	4.476	4.901	0	0%
88081000	7.025	12.952	0	0%	75280000	4.399	4.476	0	0%
88081000	6.17	7.025	0	0%	75280000	2.627	4.399	0	0%
87471000	18.714	20.377	0	0%	75280000	2.179	2.627	0	0%
88081000	0	5.11	0	0%	72280000	15.956	16.583	0	0%
87471000	20.377	23.615	0	0%	75280000	1.549	1.74	0	0%
87471000	35.058	35.213	0	0%	72280000	16.583	16.793	0	0%
87471000	34.727	35.058	0	0%	73001000	12.666	18.729	0	0%
87471000	27.049	34.727	0	0%	73001000	11.064	12.666	0	0%
87471000	26.719	27.049	0	0%	73001000	5.046	5.253	0	0%
87471000	26.437	26.719	0	0%	73001000	0	5.046	0	0%
87471000	26.06	26.437	0	0%	72290000	3.844	6.359	0	0%
87471000	25.688	26.06	0	0%	72290000	3.769	3.844	0	0%
87471000	25.635	25.688	0	0%	72290000	3.564	3.769	0	0%
87471000	25.221	25.635	0	0%	72290000	2.229	3.564	0	0%
86070000	11.276	11.449	0	0%	72290000	2.183	2.229	0	0%
88081000	5.11	6.17	0	0%	72020000	4.617	4.75	0	0%
72270000	8.449	11.48	0	0%	75280000	1.74	2.179	0	0%
72280000	15.27	15.956	0	0%	70225000	18.604	22.215	0	0%
72280000	6.001	6.594	0	0%	72001000	20.229	20.378	0	0%
72280000	5.744	6.001	0	0%	72001000	19.641	20.229	0	0%
72280000	5.46	5.744	0	0%	72001000	19.366	19.641	0	0%
72270000	21.509	21.667	0	0%	72001000	19.325	19.366	0	0%
72270000	21.334	21.509	0	0%	72001000	17.442	19.325	0	0%
72270000	21.135	21.334	0	0%	72001000	9.194	9.593	0	0%
72270000	20.998	21.135	0	0%	72001000	5.208	9.194	0	0%
72270000	16.732	17.268	0	0%	72001000	4.87	5.208	0	0%
72020000	4.75	5.218	0	0%	72001000	0.594	3.073	0	0%
72270000	16.165	16.569	0	0%	72020000	5.218	5.269	0	0%
72290000	0	2.183	0	0%	70225000	22.215	22.23	0	0%
72270000	3.284	8.449	0	0%	72001000	21.182	22.19	0	0%
72020000	7.175	7.897	0	0%	70225000	16.468	18.604	0	0%
72020000	7.129	7.175	0	0%	70225000	14.214	16.468	0	0%
72020000	7.001	7.129	0	0%	70225000	14.151	14.214	0	0%
72020000	5.83	7.001	0	0%	70225000	13.9	14.151	0	0%
72020000	5.658	5.83	0	0%	70225000	10.452	13.9	0	0%
72020000	5.397	5.658	0	0%	70225000	7.703	10.452	0	0%
72020000	5.269	5.397	0	0%	70225000	7.348	7.703	0	0%
86070000	11.695	12.62	0	0%	70225000	3.933	7.348	0	0%
72270000	16.569	16.732	0	0%	70220000	24.756	31.21	0	0%
75280000	1.101	1.549	0	0%	72001000	0	0.594	0	0%
75280000	6.271	7.424	0	0%	72020000	0.326	0.338	0	0%
75280000	6.018	6.271	0	0%	72020000	4.462	4.617	0	0%
75280000	5.662	6.018	0	0%	72020000	3.898	4.462	0	0%
75280000	5.134	5.662	0	0%	72020000	3.337	3.898	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
72020000	2.815	3.337	0	0%	86070000	10.638	10.86	0	0%
72020000	2.611	2.815	0	0%	86070000	10.096	10.638	0	0%
72020000	2.605	2.611	0	0%	86070000	9.935	10.096	0	0%
72020000	2.283	2.605	0	0%	86070000	9.794	9.935	0	0%
72020000	2.145	2.283	0	0%	86070000	9.656	9.794	0	0%
72020000	1.329	2.145	0	0%	86070000	9.223	9.656	0	0%
72001000	20.378	20.614	0	0%	86070000	7.664	9.223	0	0%
72020000	0.338	0.753	0	0%	79110000	24.506	27.373	0	0%
72001000	20.614	21.182	0	0%	86070000	5.135	7.617	0	0%
72020000	0.019	0.326	0	0%	79110000	27.373	27.567	0	0%
72020000	0	0.019	0	0%	86012000	2.02	2.03	0	0%
72002000	6.276	9.61	0	0%	86012000	1.897	2.02	0	0%
72002000	5.991	6.276	0	0%	86012000	1.709	1.897	0	0%
72002000	4.187	5.464	0	0%	86012000	1.512	1.709	0	0%
72002000	4.018	4.123	0	0%	86012000	1.429	1.512	0	0%
72002000	3.635	4.018	0	0%	86012000	0.31	1.429	0	0%
72002000	1.912	3.635	0	0%	86012000	0.169	0.31	0	0%
72001000	31.643	35.061	0	0%	86012000	0	0.169	0	0%
75280000	8.444	9.057	0	0%	79110000	27.663	27.702	0	0%
72020000	0.753	1.329	0	0%	77160000	3.237	3.451	0	0%
79002000	16.291	18.999	0	0%	86070000	7.617	7.664	0	0%
79110000	9.063	9.507	0	0%	75280000	15.529	16.187	0	0%
79110000	6.355	9.063	0	0%	77160000	7.32	7.79	0	0%
79110000	3.515	6.355	0	0%	75280000	22.602	23.17	0	0%
79110000	3.503	3.515	0	0%	75280000	22.285	22.602	0	0%
79002000	41.104	45.804	0	0%	75280000	19.172	19.647	0	0%
79002000	40.859	41.104	0	0%	75280000	18.8	19.172	0	0%
79002000	29.043	35.282	0	0%	75280000	17.674	18.309	0	0%
79002000	28.773	29.043	0	0%	75280000	17.415	17.674	0	0%
79002000	27.855	28.773	0	0%	75280000	17.159	17.178	0	0%
75280000	7.424	8.265	0	0%	75280000	16.842	17.159	0	0%
79002000	18.999	23.113	0	0%	75280000	23.917	24.025	0	0%
79110000	27.567	27.663	0	0%	75280000	16.187	16.542	0	0%
78080000	34.723	34.855	0	0%	75280000	24.025	24.078	0	0%
78080000	32.037	34.723	0	0%	75280000	14.966	15.019	0	0%
78080000	32.022	32.037	0	0%	75280000	14.664	14.966	0	0%
78080000	26.155	32.022	0	0%	75280000	13.656	14.664	0	0%
77160000	13.826	13.856	0	0%	75280000	10.734	11.069	0	0%
77160000	12.363	13.826	0	0%	75280000	10.173	10.734	0	0%
77160000	8.33	12.363	0	0%	75280000	9.951	10.173	0	0%
77160000	8.265	8.33	0	0%	75280000	9.948	9.951	0	0%
77160000	7.79	8.265	0	0%	75280000	9.645	9.948	0	0%
79002000	23.113	23.285	0	0%	75280000	9.057	9.645	0	0%
86012000	2.03	2.152	0	0%	86070000	11.449	11.695	0	0%
70220000	24.349	24.756	0	0%	75280000	16.542	16.842	0	0%
86070000	10.86	11.276	0	0%	75471000	0	0.412	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank
75280000	8.265	8.444	0	0%
77160000	1.496	3.237	0	0%
77160000	1.37	1.496	0	0%
77160000	0.642	1.37	0	0%
77160000	0	0.642	0	0%
75471000	8.324	8.381	0	0%
75471000	8.198	8.324	0	0%
75471000	4.548	8.198	0	0%
75471000	4.353	4.548	0	0%
75280000	23.17	23.917	0	0%
75471000	0.412	0.864	0	0%
77160000	3.451	7.32	0	0%
75470000	21.828	24.913	0	0%
75470000	18.588	21.828	0	0%
75470000	17.801	18.588	0	0%
75470000	16.222	17.801	0	0%
75470000	15.798	16.222	0	0%
75470000	13.134	15.798	0	0%
75470000	10.055	13.134	0	0%
75470000	6.399	10.055	0	0%
75470000	5.696	6.399	0	0%
75280000	24.078	24.673	0	0%
75471000	3.117	4.353	0	0%

Appendix F

Priority Scores for One-Way Corridor Evacuations

Table F.1 – Priority Scores for One-Way Corridor Evacuations

RoadwayID	BMP	EMP	Reversible	Score	RoadwayID	BMP	EMP	Reversible	Score
1075000	0	8.528	Yes	100%	10190000	28.573	29.867	Yes	100%
1075000	8.528	11.795	Yes	100%	10190000	29.867	30.113	Yes	100%
3175000	0	29.112	Yes	100%	10190000	30.113	32.836	Yes	100%
3175000	29.112	50.319	Yes	100%	12075000	0	1.029	Yes	100%
3175000	50.319	52.26	Yes	100%	12075000	1.029	1.097	Yes	100%
3175000	52.26	55.326	Yes	100%	12075000	1.097	2.04	Yes	100%
3175000	55.326	56.168	Yes	100%	12075000	2.04	2.585	Yes	100%
3175000	56.168	60.431	Yes	100%	12075000	2.585	8.38	Yes	100%
3175000	60.431	63.504	Yes	100%	12075000	8.38	12.691	Yes	100%
10075000	0	4.42	Yes	100%	12075000	12.691	16.436	Yes	100%
10075000	4.42	4.928	Yes	100%	12075000	16.436	21.039	Yes	100%
10075000	4.928	6.451	Yes	100%	12075000	21.039	22.601	Yes	100%
10075000	6.451	12.275	Yes	100%	12075000	22.601	24.103	Yes	100%
10075000	12.275	12.298	Yes	100%	12075000	24.103	24.647	Yes	100%
10075000	12.298	16.47	Yes	100%	12075000	24.647	26.015	Yes	100%
10075000	16.47	16.747	Yes	100%	12075000	26.015	26.775	Yes	100%
10075000	16.747	18.821	Yes	100%	12075000	26.775	28.377	Yes	100%
10075000	18.821	19.002	Yes	100%	12075000	28.377	34.138	Yes	100%
10075000	19.002	20.082	Yes	100%	16320000	0	0.46	Yes	100%
10075000	20.082	20.434	Yes	100%	16320000	0.46	2.907	Yes	100%
10075000	20.434	20.845	Yes	100%	16320000	2.907	5.097	Yes	100%
10075000	20.845	21.632	Yes	100%	16320000	5.097	6.425	Yes	100%
10075000	21.632	21.96	Yes	100%	16320000	6.425	7.721	Yes	100%
10075000	21.96	22.812	Yes	100%	16320000	7.721	7.864	Yes	100%
10075000	22.812	23.026	Yes	100%	16320000	7.864	8.426	Yes	100%
10075000	23.026	25.541	Yes	100%	16320000	8.426	12.301	Yes	100%
10075000	25.541	25.635	Yes	100%	16320000	12.301	12.734	Yes	100%
10075000	25.635	25.693	Yes	100%	16320000	12.734	18.41	Yes	100%
10075000	25.693	26.058	Yes	100%	16320000	18.41	22.384	Yes	100%
10075000	26.058	26.782	Yes	100%	16320000	22.384	29.169	Yes	100%
10075000	26.782	27.069	Yes	100%	16320000	29.169	32.022	Yes	100%
10190000	8.297	8.478	Yes	100%	17075000	8.003	8.022	Yes	100%
10190000	8.478	9.738	Yes	100%	17075000	8.022	10.97	Yes	100%
10190000	9.738	10.396	Yes	100%	17075000	10.97	14.06	Yes	100%
10190000	10.396	11.959	Yes	100%	17075000	14.06	20.049	Yes	100%
10190000	11.959	12.853	Yes	100%	17075000	20.049	22.3	Yes	100%
10190000	12.853	13.939	Yes	100%	17075000	22.3	23.868	Yes	100%
10190000	13.939	15.886	Yes	100%	17075000	23.868	24.313	Yes	100%
10190000	15.886	17.413	Yes	100%	17075000	24.313	24.663	Yes	100%
10190000	17.413	21.151	Yes	100%	17075000	24.663	28.993	Yes	100%
10190000	21.151	24.708	Yes	100%	27090000	0	9.528	Yes	100%
10190000	24.708	26.682	Yes	100%	27090000	9.528	12.325	Yes	100%
10190000	26.682	26.765	Yes	100%	27090000	12.325	18.359	Yes	100%
10190000	26.765	28	Yes	100%	27090000	18.359	20.719	Yes	100%
10190000	28	28.573	Yes	100%	27090000	20.719	21.884	Yes	100%

RoadwayID	BMP	EMP	Reversible	Score		RoadwayID	BMP	EMP	Reversible	Score
27090000	21.884	25.462	Yes	100%		57002000	11.703	13.88	Yes	100%
29170000	0	2.405	Yes	100%		57002000	13.88	14.96	Yes	100%
29170000	2.405	7.262	Yes	100%		57002000	14.96	16.71	Yes	100%
29170000	7.262	9.44	Yes	100%		57002000	16.71	24.556	Yes	100%
29170000	9.44	10.012	Yes	100%		58002000	0	5.157	Yes	100%
29170000	10.012	10.413	Yes	100%		58002000	5.157	5.449	Yes	100%
29170000	10.413	20.69	Yes	100%		58002000	5.449	9.405	Yes	100%
35090000	0	5.947	Yes	100%		58002000	9.405	11.873	Yes	100%
35090000	5.947	16.255	Yes	100%		58002000	11.873	14.74	Yes	100%
35090000	16.255	22.833	Yes	100%		58002000	14.74	25.916	Yes	100%
35090000	22.833	26.496	Yes	100%		60002000	0	2.455	Yes	100%
35090000	26.496	32.96	Yes	100%		60002000	2.455	17.017	Yes	100%
37120000	0	6.43	Yes	100%		60002000	17.017	17.59	Yes	100%
37120000	6.43	14.587	Yes	100%		60002000	17.59	18.47	Yes	100%
37120000	14.587	23.939	Yes	100%		60002000	18.47	27.495	Yes	100%
37120000	23.939	25.523	Yes	100%		61001000	0	1.189	Yes	100%
50001000	0	5.777	Yes	100%		61001000	1.189	5.823	Yes	100%
50001000	5.777	14.149	Yes	100%		61001000	12.908	16.848	Yes	100%
50001000	14.149	21.004	Yes	100%		61001000	16.848	23.969	Yes	100%
50001000	21.004	32.221	Yes	100%		72270000	0	3.284	Yes	100%
50001000	32.221	33.627	Yes	100%		72270000	3.284	8.449	Yes	100%
52002000	0	1.479	Yes	100%		72270000	8.449	11.48	Yes	100%
52002000	1.479	6.185	Yes	100%		72270000	11.48	15.647	Yes	100%
52002000	6.185	8.316	Yes	100%		72270000	15.647	16.165	Yes	100%
52002000	14.139	17.146	Yes	100%		74170000	0	0.71	Yes	100%
52002000	17.146	21.224	Yes	100%		75470000	0	5.696	Yes	100%
53002000	0	3.015	Yes	100%		86075000	17.492	17.728	Yes	100%
53002000	3.015	9.621	Yes	100%		86075000	17.728	18.336	Yes	100%
53002000	9.621	15.304	Yes	100%		86075000	18.336	18.797	Yes	100%
53002000	15.304	25.215	Yes	100%		86075000	18.797	19.456	Yes	100%
53002000	25.215	31.218	Yes	100%		86075000	19.456	19.67	Yes	100%
53002000	31.218	33.173	Yes	100%		86075000	19.67	45.41	Yes	100%
54001000	0	0.956	Yes	100%		88470000	0	7.903	Yes	100%
54001000	0.956	9.267	Yes	100%		88470000	15.054	17.337	Yes	100%
54001000	9.267	17.051	Yes	100%		91470000	0	7.151	Yes	100%
54001000	17.051	19.478	Yes	100%		92130000	0	2.264	Yes	100%
55320000	0	2.042	Yes	100%		92130000	2.264	6.576	Yes	100%
55320000	2.042	2.168	Yes	100%		92470000	0	3.19	Yes	100%
55320000	2.168	5.447	Yes	100%		92470000	3.19	17.876	Yes	100%
55320000	5.447	9.114	Yes	100%		92471000	0	20.798	Yes	100%
55320000	9.114	15.011	Yes	100%		92471000	20.798	33.492	Yes	100%
55320000	15.011	15.769	Yes	100%		92471000	33.492	36.07	Yes	100%
55320000	15.769	22.228	Yes	100%		92471000	36.07	40.76	Yes	100%
57002000	0	2.629	Yes	100%		94470000	15.064	20.5	Yes	100%
57002000	2.629	8.986	Yes	100%		94470000	20.5	34.968	Yes	100%
57002000	8.986	11.703	Yes	100%		1075000	11.795	14.121	No	0%

RoadwayID	BMP	EMP	Reversible	Score
1075000	14.121	15.133	No	0%
1075000	15.133	15.885	No	0%
1075000	15.885	17.912	No	0%
1075000	17.912	19.263	No	0%
1075000	19.263	21.089	No	0%
1075000	21.089	22.008	No	0%
8150000	0	7.058	No	0%
8150000	7.058	11.476	No	0%
10075000	27.069	30.466	No	0%
10075000	30.466	30.775	No	0%
10075000	30.775	31.029	No	0%
10075000	31.029	31.133	No	0%
10075000	31.133	31.376	No	0%
10075000	31.376	31.886	No	0%
10075000	31.886	32.246	No	0%
10075000	32.246	32.418	No	0%
10075000	32.418	34.907	No	0%
10075000	34.907	36.185	No	0%
10075000	36.185	38.307	No	0%
10075000	38.307	39.877	No	0%
10190000	0	1.31	No	0%
10190000	1.31	1.602	No	0%
10190000	1.602	2.156	No	0%
10190000	2.156	2.625	No	0%
10190000	2.625	3.256	No	0%
10190000	3.256	3.836	No	0%
10190000	3.836	4.616	No	0%
10190000	4.616	5.119	No	0%
10190000	5.119	5.416	No	0%
10190000	5.416	6.445	No	0%
10190000	6.445	6.453	No	0%
10190000	6.453	6.864	No	0%
10190000	6.864	6.991	No	0%
10190000	6.991	7.089	No	0%
10190000	7.089	7.135	No	0%
10190000	7.135	7.194	No	0%
10190000	7.194	7.251	No	0%
10190000	7.251	7.273	No	0%
10190000	7.273	7.303	No	0%
10190000	7.303	7.544	No	0%
10190000	7.544	7.6	No	0%
10190000	7.6	8.297	No	0%
10320000	0	0.499	No	0%
10320000	0.499	0.589	No	0%
10320000	0.589	0.708	No	0%
10320000	0.708	1.212	No	0%

RoadwayID	BMP	EMP	Reversible	Score
10320000	1.212	1.441	No	0%
10320000	1.441	2.45	No	0%
10320000	2.45	3.458	No	0%
10320000	3.458	4.292	No	0%
10320000	4.292	5.008	No	0%
10320000	5.008	5.071	No	0%
10320000	5.071	6.506	No	0%
10320000	6.506	7.513	No	0%
10320000	7.513	8.802	No	0%
10320000	8.802	11.235	No	0%
10320000	11.235	16.021	No	0%
11470000	0	11.622	No	0%
11470000	11.622	23.793	No	0%
13075000	0	3.719	No	0%
13075000	3.719	7.315	No	0%
13075000	7.315	10.678	No	0%
13075000	10.678	10.998	No	0%
13075000	10.998	14.14	No	0%
13075000	14.14	14.857	No	0%
13075000	14.857	15.524	No	0%
13075000	15.524	15.933	No	0%
13075000	15.933	16.202	No	0%
13075000	16.202	17.045	No	0%
13075000	17.045	20.571	No	0%
13130000	8.893	9.252	No	0%
13130000	9.252	9.404	No	0%
13130000	9.404	9.678	No	0%
13130000	9.678	9.746	No	0%
13130000	9.746	11.09	No	0%
13130000	11.09	11.495	No	0%
13130000	11.495	11.982	No	0%
13175000	0	0.919	No	0%
13175000	0.919	1.162	No	0%
13175000	1.162	1.54	No	0%
13175000	1.54	1.965	No	0%
13175000	1.965	2.279	No	0%
13175000	2.279	2.929	No	0%
13175000	2.929	5.243	No	0%
13175000	5.243	5.327	No	0%
14075000	0	0.258	No	0%
14075000	0.258	0.37	No	0%
14140000	0	0.256	No	0%
14140000	0.256	0.388	No	0%
14140000	0.388	0.851	No	0%
14140000	0.851	1.002	No	0%
14140000	1.002	1.308	No	0%

RoadwayID	BMP	EMP	Reversible	Score	RoadwayID	BMP	EMP	Reversible	Score
14140000	1.308	5.106	No	0%	17075000	29.626	30.127	No	0%
14140000	5.106	5.121	No	0%	17075000	30.127	34.385	No	0%
14140000	5.121	5.145	No	0%	17075000	34.385	34.408	No	0%
14140000	5.145	11.754	No	0%	17075000	34.408	36.434	No	0%
14140000	11.754	19.091	No	0%	17075000	36.434	36.451	No	0%
14140000	19.091	20.386	No	0%	17075000	36.451	37.099	No	0%
15170000	4.247	5.641	No	0%	17075000	37.099	39.156	No	0%
15170000	5.641	5.919	No	0%	17075000	39.156	39.574	No	0%
15170000	5.919	7.808	No	0%	17075000	39.574	42.615	No	0%
15170000	7.808	8.04	No	0%	18130000	0	1.749	No	0%
15170000	8.04	8.535	No	0%	18130000	1.749	7.66	No	0%
15170001	0	4.153	No	0%	18130000	7.66	14.092	No	0%
15190000	0.5	0.542	No	0%	18130000	14.092	21.738	No	0%
15190000	0.542	0.654	No	0%	18130000	21.738	21.778	No	0%
15190000	0.654	0.977	No	0%	18130000	21.778	22.625	No	0%
15190000	0.977	1.134	No	0%	18130000	22.625	28.996	No	0%
15190000	1.134	2.303	No	0%	18470000	0	10.751	No	0%
15190000	2.303	2.555	No	0%	26260000	0	0.992	No	0%
15190000	2.555	2.752	No	0%	26260000	0.992	8.4	No	0%
15190000	2.752	3.13	No	0%	26260000	8.4	9.702	No	0%
15190000	3.13	3.227	No	0%	26260000	9.702	11.03	No	0%
15190000	3.227	3.464	No	0%	26260000	11.03	12.237	No	0%
15190000	3.464	3.555	No	0%	26260000	12.237	14.556	No	0%
15190000	3.555	4.506	No	0%	26260000	14.556	14.79	No	0%
15190000	4.506	5.294	No	0%	26260000	14.79	17.167	No	0%
15190000	5.294	6.261	No	0%	26260000	17.167	17.193	No	0%
15190000	6.261	6.296	No	0%	26260000	17.193	18.44	No	0%
15190000	6.296	7.322	No	0%	26260000	18.44	21.43	No	0%
15190000	7.322	7.511	No	0%	26260000	21.43	21.81	No	0%
15190000	7.511	8.339	No	0%	26260000	21.81	23.38	No	0%
15190000	8.339	10.53	No	0%	26260000	23.38	25.68	No	0%
15190000	10.53	12.203	No	0%	26260000	25.68	26.081	No	0%
15190000	12.203	12.465	No	0%	26260000	26.081	26.178	No	0%
15190000	12.465	13.755	No	0%	26260000	26.178	27.28	No	0%
15190000	13.755	13.967	No	0%	26260000	27.28	31.548	No	0%
15190000	13.967	14.26	No	0%	26260000	31.548	35.19	No	0%
15190000	14.26	14.54	No	0%	29180000	0	5.851	No	0%
15190000	14.54	16.7	No	0%	29180000	5.851	14.77	No	0%
15190000	16.7	19.655	No	0%	29180000	14.77	18.356	No	0%
15190900	0	0.504	No	0%	29180000	18.356	19.507	No	0%
15190900	0.504	1.139	No	0%	29180000	19.507	21.376	No	0%
17075000	0	0.214	No	0%	29180000	21.376	26.71	No	0%
17075000	0.214	4.214	No	0%	29180000	26.71	26.82	No	0%
17075000	4.214	8.003	No	0%	29180000	26.82	30.447	No	0%
17075000	28.993	29.51	No	0%	32100000	0	9.32	No	0%
17075000	29.51	29.626	No	0%	32100000	9.32	18.361	No	0%

RoadwayID	BMP	EMP	Reversible	Score	RoadwayID	BMP	EMP	Reversible	Score
32100000	18.361	24.846	No	0%	70225000	7.703	10.452	No	0%
32100000	24.846	28.746	No	0%	70225000	10.452	13.9	No	0%
36210000	0	4.985	No	0%	70225000	13.9	14.151	No	0%
36210000	4.985	12.94	No	0%	70225000	14.151	14.214	No	0%
36210000	12.94	13.968	No	0%	70225000	14.214	16.468	No	0%
36210000	13.968	16.43	No	0%	70225000	16.468	18.604	No	0%
36210000	16.43	17.823	No	0%	70225000	18.604	22.215	No	0%
36210000	17.823	18.394	No	0%	70225000	22.215	22.23	No	0%
36210000	18.394	22.103	No	0%	70225000	22.23	29.807	No	0%
36210000	22.103	32.346	No	0%	70225000	29.807	31.19	No	0%
36210000	32.346	38.282	No	0%	72001000	0	0.594	No	0%
37130000	0	1.095	No	0%	72001000	0.594	3.073	No	0%
37130000	1.095	3.656	No	0%	72001000	3.073	4.87	No	0%
48260000	0	4.927	No	0%	72001000	4.87	5.208	No	0%
48260000	4.927	5.5	No	0%	72001000	5.208	9.194	No	0%
48260000	5.5	7.078	No	0%	72001000	9.194	9.593	No	0%
48260000	7.078	10.251	No	0%	72001000	9.593	11.701	No	0%
48260000	10.251	12.41	No	0%	72001000	11.701	15.928	No	0%
48260000	12.41	12.911	No	0%	72001000	15.928	17.442	No	0%
48260000	12.911	16.491	No	0%	72001000	17.442	19.325	No	0%
48260000	16.491	16.507	No	0%	72001000	19.325	19.366	No	0%
48270000	0	0.89	No	0%	72001000	19.366	19.641	No	0%
48270000	0.89	1.721	No	0%	72001000	19.641	20.229	No	0%
48270000	1.721	2.506	No	0%	72001000	20.229	20.378	No	0%
48270000	2.506	3.026	No	0%	72001000	20.378	20.614	No	0%
48270000	3.026	3.912	No	0%	72001000	20.614	21.182	No	0%
48270000	3.912	4.508	No	0%	72001000	21.182	22.19	No	0%
48270000	4.508	6.213	No	0%	72001000	22.19	24.7	No	0%
48270000	6.213	6.94	No	0%	72001000	24.7	27.66	No	0%
70220000	0	11.065	No	0%	72001000	27.66	29.965	No	0%
70220000	11.065	13.306	No	0%	72001000	29.965	31.643	No	0%
70220000	13.306	16.217	No	0%	72001000	31.643	35.061	No	0%
70220000	16.217	16.295	No	0%	72001000	35.061	35.511	No	0%
70220000	16.295	18.584	No	0%	72002000	0	0.37	No	0%
70220000	18.584	20.699	No	0%	72002000	0.37	1.912	No	0%
70220000	20.699	22.104	No	0%	72002000	1.912	3.635	No	0%
70220000	22.104	23.568	No	0%	72002000	3.635	4.018	No	0%
70220000	23.568	24.349	No	0%	72002000	4.018	4.123	No	0%
70220000	24.349	24.756	No	0%	72002000	4.123	4.187	No	0%
70220000	24.756	31.21	No	0%	72002000	4.187	5.464	No	0%
70220000	31.21	35.83	No	0%	72002000	5.464	5.991	No	0%
70220000	35.83	41.503	No	0%	72002000	5.991	6.276	No	0%
70225000	0	1.154	No	0%	72002000	6.276	9.61	No	0%
70225000	1.154	3.933	No	0%	72002000	9.61	10.268	No	0%
70225000	3.933	7.348	No	0%	72002000	10.268	11.401	No	0%
70225000	7.348	7.703	No	0%	72002000	11.401	12.854	No	0%

RoadwayID	BMP	EMP	Reversible	Score
72002000	12.854	13.394	No	0%
72020000	0	0.019	No	0%
72020000	0.019	0.326	No	0%
72020000	0.326	0.338	No	0%
72020000	0.338	0.753	No	0%
72020000	0.753	1.329	No	0%
72020000	1.329	2.145	No	0%
72020000	2.145	2.283	No	0%
72020000	2.283	2.605	No	0%
72020000	2.605	2.611	No	0%
72020000	2.611	2.815	No	0%
72020000	2.815	3.337	No	0%
72020000	3.337	3.898	No	0%
72020000	3.898	4.462	No	0%
72020000	4.462	4.617	No	0%
72020000	4.617	4.75	No	0%
72020000	4.75	5.218	No	0%
72020000	5.218	5.269	No	0%
72020000	5.269	5.397	No	0%
72020000	5.397	5.658	No	0%
72020000	5.658	5.83	No	0%
72020000	5.83	7.001	No	0%
72020000	7.001	7.129	No	0%
72020000	7.129	7.175	No	0%
72020000	7.175	7.897	No	0%
72020000	7.897	9.26	No	0%
72020000	9.26	9.642	No	0%
72020000	9.642	10.593	No	0%
72270000	16.165	16.569	No	0%
72270000	16.569	16.732	No	0%
72270000	16.732	17.268	No	0%
72270000	17.268	18.55	No	0%
72270000	18.55	19.246	No	0%
72270000	19.246	20.117	No	0%
72270000	20.117	20.528	No	0%
72270000	20.528	20.998	No	0%
72270000	20.998	21.135	No	0%
72270000	21.135	21.334	No	0%
72270000	21.334	21.509	No	0%
72270000	21.509	21.667	No	0%
72280000	0	5.46	No	0%
72280000	5.46	5.744	No	0%
72280000	5.744	6.001	No	0%
72280000	6.001	6.594	No	0%
72280000	6.594	7.365	No	0%
72280000	7.365	9.313	No	0%

RoadwayID	BMP	EMP	Reversible	Score
72280000	9.313	11.645	No	0%
72280000	11.645	13.099	No	0%
72280000	13.099	13.475	No	0%
72280000	13.475	15.27	No	0%
72280000	15.27	15.956	No	0%
72280000	15.956	16.583	No	0%
72280000	16.583	16.793	No	0%
72290000	0	2.183	No	0%
72290000	2.183	2.229	No	0%
72290000	2.229	3.564	No	0%
72290000	3.564	3.769	No	0%
72290000	3.769	3.844	No	0%
72290000	3.844	6.359	No	0%
72290000	6.359	10.468	No	0%
73001000	0	5.046	No	0%
73001000	5.046	5.253	No	0%
73001000	5.253	11.064	No	0%
73001000	11.064	12.666	No	0%
73001000	12.666	18.729	No	0%
74160000	0	2.999	No	0%
74160000	2.999	9.581	No	0%
74160000	9.581	12.226	No	0%
75280000	0	1.101	No	0%
75280000	1.101	1.549	No	0%
75280000	1.549	1.74	No	0%
75280000	1.74	2.179	No	0%
75280000	2.179	2.627	No	0%
75280000	2.627	4.399	No	0%
75280000	4.399	4.476	No	0%
75280000	4.476	4.901	No	0%
75280000	4.901	5.134	No	0%
75280000	5.134	5.662	No	0%
75280000	5.662	6.018	No	0%
75280000	6.018	6.271	No	0%
75280000	6.271	7.424	No	0%
75280000	7.424	8.265	No	0%
75280000	8.265	8.444	No	0%
75280000	8.444	9.057	No	0%
75280000	9.057	9.645	No	0%
75280000	9.645	9.948	No	0%
75280000	9.948	9.951	No	0%
75280000	9.951	10.173	No	0%
75280000	10.173	10.734	No	0%
75280000	10.734	11.069	No	0%
75280000	11.069	13.656	No	0%
75280000	13.656	14.664	No	0%

RoadwayID	BMP	EMP	Reversible	Score
75280000	14.664	14.966	No	0%
75280000	14.966	15.019	No	0%
75280000	15.019	15.529	No	0%
75280000	15.529	16.187	No	0%
75280000	16.187	16.542	No	0%
75280000	16.542	16.842	No	0%
75280000	16.842	17.159	No	0%
75280000	17.159	17.178	No	0%
75280000	17.178	17.415	No	0%
75280000	17.415	17.674	No	0%
75280000	17.674	18.309	No	0%
75280000	18.309	18.8	No	0%
75280000	18.8	19.172	No	0%
75280000	19.172	19.647	No	0%
75280000	19.647	20.407	No	0%
75280000	20.407	21.302	No	0%
75280000	21.302	22.285	No	0%
75280000	22.285	22.602	No	0%
75280000	22.602	23.17	No	0%
75280000	23.17	23.917	No	0%
75280000	23.917	24.025	No	0%
75280000	24.025	24.078	No	0%
75280000	24.078	24.673	No	0%
75470000	5.696	6.399	No	0%
75470000	6.399	10.055	No	0%
75470000	10.055	13.134	No	0%
75470000	13.134	15.798	No	0%
75470000	15.798	16.222	No	0%
75470000	16.222	17.801	No	0%
75470000	17.801	18.588	No	0%
75470000	18.588	21.828	No	0%
75470000	21.828	24.913	No	0%
75471000	0	0.412	No	0%
75471000	0.412	0.864	No	0%
75471000	0.864	3.117	No	0%
75471000	3.117	4.353	No	0%
75471000	4.353	4.548	No	0%
75471000	4.548	8.198	No	0%
75471000	8.198	8.324	No	0%
75471000	8.324	8.381	No	0%
75472000	0	2.192	No	0%
77160000	0	0.642	No	0%
77160000	0.642	1.37	No	0%
77160000	1.37	1.496	No	0%
77160000	1.496	3.237	No	0%
77160000	3.237	3.451	No	0%

RoadwayID	BMP	EMP	Reversible	Score
77160000	3.451	7.32	No	0%
77160000	7.32	7.79	No	0%
77160000	7.79	8.265	No	0%
77160000	8.265	8.33	No	0%
77160000	8.33	12.363	No	0%
77160000	12.363	13.826	No	0%
77160000	13.826	13.856	No	0%
77160000	13.856	14.135	No	0%
78080000	0	0.927	No	0%
78080000	0.927	8.124	No	0%
78080000	8.124	13.808	No	0%
78080000	13.808	20.453	No	0%
78080000	20.453	26.155	No	0%
78080000	26.155	32.022	No	0%
78080000	32.022	32.037	No	0%
78080000	32.037	34.723	No	0%
78080000	34.723	34.855	No	0%
79002000	0	11.452	No	0%
79002000	11.452	16.291	No	0%
79002000	16.291	18.999	No	0%
79002000	18.999	23.113	No	0%
79002000	23.113	23.285	No	0%
79002000	23.285	27.855	No	0%
79002000	27.855	28.773	No	0%
79002000	28.773	29.043	No	0%
79002000	29.043	35.282	No	0%
79002000	35.282	40.859	No	0%
79002000	40.859	41.104	No	0%
79002000	41.104	45.804	No	0%
79110000	0	3.503	No	0%
79110000	3.503	3.515	No	0%
79110000	3.515	6.355	No	0%
79110000	6.355	9.063	No	0%
79110000	9.063	9.507	No	0%
79110000	9.507	11.639	No	0%
79110000	11.639	14.2	No	0%
79110000	14.2	24.506	No	0%
79110000	24.506	27.373	No	0%
79110000	27.373	27.567	No	0%
79110000	27.567	27.663	No	0%
79110000	27.663	27.702	No	0%
79110000	27.702	28.02	No	0%
86012000	0	0.169	No	0%
86012000	0.169	0.31	No	0%
86012000	0.31	1.429	No	0%
86012000	1.429	1.512	No	0%

RoadwayID	BMP	EMP	Reversible	Score	RoadwayID	BMP	EMP	Reversible	Score
86012000	1.512	1.709	No	0%	86075000	13.693	15.911	No	0%
86012000	1.709	1.897	No	0%	86075000	15.911	17.492	No	0%
86012000	1.897	2.02	No	0%	86095000	0	0.304	No	0%
86012000	2.02	2.03	No	0%	86095000	0.304	0.665	No	0%
86012000	2.03	2.152	No	0%	86095000	0.665	0.932	No	0%
86070000	0	0.739	No	0%	86095000	0.932	3.158	No	0%
86070000	0.739	1.521	No	0%	86095000	3.158	5.899	No	0%
86070000	1.521	5.135	No	0%	86095000	5.899	6.789	No	0%
86070000	5.135	7.617	No	0%	86095000	6.789	7.655	No	0%
86070000	7.617	7.664	No	0%	86095000	7.655	7.731	No	0%
86070000	7.664	9.223	No	0%	86095000	7.731	8.312	No	0%
86070000	9.223	9.656	No	0%	86095000	8.312	8.904	No	0%
86070000	9.656	9.794	No	0%	86095000	8.904	8.916	No	0%
86070000	9.794	9.935	No	0%	86095000	8.916	9.615	No	0%
86070000	9.935	10.096	No	0%	86095000	9.615	10.098	No	0%
86070000	10.096	10.638	No	0%	86095000	10.098	10.492	No	0%
86070000	10.638	10.86	No	0%	86095000	10.492	10.732	No	0%
86070000	10.86	11.276	No	0%	86095000	10.732	10.776	No	0%
86070000	11.276	11.449	No	0%	86095000	10.776	11.136	No	0%
86070000	11.449	11.695	No	0%	86095000	11.136	11.57	No	0%
86070000	11.695	12.62	No	0%	86095000	11.57	12.223	No	0%
86070000	12.62	13.516	No	0%	86095000	12.223	12.363	No	0%
86070000	13.516	14.068	No	0%	86095000	12.363	12.427	No	0%
86070000	14.068	14.085	No	0%	86095000	12.427	12.55	No	0%
86070000	14.085	14.641	No	0%	86095000	12.55	12.63	No	0%
86070000	14.641	16.259	No	0%	86095000	12.63	12.86	No	0%
86070000	16.259	17.173	No	0%	86470000	0	15.607	No	0%
86070000	17.173	18.035	No	0%	86470000	15.607	20.664	No	0%
86070000	18.035	21.55	No	0%	86470000	20.664	22.17	No	0%
86070000	21.55	23.641	No	0%	86470000	22.17	25.916	No	0%
86070000	23.641	25.285	No	0%	86471000	0	7.706	No	0%
86075000	0	1.551	No	0%	86472000	0	0.585	No	0%
86075000	1.551	5.412	No	0%	86472000	0.585	0.73	No	0%
86075000	5.412	7.711	No	0%	86472000	0.73	1.1	No	0%
86075000	7.711	8.693	No	0%	86472000	1.1	8.241	No	0%
86075000	8.693	9.48	No	0%	86472000	8.241	10.982	No	0%
86075000	9.48	10.784	No	0%	86472000	10.982	19.659	No	0%
86075000	10.784	11.153	No	0%	86472000	19.659	20.443	No	0%
86075000	11.153	11.368	No	0%	86472000	20.443	20.776	No	0%
86075000	11.368	11.442	No	0%	86472000	20.776	20.82	No	0%
86075000	11.442	12.66	No	0%	86472000	20.82	21.662	No	0%
86075000	12.66	12.97	No	0%	87004000	0.486	0.793	No	0%
86075000	12.97	13.032	No	0%	87004000	0.793	2.136	No	0%
86075000	13.032	13.412	No	0%	87004000	2.136	2.675	No	0%
86075000	13.412	13.439	No	0%	87004000	2.675	4.387	No	0%
86075000	13.439	13.693	No	0%	87004000	4.387	4.794	No	0%

RoadwayID	BMP	EMP	Reversible	Score	RoadwayID	BMP	EMP	Reversible	Score
87004000	4.794	4.91	No	0%	87471000	18.714	20.377	No	0%
87075000	0	2.202	No	0%	87471000	20.377	23.615	No	0%
87075000	2.202	4.019	No	0%	87471000	23.615	25.221	No	0%
87075000	4.019	4.778	No	0%	87471000	25.221	25.635	No	0%
87075000	4.778	4.952	No	0%	87471000	25.635	25.688	No	0%
87075000	4.952	5.442	No	0%	87471000	25.688	26.06	No	0%
87200000	11.756	11.952	No	0%	87471000	26.06	26.437	No	0%
87200000	11.952	13.048	No	0%	87471000	26.437	26.719	No	0%
87270000	0	1.016	No	0%	87471000	26.719	27.049	No	0%
87270000	1.016	1.535	No	0%	87471000	27.049	34.727	No	0%
87270000	1.535	3.234	No	0%	87471000	34.727	35.058	No	0%
87270000	3.234	5.782	No	0%	87471000	35.058	35.213	No	0%
87270000	5.782	5.941	No	0%	87471000	35.213	40.15	No	0%
87270000	5.941	6.236	No	0%	88081000	0	5.11	No	0%
87270000	6.236	7.261	No	0%	88081000	5.11	6.17	No	0%
87270000	7.261	8.024	No	0%	88081000	6.17	7.025	No	0%
87270000	8.024	8.792	No	0%	88081000	7.025	12.952	No	0%
87270000	8.792	9.335	No	0%	88081000	12.952	16.16	No	0%
87270000	9.335	9.795	No	0%	88081000	16.16	19.096	No	0%
87270000	9.795	10.647	No	0%	88081000	19.096	19.198	No	0%
87270000	10.647	10.798	No	0%	89095000	0	12.068	No	0%
87270000	10.798	12.091	No	0%	89095000	12.068	12.635	No	0%
87270000	12.091	12.653	No	0%	89095000	12.635	13.786	No	0%
87270000	12.653	12.67	No	0%	89095000	13.786	14.01	No	0%
87270000	12.67	13.826	No	0%	89095000	14.01	24.967	No	0%
87270000	13.826	14.351	No	0%	89470000	0	12.2	No	0%
87270000	14.351	16.555	No	0%	89470000	12.2	16.363	No	0%
87270000	16.555	17.26	No	0%	89470000	16.363	20.287	No	0%
87470000	0	0.433	No	0%	92130000	6.576	6.856	No	0%
87470000	0.433	0.46	No	0%	92130000	6.856	7.048	No	0%
87470000	0.46	3.342	No	0%	92130000	7.048	7.31	No	0%
87471000	0	0.538	No	0%	92130000	7.31	7.885	No	0%
87471000	0.538	3.098	No	0%	92472000	0	1.012	No	0%
87471000	3.098	5.249	No	0%	92472000	1.012	2.317	No	0%
87471000	5.249	6.083	No	0%	92472000	2.317	2.906	No	0%
87471000	6.083	11.601	No	0%	93220000	0	5.219	No	0%
87471000	11.601	12.289	No	0%	93220000	5.219	8.169	No	0%
87471000	12.289	12.846	No	0%	93220000	8.169	18.828	No	0%
87471000	12.846	13.757	No	0%	93220000	18.828	21.633	No	0%
87471000	13.757	16.044	No	0%	93220000	21.633	23.525	No	0%
87471000	16.044	16.766	No	0%	93220000	23.525	24.984	No	0%
87471000	16.766	17.368	No	0%	93220000	24.984	26.004	No	0%
87471000	17.368	17.482	No	0%	93220000	26.004	27.208	No	0%
87471000	17.482	17.82	No	0%	93220000	27.208	34.762	No	0%
87471000	17.82	17.837	No	0%	93220000	34.762	37.059	No	0%
87471000	17.837	18.714	No	0%	93220000	37.059	40.38	No	0%

RoadwayID	BMP	EMP	Reversible	Score
93220000	40.38	44.185	No	0%
93220000	44.185	46.018	No	0%
93470000	0	2.904	No	0%
93470000	2.904	3.116	No	0%
93470000	3.116	3.22	No	0%
93470000	3.22	9.88	No	0%
93470000	9.88	13.9	No	0%
93470000	13.9	20.242	No	0%
93470000	20.242	43.269	No	0%
93470000	43.269	44.533	No	0%
94001000	0	4.305	No	0%
94001000	4.305	7.585	No	0%
94001000	7.585	15.42	No	0%
94001000	15.42	16.124	No	0%
94001000	16.124	17.642	No	0%
94001000	17.642	18.28	No	0%
94001000	18.28	24.123	No	0%
94001000	24.123	27.182	No	0%
94470000	0	5.167	No	0%
94470000	5.167	14.755	No	0%
94470000	14.755	15.064	No	0%

Appendix G

Priority Scores for CVO Operations

Table G.1 – Priority Scores for CVO Operations

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
75280000	18.309	18.8	27,208	95%	36210000	22.103	32.346	11,455	77%
75280000	19.647	20.407	27,208	95%	36210000	16.43	17.823	11,455	77%
75280000	15.019	15.529	27,208	95%	36210000	13.968	16.43	11,455	77%
75280000	11.069	13.656	27,208	95%	36210000	0	4.985	11,455	77%
75280000	20.407	21.302	27,208	95%	26260000	0	0.992	11,112	75%
75280000	21.302	22.285	27,208	95%	26260000	31.548	35.19	11,112	75%
75280000	0	1.101	27,208	95%	26260000	9.702	11.03	11,112	75%
75280000	17.178	17.415	27,208	95%	74170000	0	0.71	10,792	75%
86070000	0.739	1.521	17,214	93%	16320000	18.41	22.384	10,504	73%
86070000	0	0.739	17,214	93%	16320000	29.169	32.022	10,504	73%
86070000	1.521	5.135	17,214	93%	16320000	22.384	29.169	10,504	73%
10190000	9.738	10.396	15,769	92%	16320000	5.097	6.425	10,504	73%
10190000	8.478	9.738	15,769	92%	16320000	2.907	5.097	10,504	73%
72001000	3.073	4.87	15,429	88%	10075000	12.298	16.47	9,866	70%
72001000	22.19	24.7	15,429	88%	10075000	21.96	22.812	9,866	70%
72001000	9.593	11.701	15,429	88%	14140000	11.754	19.091	9,403	69%
72001000	11.701	15.928	15,429	88%	14140000	19.091	20.386	9,403	69%
72001000	15.928	17.442	15,429	88%	18130000	7.66	14.092	9,268	67%
72001000	35.061	35.511	15,429	88%	18130000	21.778	22.625	9,268	67%
72001000	29.965	31.643	15,429	88%	18130000	22.625	28.996	9,268	67%
72001000	27.66	29.965	15,429	88%	37130000	0	1.095	9,246	67%
72001000	24.7	27.66	15,429	88%	37130000	1.095	3.656	9,246	67%
93220000	44.185	46.018	12,982	87%	17075000	8.022	10.97	8,985	64%
93220000	40.38	44.185	12,982	87%	17075000	24.663	28.993	8,985	64%
93220000	0	5.219	12,982	87%	17075000	34.408	36.434	8,985	64%
10320000	4.292	5.008	12,755	82%	17075000	20.049	22.3	8,985	64%
10320000	3.458	4.292	12,755	82%	72270000	0	3.284	8,828	62%
10190000	3.836	4.616	12,755	82%	72270000	15.647	16.165	8,828	62%
10320000	6.506	7.513	12,755	82%	72270000	17.268	18.55	8,828	62%
10320000	7.513	8.802	12,755	82%	72270000	20.117	20.528	8,828	62%
10190000	2.156	2.625	12,755	82%	72270000	20.528	20.998	8,828	62%
10190000	0	1.31	12,755	82%	72270000	19.246	20.117	8,828	62%
10190000	4.616	5.119	12,755	82%	72270000	11.48	15.647	8,828	62%
10190000	3.256	3.836	12,755	82%	72270000	18.55	19.246	8,828	62%
10320000	2.45	3.458	12,755	82%	77160000	13.856	14.135	8,646	60%
10190000	2.625	3.256	12,755	82%	29180000	0	5.851	8,643	59%
10320000	0	0.499	12,755	82%	29180000	26.82	30.447	8,643	59%
10320000	1.441	2.45	12,755	82%	29180000	5.851	14.77	8,643	59%
87270000	16.555	17.26	12,356	79%	13075000	3.719	7.315	8,604	58%
87270000	1.535	3.234	12,356	79%	13075000	0	3.719	8,604	58%
87270000	14.351	16.555	12,356	79%	15190000	2.303	2.555	8,543	53%
87270000	6.236	7.261	12,356	79%	15190000	12.465	13.755	8,543	53%
36210000	32.346	38.282	11,455	77%	15190000	3.555	4.506	8,543	53%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
15190000	4.506	5.294	8,543	53%	72280000	7.365	9.313	6,787	33%
15190000	6.296	7.322	8,543	53%	72280000	9.313	11.645	6,787	33%
15190000	8.339	10.53	8,543	53%	72020000	7.897	9.26	6,787	33%
15190900	0.504	1.139	8,543	53%	72280000	13.099	13.475	6,787	33%
15190900	0	0.504	8,543	53%	72280000	13.475	15.27	6,787	33%
27090000	21.884	25.462	8,026	51%	72290000	6.359	10.468	6,787	33%
27090000	18.359	20.719	8,026	51%	72280000	11.645	13.099	6,787	33%
27090000	9.528	12.325	8,026	51%	87075000	0	2.202	6,785	32%
27090000	0	9.528	8,026	51%	87075000	4.019	4.778	6,785	32%
27090000	20.719	21.884	8,026	51%	87075000	2.202	4.019	6,785	32%
27090000	12.325	18.359	8,026	51%	74160000	2.999	9.581	6,702	31%
94001000	0	4.305	7,860	51%	74160000	0	2.999	6,702	31%
32100000	18.361	24.846	7,818	50%	74160000	9.581	12.226	6,702	31%
32100000	24.846	28.746	7,818	50%	55320000	9.114	15.011	6,479	30%
32100000	0	9.32	7,818	50%	55320000	5.447	9.114	6,479	30%
32100000	9.32	18.361	7,818	50%	55320000	2.168	5.447	6,479	30%
70220000	35.83	41.503	7,809	46%	1075000	21.089	22.008	6,461	28%
70225000	22.23	29.807	7,809	46%	1075000	8.528	11.795	6,461	28%
70225000	1.154	3.933	7,809	46%	1075000	0	8.528	6,461	28%
70220000	31.21	35.83	7,809	46%	78080000	13.808	20.453	6,315	27%
70225000	29.807	31.19	7,809	46%	78080000	0	0.927	6,315	27%
70225000	0	1.154	7,809	46%	78080000	8.124	13.808	6,315	27%
12075000	28.377	34.138	7,806	44%	78080000	20.453	26.155	6,315	27%
12075000	12.691	16.436	7,806	44%	78080000	0.927	8.124	6,315	27%
12075000	8.38	12.691	7,806	44%	79002000	0	11.452	6,096	25%
12075000	16.436	21.039	7,806	44%	79002000	11.452	16.291	6,096	25%
12075000	22.601	24.103	7,806	44%	79002000	35.282	40.859	6,096	25%
12075000	0	1.029	7,806	44%	79002000	23.285	27.855	6,096	25%
12075000	21.039	22.601	7,806	44%	52002000	0	1.479	6,014	24%
8150000	0	7.058	7,584	43%	52002000	14.139	17.146	6,014	24%
79110000	9.507	11.639	7,181	41%	52002000	17.146	21.224	6,014	24%
79110000	14.2	24.506	7,181	41%	54001000	0	0.956	5,720	23%
79110000	27.702	28.02	7,181	41%	54001000	0.956	9.267	5,720	23%
79110000	0	3.503	7,181	41%	54001000	17.051	19.478	5,720	23%
79110000	11.639	14.2	7,181	41%	54001000	9.267	17.051	5,720	23%
73001000	5.253	11.064	7,025	40%	57002000	0	2.629	5,634	22%
50001000	14.149	21.004	6,883	39%	61001000	12.908	16.848	5,283	21%
50001000	5.777	14.149	6,883	39%	61001000	16.848	23.969	5,283	21%
50001000	21.004	32.221	6,883	39%	61001000	1.189	5.823	5,283	21%
50001000	32.221	33.627	6,883	39%	61001000	0	1.189	5,283	21%
50001000	0	5.777	6,883	39%	48260000	7.078	10.251	4,599	19%
72020000	9.26	9.642	6,787	33%	48260000	10.251	12.41	4,599	19%
72020000	9.642	10.593	6,787	33%	48260000	12.41	12.911	4,599	19%
72280000	0	5.46	6,787	33%	48260000	12.911	16.491	4,599	19%
72280000	6.594	7.365	6,787	33%	48260000	16.491	16.507	4,599	19%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
48260000	5.5	7.078	4,599	19%	92472000	2.317	2.906	1,249	0%
3175000	0	29.112	4,524	18%	92472000	1.012	2.317	1,249	0%
3175000	60.431	63.504	4,524	18%	10075000	30.775	31.029	0	0%
3175000	56.168	60.431	4,524	18%	10075000	16.747	18.821	0	0%
3175000	29.112	50.319	4,524	18%	10075000	27.069	30.466	0	0%
58002000	9.405	11.873	4,340	16%	29170000	9.44	10.012	0	0%
58002000	14.74	25.916	4,340	16%	10075000	30.466	30.775	0	0%
58002000	11.873	14.74	4,340	16%	10075000	16.47	16.747	0	0%
58002000	0	5.157	4,340	16%	29180000	14.77	18.356	0	0%
53002000	15.304	25.215	4,330	15%	10075000	23.026	25.541	0	0%
53002000	0	3.015	4,330	15%	10075000	22.812	23.026	0	0%
53002000	9.621	15.304	4,330	15%	10075000	21.632	21.96	0	0%
53002000	25.215	31.218	4,330	15%	10075000	25.541	25.635	0	0%
53002000	31.218	33.173	4,330	15%	29180000	26.71	26.82	0	0%
53002000	3.015	9.621	4,330	15%	29180000	21.376	26.71	0	0%
75470000	0	5.696	4,143	14%	10075000	25.635	25.693	0	0%
87200000	11.952	13.048	4,094	13%	10075000	20.845	21.632	0	0%
29170000	2.405	7.262	4,024	12%	29180000	19.507	21.376	0	0%
29170000	7.262	9.44	4,024	12%	36210000	12.94	13.968	0	0%
29170000	0	2.405	4,024	12%	36210000	4.985	12.94	0	0%
72002000	9.61	10.268	3,681	10%	10075000	18.821	19.002	0	0%
72002000	0	0.37	3,681	10%	10075000	25.693	26.058	0	0%
72002000	10.268	11.401	3,681	10%	10075000	20.434	20.845	0	0%
72002000	11.401	12.854	3,681	10%	10075000	20.082	20.434	0	0%
72002000	0.37	1.912	3,681	10%	36210000	17.823	18.394	0	0%
72002000	12.854	13.394	3,681	10%	36210000	18.394	22.103	0	0%
60002000	0	2.455	3,654	9%	10075000	26.058	26.782	0	0%
35090000	5.947	16.255	3,498	8%	10075000	26.782	27.069	0	0%
35090000	16.255	22.833	3,498	8%	29170000	10.413	20.69	0	0%
35090000	26.496	32.96	3,498	8%	29170000	10.012	10.413	0	0%
35090000	22.833	26.496	3,498	8%	10075000	19.002	20.082	0	0%
35090000	0	5.947	3,498	8%	29180000	18.356	19.507	0	0%
11470000	0	11.622	3,494	7%	1075000	15.133	15.885	0	0%
11470000	11.622	23.793	3,494	7%	57002000	14.96	16.71	0	0%
37120000	6.43	14.587	3,494	6%	3175000	50.319	52.26	0	0%
37120000	0	6.43	3,494	6%	57002000	16.71	24.556	0	0%
37120000	23.939	25.523	3,494	6%	1075000	19.263	21.089	0	0%
37120000	14.587	23.939	3,494	6%	58002000	5.157	5.449	0	0%
92471000	36.07	40.76	2,807	6%	58002000	5.449	9.405	0	0%
75472000	0	2.192	2,409	4%	60002000	2.455	17.017	0	0%
75471000	0.864	3.117	2,369	3%	1075000	17.912	19.263	0	0%
94470000	0	5.167	2,009	2%	60002000	17.017	17.59	0	0%
94470000	5.167	14.755	2,009	2%	60002000	17.59	18.47	0	0%
89470000	16.363	20.287	1,729	1%	48270000	4.508	6.213	0	0%
92472000	0	1.012	1,249	0%	1075000	15.885	17.912	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
57002000	8.986	11.703	0	0%	10190000	28.573	29.867	0	0%
1075000	14.121	15.133	0	0%	10190000	17.413	21.151	0	0%
70220000	0	11.065	0	0%	14140000	5.145	11.754	0	0%
70220000	11.065	13.306	0	0%	15190000	0.654	0.977	0	0%
70220000	13.306	16.217	0	0%	14140000	5.106	5.121	0	0%
70220000	16.217	16.295	0	0%	14140000	1.308	5.106	0	0%
70220000	16.295	18.584	0	0%	14140000	1.002	1.308	0	0%
70220000	18.584	20.699	0	0%	14140000	0.851	1.002	0	0%
70220000	20.699	22.104	0	0%	14140000	0.388	0.851	0	0%
70220000	22.104	23.568	0	0%	14140000	0.256	0.388	0	0%
1075000	11.795	14.121	0	0%	14140000	0	0.256	0	0%
60002000	18.47	27.495	0	0%	14075000	0.258	0.37	0	0%
8150000	7.058	11.476	0	0%	10190000	29.867	30.113	0	0%
10075000	6.451	12.275	0	0%	15190000	3.464	3.555	0	0%
48260000	0	4.927	0	0%	10075000	36.185	38.307	0	0%
48260000	4.927	5.5	0	0%	15190000	10.53	12.203	0	0%
48270000	0	0.89	0	0%	10190000	21.151	24.708	0	0%
48270000	0.89	1.721	0	0%	15190000	7.511	8.339	0	0%
48270000	1.721	2.506	0	0%	15190000	7.322	7.511	0	0%
48270000	2.506	3.026	0	0%	10190000	24.708	26.682	0	0%
48270000	3.026	3.912	0	0%	15190000	6.261	6.296	0	0%
48270000	3.912	4.508	0	0%	15190000	5.294	6.261	0	0%
10075000	4.928	6.451	0	0%	15190000	0.5	0.542	0	0%
57002000	13.88	14.96	0	0%	10190000	26.765	28	0	0%
10075000	0	4.42	0	0%	15190000	0.542	0.654	0	0%
57002000	11.703	13.88	0	0%	15190000	3.227	3.464	0	0%
48270000	6.213	6.94	0	0%	15190000	3.13	3.227	0	0%
3175000	55.326	56.168	0	0%	15190000	2.752	3.13	0	0%
3175000	52.26	55.326	0	0%	15190000	2.555	2.752	0	0%
52002000	1.479	6.185	0	0%	10190000	28	28.573	0	0%
52002000	6.185	8.316	0	0%	15190000	1.134	2.303	0	0%
55320000	0	2.042	0	0%	15190000	0.977	1.134	0	0%
55320000	2.042	2.168	0	0%	13175000	2.929	5.243	0	0%
55320000	15.011	15.769	0	0%	10190000	26.682	26.765	0	0%
55320000	15.769	22.228	0	0%	10320000	1.212	1.441	0	0%
57002000	2.629	8.986	0	0%	14075000	0	0.258	0	0%
10075000	12.275	12.298	0	0%	13075000	7.315	10.678	0	0%
10075000	4.42	4.928	0	0%	10190000	30.113	32.836	0	0%
14140000	5.121	5.145	0	0%	10320000	0.499	0.589	0	0%
15170001	0	4.153	0	0%	10320000	0.589	0.708	0	0%
15170000	8.04	8.535	0	0%	12075000	26.775	28.377	0	0%
15170000	7.808	8.04	0	0%	12075000	26.015	26.775	0	0%
15170000	5.919	7.808	0	0%	12075000	24.647	26.015	0	0%
15170000	5.641	5.919	0	0%	13075000	10.998	14.14	0	0%
15170000	4.247	5.641	0	0%	10320000	0.708	1.212	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
13075000	14.14	14.857	0	0%	10190000	6.445	6.453	0	0%
10320000	5.008	5.071	0	0%	17075000	37.099	39.156	0	0%
10320000	5.071	6.506	0	0%	17075000	36.451	37.099	0	0%
10320000	8.802	11.235	0	0%	17075000	36.434	36.451	0	0%
12075000	2.585	8.38	0	0%	10190000	6.453	6.864	0	0%
12075000	2.04	2.585	0	0%	18130000	14.092	21.738	0	0%
12075000	1.097	2.04	0	0%	26260000	23.38	25.68	0	0%
12075000	1.029	1.097	0	0%	10075000	31.133	31.376	0	0%
10320000	11.235	16.021	0	0%	10075000	31.376	31.886	0	0%
12075000	24.103	24.647	0	0%	10075000	31.886	32.246	0	0%
13130000	9.678	9.746	0	0%	10075000	32.246	32.418	0	0%
15190000	13.755	13.967	0	0%	10075000	32.418	34.907	0	0%
13175000	2.279	2.929	0	0%	10075000	34.907	36.185	0	0%
13175000	1.965	2.279	0	0%	26260000	27.28	31.548	0	0%
13175000	1.54	1.965	0	0%	26260000	26.178	27.28	0	0%
13175000	1.162	1.54	0	0%	10075000	38.307	39.877	0	0%
13175000	0.919	1.162	0	0%	26260000	25.68	26.081	0	0%
13175000	0	0.919	0	0%	26260000	11.03	12.237	0	0%
13130000	11.495	11.982	0	0%	26260000	21.81	23.38	0	0%
13075000	10.678	10.998	0	0%	26260000	21.43	21.81	0	0%
13130000	9.746	11.09	0	0%	26260000	18.44	21.43	0	0%
13175000	5.243	5.327	0	0%	26260000	17.193	18.44	0	0%
13130000	9.404	9.678	0	0%	26260000	17.167	17.193	0	0%
13130000	9.252	9.404	0	0%	26260000	14.79	17.167	0	0%
13130000	8.893	9.252	0	0%	26260000	14.556	14.79	0	0%
13075000	17.045	20.571	0	0%	17075000	29.626	30.127	0	0%
13075000	16.202	17.045	0	0%	26260000	26.081	26.178	0	0%
13075000	15.933	16.202	0	0%	16320000	6.425	7.721	0	0%
13075000	15.524	15.933	0	0%	17075000	34.385	34.408	0	0%
13075000	14.857	15.524	0	0%	10190000	7.544	7.6	0	0%
13130000	11.09	11.495	0	0%	16320000	12.734	18.41	0	0%
18130000	1.749	7.66	0	0%	16320000	12.301	12.734	0	0%
26260000	8.4	9.702	0	0%	16320000	8.426	12.301	0	0%
26260000	0.992	8.4	0	0%	16320000	7.864	8.426	0	0%
10190000	1.31	1.602	0	0%	16320000	7.721	7.864	0	0%
18470000	0	10.751	0	0%	10190000	7.6	8.297	0	0%
10190000	1.602	2.156	0	0%	10190000	7.273	7.303	0	0%
10190000	5.119	5.416	0	0%	10190000	10.396	11.959	0	0%
18130000	21.738	21.778	0	0%	17075000	0	0.214	0	0%
15190000	12.203	12.465	0	0%	10190000	11.959	12.853	0	0%
10190000	5.416	6.445	0	0%	10190000	12.853	13.939	0	0%
26260000	12.237	14.556	0	0%	10190000	13.939	15.886	0	0%
18130000	0	1.749	0	0%	10190000	15.886	17.413	0	0%
17075000	39.574	42.615	0	0%	15190000	16.7	19.655	0	0%
17075000	39.156	39.574	0	0%	15190000	14.54	16.7	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
15190000	14.26	14.54	0	0%	87270000	10.798	12.091	0	0%
15190000	13.967	14.26	0	0%	86470000	15.607	20.664	0	0%
10190000	8.297	8.478	0	0%	87200000	11.756	11.952	0	0%
17075000	10.97	14.06	0	0%	72002000	4.123	4.187	0	0%
10075000	31.029	31.133	0	0%	87270000	9.795	10.647	0	0%
17075000	29.51	29.626	0	0%	87270000	9.335	9.795	0	0%
17075000	28.993	29.51	0	0%	87270000	8.792	9.335	0	0%
10190000	6.864	6.991	0	0%	87270000	8.024	8.792	0	0%
17075000	24.313	24.663	0	0%	87270000	7.261	8.024	0	0%
17075000	23.868	24.313	0	0%	87270000	5.941	6.236	0	0%
10190000	6.991	7.089	0	0%	87270000	5.782	5.941	0	0%
17075000	22.3	23.868	0	0%	87270000	3.234	5.782	0	0%
10190000	7.303	7.544	0	0%	86472000	19.659	20.443	0	0%
17075000	14.06	20.049	0	0%	87270000	0	1.016	0	0%
17075000	30.127	34.385	0	0%	86472000	20.443	20.776	0	0%
10190000	7.135	7.194	0	0%	87075000	4.952	5.442	0	0%
70220000	23.568	24.349	0	0%	87075000	4.778	4.952	0	0%
10190000	7.194	7.251	0	0%	87004000	4.794	4.91	0	0%
72002000	5.464	5.991	0	0%	87004000	4.387	4.794	0	0%
17075000	8.003	8.022	0	0%	87004000	2.675	4.387	0	0%
17075000	4.214	8.003	0	0%	87004000	2.136	2.675	0	0%
17075000	0.214	4.214	0	0%	87004000	0.793	2.136	0	0%
10190000	7.251	7.273	0	0%	87004000	0.486	0.793	0	0%
10190000	7.089	7.135	0	0%	86472000	20.82	21.662	0	0%
86095000	12.63	12.86	0	0%	86095000	9.615	10.098	0	0%
86472000	10.982	19.659	0	0%	87270000	1.016	1.535	0	0%
86472000	8.241	10.982	0	0%	86070000	23.641	25.285	0	0%
86472000	1.1	8.241	0	0%	86075000	12.66	12.97	0	0%
86472000	0.73	1.1	0	0%	86075000	11.442	12.66	0	0%
86472000	0.585	0.73	0	0%	86075000	11.368	11.442	0	0%
86472000	0	0.585	0	0%	86075000	11.153	11.368	0	0%
86471000	0	7.706	0	0%	86075000	10.784	11.153	0	0%
86470000	22.17	25.916	0	0%	86075000	9.48	10.784	0	0%
86470000	20.664	22.17	0	0%	86075000	8.693	9.48	0	0%
86095000	10.098	10.492	0	0%	86075000	7.711	8.693	0	0%
86470000	0	15.607	0	0%	86075000	5.412	7.711	0	0%
86472000	20.776	20.82	0	0%	86095000	10.492	10.732	0	0%
86095000	12.55	12.63	0	0%	86075000	0	1.551	0	0%
86095000	12.427	12.55	0	0%	86075000	13.412	13.439	0	0%
86095000	12.363	12.427	0	0%	86070000	21.55	23.641	0	0%
86095000	12.223	12.363	0	0%	86070000	18.035	21.55	0	0%
86095000	11.57	12.223	0	0%	86070000	17.173	18.035	0	0%
86095000	11.136	11.57	0	0%	86070000	16.259	17.173	0	0%
86095000	10.776	11.136	0	0%	86070000	14.641	16.259	0	0%
86095000	10.732	10.776	0	0%	86070000	14.085	14.641	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
86070000	14.068	14.085	0	0%	92130000	0	2.264	0	0%
86070000	13.516	14.068	0	0%	91470000	0	7.151	0	0%
86070000	12.62	13.516	0	0%	89470000	12.2	16.363	0	0%
86075000	1.551	5.412	0	0%	89470000	0	12.2	0	0%
86095000	0	0.304	0	0%	87270000	10.647	10.798	0	0%
86095000	8.916	9.615	0	0%	92470000	3.19	17.876	0	0%
86095000	8.904	8.916	0	0%	94001000	4.305	7.585	0	0%
86095000	8.312	8.904	0	0%	16320000	0	0.46	0	0%
86095000	7.731	8.312	0	0%	16320000	0.46	2.907	0	0%
86095000	7.655	7.731	0	0%	94470000	20.5	34.968	0	0%
86095000	6.789	7.655	0	0%	94470000	15.064	20.5	0	0%
86095000	5.899	6.789	0	0%	94470000	14.755	15.064	0	0%
86095000	3.158	5.899	0	0%	94001000	24.123	27.182	0	0%
86095000	0.932	3.158	0	0%	94001000	18.28	24.123	0	0%
86075000	12.97	13.032	0	0%	94001000	17.642	18.28	0	0%
86095000	0.304	0.665	0	0%	94001000	16.124	17.642	0	0%
86075000	13.032	13.412	0	0%	93220000	26.004	27.208	0	0%
86075000	19.67	45.41	0	0%	94001000	7.585	15.42	0	0%
86075000	19.456	19.67	0	0%	93220000	27.208	34.762	0	0%
86075000	18.797	19.456	0	0%	93470000	43.269	44.533	0	0%
86075000	18.336	18.797	0	0%	93470000	20.242	43.269	0	0%
86075000	17.728	18.336	0	0%	93470000	13.9	20.242	0	0%
86075000	17.492	17.728	0	0%	93470000	9.88	13.9	0	0%
86075000	15.911	17.492	0	0%	93470000	3.22	9.88	0	0%
86075000	13.693	15.911	0	0%	93470000	3.116	3.22	0	0%
86075000	13.439	13.693	0	0%	93470000	2.904	3.116	0	0%
87270000	12.091	12.653	0	0%	93470000	0	2.904	0	0%
86095000	0.665	0.932	0	0%	93220000	37.059	40.38	0	0%
92130000	7.31	7.885	0	0%	89095000	12.635	13.786	0	0%
93220000	24.984	26.004	0	0%	94001000	15.42	16.124	0	0%
93220000	23.525	24.984	0	0%	87471000	5.249	6.083	0	0%
93220000	21.633	23.525	0	0%	87471000	17.837	18.714	0	0%
93220000	18.828	21.633	0	0%	87471000	17.82	17.837	0	0%
93220000	8.169	18.828	0	0%	87471000	17.482	17.82	0	0%
93220000	5.219	8.169	0	0%	87471000	17.368	17.482	0	0%
92471000	33.492	36.07	0	0%	87471000	16.766	17.368	0	0%
92471000	20.798	33.492	0	0%	87471000	16.044	16.766	0	0%
92471000	0	20.798	0	0%	87471000	13.757	16.044	0	0%
89095000	13.786	14.01	0	0%	87471000	12.846	13.757	0	0%
92470000	0	3.19	0	0%	87471000	12.289	12.846	0	0%
93220000	34.762	37.059	0	0%	89095000	14.01	24.967	0	0%
92130000	7.048	7.31	0	0%	87471000	6.083	11.601	0	0%
92130000	6.856	7.048	0	0%	87471000	23.615	25.221	0	0%
92130000	6.576	6.856	0	0%	87471000	3.098	5.249	0	0%
92130000	2.264	6.576	0	0%	87471000	0.538	3.098	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
87471000	0	0.538	0	0%	72270000	3.284	8.449	0	0%
87470000	0.46	3.342	0	0%	72020000	7.175	7.897	0	0%
87470000	0.433	0.46	0	0%	72020000	7.129	7.175	0	0%
87470000	0	0.433	0	0%	72020000	7.001	7.129	0	0%
87270000	13.826	14.351	0	0%	72020000	5.83	7.001	0	0%
87270000	12.67	13.826	0	0%	72020000	5.658	5.83	0	0%
87270000	12.653	12.67	0	0%	72020000	5.397	5.658	0	0%
87471000	11.601	12.289	0	0%	72020000	5.269	5.397	0	0%
87471000	35.213	40.15	0	0%	86070000	11.695	12.62	0	0%
89095000	12.068	12.635	0	0%	72270000	16.569	16.732	0	0%
89095000	0	12.068	0	0%	75280000	1.101	1.549	0	0%
88470000	15.054	17.337	0	0%	75280000	6.271	7.424	0	0%
88470000	0	7.903	0	0%	75280000	6.018	6.271	0	0%
88081000	19.096	19.198	0	0%	75280000	5.662	6.018	0	0%
88081000	16.16	19.096	0	0%	75280000	5.134	5.662	0	0%
88081000	12.952	16.16	0	0%	75280000	4.901	5.134	0	0%
88081000	7.025	12.952	0	0%	75280000	4.476	4.901	0	0%
88081000	6.17	7.025	0	0%	75280000	4.399	4.476	0	0%
87471000	18.714	20.377	0	0%	75280000	2.627	4.399	0	0%
88081000	0	5.11	0	0%	75280000	2.179	2.627	0	0%
87471000	20.377	23.615	0	0%	72280000	15.956	16.583	0	0%
87471000	35.058	35.213	0	0%	75280000	1.549	1.74	0	0%
87471000	34.727	35.058	0	0%	72280000	16.583	16.793	0	0%
87471000	27.049	34.727	0	0%	73001000	12.666	18.729	0	0%
87471000	26.719	27.049	0	0%	73001000	11.064	12.666	0	0%
87471000	26.437	26.719	0	0%	73001000	5.046	5.253	0	0%
87471000	26.06	26.437	0	0%	73001000	0	5.046	0	0%
87471000	25.688	26.06	0	0%	72290000	3.844	6.359	0	0%
87471000	25.635	25.688	0	0%	72290000	3.769	3.844	0	0%
87471000	25.221	25.635	0	0%	72290000	3.564	3.769	0	0%
86070000	11.276	11.449	0	0%	72290000	2.229	3.564	0	0%
88081000	5.11	6.17	0	0%	72290000	2.183	2.229	0	0%
72270000	8.449	11.48	0	0%	72020000	4.617	4.75	0	0%
72280000	15.27	15.956	0	0%	75280000	1.74	2.179	0	0%
72280000	6.001	6.594	0	0%	70225000	18.604	22.215	0	0%
72280000	5.744	6.001	0	0%	72001000	20.229	20.378	0	0%
72280000	5.46	5.744	0	0%	72001000	19.641	20.229	0	0%
72270000	21.509	21.667	0	0%	72001000	19.366	19.641	0	0%
72270000	21.334	21.509	0	0%	72001000	19.325	19.366	0	0%
72270000	21.135	21.334	0	0%	72001000	17.442	19.325	0	0%
72270000	20.998	21.135	0	0%	72001000	9.194	9.593	0	0%
72270000	16.732	17.268	0	0%	72001000	5.208	9.194	0	0%
72020000	4.75	5.218	0	0%	72001000	4.87	5.208	0	0%
72270000	16.165	16.569	0	0%	72001000	0.594	3.073	0	0%
72290000	0	2.183	0	0%	72020000	5.218	5.269	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank	RoadwayID	BMP	EMP	Volume	Percent Rank
70225000	22.215	22.23	0	0%	79002000	27.855	28.773	0	0%
72001000	21.182	22.19	0	0%	75280000	7.424	8.265	0	0%
70225000	16.468	18.604	0	0%	79002000	18.999	23.113	0	0%
70225000	14.214	16.468	0	0%	79110000	27.567	27.663	0	0%
70225000	14.151	14.214	0	0%	78080000	34.723	34.855	0	0%
70225000	13.9	14.151	0	0%	78080000	32.037	34.723	0	0%
70225000	10.452	13.9	0	0%	78080000	32.022	32.037	0	0%
70225000	7.703	10.452	0	0%	78080000	26.155	32.022	0	0%
70225000	7.348	7.703	0	0%	77160000	13.826	13.856	0	0%
70225000	3.933	7.348	0	0%	77160000	12.363	13.826	0	0%
70220000	24.756	31.21	0	0%	77160000	8.33	12.363	0	0%
72001000	0	0.594	0	0%	77160000	8.265	8.33	0	0%
72020000	0.326	0.338	0	0%	77160000	7.79	8.265	0	0%
72020000	4.462	4.617	0	0%	79002000	23.113	23.285	0	0%
72020000	3.898	4.462	0	0%	86012000	2.03	2.152	0	0%
72020000	3.337	3.898	0	0%	70220000	24.349	24.756	0	0%
72020000	2.815	3.337	0	0%	86070000	10.86	11.276	0	0%
72020000	2.611	2.815	0	0%	86070000	10.638	10.86	0	0%
72020000	2.605	2.611	0	0%	86070000	10.096	10.638	0	0%
72020000	2.283	2.605	0	0%	86070000	9.935	10.096	0	0%
72020000	2.145	2.283	0	0%	86070000	9.794	9.935	0	0%
72020000	1.329	2.145	0	0%	86070000	9.656	9.794	0	0%
72001000	20.378	20.614	0	0%	86070000	9.223	9.656	0	0%
72020000	0.338	0.753	0	0%	86070000	7.664	9.223	0	0%
72001000	20.614	21.182	0	0%	79110000	24.506	27.373	0	0%
72020000	0.019	0.326	0	0%	86070000	5.135	7.617	0	0%
72020000	0	0.019	0	0%	79110000	27.373	27.567	0	0%
72002000	6.276	9.61	0	0%	86012000	2.02	2.03	0	0%
72002000	5.991	6.276	0	0%	86012000	1.897	2.02	0	0%
72002000	4.187	5.464	0	0%	86012000	1.709	1.897	0	0%
72002000	4.018	4.123	0	0%	86012000	1.512	1.709	0	0%
72002000	3.635	4.018	0	0%	86012000	1.429	1.512	0	0%
72002000	1.912	3.635	0	0%	86012000	0.31	1.429	0	0%
72001000	31.643	35.061	0	0%	86012000	0.169	0.31	0	0%
75280000	8.444	9.057	0	0%	86012000	0	0.169	0	0%
72020000	0.753	1.329	0	0%	79110000	27.663	27.702	0	0%
79002000	16.291	18.999	0	0%	77160000	3.237	3.451	0	0%
79110000	9.063	9.507	0	0%	86070000	7.617	7.664	0	0%
79110000	6.355	9.063	0	0%	75280000	15.529	16.187	0	0%
79110000	3.515	6.355	0	0%	77160000	7.32	7.79	0	0%
79110000	3.503	3.515	0	0%	75280000	22.602	23.17	0	0%
79002000	41.104	45.804	0	0%	75280000	22.285	22.602	0	0%
79002000	40.859	41.104	0	0%	75280000	19.172	19.647	0	0%
79002000	29.043	35.282	0	0%	75280000	18.8	19.172	0	0%
79002000	28.773	29.043	0	0%	75280000	17.674	18.309	0	0%

RoadwayID	BMP	EMP	Volume	Percent Rank
75280000	17.415	17.674	0	0%
75280000	17.159	17.178	0	0%
75280000	16.842	17.159	0	0%
75280000	23.917	24.025	0	0%
75280000	16.187	16.542	0	0%
75280000	24.025	24.078	0	0%
75280000	14.966	15.019	0	0%
75280000	14.664	14.966	0	0%
75280000	13.656	14.664	0	0%
75280000	10.734	11.069	0	0%
75280000	10.173	10.734	0	0%
75280000	9.951	10.173	0	0%
75280000	9.948	9.951	0	0%
75280000	9.645	9.948	0	0%
75280000	9.057	9.645	0	0%
86070000	11.449	11.695	0	0%
75280000	16.542	16.842	0	0%
75471000	0	0.412	0	0%
75280000	8.265	8.444	0	0%
77160000	1.496	3.237	0	0%
77160000	1.37	1.496	0	0%
77160000	0.642	1.37	0	0%
77160000	0	0.642	0	0%
75471000	8.324	8.381	0	0%
75471000	8.198	8.324	0	0%
75471000	4.548	8.198	0	0%
75471000	4.353	4.548	0	0%
75280000	23.17	23.917	0	0%
75471000	0.412	0.864	0	0%
77160000	3.451	7.32	0	0%
75470000	21.828	24.913	0	0%
75470000	18.588	21.828	0	0%
75470000	17.801	18.588	0	0%
75470000	16.222	17.801	0	0%
75470000	15.798	16.222	0	0%
75470000	13.134	15.798	0	0%
75470000	10.055	13.134	0	0%
75470000	6.399	10.055	0	0%
75470000	5.696	6.399	0	0%
75280000	24.078	24.673	0	0%
75471000	3.117	4.353	0	0%

Appendix H

Priority Scores for Production Capability

Table H.1 – Priority Scores for Production Capability

RoadwayID	BMP	EMP	Score	RawPC	RoadwayID	BMP	EMP	Score	RawPC
16320000	29.169	32.022	67	0.979	72280000	6.594	7.365	33	0.912
79002000	0	11.452	67	0.979	72280000	7.365	9.313	33	0.912
79002000	11.452	16.291	67	0.979	72280000	9.313	11.645	33	0.912
92130000	0	2.264	67	0.979	72280000	11.645	13.099	33	0.912
92130000	2.264	6.576	67	0.979	72280000	13.099	13.475	33	0.912
93220000	0	5.219	67	0.979	72280000	13.475	15.27	33	0.912
93220000	5.219	8.169	67	0.979	72280000	15.27	15.956	33	0.912
93220000	8.169	18.828	67	0.979	72280000	15.956	16.583	33	0.912
93220000	18.828	21.633	67	0.979	72280000	16.583	16.793	33	0.912
93220000	21.633	23.525	67	0.979	73001000	0	5.046	33	0.912
93220000	23.525	24.984	67	0.979	73001000	5.046	5.253	33	0.912
93220000	24.984	26.004	67	0.979	73001000	5.253	11.064	33	0.912
93220000	26.004	27.208	67	0.979	73001000	11.064	12.666	33	0.912
93220000	27.208	34.762	67	0.979	73001000	12.666	18.729	33	0.912
93220000	34.762	37.059	67	0.979	78080000	0	0.927	33	0.912
93220000	37.059	40.38	67	0.979	78080000	0.927	8.124	33	0.912
93220000	40.38	44.185	67	0.979	79002000	16.291	18.999	33	0.912
93220000	44.185	46.018	67	0.979	79002000	18.999	23.113	33	0.912
18130000	0	1.749	33	0.912	79002000	23.113	23.285	33	0.912
18130000	1.749	7.66	33	0.912	79002000	23.285	27.855	33	0.912
18130000	7.66	14.092	33	0.912	79002000	27.855	28.773	33	0.912
18130000	14.092	21.738	33	0.912	79002000	28.773	29.043	33	0.912
18130000	21.738	21.778	33	0.912	79002000	29.043	35.282	33	0.912
18130000	21.778	22.625	33	0.912	79002000	35.282	40.859	33	0.912
70220000	0	11.065	33	0.912	79002000	40.859	41.104	33	0.912
70220000	11.065	13.306	33	0.912	79002000	41.104	45.804	33	0.912
70220000	13.306	16.217	33	0.912	1075000	0	8.528	0	0
70220000	16.217	16.295	33	0.912	1075000	8.528	11.795	0	0
70220000	16.295	18.584	33	0.912	1075000	11.795	14.121	0	0
70220000	18.584	20.699	33	0.912	1075000	14.121	15.133	0	0
70220000	20.699	22.104	33	0.912	1075000	15.133	15.885	0	0
70220000	22.104	23.568	33	0.912	1075000	15.885	17.912	0	0
70220000	23.568	24.349	33	0.912	1075000	17.912	19.263	0	0
70220000	24.349	24.756	33	0.912	1075000	19.263	21.089	0	0
70220000	24.756	31.21	33	0.912	1075000	21.089	22.008	0	0
70220000	31.21	35.83	33	0.912	3175000	0	29.112	0	0
70220000	35.83	41.503	33	0.912	3175000	29.112	50.319	0	0
72020000	0	0.019	33	0.912	3175000	50.319	52.26	0	0
72020000	0.019	0.326	33	0.912	3175000	52.26	55.326	0	0
72020000	0.326	0.338	33	0.912	3175000	55.326	56.168	0	0
72020000	0.338	0.753	33	0.912	3175000	56.168	60.431	0	0
72020000	0.753	1.329	33	0.912	3175000	60.431	63.504	0	0
72020000	1.329	2.145	33	0.912	8150000	0	7.058	0	0
72020000	2.145	2.283	33	0.912	8150000	7.058	11.476	0	0
72020000	2.283	2.605	33	0.912	10075000	0	4.42	0	0
72280000	0	5.46	33	0.912	10075000	4.42	4.928	0	0
72280000	5.46	5.744	33	0.912	10075000	4.928	6.451	0	0
72280000	5.744	6.001	33	0.912	10075000	6.451	12.275	0	0
72280000	6.001	6.594	33	0.912	10075000	12.275	12.298	0	0

RoadwayID	BMP	EMP	Score	RawPC
10075000	12.298	16.47	0	0
10075000	16.47	16.747	0	0
10075000	16.747	18.821	0	0
10075000	18.821	19.002	0	0
10075000	19.002	20.082	0	0
10075000	20.082	20.434	0	0
10075000	20.434	20.845	0	0
10075000	20.845	21.632	0	0
10075000	21.632	21.96	0	0
10075000	21.96	22.812	0	0
10075000	22.812	23.026	0	0
10075000	23.026	25.541	0	0
10075000	25.541	25.635	0	0
10075000	25.635	25.693	0	0
10075000	25.693	26.058	0	0
10075000	26.058	26.782	0	0
10075000	26.782	27.069	0	0
10075000	27.069	30.466	0	0
10075000	30.466	30.775	0	0
10075000	30.775	31.029	0	0
10075000	31.029	31.133	0	0
10075000	31.133	31.376	0	0
10075000	31.376	31.886	0	0
10075000	31.886	32.246	0	0
10075000	32.246	32.418	0	0
10075000	32.418	34.907	0	0
10075000	34.907	36.185	0	0
10075000	36.185	38.307	0	0
10075000	38.307	39.877	0	0
10190000	0	1.31	0	0
10190000	1.31	1.602	0	0
10190000	1.602	2.156	0	0
10190000	2.156	2.625	0	0
10190000	2.625	3.256	0	0
10190000	3.256	3.836	0	0
10190000	3.836	4.616	0	0
10190000	4.616	5.119	0	0
10190000	5.119	5.416	0	0
10190000	5.416	6.445	0	0
10190000	6.445	6.453	0	0
10190000	6.453	6.864	0	0
10190000	6.864	6.991	0	0
10190000	6.991	7.089	0	0
10190000	7.089	7.135	0	0
10190000	7.135	7.194	0	0
10190000	7.194	7.251	0	0
10190000	7.251	7.273	0	0
10190000	7.273	7.303	0	0
10190000	7.303	7.544	0	0
10190000	7.544	7.6	0	0
10190000	7.6	8.297	0	0
10190000	8.297	8.478	0	0

RoadwayID	BMP	EMP	Score	RawPC
10190000	8.478	9.738	0	0
10190000	9.738	10.396	0	0
10190000	10.396	11.959	0	0
10190000	11.959	12.853	0	0
10190000	12.853	13.939	0	0
10190000	13.939	15.886	0	0
10190000	15.886	17.413	0	0
10190000	17.413	21.151	0	0
10190000	21.151	24.708	0	0
10190000	24.708	26.682	0	0
10190000	26.682	26.765	0	0
10190000	26.765	28	0	0
10190000	28	28.573	0	0
10190000	28.573	29.867	0	0
10190000	29.867	30.113	0	0
10190000	30.113	32.836	0	0
10320000	0	0.499	0	0
10320000	0.499	0.589	0	0
10320000	0.589	0.708	0	0
10320000	0.708	1.212	0	0
10320000	1.212	1.441	0	0
10320000	1.441	2.45	0	0
10320000	2.45	3.458	0	0
10320000	3.458	4.292	0	0
10320000	4.292	5.008	0	0
10320000	5.008	5.071	0	0
10320000	5.071	6.506	0	0
10320000	6.506	7.513	0	0
10320000	7.513	8.802	0	0
10320000	8.802	11.235	0	0
10320000	11.235	16.021	0	0
11470000	0	11.622	0	0
11470000	11.622	23.793	0	0
12075000	0	1.029	0	0
12075000	1.029	1.097	0	0
12075000	1.097	2.04	0	0
12075000	2.04	2.585	0	0
12075000	2.585	8.38	0	0
12075000	8.38	12.691	0	0
12075000	12.691	16.436	0	0
12075000	16.436	21.039	0	0
12075000	21.039	22.601	0	0
12075000	22.601	24.103	0	0
12075000	24.103	24.647	0	0
12075000	24.647	26.015	0	0
12075000	26.015	26.775	0	0
12075000	26.775	28.377	0	0
12075000	28.377	34.138	0	0
13075000	0	3.719	0	0
13075000	3.719	7.315	0	0
13075000	7.315	10.678	0	0
13075000	10.678	10.998	0	0

RoadwayID	BMP	EMP	Score	RawPC
13075000	10.998	14.14	0	0
13075000	14.14	14.857	0	0
13075000	14.857	15.524	0	0
13075000	15.524	15.933	0	0
13075000	15.933	16.202	0	0
13075000	16.202	17.045	0	0
13075000	17.045	20.571	0	0
13130000	8.893	9.252	0	0
13130000	9.252	9.404	0	0
13130000	9.404	9.678	0	0
13130000	9.678	9.746	0	0
13130000	9.746	11.09	0	0
13130000	11.09	11.495	0	0
13130000	11.495	11.982	0	0
13175000	0	0.919	0	0
13175000	0.919	1.162	0	0
13175000	1.162	1.54	0	0
13175000	1.54	1.965	0	0
13175000	1.965	2.279	0	0
13175000	2.279	2.929	0	0
13175000	2.929	5.243	0	0
13175000	5.243	5.327	0	0
14075000	0	0.258	0	0
14075000	0.258	0.37	0	0
14140000	0	0.256	0	0
14140000	0.256	0.388	0	0
14140000	0.388	0.851	0	0
14140000	0.851	1.002	0	0
14140000	1.002	1.308	0	0
14140000	1.308	5.106	0	0
14140000	5.106	5.121	0	0
14140000	5.121	5.145	0	0
14140000	5.145	11.754	0	0
14140000	11.754	19.091	0	0
14140000	19.091	20.386	0	0
15170000	4.247	5.641	0	0
15170000	5.641	5.919	0	0
15170000	5.919	7.808	0	0
15170000	7.808	8.04	0	0
15170000	8.04	8.535	0	0
15170001	0	4.153	0	0
15190000	0.5	0.542	0	0
15190000	0.542	0.654	0	0
15190000	0.654	0.977	0	0
15190000	0.977	1.134	0	0
15190000	1.134	2.303	0	0
15190000	2.303	2.555	0	0
15190000	2.555	2.752	0	0
15190000	2.752	3.13	0	0
15190000	3.13	3.227	0	0
15190000	3.227	3.464	0	0
15190000	3.464	3.555	0	0

RoadwayID	BMP	EMP	Score	RawPC
15190000	3.555	4.506	0	0
15190000	4.506	5.294	0	0
15190000	5.294	6.261	0	0
15190000	6.261	6.296	0	0
15190000	6.296	7.322	0	0
15190000	7.322	7.511	0	0
15190000	7.511	8.339	0	0
15190000	8.339	10.53	0	0
15190000	10.53	12.203	0	0
15190000	12.203	12.465	0	0
15190000	12.465	13.755	0	0
15190000	13.755	13.967	0	0
15190000	13.967	14.26	0	0
15190000	14.26	14.54	0	0
15190000	14.54	16.7	0	0
15190000	16.7	19.655	0	0
15190900	0	0.504	0	0
15190900	0.504	1.139	0	0
16320000	0	0.46	0	0
16320000	0.46	2.907	0	0
16320000	2.907	5.097	0	0
16320000	5.097	6.425	0	0
16320000	6.425	7.721	0	0
16320000	7.721	7.864	0	0
16320000	7.864	8.426	0	0
16320000	8.426	12.301	0	0
16320000	12.301	12.734	0	0
16320000	12.734	18.41	0	0
16320000	18.41	22.384	0	0
16320000	22.384	29.169	0	0
17075000	0	0.214	0	0
17075000	0.214	4.214	0	0
17075000	4.214	8.003	0	0
17075000	8.003	8.022	0	0
17075000	8.022	10.97	0	0
17075000	10.97	14.06	0	0
17075000	14.06	20.049	0	0
17075000	20.049	22.3	0	0
17075000	22.3	23.868	0	0
17075000	23.868	24.313	0	0
17075000	24.313	24.663	0	0
17075000	24.663	28.993	0	0
17075000	28.993	29.51	0	0
17075000	29.51	29.626	0	0
17075000	29.626	30.127	0	0
17075000	30.127	34.385	0	0
17075000	34.385	34.408	0	0
17075000	34.408	36.434	0	0
17075000	36.434	36.451	0	0
17075000	36.451	37.099	0	0
17075000	37.099	39.156	0	0
17075000	39.156	39.574	0	0

RoadwayID	BMP	EMP	Score	RawPC
17075000	39.574	42.615	0	0
18130000	22.625	28.996	0	0
18470000	0	10.751	0	0
26260000	0	0.992	0	0
26260000	0.992	8.4	0	0
26260000	8.4	9.702	0	0
26260000	9.702	11.03	0	0
26260000	11.03	12.237	0	0
26260000	12.237	14.556	0	0
26260000	14.556	14.79	0	0
26260000	14.79	17.167	0	0
26260000	17.167	17.193	0	0
26260000	17.193	18.44	0	0
26260000	18.44	21.43	0	0
26260000	21.43	21.81	0	0
26260000	21.81	23.38	0	0
26260000	23.38	25.68	0	0
26260000	25.68	26.081	0	0
26260000	26.081	26.178	0	0
26260000	26.178	27.28	0	0
26260000	27.28	31.548	0	0
26260000	31.548	35.19	0	0
27090000	0	9.528	0	0
27090000	9.528	12.325	0	0
27090000	12.325	18.359	0	0
27090000	18.359	20.719	0	0
27090000	20.719	21.884	0	0
27090000	21.884	25.462	0	0
29170000	0	2.405	0	0
29170000	2.405	7.262	0	0
29170000	7.262	9.44	0	0
29170000	9.44	10.012	0	0
29170000	10.012	10.413	0	0
29170000	10.413	20.69	0	0
29180000	0	5.851	0	0
29180000	5.851	14.77	0	0
29180000	14.77	18.356	0	0
29180000	18.356	19.507	0	0
29180000	19.507	21.376	0	0
29180000	21.376	26.71	0	0
29180000	26.71	26.82	0	0
29180000	26.82	30.447	0	0
32100000	0	9.32	0	0
32100000	9.32	18.361	0	0
32100000	18.361	24.846	0	0
32100000	24.846	28.746	0	0
35090000	0	5.947	0	0
35090000	5.947	16.255	0	0
35090000	16.255	22.833	0	0
35090000	22.833	26.496	0	0
35090000	26.496	32.96	0	0
36210000	0	4.985	0	0

RoadwayID	BMP	EMP	Score	RawPC
36210000	4.985	12.94	0	0
36210000	12.94	13.968	0	0
36210000	13.968	16.43	0	0
36210000	16.43	17.823	0	0
36210000	17.823	18.394	0	0
36210000	18.394	22.103	0	0
36210000	22.103	32.346	0	0
36210000	32.346	38.282	0	0
37120000	0	6.43	0	0
37120000	6.43	14.587	0	0
37120000	14.587	23.939	0	0
37120000	23.939	25.523	0	0
37130000	0	1.095	0	0
37130000	1.095	3.656	0	0
48260000	0	4.927	0	0
48260000	4.927	5.5	0	0
48260000	5.5	7.078	0	0
48260000	7.078	10.251	0	0
48260000	10.251	12.41	0	0
48260000	12.41	12.911	0	0
48260000	12.911	16.491	0	0
48260000	16.491	16.507	0	0
48270000	0	0.89	0	0
48270000	0.89	1.721	0	0
48270000	1.721	2.506	0	0
48270000	2.506	3.026	0	0
48270000	3.026	3.912	0	0
48270000	3.912	4.508	0	0
48270000	4.508	6.213	0	0
48270000	6.213	6.94	0	0
50001000	0	5.777	0	0
50001000	5.777	14.149	0	0
50001000	14.149	21.004	0	0
50001000	21.004	32.221	0	0
50001000	32.221	33.627	0	0
52002000	0	1.479	0	0
52002000	1.479	6.185	0	0
52002000	6.185	8.316	0	0
52002000	14.139	17.146	0	0
52002000	17.146	21.224	0	0
53002000	0	3.015	0	0
53002000	3.015	9.621	0	0
53002000	9.621	15.304	0	0
53002000	15.304	25.215	0	0
53002000	25.215	31.218	0	0
53002000	31.218	33.173	0	0
54001000	0	0.956	0	0
54001000	0.956	9.267	0	0
54001000	9.267	17.051	0	0
54001000	17.051	19.478	0	0
55320000	0	2.042	0	0
55320000	2.042	2.168	0	0

RoadwayID	BMP	EMP	Score	RawPC	RoadwayID	BMP	EMP	Score	RawPC
55320000	2.168	5.447	0	0	72001000	19.366	19.641	0	0
55320000	5.447	9.114	0	0	72001000	19.641	20.229	0	0
55320000	9.114	15.011	0	0	72001000	20.229	20.378	0	0
55320000	15.011	15.769	0	0	72001000	20.378	20.614	0	0
55320000	15.769	22.228	0	0	72001000	20.614	21.182	0	0
57002000	0	2.629	0	0	72001000	21.182	22.19	0	0
57002000	2.629	8.986	0	0	72001000	22.19	24.7	0	0
57002000	8.986	11.703	0	0	72001000	24.7	27.66	0	0
57002000	11.703	13.88	0	0	72001000	27.66	29.965	0	0
57002000	13.88	14.96	0	0	72001000	29.965	31.643	0	0
57002000	14.96	16.71	0	0	72001000	31.643	35.061	0	0
57002000	16.71	24.556	0	0	72001000	35.061	35.511	0	0
58002000	0	5.157	0	0	72002000	0	0.37	0	0
58002000	5.157	5.449	0	0	72002000	0.37	1.912	0	0
58002000	5.449	9.405	0	0	72002000	1.912	3.635	0	0
58002000	9.405	11.873	0	0	72002000	3.635	4.018	0	0
58002000	11.873	14.74	0	0	72002000	4.018	4.123	0	0
58002000	14.74	25.916	0	0	72002000	4.123	4.187	0	0
60002000	0	2.455	0	0	72002000	4.187	5.464	0	0
60002000	2.455	17.017	0	0	72002000	5.464	5.991	0	0
60002000	17.017	17.59	0	0	72002000	5.991	6.276	0	0
60002000	17.59	18.47	0	0	72002000	6.276	9.61	0	0
60002000	18.47	27.495	0	0	72002000	9.61	10.268	0	0
61001000	0	1.189	0	0	72002000	10.268	11.401	0	0
61001000	1.189	5.823	0	0	72002000	11.401	12.854	0	0
61001000	12.908	16.848	0	0	72002000	12.854	13.394	0	0
61001000	16.848	23.969	0	0	72020000	2.605	2.611	0	0
70225000	0	1.154	0	0	72020000	2.611	2.815	0	0
70225000	1.154	3.933	0	0	72020000	2.815	3.337	0	0
70225000	3.933	7.348	0	0	72020000	3.337	3.898	0	0
70225000	7.348	7.703	0	0	72020000	3.898	4.462	0	0
70225000	7.703	10.452	0	0	72020000	4.462	4.617	0	0
70225000	10.452	13.9	0	0	72020000	4.617	4.75	0	0
70225000	13.9	14.151	0	0	72020000	4.75	5.218	0	0
70225000	14.151	14.214	0	0	72020000	5.218	5.269	0	0
70225000	14.214	16.468	0	0	72020000	5.269	5.397	0	0
70225000	16.468	18.604	0	0	72020000	5.397	5.658	0	0
70225000	18.604	22.215	0	0	72020000	5.658	5.83	0	0
70225000	22.215	22.23	0	0	72020000	5.83	7.001	0	0
70225000	22.23	29.807	0	0	72020000	7.001	7.129	0	0
70225000	29.807	31.19	0	0	72020000	7.129	7.175	0	0
72001000	0	0.594	0	0	72020000	7.175	7.897	0	0
72001000	0.594	3.073	0	0	72020000	7.897	9.26	0	0
72001000	3.073	4.87	0	0	72020000	9.26	9.642	0	0
72001000	4.87	5.208	0	0	72020000	9.642	10.593	0	0
72001000	5.208	9.194	0	0	72270000	0	3.284	0	0
72001000	9.194	9.593	0	0	72270000	3.284	8.449	0	0
72001000	9.593	11.701	0	0	72270000	8.449	11.48	0	0
72001000	11.701	15.928	0	0	72270000	11.48	15.647	0	0
72001000	15.928	17.442	0	0	72270000	15.647	16.165	0	0
72001000	17.442	19.325	0	0	72270000	16.165	16.569	0	0
72001000	19.325	19.366	0	0	72270000	16.569	16.732	0	0

RoadwayID	BMP	EMP	Score	RawPC
72270000	16.732	17.268	0	0
72270000	17.268	18.55	0	0
72270000	18.55	19.246	0	0
72270000	19.246	20.117	0	0
72270000	20.117	20.528	0	0
72270000	20.528	20.998	0	0
72270000	20.998	21.135	0	0
72270000	21.135	21.334	0	0
72270000	21.334	21.509	0	0
72270000	21.509	21.667	0	0
72290000	0	2.183	0	0
72290000	2.183	2.229	0	0
72290000	2.229	3.564	0	0
72290000	3.564	3.769	0	0
72290000	3.769	3.844	0	0
72290000	3.844	6.359	0	0
72290000	6.359	10.468	0	0
74160000	0	2.999	0	0
74160000	2.999	9.581	0	0
74160000	9.581	12.226	0	0
74170000	0	0.71	0	0
75280000	0	1.101	0	0
75280000	1.101	1.549	0	0
75280000	1.549	1.74	0	0
75280000	1.74	2.179	0	0
75280000	2.179	2.627	0	0
75280000	2.627	4.399	0	0
75280000	4.399	4.476	0	0
75280000	4.476	4.901	0	0
75280000	4.901	5.134	0	0
75280000	5.134	5.662	0	0
75280000	5.662	6.018	0	0
75280000	6.018	6.271	0	0
75280000	6.271	7.424	0	0
75280000	7.424	8.265	0	0
75280000	8.265	8.444	0	0
75280000	8.444	9.057	0	0
75280000	9.057	9.645	0	0
75280000	9.645	9.948	0	0
75280000	9.948	9.951	0	0
75280000	9.951	10.173	0	0
75280000	10.173	10.734	0	0
75280000	10.734	11.069	0	0
75280000	11.069	13.656	0	0
75280000	13.656	14.664	0	0
75280000	14.664	14.966	0	0
75280000	14.966	15.019	0	0
75280000	15.019	15.529	0	0
75280000	15.529	16.187	0	0
75280000	16.187	16.542	0	0
75280000	16.542	16.842	0	0
75280000	16.842	17.159	0	0

RoadwayID	BMP	EMP	Score	RawPC
75280000	17.159	17.178	0	0
75280000	17.178	17.415	0	0
75280000	17.415	17.674	0	0
75280000	17.674	18.309	0	0
75280000	18.309	18.8	0	0
75280000	18.8	19.172	0	0
75280000	19.172	19.647	0	0
75280000	19.647	20.407	0	0
75280000	20.407	21.302	0	0
75280000	21.302	22.285	0	0
75280000	22.285	22.602	0	0
75280000	22.602	23.17	0	0
75280000	23.17	23.917	0	0
75280000	23.917	24.025	0	0
75280000	24.025	24.078	0	0
75280000	24.078	24.673	0	0
75470000	0	5.696	0	0
75470000	5.696	6.399	0	0
75470000	6.399	10.055	0	0
75470000	10.055	13.134	0	0
75470000	13.134	15.798	0	0
75470000	15.798	16.222	0	0
75470000	16.222	17.801	0	0
75470000	17.801	18.588	0	0
75470000	18.588	21.828	0	0
75470000	21.828	24.913	0	0
75471000	0	0.412	0	0
75471000	0.412	0.864	0	0
75471000	0.864	3.117	0	0
75471000	3.117	4.353	0	0
75471000	4.353	4.548	0	0
75471000	4.548	8.198	0	0
75471000	8.198	8.324	0	0
75471000	8.324	8.381	0	0
75472000	0	2.192	0	0
77160000	0	0.642	0	0
77160000	0.642	1.37	0	0
77160000	1.37	1.496	0	0
77160000	1.496	3.237	0	0
77160000	3.237	3.451	0	0
77160000	3.451	7.32	0	0
77160000	7.32	7.79	0	0
77160000	7.79	8.265	0	0
77160000	8.265	8.33	0	0
77160000	8.33	12.363	0	0
77160000	12.363	13.826	0	0
77160000	13.826	13.856	0	0
77160000	13.856	14.135	0	0
78080000	8.124	13.808	0	0
78080000	13.808	20.453	0	0
78080000	20.453	26.155	0	0
78080000	26.155	32.022	0	0

RoadwayID	BMP	EMP	Score	RawPC
78080000	32.022	32.037	0	0
78080000	32.037	34.723	0	0
78080000	34.723	34.855	0	0
79110000	0	3.503	0	0
79110000	3.503	3.515	0	0
79110000	3.515	6.355	0	0
79110000	6.355	9.063	0	0
79110000	9.063	9.507	0	0
79110000	9.507	11.639	0	0
79110000	11.639	14.2	0	0
79110000	14.2	24.506	0	0
79110000	24.506	27.373	0	0
79110000	27.373	27.567	0	0
79110000	27.567	27.663	0	0
79110000	27.663	27.702	0	0
79110000	27.702	28.02	0	0
86012000	0	0.169	0	0
86012000	0.169	0.31	0	0
86012000	0.31	1.429	0	0
86012000	1.429	1.512	0	0
86012000	1.512	1.709	0	0
86012000	1.709	1.897	0	0
86012000	1.897	2.02	0	0
86012000	2.02	2.03	0	0
86012000	2.03	2.152	0	0
86070000	0	0.739	0	0
86070000	0.739	1.521	0	0
86070000	1.521	5.135	0	0
86070000	5.135	7.617	0	0
86070000	7.617	7.664	0	0
86070000	7.664	9.223	0	0
86070000	9.223	9.656	0	0
86070000	9.656	9.794	0	0
86070000	9.794	9.935	0	0
86070000	9.935	10.096	0	0
86070000	10.096	10.638	0	0
86070000	10.638	10.86	0	0
86070000	10.86	11.276	0	0
86070000	11.276	11.449	0	0
86070000	11.449	11.695	0	0
86070000	11.695	12.62	0	0
86070000	12.62	13.516	0	0
86070000	13.516	14.068	0	0
86070000	14.068	14.085	0	0
86070000	14.085	14.641	0	0
86070000	14.641	16.259	0	0
86070000	16.259	17.173	0	0
86070000	17.173	18.035	0	0
86070000	18.035	21.55	0	0
86070000	21.55	23.641	0	0
86070000	23.641	25.285	0	0
86075000	0	1.551	0	0

RoadwayID	BMP	EMP	Score	RawPC
86075000	1.551	5.412	0	0
86075000	5.412	7.711	0	0
86075000	7.711	8.693	0	0
86075000	8.693	9.48	0	0
86075000	9.48	10.784	0	0
86075000	10.784	11.153	0	0
86075000	11.153	11.368	0	0
86075000	11.368	11.442	0	0
86075000	11.442	12.66	0	0
86075000	12.66	12.97	0	0
86075000	12.97	13.032	0	0
86075000	13.032	13.412	0	0
86075000	13.412	13.439	0	0
86075000	13.439	13.693	0	0
86075000	13.693	15.911	0	0
86075000	15.911	17.492	0	0
86075000	17.492	17.728	0	0
86075000	17.728	18.336	0	0
86075000	18.336	18.797	0	0
86075000	18.797	19.456	0	0
86075000	19.456	19.67	0	0
86075000	19.67	45.41	0	0
86095000	0	0.304	0	0
86095000	0.304	0.665	0	0
86095000	0.665	0.932	0	0
86095000	0.932	3.158	0	0
86095000	3.158	5.899	0	0
86095000	5.899	6.789	0	0
86095000	6.789	7.655	0	0
86095000	7.655	7.731	0	0
86095000	7.731	8.312	0	0
86095000	8.312	8.904	0	0
86095000	8.904	8.916	0	0
86095000	8.916	9.615	0	0
86095000	9.615	10.098	0	0
86095000	10.098	10.492	0	0
86095000	10.492	10.732	0	0
86095000	10.732	10.776	0	0
86095000	10.776	11.136	0	0
86095000	11.136	11.57	0	0
86095000	11.57	12.223	0	0
86095000	12.223	12.363	0	0
86095000	12.363	12.427	0	0
86095000	12.427	12.55	0	0
86095000	12.55	12.63	0	0
86095000	12.63	12.86	0	0
86470000	0	15.607	0	0
86470000	15.607	20.664	0	0
86470000	20.664	22.17	0	0
86470000	22.17	25.916	0	0
86471000	0	7.706	0	0
86472000	0	0.585	0	0

RoadwayID	BMP	EMP	Score	RawPC
86472000	0.585	0.73	0	0
86472000	0.73	1.1	0	0
86472000	1.1	8.241	0	0
86472000	8.241	10.982	0	0
86472000	10.982	19.659	0	0
86472000	19.659	20.443	0	0
86472000	20.443	20.776	0	0
86472000	20.776	20.82	0	0
86472000	20.82	21.662	0	0
87004000	0.486	0.793	0	0
87004000	0.793	2.136	0	0
87004000	2.136	2.675	0	0
87004000	2.675	4.387	0	0
87004000	4.387	4.794	0	0
87004000	4.794	4.91	0	0
87075000	0	2.202	0	0
87075000	2.202	4.019	0	0
87075000	4.019	4.778	0	0
87075000	4.778	4.952	0	0
87075000	4.952	5.442	0	0
87200000	11.756	11.952	0	0
87200000	11.952	13.048	0	0
87270000	0	1.016	0	0
87270000	1.016	1.535	0	0
87270000	1.535	3.234	0	0
87270000	3.234	5.782	0	0
87270000	5.782	5.941	0	0
87270000	5.941	6.236	0	0
87270000	6.236	7.261	0	0
87270000	7.261	8.024	0	0
87270000	8.024	8.792	0	0
87270000	8.792	9.335	0	0
87270000	9.335	9.795	0	0
87270000	9.795	10.647	0	0
87270000	10.647	10.798	0	0
87270000	10.798	12.091	0	0
87270000	12.091	12.653	0	0
87270000	12.653	12.67	0	0
87270000	12.67	13.826	0	0
87270000	13.826	14.351	0	0
87270000	14.351	16.555	0	0
87270000	16.555	17.26	0	0
87470000	0	0.433	0	0
87470000	0.433	0.46	0	0
87470000	0.46	3.342	0	0
87471000	0	0.538	0	0
87471000	0.538	3.098	0	0
87471000	3.098	5.249	0	0
87471000	5.249	6.083	0	0
87471000	6.083	11.601	0	0
87471000	11.601	12.289	0	0
87471000	12.289	12.846	0	0
87471000	12.846	13.757	0	0
87471000	13.757	16.044	0	0
87471000	16.044	16.766	0	0
87471000	16.766	17.368	0	0
87471000	17.368	17.482	0	0
87471000	17.482	17.82	0	0
87471000	17.82	17.837	0	0
87471000	17.837	18.714	0	0
87471000	18.714	20.377	0	0
87471000	20.377	23.615	0	0
87471000	23.615	25.221	0	0
87471000	25.221	25.635	0	0
87471000	25.635	25.688	0	0
87471000	25.688	26.06	0	0
87471000	26.06	26.437	0	0
87471000	26.437	26.719	0	0
87471000	26.719	27.049	0	0
87471000	27.049	34.727	0	0
87471000	34.727	35.058	0	0
87471000	35.058	35.213	0	0
87471000	35.213	40.15	0	0
88081000	0	5.11	0	0
88081000	5.11	6.17	0	0
88081000	6.17	7.025	0	0
88081000	7.025	12.952	0	0
88081000	12.952	16.16	0	0
88081000	16.16	19.096	0	0
88081000	19.096	19.198	0	0
88470000	0	7.903	0	0
88470000	15.054	17.337	0	0
89095000	0	12.068	0	0
89095000	12.068	12.635	0	0
89095000	12.635	13.786	0	0
89095000	13.786	14.01	0	0
89095000	14.01	24.967	0	0
89470000	0	12.2	0	0
89470000	12.2	16.363	0	0
89470000	16.363	20.287	0	0
91470000	0	7.151	0	0
92130000	6.576	6.856	0	0
92130000	6.856	7.048	0	0
92130000	7.048	7.31	0	0
92130000	7.31	7.885	0	0
92470000	0	3.19	0	0
92470000	3.19	17.876	0	0
92471000	0	20.798	0	0
92471000	20.798	33.492	0	0
92471000	33.492	36.07	0	0
92471000	36.07	40.76	0	0
92472000	0	1.012	0	0
92472000	1.012	2.317	0	0
92472000	2.317	2.906	0	0

RoadwayID	BMP	EMP	Score	RawPC
93470000	0	2.904	0	0
93470000	2.904	3.116	0	0
93470000	3.116	3.22	0	0
93470000	3.22	9.88	0	0
93470000	9.88	13.9	0	0
93470000	13.9	20.242	0	0
93470000	20.242	43.269	0	0
93470000	43.269	44.533	0	0
94001000	0	4.305	0	0
94001000	4.305	7.585	0	0
94001000	7.585	15.42	0	0

RoadwayID	BMP	EMP	Score	RawPC
94001000	15.42	16.124	0	0
94001000	16.124	17.642	0	0
94001000	17.642	18.28	0	0
94001000	18.28	24.123	0	0
94001000	24.123	27.182	0	0
94470000	0	5.167	0	0
94470000	5.167	14.755	0	0
94470000	14.755	15.064	0	0
94470000	15.064	20.5	0	0
94470000	20.5	34.968	0	0

Appendix I

Priority Scores for Construction Capacity

Table I.1 – Priority Scores for Construction Capacity

RoadwayID	BMP	EMP	Construction Year	Score	RoadwayID	BMP	EMP	Construction Year	Score
10190000	7.6	8.297	2003	100%	86070000	11.695	12.62	2003	100%
10190000	8.297	8.478	2003	100%	86070000	12.62	13.516	2003	100%
10190000	8.478	9.738	2003	100%	86070000	13.516	14.068	2003	100%
10190000	9.738	10.396	2003	100%	86070000	14.068	14.085	2003	100%
10190000	10.396	11.959	2003	100%	86070000	14.085	14.641	2003	100%
11470000	11.622	23.793	2003	100%	86070000	14.641	16.259	2003	100%
12075000	16.436	21.039	2003	100%	86070000	16.259	17.173	2003	100%
12075000	21.039	22.601	2003	100%	86070000	17.173	18.035	2003	100%
72020000	0	0.019	2003	100%	86070000	18.035	21.55	2003	100%
72020000	0.019	0.326	2003	100%	86070000	21.55	23.641	2003	100%
72020000	0.326	0.338	2003	100%	86070000	23.641	25.285	2003	100%
72020000	0.338	0.753	2003	100%	86470000	0	15.607	2003	100%
72020000	0.753	1.329	2003	100%	86470000	15.607	20.664	2003	100%
72020000	1.329	2.145	2003	100%	86472000	0.585	0.73	2003	100%
72020000	2.145	2.283	2003	100%	86472000	0.73	1.1	2003	100%
72280000	0	5.46	2003	100%	86472000	1.1	8.241	2003	100%
72280000	5.46	5.744	2003	100%	87004000	0.793	2.136	2003	100%
72280000	5.744	6.001	2003	100%	92130000	0	2.264	2003	100%
72280000	6.001	6.594	2003	100%	92130000	2.264	6.576	2003	100%
72280000	6.594	7.365	2003	100%	93220000	0	5.219	2003	100%
72280000	7.365	9.313	2003	100%	93220000	5.219	8.169	2003	100%
72280000	9.313	11.645	2003	100%	93220000	8.169	18.828	2003	100%
72280000	11.645	13.099	2003	100%	93220000	18.828	21.633	2003	100%
72280000	13.099	13.475	2003	100%	93220000	21.633	23.525	2003	100%
72280000	13.475	15.27	2003	100%	93220000	23.525	24.984	2003	100%
72280000	15.27	15.956	2003	100%	93220000	24.984	26.004	2003	100%
72280000	15.956	16.583	2003	100%	93220000	26.004	27.208	2003	100%
72280000	16.583	16.793	2003	100%	93220000	27.208	34.762	2003	100%
86070000	0	0.739	2003	100%	93220000	34.762	37.059	2003	100%
86070000	0.739	1.521	2003	100%	93220000	37.059	40.38	2003	100%
86070000	1.521	5.135	2003	100%	93220000	40.38	44.185	2003	100%
86070000	5.135	7.617	2003	100%	93220000	44.185	46.018	2003	100%
86070000	7.617	7.664	2003	100%	3175000	52.26	55.326	2004	80%
86070000	7.664	9.223	2003	100%	10190000	26.765	28	2004	80%
86070000	9.223	9.656	2003	100%	10190000	28	28.573	2004	80%
86070000	9.656	9.794	2003	100%	48260000	5.5	7.078	2004	80%
86070000	9.794	9.935	2003	100%	48260000	7.078	10.251	2004	80%
86070000	9.935	10.096	2003	100%	48270000	0.89	1.721	2004	80%
86070000	10.096	10.638	2003	100%	48270000	1.721	2.506	2004	80%
86070000	10.638	10.86	2003	100%	48270000	2.506	3.026	2004	80%
86070000	10.86	11.276	2003	100%	48270000	3.026	3.912	2004	80%
86070000	11.276	11.449	2003	100%	48270000	3.912	4.508	2004	80%
86070000	11.449	11.695	2003	100%	48270000	4.508	6.213	2004	80%

RoadwayID	BMP	EMP	Construction Year	Score
58002000	0	5.157	2004	80%
58002000	5.157	5.449	2004	80%
58002000	5.449	9.405	2004	80%
75280000	11.069	13.656	2004	80%
75280000	13.656	14.664	2004	80%
79002000	29.043	35.282	2004	80%
79002000	35.282	40.859	2004	80%
79002000	40.859	41.104	2004	80%
79002000	41.104	45.804	2004	80%
87270000	10.647	10.798	2004	80%
87270000	10.798	12.091	2004	80%
92130000	6.576	6.856	2004	80%
92130000	6.856	7.048	2004	80%
92130000	7.048	7.31	2004	80%
92130000	7.31	7.885	2004	80%
93470000	3.22	9.88	2004	80%
93470000	9.88	13.9	2004	80%
93470000	13.9	20.242	2004	80%
93470000	20.242	43.269	2004	80%
12075000	8.38	12.691	2005	60%
12075000	12.691	16.436	2005	60%
55320000	2.168	5.447	2005	60%
55320000	5.447	9.114	2005	60%
55320000	9.114	15.011	2005	60%
72020000	2.283	2.605	2005	60%
72020000	2.605	2.611	2005	60%
72020000	2.611	2.815	2005	60%
72020000	2.815	3.337	2005	60%
73001000	0	5.046	2005	60%
73001000	5.046	5.253	2005	60%
73001000	5.253	11.064	2005	60%
73001000	11.064	12.666	2005	60%
73001000	12.666	18.729	2005	60%
75280000	16.187	16.542	2005	60%
75280000	16.542	16.842	2005	60%
75280000	16.842	17.159	2005	60%
78080000	0	0.927	2005	60%
78080000	0.927	8.124	2005	60%
78080000	8.124	13.808	2005	60%
79110000	6.355	9.063	2005	60%
79110000	9.063	9.507	2005	60%
79110000	9.507	11.639	2005	60%
86095000	0	0.304	2005	60%
86095000	0.304	0.665	2005	60%
86095000	0.665	0.932	2005	60%

RoadwayID	BMP	EMP	Construction Year	Score
86095000	0.932	3.158	2005	60%
86095000	3.158	5.899	2005	60%
86095000	5.899	6.789	2005	60%
86095000	6.789	7.655	2005	60%
86095000	7.655	7.731	2005	60%
86095000	7.731	8.312	2005	60%
86095000	8.312	8.904	2005	60%
86095000	8.904	8.916	2005	60%
86095000	8.916	9.615	2005	60%
86095000	9.615	10.098	2005	60%
86095000	10.098	10.492	2005	60%
86095000	10.492	10.732	2005	60%
86095000	10.732	10.776	2005	60%
86095000	10.776	11.136	2005	60%
86095000	11.136	11.57	2005	60%
86095000	11.57	12.223	2005	60%
86095000	12.223	12.363	2005	60%
86095000	12.363	12.427	2005	60%
86095000	12.427	12.55	2005	60%
86095000	12.55	12.63	2005	60%
86095000	12.63	12.86	2005	60%
87004000	0.486	0.793	2005	60%
87004000	2.136	2.675	2005	60%
87004000	2.675	4.387	2005	60%
87004000	4.387	4.794	2005	60%
87004000	4.794	4.91	2005	60%
87075000	0	2.202	2005	60%
87075000	2.202	4.019	2005	60%
87075000	4.019	4.778	2005	60%
87075000	4.778	4.952	2005	60%
87075000	4.952	5.442	2005	60%
87200000	11.756	11.952	2005	60%
87200000	11.952	13.048	2005	60%
87270000	1.535	3.234	2005	60%
87270000	12.091	12.653	2005	60%
87270000	12.653	12.67	2005	60%
10075000	34.907	36.185	2006	40%
10075000	36.185	38.307	2006	40%
55320000	2.042	2.168	2006	40%
77160000	13.826	13.856	2006	40%
77160000	13.856	14.135	2006	40%
87270000	9.795	10.647	2006	40%
10190000	1.602	2.156	2007	20%
10190000	2.156	2.625	2007	20%
10190000	2.625	3.256	2007	20%

RoadwayID	BMP	EMP	Construction Year	Score		RoadwayID	BMP	EMP	Construction Year	Score
10190000	3.256	3.836	2007	20%		10075000	26.782	27.069		0%
10190000	3.836	4.616	2007	20%		10075000	27.069	30.466		0%
10190000	4.616	5.119	2007	20%		10075000	30.466	30.775	2009	0%
10190000	5.119	5.416	2007	20%		10075000	30.775	31.029	2009	0%
10190000	5.416	6.445	2007	20%		10075000	31.029	31.133	2009	0%
87471000	20.377	23.615	2007	20%		10075000	31.133	31.376	2009	0%
87471000	23.615	25.221	2007	20%		10075000	31.376	31.886	2009	0%
1075000	0	8.528		0%		10075000	31.886	32.246	2009	0%
1075000	8.528	11.795		0%		10075000	32.246	32.418	2009	0%
1075000	11.795	14.121		0%		10075000	32.418	34.907	2009	0%
1075000	14.121	15.133		0%		10075000	38.307	39.877	2011	0%
1075000	15.133	15.885		0%		10190000	0	1.31		0%
1075000	15.885	17.912		0%		10190000	1.31	1.602		0%
1075000	17.912	19.263		0%		10190000	6.445	6.453		0%
1075000	19.263	21.089		0%		10190000	6.453	6.864		0%
1075000	21.089	22.008		0%		10190000	6.864	6.991		0%
3175000	0	29.112		0%		10190000	6.991	7.089		0%
3175000	29.112	50.319		0%		10190000	7.089	7.135		0%
3175000	50.319	52.26		0%		10190000	7.135	7.194		0%
3175000	55.326	56.168		0%		10190000	7.194	7.251		0%
3175000	56.168	60.431	2009	0%		10190000	7.251	7.273		0%
3175000	60.431	63.504	2009	0%		10190000	7.273	7.303		0%
8150000	0	7.058		0%		10190000	7.303	7.544		0%
8150000	7.058	11.476		0%		10190000	7.544	7.6		0%
10075000	0	4.42		0%		10190000	11.959	12.853		0%
10075000	4.42	4.928		0%		10190000	12.853	13.939		0%
10075000	4.928	6.451		0%		10190000	13.939	15.886		0%
10075000	6.451	12.275		0%		10190000	15.886	17.413		0%
10075000	12.275	12.298		0%		10190000	17.413	21.151		0%
10075000	12.298	16.47		0%		10190000	21.151	24.708		0%
10075000	16.47	16.747		0%		10190000	24.708	26.682		0%
10075000	16.747	18.821		0%		10190000	26.682	26.765		0%
10075000	18.821	19.002		0%		10190000	28.573	29.867		0%
10075000	19.002	20.082		0%		10190000	29.867	30.113		0%
10075000	20.082	20.434		0%		10190000	30.113	32.836		0%
10075000	20.434	20.845		0%		10320000	0	0.499		0%
10075000	20.845	21.632		0%		10320000	0.499	0.589		0%
10075000	21.632	21.96		0%		10320000	0.589	0.708		0%
10075000	21.96	22.812		0%		10320000	0.708	1.212		0%
10075000	22.812	23.026		0%		10320000	1.212	1.441		0%
10075000	23.026	25.541		0%		10320000	1.441	2.45		0%
10075000	25.541	25.635		0%		10320000	2.45	3.458		0%
10075000	25.635	25.693		0%		10320000	3.458	4.292		0%
10075000	25.693	26.058		0%		10320000	4.292	5.008		0%
10075000	26.058	26.782		0%		10320000	5.008	5.071		0%

RoadwayID	BMP	EMP	Construction Year	Score	RoadwayID	BMP	EMP	Construction Year	Score
10320000	5.071	6.506		0%	14140000	0	0.256	2011	0%
10320000	6.506	7.513		0%	14140000	0.256	0.388	2011	0%
10320000	7.513	8.802		0%	14140000	0.388	0.851	2011	0%
10320000	8.802	11.235	2008	0%	14140000	0.851	1.002	2011	0%
10320000	11.235	16.021	2008	0%	14140000	1.002	1.308	2011	0%
11470000	0	11.622		0%	14140000	1.308	5.106	2011	0%
12075000	0	1.029	2008	0%	14140000	5.106	5.121	2011	0%
12075000	1.029	1.097	2008	0%	14140000	5.121	5.145	2011	0%
12075000	1.097	2.04	2008	0%	14140000	5.145	11.754		0%
12075000	2.04	2.585	2008	0%	14140000	11.754	19.091		0%
12075000	2.585	8.38	2008	0%	14140000	19.091	20.386		0%
12075000	22.601	24.103	2011	0%	15170000	4.247	5.641		0%
12075000	24.103	24.647	2011	0%	15170000	5.641	5.919		0%
12075000	24.647	26.015	2011	0%	15170000	5.919	7.808		0%
12075000	26.015	26.775		0%	15170000	7.808	8.04		0%
12075000	26.775	28.377		0%	15170000	8.04	8.535		0%
12075000	28.377	34.138		0%	15170001	0	4.153		0%
13075000	0	3.719		0%	15190000	0.5	0.542		0%
13075000	3.719	7.315		0%	15190000	0.542	0.654		0%
13075000	7.315	10.678		0%	15190000	0.654	0.977		0%
13075000	10.678	10.998		0%	15190000	0.977	1.134		0%
13075000	10.998	14.14		0%	15190000	1.134	2.303		0%
13075000	14.14	14.857		0%	15190000	2.303	2.555		0%
13075000	14.857	15.524		0%	15190000	2.555	2.752		0%
13075000	15.524	15.933		0%	15190000	2.752	3.13		0%
13075000	15.933	16.202		0%	15190000	3.13	3.227		0%
13075000	16.202	17.045		0%	15190000	3.227	3.464		0%
13075000	17.045	20.571		0%	15190000	3.464	3.555		0%
13130000	8.893	9.252		0%	15190000	3.555	4.506		0%
13130000	9.252	9.404		0%	15190000	4.506	5.294		0%
13130000	9.404	9.678		0%	15190000	5.294	6.261		0%
13130000	9.678	9.746		0%	15190000	6.261	6.296		0%
13130000	9.746	11.09		0%	15190000	6.296	7.322		0%
13130000	11.09	11.495		0%	15190000	7.322	7.511		0%
13130000	11.495	11.982		0%	15190000	7.511	8.339		0%
13175000	0	0.919		0%	15190000	8.339	10.53		0%
13175000	0.919	1.162		0%	15190000	10.53	12.203		0%
13175000	1.162	1.54		0%	15190000	12.203	12.465		0%
13175000	1.54	1.965		0%	15190000	12.465	13.755		0%
13175000	1.965	2.279		0%	15190000	13.755	13.967		0%
13175000	2.279	2.929		0%	15190000	13.967	14.26		0%
13175000	2.929	5.243		0%	15190000	14.26	14.54		0%
13175000	5.243	5.327		0%	15190000	14.54	16.7		0%
14075000	0	0.258		0%	15190000	16.7	19.655		0%
14075000	0.258	0.37		0%	15190900	0	0.504		0%

RoadwayID	BMP	EMP	Construction Year	Score	RoadwayID	BMP	EMP	Construction Year	Score
15190900	0.504	1.139		0%	26260000	0	0.992		0%
16320000	0	0.46		0%	26260000	0.992	8.4		0%
16320000	0.46	2.907		0%	26260000	8.4	9.702		0%
16320000	2.907	5.097		0%	26260000	9.702	11.03		0%
16320000	5.097	6.425		0%	26260000	11.03	12.237		0%
16320000	6.425	7.721		0%	26260000	12.237	14.556		0%
16320000	7.721	7.864		0%	26260000	14.556	14.79		0%
16320000	7.864	8.426		0%	26260000	14.79	17.167		0%
16320000	8.426	12.301		0%	26260000	17.167	17.193		0%
16320000	12.301	12.734		0%	26260000	17.193	18.44		0%
16320000	12.734	18.41		0%	26260000	18.44	21.43		0%
16320000	18.41	22.384		0%	26260000	21.43	21.81		0%
16320000	22.384	29.169		0%	26260000	21.81	23.38		0%
16320000	29.169	32.022		0%	26260000	23.38	25.68		0%
17075000	0	0.214		0%	26260000	25.68	26.081		0%
17075000	0.214	4.214		0%	26260000	26.081	26.178		0%
17075000	4.214	8.003		0%	26260000	26.178	27.28		0%
17075000	8.003	8.022		0%	26260000	27.28	31.548		0%
17075000	8.022	10.97		0%	26260000	31.548	35.19		0%
17075000	10.97	14.06		0%	27090000	0	9.528		0%
17075000	14.06	20.049		0%	27090000	9.528	12.325		0%
17075000	20.049	22.3	2010	0%	27090000	12.325	18.359		0%
17075000	22.3	23.868	2010	0%	27090000	18.359	20.719		0%
17075000	23.868	24.313	2010	0%	27090000	20.719	21.884		0%
17075000	24.313	24.663	2010	0%	27090000	21.884	25.462		0%
17075000	24.663	28.993	2010	0%	29170000	0	2.405		0%
17075000	28.993	29.51		0%	29170000	2.405	7.262		0%
17075000	29.51	29.626		0%	29170000	7.262	9.44		0%
17075000	29.626	30.127		0%	29170000	9.44	10.012		0%
17075000	30.127	34.385		0%	29170000	10.012	10.413		0%
17075000	34.385	34.408		0%	29170000	10.413	20.69		0%
17075000	34.408	36.434		0%	29180000	0	5.851		0%
17075000	36.434	36.451		0%	29180000	5.851	14.77		0%
17075000	36.451	37.099		0%	29180000	14.77	18.356		0%
17075000	37.099	39.156		0%	29180000	18.356	19.507		0%
17075000	39.156	39.574		0%	29180000	19.507	21.376		0%
17075000	39.574	42.615		0%	29180000	21.376	26.71		0%
18130000	0	1.749		0%	29180000	26.71	26.82		0%
18130000	1.749	7.66		0%	29180000	26.82	30.447		0%
18130000	7.66	14.092		0%	32100000	0	9.32		0%
18130000	14.092	21.738		0%	32100000	9.32	18.361		0%
18130000	21.738	21.778		0%	32100000	18.361	24.846		0%
18130000	21.778	22.625		0%	32100000	24.846	28.746		0%
18130000	22.625	28.996		0%	35090000	0	5.947		0%
18470000	0	10.751		0%	35090000	5.947	16.255		0%

RoadwayID	BMP	EMP	Construction Year	Score
35090000	16.255	22.833		0%
35090000	22.833	26.496		0%
35090000	26.496	32.96		0%
36210000	0	4.985		0%
36210000	4.985	12.94		0%
36210000	12.94	13.968		0%
36210000	13.968	16.43		0%
36210000	16.43	17.823		0%
36210000	17.823	18.394		0%
36210000	18.394	22.103		0%
36210000	22.103	32.346		0%
36210000	32.346	38.282		0%
37120000	0	6.43		0%
37120000	6.43	14.587		0%
37120000	14.587	23.939		0%
37120000	23.939	25.523		0%
37130000	0	1.095		0%
37130000	1.095	3.656		0%
48260000	0	4.927		0%
48260000	4.927	5.5		0%
48260000	10.251	12.41		0%
48260000	12.41	12.911		0%
48260000	12.911	16.491		0%
48260000	16.491	16.507		0%
48270000	0	0.89		0%
48270000	6.213	6.94		0%
50001000	0	5.777		0%
50001000	5.777	14.149		0%
50001000	14.149	21.004		0%
50001000	21.004	32.221		0%
50001000	32.221	33.627		0%
52002000	0	1.479		0%
52002000	1.479	6.185		0%
52002000	6.185	8.316		0%
52002000	14.139	17.146		0%
52002000	17.146	21.224		0%
53002000	0	3.015		0%
53002000	3.015	9.621		0%
53002000	9.621	15.304		0%
53002000	15.304	25.215		0%
53002000	25.215	31.218		0%
53002000	31.218	33.173		0%
54001000	0	0.956		0%
54001000	0.956	9.267		0%
54001000	9.267	17.051		0%
54001000	17.051	19.478		0%
55320000	0	2.042		0%
55320000	15.011	15.769		0%
55320000	15.769	22.228		0%
57002000	0	2.629		0%
57002000	2.629	8.986		0%
57002000	8.986	11.703		0%
57002000	11.703	13.88		0%
57002000	13.88	14.96		0%
57002000	14.96	16.71		0%
57002000	16.71	24.556		0%
58002000	9.405	11.873		0%
58002000	11.873	14.74		0%
58002000	14.74	25.916		0%
60002000	0	2.455		0%
60002000	2.455	17.017		0%
60002000	17.017	17.59		0%
60002000	17.59	18.47		0%
60002000	18.47	27.495		0%
61001000	0	1.189		0%
61001000	1.189	5.823		0%
61001000	12.908	16.848		0%
61001000	16.848	23.969		0%
70220000	0	11.065		0%
70220000	11.065	13.306	2008	0%
70220000	13.306	16.217	2008	0%
70220000	16.217	16.295	2008	0%
70220000	16.295	18.584	2008	0%
70220000	18.584	20.699	2008	0%
70220000	20.699	22.104	2008	0%
70220000	22.104	23.568	2008	0%
70220000	23.568	24.349	2008	0%
70220000	24.349	24.756	2008	0%
70220000	24.756	31.21	2008	0%
70220000	31.21	35.83	2008	0%
70220000	35.83	41.503	2008	0%
70225000	0	1.154	2008	0%
70225000	1.154	3.933	2008	0%
70225000	3.933	7.348	2008	0%
70225000	7.348	7.703	2011	0%
70225000	7.703	10.452	2011	0%
70225000	10.452	13.9	2011	0%
70225000	13.9	14.151	2011	0%
70225000	14.151	14.214	2011	0%
70225000	14.214	16.468	2011	0%

RoadwayID	BMP	EMP	Construction Year	Score	RoadwayID	BMP	EMP	Construction Year	Score
70225000	16.468	18.604		0%	72020000	4.617	4.75		0%
70225000	18.604	22.215		0%	72020000	4.75	5.218		0%
70225000	22.215	22.23		0%	72020000	5.218	5.269		0%
70225000	22.23	29.807		0%	72020000	5.269	5.397		0%
70225000	29.807	31.19		0%	72020000	5.397	5.658		0%
72001000	0	0.594		0%	72020000	5.658	5.83		0%
72001000	0.594	3.073		0%	72020000	5.83	7.001	2010	0%
72001000	3.073	4.87		0%	72020000	7.001	7.129	2010	0%
72001000	4.87	5.208		0%	72020000	7.129	7.175	2010	0%
72001000	5.208	9.194		0%	72020000	7.175	7.897	2010	0%
72001000	9.194	9.593		0%	72020000	7.897	9.26	2010	0%
72001000	9.593	11.701		0%	72020000	9.26	9.642	2010	0%
72001000	11.701	15.928		0%	72020000	9.642	10.593	2010	0%
72001000	15.928	17.442		0%	72270000	0	3.284		0%
72001000	17.442	19.325		0%	72270000	3.284	8.449		0%
72001000	19.325	19.366		0%	72270000	8.449	11.48		0%
72001000	19.366	19.641		0%	72270000	11.48	15.647		0%
72001000	19.641	20.229		0%	72270000	15.647	16.165		0%
72001000	20.229	20.378		0%	72270000	16.165	16.569		0%
72001000	20.378	20.614		0%	72270000	16.569	16.732		0%
72001000	20.614	21.182		0%	72270000	16.732	17.268		0%
72001000	21.182	22.19		0%	72270000	17.268	18.55		0%
72001000	22.19	24.7		0%	72270000	18.55	19.246		0%
72001000	24.7	27.66		0%	72270000	19.246	20.117		0%
72001000	27.66	29.965		0%	72270000	20.117	20.528		0%
72001000	29.965	31.643		0%	72270000	20.528	20.998		0%
72001000	31.643	35.061		0%	72270000	20.998	21.135		0%
72001000	35.061	35.511		0%	72270000	21.135	21.334		0%
72002000	0	0.37		0%	72270000	21.334	21.509		0%
72002000	0.37	1.912		0%	72270000	21.509	21.667		0%
72002000	1.912	3.635		0%	72290000	0	2.183	2010	0%
72002000	3.635	4.018		0%	72290000	2.183	2.229	2010	0%
72002000	4.018	4.123		0%	72290000	2.229	3.564	2010	0%
72002000	4.123	4.187		0%	72290000	3.564	3.769		0%
72002000	4.187	5.464		0%	72290000	3.769	3.844		0%
72002000	5.464	5.991		0%	72290000	3.844	6.359		0%
72002000	5.991	6.276		0%	72290000	6.359	10.468		0%
72002000	6.276	9.61		0%	74160000	0	2.999		0%
72002000	9.61	10.268		0%	74160000	2.999	9.581		0%
72002000	10.268	11.401		0%	74160000	9.581	12.226		0%
72002000	11.401	12.854		0%	74170000	0	0.71		0%
72002000	12.854	13.394		0%	75280000	0	1.101		0%
72020000	3.337	3.898		0%	75280000	1.101	1.549		0%
72020000	3.898	4.462		0%	75280000	1.549	1.74		0%
72020000	4.462	4.617		0%	75280000	1.74	2.179		0%

RoadwayID	BMP	EMP	Construction Year	Score
75280000	2.179	2.627		0%
75280000	2.627	4.399		0%
75280000	4.399	4.476		0%
75280000	4.476	4.901		0%
75280000	4.901	5.134		0%
75280000	5.134	5.662		0%
75280000	5.662	6.018		0%
75280000	6.018	6.271		0%
75280000	6.271	7.424		0%
75280000	7.424	8.265		0%
75280000	8.265	8.444		0%
75280000	8.444	9.057		0%
75280000	9.057	9.645		0%
75280000	9.645	9.948		0%
75280000	9.948	9.951		0%
75280000	9.951	10.173		0%
75280000	10.173	10.734		0%
75280000	10.734	11.069		0%
75280000	14.664	14.966		0%
75280000	14.966	15.019		0%
75280000	15.019	15.529		0%
75280000	15.529	16.187		0%
75280000	17.159	17.178		0%
75280000	17.178	17.415		0%
75280000	17.415	17.674		0%
75280000	17.674	18.309		0%
75280000	18.309	18.8		0%
75280000	18.8	19.172		0%
75280000	19.172	19.647		0%
75280000	19.647	20.407		0%
75280000	20.407	21.302		0%
75280000	21.302	22.285		0%
75280000	22.285	22.602		0%
75280000	22.602	23.17		0%
75280000	23.17	23.917		0%
75280000	23.917	24.025		0%
75280000	24.025	24.078		0%
75280000	24.078	24.673		0%
75470000	0	5.696		0%
75470000	5.696	6.399		0%
75470000	6.399	10.055		0%
75470000	10.055	13.134		0%
75470000	13.134	15.798		0%
75470000	15.798	16.222		0%
75470000	16.222	17.801		0%

RoadwayID	BMP	EMP	Construction Year	Score
75470000	17.801	18.588		0%
75470000	18.588	21.828		0%
75470000	21.828	24.913		0%
75471000	0	0.412	2011	0%
75471000	0.412	0.864	2011	0%
75471000	0.864	3.117	2011	0%
75471000	3.117	4.353	2011	0%
75471000	4.353	4.548	2011	0%
75471000	4.548	8.198	2011	0%
75471000	8.198	8.324		0%
75471000	8.324	8.381		0%
75472000	0	2.192		0%
77160000	0	0.642		0%
77160000	0.642	1.37		0%
77160000	1.37	1.496		0%
77160000	1.496	3.237		0%
77160000	3.237	3.451		0%
77160000	3.451	7.32		0%
77160000	7.32	7.79		0%
77160000	7.79	8.265		0%
77160000	8.265	8.33		0%
77160000	8.33	12.363		0%
77160000	12.363	13.826		0%
78080000	13.808	20.453		0%
78080000	20.453	26.155		0%
78080000	26.155	32.022		0%
78080000	32.022	32.037		0%
78080000	32.037	34.723		0%
78080000	34.723	34.855		0%
79002000	0	11.452		0%
79002000	11.452	16.291		0%
79002000	16.291	18.999		0%
79002000	18.999	23.113		0%
79002000	23.113	23.285		0%
79002000	23.285	27.855	2010	0%
79002000	27.855	28.773	2010	0%
79002000	28.773	29.043	2010	0%
79110000	0	3.503		0%
79110000	3.503	3.515		0%
79110000	3.515	6.355		0%
79110000	11.639	14.2	2008	0%
79110000	14.2	24.506		0%
79110000	24.506	27.373		0%
79110000	27.373	27.567		0%
79110000	27.567	27.663		0%

RoadwayID	BMP	EMP	Construction Year	Score
79110000	27.663	27.702		0%
79110000	27.702	28.02		0%
86012000	0	0.169		0%
86012000	0.169	0.31		0%
86012000	0.31	1.429		0%
86012000	1.429	1.512		0%
86012000	1.512	1.709		0%
86012000	1.709	1.897		0%
86012000	1.897	2.02		0%
86012000	2.02	2.03		0%
86012000	2.03	2.152		0%
86075000	0	1.551		0%
86075000	1.551	5.412		0%
86075000	5.412	7.711		0%
86075000	7.711	8.693		0%
86075000	8.693	9.48		0%
86075000	9.48	10.784		0%
86075000	10.784	11.153		0%
86075000	11.153	11.368		0%
86075000	11.368	11.442		0%
86075000	11.442	12.66		0%
86075000	12.66	12.97		0%
86075000	12.97	13.032		0%
86075000	13.032	13.412		0%
86075000	13.412	13.439		0%
86075000	13.439	13.693		0%
86075000	13.693	15.911		0%
86075000	15.911	17.492		0%
86075000	17.492	17.728		0%
86075000	17.728	18.336		0%
86075000	18.336	18.797		0%
86075000	18.797	19.456		0%
86075000	19.456	19.67		0%
86075000	19.67	45.41		0%
86470000	20.664	22.17	2011	0%
86470000	22.17	25.916	2011	0%
86471000	0	7.706		0%
86472000	0	0.585		0%
86472000	8.241	10.982		0%
86472000	10.982	19.659		0%
86472000	19.659	20.443		0%
86472000	20.443	20.776		0%
86472000	20.776	20.82		0%
86472000	20.82	21.662		0%
87270000	0	1.016		0%

RoadwayID	BMP	EMP	Construction Year	Score
87270000	1.016	1.535		0%
87270000	3.234	5.782		0%
87270000	5.782	5.941		0%
87270000	5.941	6.236		0%
87270000	6.236	7.261		0%
87270000	7.261	8.024		0%
87270000	8.024	8.792		0%
87270000	8.792	9.335		0%
87270000	9.335	9.795		0%
87270000	12.67	13.826		0%
87270000	13.826	14.351		0%
87270000	14.351	16.555		0%
87270000	16.555	17.26		0%
87470000	0	0.433		0%
87470000	0.433	0.46		0%
87470000	0.46	3.342		0%
87471000	0	0.538		0%
87471000	0.538	3.098		0%
87471000	3.098	5.249		0%
87471000	5.249	6.083		0%
87471000	6.083	11.601		0%
87471000	11.601	12.289	2008	0%
87471000	12.289	12.846	2008	0%
87471000	12.846	13.757	2008	0%
87471000	13.757	16.044	2008	0%
87471000	16.044	16.766	2008	0%
87471000	16.766	17.368	2008	0%
87471000	17.368	17.482	2008	0%
87471000	17.482	17.82	2008	0%
87471000	17.82	17.837	2008	0%
87471000	17.837	18.714	2008	0%
87471000	18.714	20.377		0%
87471000	25.221	25.635		0%
87471000	25.635	25.688		0%
87471000	25.688	26.06		0%
87471000	26.06	26.437		0%
87471000	26.437	26.719		0%
87471000	26.719	27.049		0%
87471000	27.049	34.727	2009	0%
87471000	34.727	35.058		0%
87471000	35.058	35.213		0%
87471000	35.213	40.15	2011	0%
88081000	0	5.11		0%
88081000	5.11	6.17		0%
88081000	6.17	7.025		0%

RoadwayID	BMP	EMP	Construction Year	Score
88081000	7.025	12.952		0%
88081000	12.952	16.16		0%
88081000	16.16	19.096		0%
88081000	19.096	19.198		0%
88470000	0	7.903		0%
88470000	15.054	17.337		0%
89095000	0	12.068		0%
89095000	12.068	12.635		0%
89095000	12.635	13.786		0%
89095000	13.786	14.01		0%
89095000	14.01	24.967		0%
89470000	0	12.2		0%
89470000	12.2	16.363		0%
89470000	16.363	20.287		0%
91470000	0	7.151		0%
92470000	0	3.19		0%
92470000	3.19	17.876		0%
92471000	0	20.798		0%
92471000	20.798	33.492		0%
92471000	33.492	36.07		0%
92471000	36.07	40.76		0%
92472000	0	1.012		0%
92472000	1.012	2.317		0%
92472000	2.317	2.906		0%
93470000	0	2.904		0%
93470000	2.904	3.116		0%
93470000	3.116	3.22		0%
93470000	43.269	44.533		0%
94001000	0	4.305		0%
94001000	4.305	7.585		0%
94001000	7.585	15.42		0%
94001000	15.42	16.124		0%
94001000	16.124	17.642		0%
94001000	17.642	18.28		0%
94001000	18.28	24.123		0%
94001000	24.123	27.182		0%
94470000	0	5.167		0%
94470000	5.167	14.755		0%
94470000	14.755	15.064		0%
94470000	15.064	20.5		0%
94470000	20.5	34.968		0%

Appendix J

The Florida Statutes

The 2001 Florida Statutes

Public Transportation
Transportation Finance And Planning

[1]339.135 Work program; legislative budget request; definitions; preparation, adoption, execution, and amendment.--

(1) DEFINITIONS.--As used in this section, the term:

(a) "Fiscal year" of the department means the period beginning July 1 of each year and ending June 30 of the succeeding year. Such fiscal year constitutes a budget year for all operating funds of the department.

(b) "District work program" means the 5-year listing of transportation projects planned for each fiscal year which is prepared by each of the districts and which must be submitted to the central office for review and development of the tentative work program.

(c) "Tentative work program" means the 5-year listing of all transportation projects planned for each fiscal year which is developed by the central office based on the district work programs.

(d) "Adopted work program" means the 5-year work program adopted by the department as provided in subsection (5).

(2) SUBMISSION OF LEGISLATIVE BUDGET REQUEST AND REQUEST FOR LIST OF ADDITIONAL TRANSPORTATION PROJECTS.--

(a) The department shall file the legislative budget request in the manner required by chapter 216, setting forth the department's proposed revenues and expenditures for operational and fixed capital outlay needs to accomplish the objectives of the department in the ensuing fiscal year. The right-of-way, construction, preliminary engineering, maintenance, and all grants and aids programs of the department shall be set forth only in program totals. The legislative budget request must include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan. The legislative budget request shall be amended to conform to the tentative work program. The department may amend its legislative budget request and the tentative work program based on the most recent estimating conference estimate of revenues and the most recent federal aid apportionments.

(b) Upon the written request by the President of the Senate and the Speaker of the House of Representatives, the department shall prepare a list of projects, from the transportation needs identified pursuant to this paragraph, that meet the following criteria:

1. The project can be made production-ready within the 5 fiscal years following the end of the current fiscal year.

2. The project is not included in the current adopted work program or in the tentative work program to be submitted by the department for the next fiscal year.

3. The project is included in the transportation improvement program of any metropolitan planning organization within whose boundaries the project is located in whole or in part.

4. The project is not inconsistent with an approved local comprehensive plan of any local government within whose boundaries the project is located in whole or in part, or, if inconsistent, is accompanied by an explanation of why the inconsistency should be undertaken.

(c) The department shall submit the list of projects prepared pursuant to this subsection to the legislative appropriations committees, together with the following plans and reports:

1. An enhanced program and resource plan that adds the list of projects and required support costs to the projects and other programs of the tentative work program required to be submitted by the department pursuant to this section.

2. A variance report comparing the enhanced plan with the plan for the tentative work program covering the same period of time.

3. A 36-month cash forecast identifying the additional revenues needed to finance the enhanced plan.

(3) NATURE AND SCOPE OF THE TENTATIVE AND ADOPTED WORK PROGRAMS.--

(a) The tentative and adopted work programs required by subsections (4) and (5) shall be based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the department. The tentative and adopted work programs shall set forth the proposed commitments and planned expenditures, respectively, of the department classified by major program and fixed capital appropriation categories to accomplish the objectives of the department included in the program and resource plan of the Florida Transportation Plan required in s. 339.155.

(b) The tentative and adopted work programs for the State Transportation Trust Fund and other funds managed by the department, except as otherwise provided by law, must be so planned as to deplete the estimated resources of each fund for the fiscal year. An emergency reserve may be requested in the legislative budget request for the purpose of performing emergency work necessary during the fiscal year in order to prevent the stoppage of travel over any transportation facility over which the department has jurisdiction and control.

(c) No anticipated funds estimated to be received from various federal-aid acts of Congress shall be budgeted in excess of the amount which may be earned by the amount of state funds set aside to match such federal aid; and the state funds thus set aside to match federal-aid funds shall be used only for such matching purposes. The department shall, prior to the preparation of the tentative work program, ascertain the amount of apportionments of federal-aid funds which are estimated to be available to the department for expenditure in the fiscal years for which the tentative work program is prepared; and the department shall budget sufficient funds for matching purposes.

(d) The department is not required to match federal-aid funds that are allocated for use on a project that is not on the State Highway System. If a metropolitan planning organization

allocates available federal-aid funds for a project that is not on the State Highway System, the department may not provide more than 50 percent of the nonfederal share, except that, notwithstanding the provisions of s. 341.051, the department may provide 100 percent of the nonfederal share of a transit project or transit-related project that is funded under the federal Congestion Mitigation and Air Quality Attainment Program.

(4) FUNDING AND DEVELOPING A TENTATIVE WORK PROGRAM.--

(a)1. To assure that no district or county is penalized for local efforts to improve the State Highway System, the department shall, for the purpose of developing a tentative work program, allocate funds for new construction to the districts, except for the turnpike district, based on equal parts of population and motor fuel tax collections. Funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects except public transit block grants as provided in s. 341.052, and other programs with quantitative needs assessments shall be allocated based on the results of these assessments. The department may not transfer any funds allocated to a district under this paragraph to any other district except as provided in subsection (7). Funds for public transit block grants shall be allocated to the districts pursuant to s. 341.052.

2. Notwithstanding the provisions of subparagraph 1., the department shall allocate at least 50 percent of any new discretionary highway capacity funds to the Florida Intrastate Highway System established pursuant to s. 338.001. Any remaining new discretionary highway capacity funds shall be allocated to the districts for new construction as provided in subparagraph 1. For the purposes of this subparagraph, the term "new discretionary highway capacity funds" means any funds available to the department above the prior year funding level for capacity improvements, which the department has the discretion to allocate to highway projects.

(b)1. A tentative work program, including the ensuing fiscal year and the successive 4 fiscal years, shall be prepared for the State Transportation Trust Fund and other funds managed by the department, unless otherwise provided by law. The tentative work program shall be based on the district work programs and shall set forth all projects by phase to be undertaken during the ensuing fiscal year and planned for the successive 4 fiscal years. The total amount of the liabilities accruing in each fiscal year of the tentative work program may not exceed the revenues available for expenditure during the respective fiscal year based on the cash forecast for that respective fiscal year.

2. The tentative work program shall be developed in accordance with the Florida Transportation Plan required in s. 339.155 and must comply with the program funding levels contained in the program and resource plan.

3. The department may include in the tentative work program proposed changes to the programs contained in the previous work program adopted pursuant to subsection (5); however, the department shall minimize changes and adjustments that affect the scheduling of project phases in the 4 common fiscal years contained in the previous adopted work program and the tentative work program. The department, in the development of the tentative work program, shall advance by 1 fiscal year all projects included in the second year of the previous year's adopted work program, unless the secretary specifically determines that it is necessary, for specific reasons, to

reschedule or delete one or more projects from that year. Such changes and adjustments shall be clearly identified, and the effect on the 4 common fiscal years contained in the previous adopted work program and the tentative work program shall be shown. It is the intent of the Legislature that the first 3 years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans.

4. The tentative work program must include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the tentative work program.

(c)1. For purposes of this section, the board of county commissioners shall serve as the metropolitan planning organization in those counties which are not located in a metropolitan planning organization and shall be involved in the development of the district work program to the same extent as a metropolitan planning organization.

2. The district work program shall be developed cooperatively from the outset with the various metropolitan planning organizations of the state and include, to the maximum extent feasible, the project priorities of metropolitan planning organizations which have been submitted to the district by October 1 of each year; however, the department and a metropolitan planning organization may, in writing, cooperatively agree to vary this submittal date. To assist the metropolitan planning organizations in developing their lists of project priorities, the district shall disclose to each metropolitan planning organization any anticipated changes in the allocation or programming of state and federal funds which may affect the inclusion of metropolitan planning organization project priorities in the district work program.

3. Prior to submittal of the district work program to the central office, the district shall provide the affected metropolitan planning organization with written justification for any project proposed to be rescheduled or deleted from the district work program which project is part of the metropolitan planning organization's transportation improvement program and is contained in the last 4 years of the previous adopted work program. By no later than 14 days after submittal of the district work program to the central office, the affected metropolitan planning organization may file an objection to such rescheduling or deletion. When an objection is filed with the secretary, the rescheduling or deletion shall not be included in the district work program unless the inclusion of such rescheduling or deletion is specifically approved by the secretary. The Florida Transportation Commission shall include such objections in its evaluation of the tentative work program only when the secretary has approved the rescheduling or deletion.

(d) Prior to the submission of the district work program to the central office, each district office shall hold a public hearing in at least one urbanized area in the district and shall make a presentation at a meeting of each metropolitan planning organization in the district to determine the necessity of making any changes to projects included or to be included in the district work program and to hear requests for new projects to be added to, or existing projects to be deleted from, the district work program. However, the district and metropolitan planning organization shall minimize changes to, deletions from, or adjustments to projects or project phases contained in the 4 common years of the previous adopted work program and the district work program. The district shall provide the metropolitan planning organization with a written explanation for any

project which is contained in the metropolitan planning organization's transportation improvement program and which is not included in the district work program. The metropolitan planning organization may request in writing to the appropriate district secretary further consideration of any specific project not included or not adequately addressed in the district work program. The district secretary shall acknowledge and review all such requests prior to the submission of the district work program to the central office and shall forward a copy of such requests to the secretary and the Florida Transportation Commission. The commission shall include such requests in its evaluation of the tentative work program.

(e) Following submission of each district work program to the central office, the department shall develop the tentative work program based on the district work programs, review the individual district work programs for compliance with the work program instructions prepared by the department, and ensure that the tentative work program complies with the requirements of paragraph (b).

(f) The central office shall submit a preliminary copy of the tentative work program to the Executive Office of the Governor, the legislative appropriations committees, the Florida Transportation Commission, and the Department of Community Affairs at least 14 days prior to the convening of the regular legislative session. Prior to the statewide public hearing required by paragraph (g), the Department of Community Affairs shall transmit to the Florida Transportation Commission a list of those projects and project phases contained in the tentative work program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of metropolitan planning organizations, the list may not contain any project or project phase that is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected metropolitan planning organization. The commission shall consider the list as part of its evaluation of the tentative work program conducted pursuant to s. 20.23.

(g) The Florida Transportation Commission shall conduct a statewide public hearing on the tentative work program and shall advertise the time, place, and purpose of the hearing in the Florida Administrative Weekly at least 7 days prior to the hearing. As part of the statewide public hearing, the commission shall, at a minimum:

1. Conduct an in-depth evaluation of the tentative work program as required in s. 20.23 for compliance with applicable laws and departmental policies; and

2. Hear all questions, suggestions, or other comments offered by the public.

By no later than 14 days after the regular legislative session begins, the commission shall submit to the Executive Office of the Governor and the legislative appropriations committees a report that evaluates the tentative work program for:

a. Financial soundness;

b. Stability;

c. Production capacity;

d. Accomplishments, including compliance with program objectives in s. 334.046;

e. Compliance with approved local government comprehensive plans;

f. Objections and requests by metropolitan planning organizations;

g. Policy changes and effects thereof;

h. Identification of statewide or regional projects; and

i. Compliance with all other applicable laws.

(h) Following evaluation by the Florida Transportation Commission, the department shall submit the tentative work program to the Executive Office of the Governor and the legislative appropriations committees no later than 14 days after the regular legislative session begins.

(5) ADOPTION OF THE WORK PROGRAM.--The original approved budget for operational and fixed capital expenditures for the department shall be the Governor's budget recommendation and the first year of the tentative work program, as both are amended by the General Appropriations Act and any other act containing appropriations. In accordance with the appropriations act, the department shall, prior to the beginning of the fiscal year, adopt a final work program which shall only include the original approved budget for the department for the ensuing fiscal year together with any roll forwards approved pursuant to paragraph (6)(c) and the portion of the tentative work program for the following 4 fiscal years revised in accordance with the original approved budget for the department for the ensuing fiscal year together with said roll forwards. The adopted work program may include only those projects submitted as part of the tentative work program developed under the provisions of subsection (4) plus any projects which are separately identified by specific appropriation in the General Appropriations Act and any roll forwards approved pursuant to paragraph (6)(c). However, any transportation project of the department which is identified by specific appropriation in the General Appropriations Act shall be deducted from the funds annually distributed to the respective district pursuant to paragraph (4)(a). In addition, the department shall not in any year include any project or allocate funds to a program in the adopted work program that is contrary to existing law for that particular year. Projects shall not be undertaken unless they are listed in the adopted work program.

(6) EXECUTION OF THE BUDGET.--

(a) The department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The department shall require a statement from the comptroller of the department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be

incorporated verbatim in all contracts of the department which are for an amount in excess of $25,000 and which have a term for a period of more than 1 year.

(b) In the operation of the State Transportation Trust Fund, the department shall have on hand at the close of business, which closing shall not be later than the 10th calendar day of the month following the end of each quarter of the fiscal year, an available cash balance (which shall include cash on deposit with the treasury and short-term investments of the department) equivalent to not less than $50 million, or 5 percent of the unpaid balance of all State Transportation Trust Fund obligations at the close of such quarter, whichever amount is less. In the event that this cash position is not maintained, no further contracts or other fund commitments shall be approved, entered into, awarded, or executed until the cash balance, as defined above, has been regained.

(c) Notwithstanding the provisions of ss. 216.301(3) and 216.351, any unexpended balance remaining at the end of the fiscal year in the appropriations to the department for special categories; aid to local governments; lump sums for project phases which are part of the adopted work program, and for which contracts have been executed or bids have been let; and for right-of-way land acquisition and relocation assistance for parcels from project phases in the adopted work program for which appraisals have been completed and approved, may be certified forward as fixed capital outlay under the provisions of s. 216.301(2)(a). Any project phases in the adopted work program not certified forward under the provisions of s. 216.301(2)(a) shall be available for roll forward for the next fiscal year of the adopted work program. Spending authority associated with such project phases may be rolled forward to the next fiscal year pursuant to paragraph (f). Any project phase certified forward for which bids have been let but subsequently rejected shall be available for roll forward in the adopted work program for the next fiscal year. Spending authority associated with such project phases may be rolled forward into the current year from funds certified forward pursuant to paragraph (f). The amount certified forward may include contingency allowances for right-of-way acquisition and relocation, asphalt and petroleum product escalation clauses, and contract overages, which allowances shall be separately identified in the certification detail. Right-of-way acquisition and relocation and contract overages contingency allowances shall be based on documented historical patterns. These contingency amounts shall be incorporated in the certification for each specific category, but when a category has an excess and another category has a deficiency, the Executive Office of the Governor is authorized to transfer the excess to the deficient account.

(d) The department shall allocate resources provided in the General Appropriations Act to the districts prior to July 31 of each year. The allocation shall be promptly reported to the Executive Office of the Governor and the legislative appropriations committees, and all subsequent amendments shall be reported promptly to the secretary of the department.

(e) This subsection does not apply to any bonds issued on behalf of the department pursuant to the State Bond Act.

(f) Notwithstanding the provisions of ss. 216.181(1), 216.292, and 216.351, the Executive Office of the Governor may amend that portion of the department's original approved fixed capital outlay budget which comprises the work program pursuant to subsection (7). Increase in

spending authority in paragraph (c) shall be limited to amounts of unexpended balances by appropriation category.

(7) AMENDMENT OF THE ADOPTED WORK PROGRAM.--

(a) Notwithstanding the provisions of ss. 216.181(1), 216.292, and 216.351, the adopted work program may be amended only pursuant to the provisions of this subsection.

(b) The department may not transfer any funds for any project or project phase between department districts. However, a district secretary may agree to a loan of funds to another district, if:

1. The funds are used solely to maximize the use or amount of funds available to the state;

2. The loan agreement is executed in writing and is signed by the district secretaries of the respective districts;

3. Repayment of the loan is to be made within 3 years after the date on which the agreement was entered into; and

4. The adopted work program of the district loaning the funds would not be substantially impaired if the loan were made, according to the district secretary.

The loan constitutes an amendment to the adopted work program and is subject to the procedures specified in paragraph (c).

(c) The department may amend the adopted work program to transfer appropriations within the department, except that the following amendments shall be subject to the procedures in paragraph (d):

1. Any amendment which deletes any project or project phase;

2. Any amendment which adds a project estimated to cost over $150,000 in funds appropriated by the Legislature;

3. Any amendment which advances or defers to another fiscal year, a right-of-way phase, a construction phase, or a public transportation project phase estimated to cost over $500,000 in funds appropriated by the Legislature, except an amendment advancing or deferring a phase for a period of 90 days or less; or

4. Any amendment which advances or defers to another fiscal year, any preliminary engineering phase or design phase estimated to cost over $150,000 in funds appropriated by the Legislature, except an amendment advancing or deferring a phase for a period of 90 days or less.

(d)1. Whenever the department proposes any amendment to the adopted work program, which amendment is defined in subparagraph (c)1., subparagraph (c)2., subparagraph (c)3., or subparagraph (c)4., it shall submit the proposed amendment to the Governor for approval and shall immediately notify the chairs of the legislative appropriations committees, the chairs of the legislative transportation committees, each member of the Legislature who represents a district

affected by the proposed amendment, each metropolitan planning organization affected by the proposed amendment, and each unit of local government affected by the proposed amendment. Such proposed amendment shall provide a complete justification of the need for the proposed amendment.

2. The Governor shall not approve a proposed amendment until 14 days following the notification required in subparagraph 1.

3. If either of the chairs of the legislative appropriations committees or the President of the Senate or the Speaker of the House of Representatives objects in writing to a proposed amendment within 14 days following notification and specifies the reasons for such objection, the Governor shall disapprove the proposed amendment or shall submit the proposed amendment to the Administration Commission. The proposed amendment may be approved by the Administration Commission by a two-thirds vote of the members present with the Governor voting in the affirmative. In the absence of approval by the commission, the proposed amendment shall be automatically disapproved.

(e) Notwithstanding the requirements in paragraph (d) and ss. 216.177(2) and 216.351, the secretary may request the Executive Office of the Governor to amend the adopted work program when an emergency exists, as defined in s. 252.34(3), and the emergency relates to the repair or rehabilitation of any state transportation facility. The Executive Office of the Governor may approve the amendment to the adopted work program and amend that portion of the department's approved budget in the event that the delay incident to the notification requirements in paragraph (d) would be detrimental to the interests of the state. However, the department shall immediately notify the parties specified in paragraph (d) and shall provide such parties written justification for the emergency action within 7 days of the approval by the Executive Office of the Governor of the amendment to the adopted work program and the department's budget. In no event may the adopted work program be amended under the provisions of this subsection without the certification by the comptroller of the department that there are sufficient funds available pursuant to the 36-month cash forecast and applicable statutes.

(f) The department may authorize the investment of the earnings accrued and collected upon the investment of the minimum balance of funds required to be maintained in the State Transportation Trust Fund pursuant to paragraph (b). Such investment shall be limited as provided in s. 288.9607(7).

History.--s. 20, ch. 29965, 1955; s. 9, ch. 57-318; s. 1, ch. 61-80; ss. 2, 3, ch. 67-371; s. 1, ch. 69-396; ss. 23, 35, ch. 69-106; ss. 1, 2, ch. 70-996; s. 1, ch. 72-66; ss. 2, 3, ch. 73-58; s. 1, ch. 75-3; s. 1, ch. 82-31; s. 1, ch. 83-232; s. 214, ch. 84-309; s. 1, ch. 84-332; s. 24, ch. 85-180; s. 36, ch. 86-243; s. 1, ch. 87-131; s. 3, ch. 88-247; s. 26, ch. 88-557; s. 4, ch. 89-301; ss. 35, 119, ch. 90-136; s. 37, ch. 91-109; s. 3, ch. 91-272; s. 89, ch. 92-152; ss. 5, 13, 23, ch. 93-164; s. 43, ch. 93-187; s. 2, ch. 94-237; s. 972, ch. 95-148; s. 51, ch. 95-257; s. 14, ch. 97-100; s. 24, ch. 97-280; s. 135, ch. 99-13; ss. 46, 101, ch. 99-385; s. 14, ch. 2000-325; s. 56, ch. 2000-371.

[1]**Note.**--Section 157, ch. 96-320, provides that:

"(1) It is the intent of the Legislature to protect the Department's Five-Year Work Program in the event Congress enacts legislation to roll back the federal gas tax.

"(2) The department shall deliver to the Executive Office of the Governor, the President of the Senate, the Speaker of the House of Representatives, the Transportation Committees of the Senate and the House of Representatives, the House Appropriations Committee, the Senate Ways and Means Committee, and the Florida Transportation Commission, within 90 days after such Congressional action, a 'modified tentative' Five-Year Work Program that is based on a revised financial plan. If the tax is not replaced, the revised financial plan shall show a reduction of $60 million per year per penny of reduction. The department shall also deliver a comparison of the current Adopted Five-Year Work Program with the 'modified tentative' Five-Year Work Program which shows specific projects that will be deleted or delayed if the tax is not replaced. Consistent with department policy, if the tax is not replaced, the first priority for deletion or delay will be new highway construction or reconstruction and public transportation capital improvements.

"(3) The 'modified tentative' Five-Year Work Program shall be developed, to the extent feasible, in accordance with sections 339.135, 339.155, and 339.175, Florida Statutes. The department shall use the most current information available from local government comprehensive plans, metropolitan planning organization plans, and other local government priorities in the development of the 'modified tentative' Five-Year Work Program. Upon review and approval by the Florida Transportation Commission, the department shall proceed to amend the adopted work program pursuant to section 339.135, Florida Statutes."

Note.--Former s. 334.21.