APPENDIX B

Traffic Study

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FINAL
TRAFFIC STUDY

in support of the

Andrade Port of Entry
Environmental Impact Statement

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1 Introduction

1.1 Study Purpose

This traffic study documents existing and estimates future traffic and pedestrian circulation conditions at the United States (U.S.) Port of Entry (POE) located in Andrade, California. This study analyzes existing conditions, and the consequences of the No Action Alternative and action alternatives that are intended to improve traffic circulation.

1.2 Study Area

The Andrade POE is located on the U.S./Mexico border in the south-easternmost corner of California on the Fort Yuma Indian Reservation (Figure 1-1). The nearest urbanized area is Yuma, Arizona, located approximately five miles to the east. Directly adjacent to the POE on the Mexican side of the border is the community of Algodones, Baja California. The Andrade site is approximately 0.5 miles west of the Colorado River. The Alamo Canal and All-American Canal are located to the east and west of Andrade, respectively.

The No Action Alternative and five action alternatives are analyzed for this study. The No Action Alternative and action Alternatives 1 through 4 are located on the Fort Yuma Indian Reservation in California. Alternative 5 would split the POE into a pedestrian port at the current location, and a vehicular POE located in Arizona, west of Yuma.

2 Existing Conditions

This section describes the existing POE facility and key study area roadways, traffic volumes, and pedestrian volumes.

2.1 Existing POE

2.1.1 Site Boundaries

The Andrade POE is located within the boundaries of the Fort Yuma Indian Reservation (Quechan Tribe) (Figure 1-1). The reservation encompasses approximately 44,000 acres. POE facilities are located along the east side of SR-186 within a triangular shaped parcel included within the right-of-way of SR-186. The land area associated with the current POE facilities encompasses approximately 1.85 acres.

2.1.2 Current Configuration of Facility

The POE functions include primary and secondary inspection facility for both noncommercial vehicle traffic and pedestrians. The vehicular traffic utilizes three primary northbound inspection lanes. The outermost lane is used exclusively to process commercial vehicles. Caution is required when using the commercial inspection lane due to the pedestrian cross-traffic. There is one southbound vehicle lane. The daily hours of operation are 6:00 A.M. through 10:00 P.M.

The POE facilities include a main building, primary inspection canopy, secondary inspection canopy, two primary booths, a secondary building, a two-pen day kennel for quarantine of pets, two residences, and support structures.

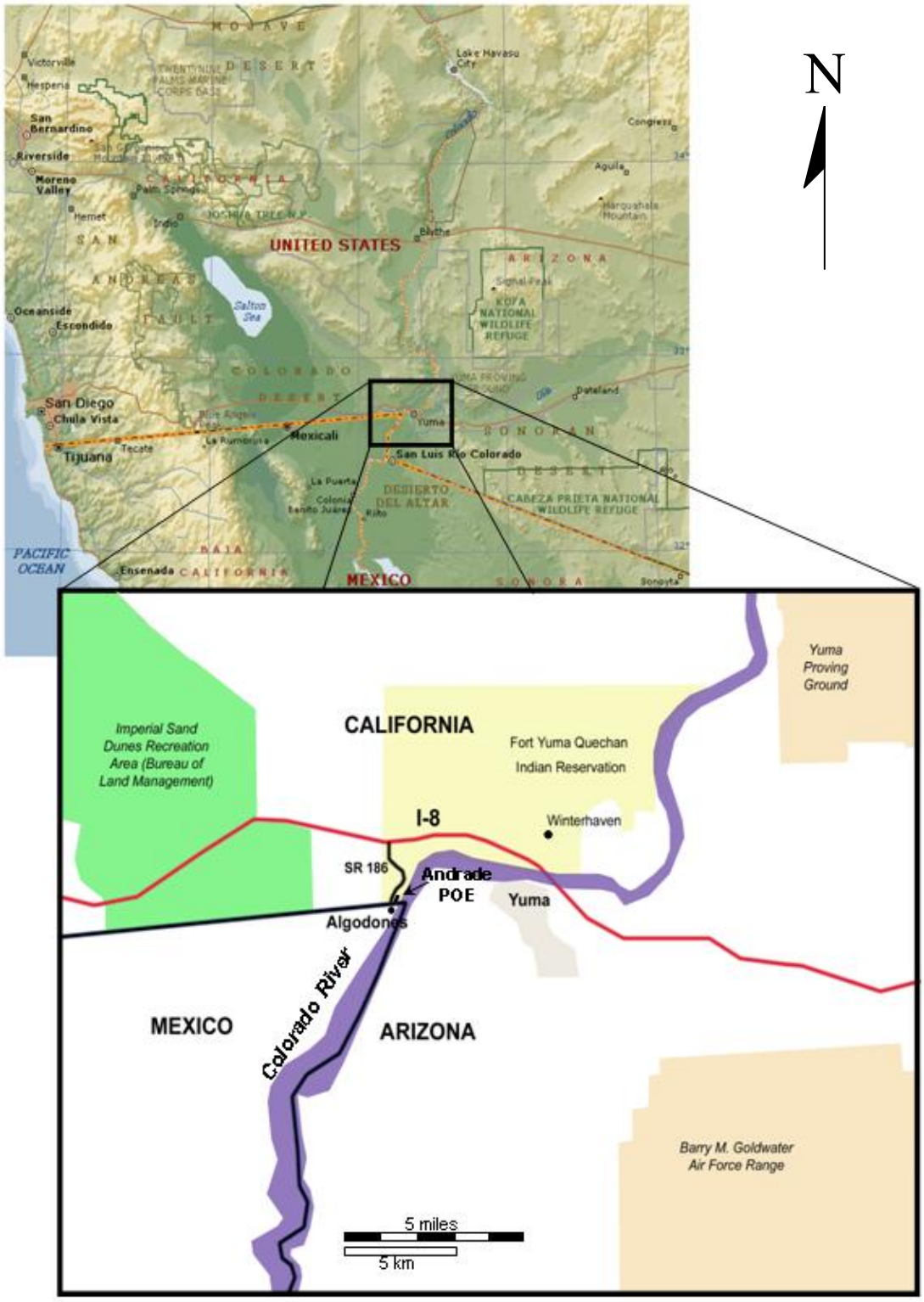


Figure 1-1. Andrade Port-of-Entry and Surrounding Region

The buildings are aligned in a row running north to south parallel to SR-186. The primary canopy is adjacent to the main building and is equipped with two vehicle inspection booths. The secondary canopy is located north of the primary canopy. The secondary inspection area has two bays and a booth for secondary inspection. A one-bay dismantling area has also been setup on the east side of the building. If there is a need to dismantle a vehicle it must be driven against oncoming traffic. The employee parking area located to the east of the main building is very small and double-parking occurs consistently during regular office hours. The employee parking area is not large enough to accommodate the number of employees working during each shift; however, there is a limited amount of additional over flow parking at the northern end of the facility.

2.1.3 Adjacent Land Use and Development

On the U.S. side of the border, development is sparse. Existing uses include the POE facilities, a pay surface parking lot (paved), a building that was the former site of a retail market (planned for demolition), and a recreational vehicle park. The surface parking lot (located on the west side of SR-186) can accommodate approximately 1,000 vehicles. A number of the spaces are striped for large RVs. The parking lot has been developed by the Quechan Tribe for travelers wishing to park their vehicles on the U.S. side of the border and walk into the community of Algodones, Baja California. Businesses in Algodones are oriented primarily toward the needs of visitors from the U.S. There are numerous retail shops, pharmacies, restaurants, and medical and dental offices. Within Algodones, streets are relatively narrow and there is limited on-street parking. This scarcity makes the Quechan parking lot on the U.S. side of the border attractive to Algodones-bound travelers.

2.2 Existing Roadway Network

2.2.1 Access to the POE

California Interstate 8 (I-8) runs in an east-west direction and connects to SR-186 (Figure 2-1). SR-186 is a two-lane road that runs north/south and is approximately 2.1 miles in length. This route provides southbound and northbound site access.

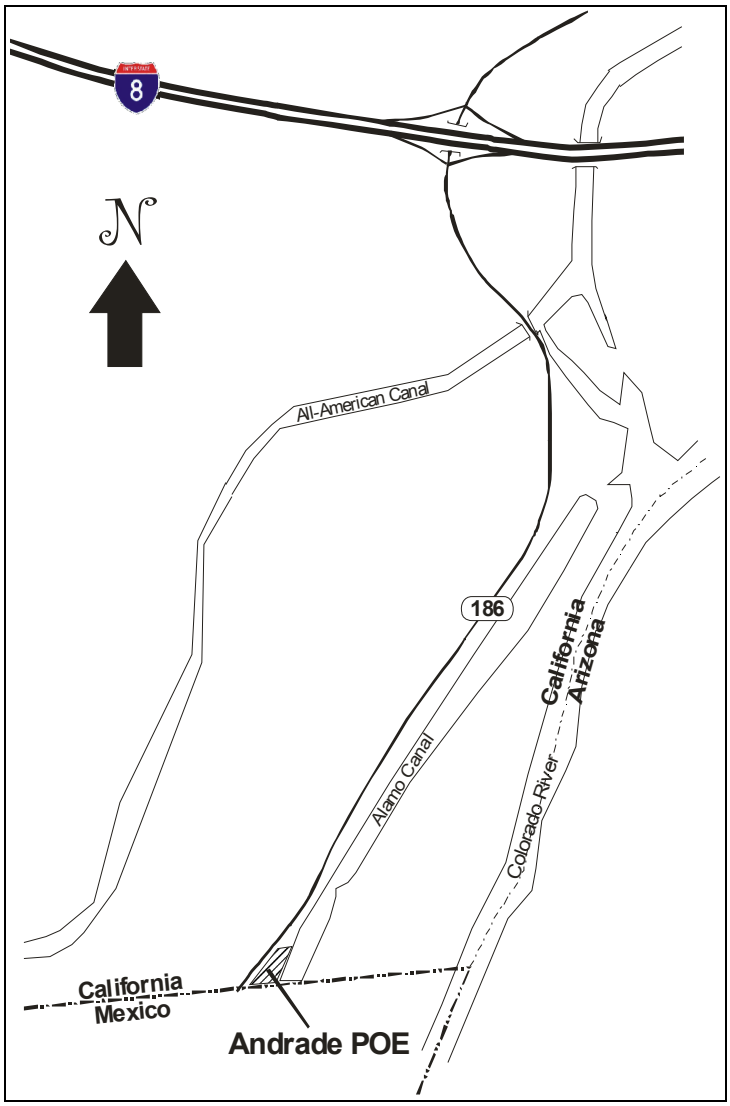
California I-8 is a major east/west divided freeway connecting the San Diego region and Arizona. At the SR-186 interchange, I-8 has two travel lanes in each direction, carrying an average daily traffic (ADT) volume of approximately 13,200 west of SR-186 and 17,000 east of SR-186 in 2003 (Caltrans 2004a).

SR-186 is a north/south two-lane highway linking I-8 and the Mexican border at the Andrade POE. The 2003 ADT was approximately 7,600 immediately south of the I-8 junction. Within Mexico, SR-186 becomes Second Street, linking Algodones to other locations within Baja California.

SR-186 does not provide sidewalks for pedestrians. Pedestrians traveling southbound approach the POE along the unpaved shoulder of the highway. To the west of the port is the parking lot owned and operated by the Quechan Tribe. After parking, visitors walk along the only sidewalk into Algodones. Currently, there are no U.S. southbound pedestrian inspection facilities.

Pedestrians traveling northbound on Second Street from Algodones enter a fenced pathway that leads them to the U.S. inspection facility. After exiting the inspection facility, pedestrians cross SR-186 to access the Quechan Tribe parking lot.

Under Alternative 5, a new POE would be constructed in Arizona, west of Yuma. Vehicles accessing this POE would use existing roads in the Yuma area (Figure 2-2).



Source: Original

Figure 2-1. I-8 and SR-186 in Project Area

Source: YMPO 2004

Figure 2-2. Current and Potential Access Roads under Alternative 5 with Annual Average Daily Traffic Volumes at Selected Locations

2.3 Roadway Volumes

Study area historic roadway volumes were obtained from Caltrans as displayed in Table 2-1. As shown, between 2000 and 2003, annual average daily traffic volumes on I-8 increased by an average of between zero and 5.4 percent per year.

Table 2-1. Annual Average Daily Traffic Volumes, 2000-2003

Road Segment	AADT				% Average Increase per Year
	2000	2001	2002	2003	
I-8 west of SR-186	13,000	12,200	11,600	13,200	0.5%
I-8 east of SR-186	17,000	15,600	15,600	17,000	0.0%
SR-186 (south of I-8 junction)	6,500	7,100	7,200	7,600	5.4%

Source: Caltrans 2001, 2002, 2003, 2004a
AADT—Average Annual Daily Traffic

Traffic volumes on SR-186 have increased from 6,500 in 2000 to 7,600 in 2003, a growth of 16.9 percent overall and an average of 5.4 percent per year.

2.4 Existing POE Vehicular Border Crossings

A total of 767,083 vehicles crossed the border in the northbound direction in 2003. Of this number, more than 99 percent were privately-owned passenger vehicles (POVs). Table 2-2 summarizes annual northbound vehicular crossings for the four-year period from 2000 through 2003. Table 2-3 provides a summary of vehicular crossings by month.

Table 2-2. Annual Northbound Vehicular Crossing Volumes 2000-2003

	2000	2001	2002	2003	Average Annual % Increase
Trucks	1,517	1,767	2,075	2,486	17.9%
Buses	87	81	90	63	-10.2%
POVs	606,863	603,027	723,530	764,534	8.0%
Total Vehicles	608,467	604,875	725,695	767,083	8.0%

Source: Office of Management Reporting Data Warehouse 2004

Table 2-3. Monthly Northbound Vehicular Crossing Volumes 2000-2003

Month	2000	2001	2002	2003	Average % of Year	2003 Daily Average
Jan	60,594	54,511	62,097	70,126	9.2%	2,262
Feb	60,241	54,481	61,903	64,862	9.0%	2,317
Mar	62,048	56,431	72,328	66,307	9.5%	2,139
Apr	54,778	53,998	63,933	69,476	8.9%	2,316
May	49,114	50,809	60,209	60,481	8.2%	1,951
Jun	42,364	44,259	55,857	56,184	7.3%	1,873
Jul	43,705	48,060	50,363	56,402	7.4%	1,819
Aug	41,944	48,054	52,082	58,080	7.4%	1,874
Sep	44,712	43,607	54,701	64,089	7.6%	2,136
Oct	44,897	41,642	59,171	62,151	7.6%	2,005
Nov	48,653	47,569	64,406	69,029	8.4%	2,301
Dec	55,417	61,454	68,645	69,896	9.5%	2,255
Totals	**608,467**	**604,875**	**725,695**	**767,083**	**100.0%**	**2,102**

Source: Office of Management Reporting Data Warehouse 2004

As shown in Table 2-2, from 2000 through 2003, vehicle crossings increased by an average of 8 percent per year. As illustrated in Table 2-3, the highest number of daily vehicle border crossings occurs during the peak of the "snowbird" season, particularly November through April. In 2003, 2,317 average daily crossings occurred during February.

The existing single lane of southbound SR-186 must serve both vehicles accessing the border as well as vehicles turning into the Quechan parking lot. As a result, during peak crossing periods, southbound traffic on SR-186 can back-up along SR-186 due to delays associated with access into the parking lot. Vehicle queues have been known to extend all the way north to the SR-186/I-8 interchange.

2.5 Existing Border Crossing Delays and Queuing

According to the GSA, northbound border inspections currently average about 23 seconds per vehicle (GSA 2005). In the current configuration, only two lanes are actively used for inspections with a queuing capacity of four cars. A maximum of approximately 160 vehicles can be processed per hour according to the GSA (GSA 2005).

GSA calculated an estimate of existing average peak border crossing delays and associated vehicle queuing based upon existing study area traffic volumes and average northbound vehicle inspection processing time. In a simulation using 1,957 vehicles crossing in one day, the maximum northbound crossing delay was 16.8 minutes with an associated queue length of 39 vehicles, or 780 feet assuming an average vehicle spacing of 20 feet.

As an independent calculation of peak border crossing delays, this study performed a linear analysis using border crossing data from February 2003. During this month, the number of average daily crossings was 2,317 vehicles. A peak hour factor of 9.4 percent was assumed based upon peak hour volumes in the study area, resulting in 218 vehicle crossings during the peak hour. Based upon the average processing time noted previously, the average maximum northbound crossing delay equals 32.6 minutes with an associated queue length of 1,700 feet assuming an average vehicle length of 20 feet. Exhibit A shows queuing calculations.

Although 32.6 minutes is the calculated average maximum crossing delay, the delay has been known to extend to longer periods. These longer delays can be attributed to the variation of inspection times. If inspections begin to exceed the average of 23 seconds per vehicle it will compound the maximum crossing delay.

Existing southbound inspections are infrequent.

2.6 Existing POE Pedestrian Border Crossings

The Andrade POE experiences an average of approximately 5,100 pedestrian crossings a day, with nearly double this amount during peak seasons. A predominant percentage of the daily traffic is recreational/shopping visits to Algodones. Due to the current location of the northbound POE entry and the Quechan parking lot, pedestrians must cross northbound and southbound lanes of SR-186 at an uncontrolled crosswalk. This can cause delay to vehicles crossing the border as well as potential impacts to the safety of the pedestrians.

Table 2-4 provides monthly northbound pedestrian crossing volumes from 2000 through 2003. During this timespan, pedestrian crossings increased from 1,762,700 to 1,853,470, an average annual rate of 1.7 percent.

As illustrated in Table 2-4, February is the busiest month with nearly 9,400 average daily northbound pedestrian crossings in 2003. Total monthly volumes of pedestrian crossings in 2003 ranged from 67,013 in July to 275,705 in January.

Table 2-4. Northbound Pedestrian Crossing Volumes 2000-2003

Month	2000	2001	2002	2003	Average % of Year	2003 Daily Average
Jan	248,924	265,558	233,543	275,705	14.4%	8,894
Feb	310,134	295,337	252,811	262,550	15.8%	9,377
Mar	276,651	296,899	251,855	261,687	15.3%	8,442
Apr	137,984	150,966	149,334	164,398	8.5%	5,480
May	83,992	89,252	94,455	106,101	5.3%	3,423
Jun	63,923	67,947	70,549	79,346	4.0%	2,645
Jul	57,675	61,400	61,876	67,013	3.5%	2,162
Aug	51,966	57,780	58,798	67,459	3.3%	2,176
Sep	66,705	67,423	68,960	77,225	3.9%	2,574
Oct	103,301	108,553	112,160	118,563	6.2%	3,825
Nov	167,710	155,284	168,669	178,010	9.4%	5,934
Dec	193,735	162,993	180,852	195,413	10.3%	6,304
Totals	**1,762,700**	**1,779,392**	**1,703,862**	**1,853,470**	**99.9%**	**5,078**

Source: Office of Management Reporting Data Warehouse 2004

3 Future Border Crossing Demands

This section presents estimates of future-year vehicle and pedestrian crossings which were utilized to assess the various proposed POE improvement alternatives.

3.1 Future Roadway Volumes

Future roadway traffic projections were developed based on Caltrans forecasts (Caltrans 2004b). Table 3-1 displays average daily traffic volumes for I-8 and SR-186. Between 2003 and 2025, average daily traffic volumes on 1-8 are expected to increase between 2.5 and 2.7 percent per year with volumes on SR-186 increasing by an annual rate of 1.9 percent. SR-186 traffic is projected to increase to 11,600 average annual daily traffic by the year 2025.

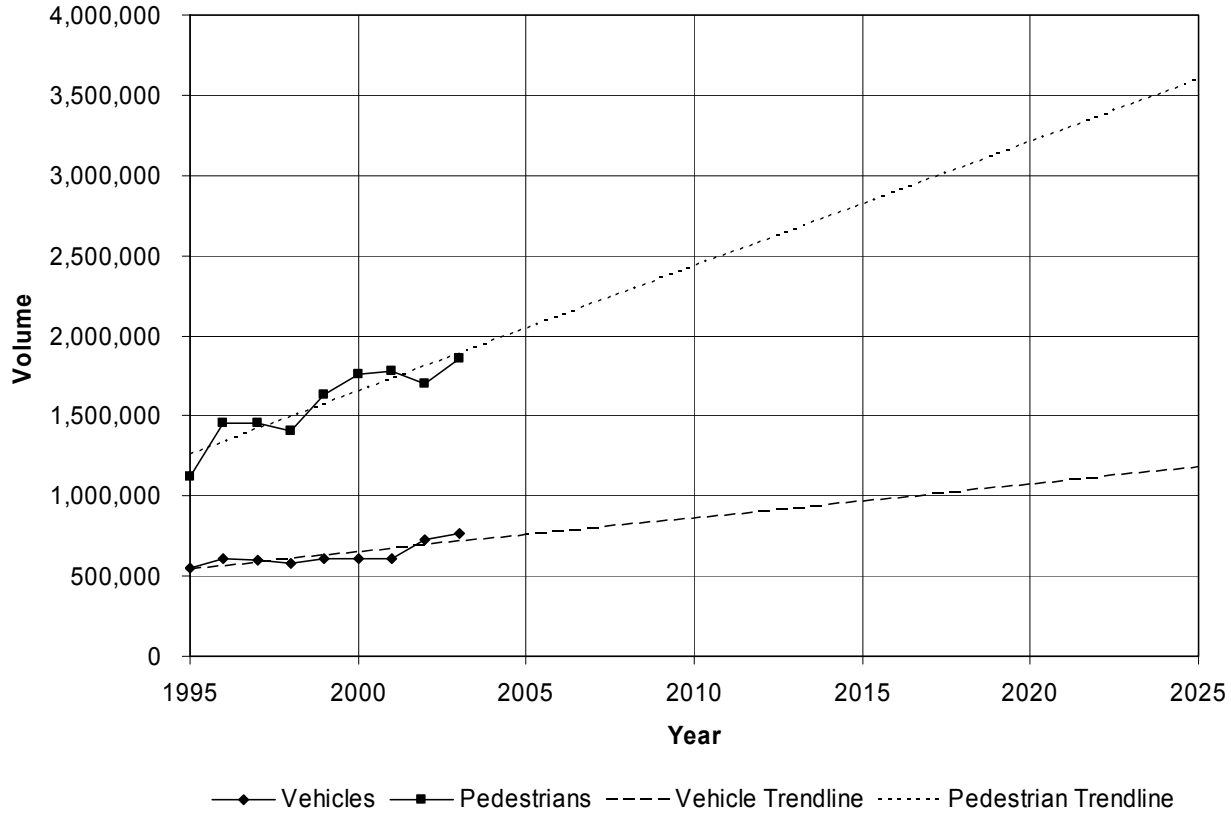
Table 3-1. 2003 and Projected 2025 Annual Average Daily Traffic Volumes

Road Segment	AADT		% Average Increase per Year
	2003	2025	
I-8 west of SR-186	13,200	22,500	2.5
I-8 east of SR-186	17,000	30,700	2.7
SR-186 (south of I-8 junction)	7,600	11,600	1.9

Source: Caltrans 2004b
AADT—Average Annual Daily Traffic

3.2 Future Vehicular Border Crossings

Using annual vehicular border crossing data from 1995 through 2003, a trendline was established using the least-squares method through the year 2025 (Figure 3-1). Table 3-2 compares 2003 and projected 2025 vehicular crossing data by month.



Sources: Office of Management Reporting Data Warehouse 2004; Original

Figure 3-1. Actual and Projected Vehicle and Pedestrian Crossings, 1995-2025

Table 3-2. 2003 and 2025 Vehicular Crossing Volumes

Month	2003	% of year 2003	Projected 2025	2003 Daily Average	2025 Daily Average
Jan	70,126	9.1%	107,400	2,262	3,465
Feb	64,862	8.5%	100,300	2,317	3,582
Mar	66,307	8.6%	101,500	2,139	3,274
Apr	69,476	9.1%	107,400	2,316	3,580
May	60,481	7.9%	93,200	1,951	3,006
Jun	56,184	7.3%	86,100	1,873	2,870
Jul	56,402	7.4%	87,300	1,819	2,816
Aug	58,080	7.6%	89,700	1,874	2,894
Sep	64,089	8.4%	99,100	2,136	3,303
Oct	62,151	8.1%	95,600	2,005	3,084
Nov	69,029	9.0%	106,200	2,301	3,540
Dec	69,896	9.1%	107,400	2,255	3,465
Totals	**767,083**	**100.1%**	**1,181,200**	**2,102**	**3,236**

Sources: Office of Management Reporting Data Warehouse 2004; Original

As shown in Table 3-2, vehicular crossings would increase 54 percent from 767,083 vehicles in 2003 to approximately 1,181,200 vehicles in 2025. Daily average northbound vehicle border crossings during peak season are projected to increase from approximately 2,300 in 2003 to nearly than 3,600 by the year 2025.

3.3 Future POE Pedestrian Border Crossings

Using annual pedestrian border crossing data from 1995 through 2003, a trendline was established using the least-squares method through the year 2025 (Figure 3-1). Table 3-3 compares 2003 and projected 2025 pedestrian crossing data by month.

Annual pedestrian crossings are forecast to increase from 1,853,470 in 2003 to 3,600,000 in 2025, representing a 94 percent increase. Pedestrian crossings are projected to increase at a faster rate than vehicles, which is consistent with past trends. Figure 3-1 displays the trendline projection of annual pedestrian and vehicle volumes from 1995 to 2025.

Table 3-3. 2003 and 2025 Pedestrian Crossing Volumes

Month	2003	% of year 2003	Projected 2025	2003 Daily Average	2025 Daily Average
Jan	275,705	14.9%	536,400	8,894	17,303
Feb	262,550	14.2%	511,200	9,377	18,257
Mar	261,687	14.1%	507,600	8,442	16,374
Apr	164,398	8.9%	320,400	5,480	10,680
May	106,101	5.7%	205,200	3,423	6,619
Jun	79,346	4.3%	154,800	2,645	5,160
Jul	67,013	3.6%	129,600	2,162	4,181
Aug	67,459	3.6%	129,600	2,176	4,181
Sep	77,225	4.2%	151,200	2,574	5,040
Oct	118,563	6.4%	230,400	3,825	7,432
Nov	178,010	9.6%	345,600	5,934	11,520
Dec	195,413	10.5%	378,000	6,304	12,194
Totals	**1,853,470**	**100.0%**	**3,600,000**	**5,078**	**9,863**

Sources: Office of Management Reporting Data Warehouse 2004; Original

4 Alternatives

In addition to the No Action Alternative, five Andrade POE action alternatives are considered. The action alternatives analyzed in this report are as follows:

- Alternative 1: New Facility on Current Site and Adjacent Land to West (Variants A and B)
- Alternative 2: New Facility on Current Site and Adjacent Land to East
- Alternative 3: New Pedestrian and Vehicle Facility on Peninsula
- Alternative 4. New Facility on Peninsula for Vehicles Only
- Alternative 5: New Facility in Arizona for Vehicles Only

Each alternative consists of a set of renovation, construction, and/or demolition activities, as well as operations.

Alternative 1. There are two variants within this alternative. In Variant A, traffic would flow south on the west side of the road adjacent to the east side of the main building and north on the east side of the road. The travel patterns of both pedestrians and vehicles would be separated. This would be accomplished by constructing the main building on the west side of SR-186. Pedestrians would thus travel directly from the international border to the main building for processing and upon exiting the west side of the building, travel directly to the Quechan Tribe parking lot. Pedestrians would need to cross an access lane for vehicles immediately returning to the U.S. In Variant B, vehicular traffic flow would be reversed by means of a new turnaround on SR-186 north of the

facility. This would place the northbound traffic on the west side of the road adjacent to the east side of the main building and southbound traffic on the east side of the road. New bridges over the Alamo Canal, as well as a new vehicular inspection facility in Mexico, are required for this alternative to work. Additionally, a highway turnaround would be needed on the Mexican side to return traffic to its normal orientation.

Alternative 2. As with Alternative 1, this alternative would also include construction of a new facility on a 7.5-acre parcel that includes the existing site. However, instead of expanding the facility west onto the Quechan Tribe parking lot, the western edge of the Alamo Canal would be filled to allow a foundation for the facility to the east. The Quechan parking lot area would remain the same under this alternative. Traffic flow would be the same as Alternative 1 Variant A, as described above.

Alternative 3. This alternative proposes the construction of a new facility approximately one-quarter mile east of SR-186 on the peninsula east of the Alamo Canal. Approximately 12 acres of land leased from the Quechan Tribe would be required to accommodate the new POE. Approximately 1 acre of land north of the current POE would be leased from the Quechan Tribe to accommodate a new roadway connecting to SR-186, a bridge, and a pedestrian walkway. The new bridge over the Alamo Canal would accommodate all vehicular and pedestrian traffic. The existing port would be closed, buildings demolished, and land returned to the Quechan Tribe. The configuration of the new POE would be the same as Alternative 1 Variant A.

Alternative 4. This alternative proposes the construction of a new facility on the peninsula east of the existing POE facility, across the Alamo Canal. As with Alternative 3, approximately 12 acres of land would be leased from the Quechan Tribe to accommodate the new POE. However, the current facility would continue operation with reconfiguration as a pedestrian-only port. A new bridge over the Alamo Canal would accommodate all vehicular traffic and Customs and Border Patrol personnel walking or driving between the two facilities. Approximately 1 acre of land north of the current POE would be leased from the Quechan Tribe to accommodate a new roadway connecting to SR-186 and the new bridge. The bridge over the Alamo Canal would accommodate all vehicular traffic and CBP foot traffic.

Alternative 5. As with Alternative 4, this alternative calls for two facilities. The Andrade POE would continue its current operating profile with only short-term upgrades. A second POE would be constructed to the east of the Colorado River, in Arizona, connecting Mexico with Arizona via a bridge. A new connecting roadway would provide access to 8th Street in Yuma, Arizona. Approximately 50 acres of land, most of which is privately owned, would be purchased to accommodate the new facility, bridge, and connecting roadway.

It is anticipated that the majority of privately-owned vehicles and all commercial traffic would be rerouted to the new POE, leaving the Andrade POE primarily for pedestrian crossings. Privately-owned vehicles would not be prohibited from using the Andrade POE, however. This alternative would feature U.S.-bound traffic flow adjacent to the main building.

5 Traffic and Pedestrian Circulation Impacts

This section analyzes the traffic and pedestrian circulation impacts associated with proposed POE improvement alternatives. The alternatives are reviewed under future year 2025 conditions.

5.1 No Action Alternative

The No Action Alternative maintains the existing three northbound inspection lanes (one exclusively for buses and trucks), and one southbound lane, as well as the existing configuration of POE facilities and adjacent roadway and parking facilities.

5.1.1 Traffic Circulation

Under the No Action Alternative, existing vehicle and pedestrian problems would likely increase in magnitude and duration, further impacting north and southbound border crossings and parking lot conflicts. Vehicle queuing at the border crossing would increase and potentially impact access to the Quechan parking lot. Increased pedestrian activity would create more significant traffic conflicts and safety issues for pedestrians crossing SR-186 at the uncontrolled marked crosswalk.

Pedestrians crossing SR-186, especially during peak pedestrian crossing hours, may add to vehicle delays. After primary inspection, vehicles may not completely clear the inspection area if pedestrians are in the crosswalk that lies immediately north of the primary inspection area. Therefore, there may be a delay in starting the inspection process for the next vehicle in line.

5.1.2 Border Crossing Delays and Queuing

Under the No Action Alternative, crossing delays can be expected to increase significantly. Northbound peak-hour crossings will increase from approximately 220 today to approximately 340 vehicles by the year 2025. This would result in a calculated maximum crossing delay of 79 minutes, compared to the existing 33 minutes, an increase in delay of 139 percent. This delay would result in an associated queue length of 4,100 feet (0.78 miles), compared to the existing maximum queue length of 1,700 feet. This would create additional circulation conflicts south of the border.

5.1.3 Pedestrian Circulation

Growth in pedestrian activity under future conditions will further increase delays and conflicts at the border crossing. Under the No Action condition, northbound pedestrians accessing the Quechan parking lot would continue to cross SR-186, increasing safety concerns at the parking lot's uncontrolled pedestrian crossing.

5.2 Alternative 1

Alternative 1 has two variants:

- Variant A would have a total of four northbound passenger vehicle inspection lanes
- Variant B would have a total of three northbound passenger vehicle inspection lanes

An additional northbound inspection lane would be dedicated to occasional commercial vehicle inspections. Southbound inspection would be two lanes under Variant A and one lane under Variant B. Approximately 200 parking spaces would be eliminated from the Quechan parking lot, with a potential reduction of pedestrian traffic during peak periods. Under both variants, the entrance to the Quechan parking lot would be relocated north of its current position.

Under Variant A, northbound and southbound vehicle traffic would be routed across the Alamo Canal on an existing earthen bridge south of the border, to be eventually supplanted by a bridge

constructed north of the border. Under Variant B, facility development would require construction of a bridge north of the border for transporting both northbound and southbound vehicles across the canal.

5.2.1 Traffic Circulation

Under Alternative 1, northbound vehicle circulation would improve compared to the No Action Alternative due to the addition of inspection lane(s). Relocation of the pedestrian crossing removes potential pedestrian/vehicle conflicts to pedestrians when *en route* to or returning from Mexico to the Quechan parking lot. Conflicts between southbound vehicles driving through the POE and vehicles *en route* to the Quechan parking lot would be reduced by relocating the parking lot entrance to the north.

Under Alternative 1, the new northbound access configuration includes a 110-degree right turn for vehicles proceeding to the primary inspection booths. Under Variant A, the curb radius of this turn would be 33 feet with an approach from the earthen bridge south of the border, or 48 feet with an eventual bridge over the Alamo Canal. A 33-foot curb radius would allow for low-speed passenger vehicle turns; single-unit trucks would have to negotiate the turn at crawl speed with minor lane encroachment expected. A 48-foot curb radius would allow for moderate-speed passenger vehicle turns; single-unit trucks would be able to negotiate the turn at low speeds, with minor lane encroachment expected. Under Variant B, with construction of a bridge over the Alamo Canal, the curb radius would be approximately 85 feet, allowing moderate speed approaches for both passenger vehicles and single unit trucks without lane encroachment.

5.2.2 Border Crossing Delays and Queuing

Under Alternative 1, the additional northbound inspection lane(s) and removal of pedestrian access across SR-186 would reduce border crossing delays and queues. As noted previously, northbound peak hour crossings will increase from approximately 220 today to approximately 340 vehicles by the year 2025, an increase of 55 percent. Without the additional inspection lane(s), traffic delays increase to 79 minutes with an associated queue length of 4,100 feet. Alternative 1 reduces the maximum crossing delay to 9 minutes and 33 minutes under Variants A and B, respectively. Associated queue lengths would be 980 feet under Variant A and 2,540 feet under Variant B.

With minor lane encroachment expected under Variant A, large vehicles or inexperienced drivers have the potential to increase peak-hour wait times if inspection booths are not utilized while vehicles block lanes as they jockey to align themselves with the inspection booths.

5.2.3 Pedestrian Circulation

Under Alternative 1, northbound pedestrian inspections would be relocated to a new main building on the west side of SR-186, adjacent to the Quechan parking lot. This removes the existing vehicle and pedestrian conflict where pedestrians cross SR-186 to reach the parking lot from the northbound inspection facility.

5.3 Alternative 2

Under Alternative 2, the facility is expanded and occupies a footprint extending eastward onto a filled-in portion of the Alamo Canal. Alternative 2 expands northbound inspections from the existing two lanes to four lanes. Southbound inspection lanes would increase from one to two lanes.

Under Alternative 2, the number of parking spaces at the Quechan parking lot would not be reduced; however, the parking lot entrance would be relocated to the north.

Northbound and southbound vehicle traffic would be routed across the Alamo Canal on an existing earthen bridge south of the border, to be eventually supplanted by a bridge constructed north of the border.

5.3.1 Traffic Circulation

Under Alternative 2, northbound vehicle circulation would improve compared to the No Action Alternative due to the addition of two inspection lanes. Relocation of the pedestrian crossing removes potential pedestrian/vehicle conflicts to pedestrians when *en route* to or returning from Mexico to the Quechan parking lot. Conflicts between southbound vehicles driving through the POE and vehicles *en route* to the Quechan parking lot would be reduced by relocating the parking lot entrance to the north.

As with Alternative 1, the new northbound access configuration includes a 110-degree right turn for vehicles proceeding to the primary inspection booths. The curb radius of this turn would be 33 feet with an approach from the earthen bridge south of the border, or 48 feet with an eventual bridge over the Alamo Canal. A 33-foot curb radius would allow for low-speed passenger vehicle turns; single-unit trucks would have to negotiate the turn at crawl speed with minor lane encroachment expected. A 48-foot curb radius would allow for moderate-speed passenger vehicle turns; single-unit trucks would be able to negotiate the turn at low speeds, with minor lane encroachment expected. For large vehicles or inexperienced drivers, the potential exists to increase peak-hour wait times if inspection booths are not utilized while vehicles block lanes as they jockey to align themselves with the inspection booths.

5.3.2 Border Crossing Delays and Queuing

Under Alternative 2, the additional northbound inspection lanes and removal of pedestrian access across SR-186 would reduce border crossing delays and queues. As noted previously, northbound peak hour crossings will increase from approximately 220 today to approximately 340 vehicles by the year 2025, an increase of 55 percent. Without the additional inspection lanes, traffic delays increase to 79 minutes with an associated queue length of 4,100 feet. Alternative 2 reduces the maximum crossing delay to 9 minutes, with an associated queue length of 980 feet.

With minor lane encroachment expected under Alternative 2, large vehicles or inexperienced drivers have the potential to increase peak-hour wait times if inspection booths are not utilized while vehicles block lanes as they jockey to align themselves with the inspection booths.

5.3.3 Pedestrian Circulation

Under Alternative 2, northbound pedestrian inspections would be relocated to a new main building on the west side of SR-186, adjacent to the Quechan parking lot. This removes the existing vehicle and pedestrian conflict where pedestrians cross SR-186 to reach the parking lot from the northbound inspection facility.

5.4 Alternative 3

Under Alternative 3, the facility would be expanded and occupy land on the “peninsula” area east of the Alamo Canal. Alternative 3 expands northbound inspections from the existing two lanes to

three lanes. Southbound inspection would remain at one lane. Under Alternative 3, the number of parking spaces at the Quechan parking lot would not be reduced.

Facility development would require construction of a bridge across the Alamo Canal north of the border for transporting northbound and southbound vehicles and pedestrians.

5.4.1 Traffic Circulation

Under Alternative 3, northbound vehicle circulation would improve compared to the No Action Alternative due to the addition of one inspection lane. Routing of SR-186 across the Alamo Canal north of the pedestrian crossing removes potential pedestrian/vehicle conflicts to pedestrians when *en route* to or returning from Mexico to the Quechan parking lot. Conflicts between southbound vehicles driving through the POE and vehicles *en route* to the Quechan parking lot would be similar to that under the No Action Alternative.

The new northbound access configuration includes a 90-degree left turn for vehicles proceeding to the primary inspection booths. The curb radius of this turn is greater than 100 feet, allowing low-speed approach by any size vehicle. After exiting the primary inspection area and crossing the Alamo Canal, vehicles must negotiate a 110-degree right turn. The curb radius of this turn is also greater than 100 feet, allowing vehicles to exit the POE at a moderate rate of speed.

5.4.2 Border Crossing Delays and Queuing

Under Alternative 3, the additional northbound inspection lane and removal of pedestrian access across SR-186 would reduce border crossing delays and queues. As noted previously, northbound peak hour crossings will increase from approximately 220 today to approximately 340 vehicles by the year 2025, an increase of 55 percent. Without the additional inspection lane, traffic delays increase to 79 minutes with an associated queue length of 4,100 feet. Alternative 3 reduces the maximum crossing delay to 33 minutes, with an associated queue length of 2,540 feet.

The curb radius of turns entering and exiting the facility are large enough that vehicles would not block lanes or access to inspection booths.

5.4.3 Pedestrian Circulation

Under Alternative 3, northbound pedestrian inspections would be relocated to a new main building south of the vehicle travel lanes. This removes the existing vehicle and pedestrian conflict where pedestrians cross SR-186 to reach the parking lot from the northbound inspection facility. However, pedestrians would need to walk approximately 200 feet from the border to the main building, and an additional 700 feet after inspection to reach the Quechan parking lot.

5.5 Alternative 4

Under Alternative 4, a vehicles-only facility would be constructed on the “peninsula” area east of the Alamo Canal. Alternative 4 expands northbound inspections from the existing two lanes to three lanes. Southbound inspection would remain at one lane. Under Alternative 4, the number of parking spaces at the Quechan parking lot would not be reduced. Facility development would require construction of a bridge across the Alamo Canal north of facility for transporting northbound and southbound vehicles.

Pedestrians would continue to use the existing facility. SR-186 would be terminated to regular vehicle traffic at the entrance to the Quechan parking lot.

5.5.1 Traffic Circulation

Under Alternative 4, northbound vehicle circulation would improve compared to the No Action Alternative due to the addition of one inspection lane. Termination of SR-186 north of the pedestrian crossing removes potential pedestrian/vehicle conflicts to pedestrians when *en route* to or returning from Mexico to the Quechan parking lot. Conflicts between southbound vehicles driving through the POE and vehicles *en route* to the Quechan parking lot would be minimal as POE-bound traffic would be diverted across the Alamo Canal several hundred yards north of the parking lot entrance.

The new northbound access configuration would require no significant turns for vehicles when entering of leaving the facility.

5.5.2 Border Crossing Delays and Queuing

Under Alternative 4, the additional northbound inspection lane and removal of pedestrian access across SR-186 would reduce border crossing delays and queues. As noted previously, northbound peak hour crossings will increase from approximately 220 today to approximately 340 vehicles by the year 2025, an increase of 55 percent. Without the additional inspection lane, traffic delays increase to 79 minutes with an associated queue length of 4,100 feet. Alternative 4 reduces the maximum crossing delay to 33 minutes, with an associated queue length of 2,540 feet.

5.5.3 Pedestrian Circulation

Under Alternative 4, northbound pedestrian inspections would remain at the current facility near the Quechan parking lot, while vehicle inspections would be conducted at a separate facility on the peninsula. This removes the existing vehicle and pedestrian conflict where pedestrians cross SR-186 to reach the parking lot from the northbound inspection facility.

5.6 Alternative 5

Under Alternative 5, a new POE for vehicles only would be constructed on the east side of the Colorado River in Arizona, while retaining the existing facility, with minor improvements, for pedestrians and privately-owned vehicles. Alternative 5 expands northbound inspections from the existing two lanes to five lanes, two at the existing facility and three at the new vehicles-only facility. Southbound inspection would be one lane at each facility. Under Alternative 5, the number of parking spaces at the Quechan parking lot would not be reduced. Facility development would require construction of a bridge across the Colorado River for transporting vehicles to and from the new facility.

Pedestrians would continue to use the existing facility. SR-186 would remain open to vehicle traffic through the existing POE.

5.6.1 Traffic Circulation

Under Alternative 5, northbound vehicle circulation would improve compared to the No Action Alternative due to the addition of inspection lanes. Pedestrian/vehicle conflicts would continue to exist at the current facility, though at a reduced level if most traffic chooses to use the new POE

(see Section 5.6.3). Likewise, conflicts between southbound vehicles driving through the POE and vehicles *en route* to the Quechan parking lot would be reduced as a result of less traffic.

The new northbound access configuration would require no significant turns for vehicles when entering of leaving the facility.

Alternative 5 would place some burden on the Yuma County and City of Yuma transportation infrastructure. In particular, approaches to the POE on West 8th Street and Somerton Avenue would experience additional traffic. However, with privately-owned vehicles allowed at the existing POE, peak-hour traffic at the Arizona POE would be somewhat less than the peak level of 337 vehicles per hour predicted for both POEs in the year 2025. This volume of traffic would not result in significant additional congestion on Yuma County of City of Yuma streets.

5.6.2 Border Crossing Delays and Queuing

Under Alternative 5, the additional inspection lanes would substantially reduce border crossing delays and queues. As noted previously, northbound peak hour crossings will increase from approximately 220 today to approximately 340 vehicles by the year 2025, an increase of 55 percent. Without the additional inspection lanes, traffic delays increase to 79 minutes with an associated queue length of 4,100 feet. Because average peak-hour arrival rates for vehicles is less than the inspection rate, maximum queues were estimated using the Grossman-Ingolfsson (2002) model.

Although it is anticipated that a majority of privately-owned vehicle traffic would be routed through the new POE, the percentage of drivers who would prefer crossing at the Arizona POE is unknown. Factors influencing the decision of which POE to use include:

- Proximity of the POE to vehicle origin and/or destination
- Road configuration determining ease of access, particularly from Mexico
- Real or perceived differences in vehicle wait times, which may depend on time of day
- Availability of amenities, such as shuttle buses and parking areas, provided for travelers on the Mexican side of the border

Assuming a distribution in traffic where 60 percent of vehicles use the new facility and 40 percent use the old facility, maximum peak-hour queues for 2025 are calculated at 14 (280 feet) and 18 vehicles (360 feet) at the existing facility and new POE, respectively. Maximum individual vehicle wait times would be 8.8 minutes at the existing facility and 5.5 minutes at the new POE.

5.6.3 Pedestrian Circulation

Under Alternative 5, northbound pedestrian inspections would remain at the existing facility near the Quechan parking lot, while vehicle inspections would be conducted at both the existing facility and at the new POE in Arizona. Vehicle and pedestrian conflicts would continue to exist at the current facility, albeit at a reduced level from the present. Given projected traffic increases by 2025, if at least 35 percent of vehicles choose to use the new POE, the number of vehicles crossing at the existing facility would be less than current levels. However, the projected 94 percent increase in pedestrian traffic would exacerbate vehicle and pedestrian conflicts, even with lower levels of traffic.

6 Summary of Key Findings

This report addresses existing and future 2025 traffic conditions at the Andrade POE and the surrounding study area including I-8 and SR-186. Daily traffic volumes are projected to increase 54 percent and daily pedestrian volumes will increase 94 percent between 2003 and 2025. Table 6-1 summarizes key features and impacts for each alternative.

Table 6-1. Summary of Alternatives

			Alternatives				
	Existing	No Action	1	2	3	4	5
Improvements							
Northbound Inspection Lanes	2	2	3 or 4	4	3	3	5 at two facilities
Southbound Inspection Lanes	1	1	1 or 2	1	1	1	2 at two facilities
Pedestrian Crossing of SR-186	Yes	Yes	No	No	No	No	Yes
Impacts							
Northbound Peak Crossing Delay (minutes)	32.6	79	9 or 33	9	33	33	8.8 and 5.5
Northbound Peak Queue (feet)	1,700	4,100	980 or 2,540	980	2,540	2,540	280 and 360

Source: Original

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EXHIBIT A
QUEUING CALCULATIONS

Existing Conditions (2003)

Daily Crossing	2,317			
Peak Hour %	9.4%			
Peak Volume	218			
Inspection Time	46			
Number of Lanes	2			
Avg. Crossing Time	23			
# Cars/Min	3.63			
Avg. Car Length	20	ft		
Assume Initial Delay	25	veh	9.583333333	min

Min	# of cars arrived	# of cars in queue	Delay/3.63 cars (min)	total Delay (min)
1st	3.63	26	0.392	10
2nd	3.63	27	0.392	10.4
3rd	3.63	28	0.392	10.7
4th	3.63	29	0.392	11.1
5th	3.63	30	0.392	11.5
6th	3.63	31	0.392	11.9
7th	3.63	32	0.392	12.3
8th	3.63	33	0.392	12.7
9th	3.63	34	0.392	13
10th	3.63	35	0.392	13.4
11th	3.63	36	0.392	13.8
12th	3.63	37	0.392	14.2
13th	3.63	38	0.392	14.6
14th	3.63	39	0.392	15
15th	3.63	40	0.392	15.3
16th	3.63	41	0.392	15.7
17th	3.63	42	0.392	16.1
18th	3.63	43	0.392	16.5
19th	3.63	44	0.392	16.9
20th	3.63	45	0.392	17.3
21st	3.63	46	0.392	17.6
22nd	3.63	47	0.392	18
23rd	3.63	48	0.392	18.4
24th	3.63	49	0.392	18.8
25th	3.63	50	0.392	19.2
26th	3.63	51	0.392	19.6
27th	3.63	52	0.392	19.9
28th	3.63	53	0.392	20.3
29th	3.63	54	0.392	20.7
30th	3.63	55	0.392	21.1
31st	3.63	56	0.392	21.5
32nd	3.63	57	0.392	21.9
33rd	3.63	58	0.392	22.2
34th	3.63	59	0.392	22.6
35th	3.63	60	0.392	23
36th	3.63	61	0.392	23.4
37th	3.63	62	0.392	23.8
38th	3.63	63	0.392	24.2
39th	3.63	64	0.392	24.5
40th	3.63	65	0.392	24.9
41st	3.63	66	0.392	25.3
42nd	3.63	67	0.392	25.7
43rd	3.63	68	0.392	26.1
44th	3.63	69	0.392	26.5
45th	3.63	70	0.392	26.8
46th	3.63	71	0.392	27.2
47th	3.63	72	0.392	27.6
48th	3.63	73	0.392	28
49th	3.63	74	0.392	28.4
50th	3.63	75	0.392	28.8
51st	3.63	76	0.392	29.1
52nd	3.63	77	0.392	29.5
53rd	3.63	78	0.392	29.9
54th	3.63	79	0.392	30.3
55th	3.63	80	0.392	30.7
56th	3.63	81	0.392	31.1
57th	3.63	82	0.392	31.4
58th	3.63	83	0.392	31.8
59th	3.63	84	0.392	32.2
60th	3.63	85	0.392	32.6
	217.8			
Max Delay/Veh	32.6			
Average Delay/Veh	21.28333333			
Max Queue	1700			

No Action (2025)

Daily Crossing	3,582		
Peak Hour %	9.4%		
Peak Volume	337		
Inspection Time	46		
Number of Lanes	2		
Avg. Crossing Time	23		
# Cars/Min	5.62		
Avg. Car Length	20	ft	
Assume Initial Delay	25	veh	9.583333333 min

Min	# of cars arrived	# of cars in queue	Delay/5.62 cars (min)	total Delay (min)
1st	5.62	28	1.154	10.7
2nd	5.62	31	1.154	11.9
3rd	5.62	34	1.154	13
4th	5.62	37	1.154	14.2
5th	5.62	40	1.154	15.3
6th	5.62	43	1.154	16.5
7th	5.62	46	1.154	17.6
8th	5.62	49	1.154	18.8
9th	5.62	52	1.154	19.9
10th	5.62	55	1.154	21.1
11th	5.62	58	1.154	22.2
12th	5.62	61	1.154	23.4
13th	5.62	64	1.154	24.5
14th	5.62	67	1.154	25.7
15th	5.62	70	1.154	26.8
16th	5.62	73	1.154	28
17th	5.62	76	1.154	29.1
18th	5.62	79	1.154	30.3
19th	5.62	82	1.154	31.4
20th	5.62	85	1.154	32.6
21st	5.62	88	1.154	33.7
22nd	5.62	91	1.154	34.9
23rd	5.62	94	1.154	36
24th	5.62	97	1.154	37.2
25th	5.62	100	1.154	38.3
26th	5.62	103	1.154	39.5
27th	5.62	106	1.154	40.6
28th	5.62	109	1.154	41.8
29th	5.62	112	1.154	42.9
30th	5.62	115	1.154	44.1
31st	5.62	118	1.154	45.2
32nd	5.62	121	1.154	46.4
33rd	5.62	124	1.154	47.5
34th	5.62	127	1.154	48.7
35th	5.62	130	1.154	49.8
36th	5.62	133	1.154	51
37th	5.62	136	1.154	52.1
38th	5.62	139	1.154	53.3
39th	5.62	142	1.154	54.4
40th	5.62	145	1.154	55.6
41st	5.62	148	1.154	56.7
42nd	5.62	151	1.154	57.9
43rd	5.62	154	1.154	59
44th	5.62	157	1.154	60.2
45th	5.62	160	1.154	61.3
46th	5.62	163	1.154	62.5
47th	5.62	166	1.154	63.6
48th	5.62	169	1.154	64.8
49th	5.62	172	1.154	65.9
50th	5.62	175	1.154	67.1
51st	5.62	178	1.154	68.2
52nd	5.62	181	1.154	69.4
53rd	5.62	184	1.154	70.5
54th	5.62	187	1.154	71.7
55th	5.62	190	1.154	72.8
56th	5.62	193	1.154	74
57th	5.62	196	1.154	75.1
58th	5.62	199	1.154	76.3
59th	5.62	202	1.154	77.4
60th	5.62	205	1.154	78.6
	337.2			

Max Delay/Veh	78.6	min
Average Delay/Veh	44.65	
Max Queue	4100	ft

Alternative 1 Variant B, Alternative 3, and Alternative 4 (2025)

Daily Crossing	3,582			
Peak Hour %	9.4%			
Peak Volume	337			
Inspection Time	46			
Number of Lanes	3			
Avg. Crossing Time	15.33333333			
# Cars/Min	5.62			
Avg. Car Length	20	ft		
Assume Initial Delay	25	veh	6.388888889	min

Min	# of cars arrived	# of cars in queue	Delay/5.62 cars (min)	total Delay (min)
1st	5.62	26.7	0.436	6.8
2nd	5.62	28.4	0.436	7.3
3rd	5.62	30.1	0.436	7.7
4th	5.62	31.8	0.436	8.1
5th	5.62	33.5	0.436	8.6
6th	5.62	35.2	0.436	9
7th	5.62	36.9	0.436	9.4
8th	5.62	38.6	0.436	9.9
9th	5.62	40.3	0.436	10.3
10th	5.62	42	0.436	10.7
11th	5.62	43.7	0.436	11.2
12th	5.62	45.4	0.436	11.6
13th	5.62	47.1	0.436	12
14th	5.62	48.8	0.436	12.5
15th	5.62	50.5	0.436	12.9
16th	5.62	52.2	0.436	13.3
17th	5.62	53.9	0.436	13.8
18th	5.62	55.6	0.436	14.2
19th	5.62	57.3	0.436	14.6
20th	5.62	59	0.436	15.1
21st	5.62	60.7	0.436	15.5
22nd	5.62	62.4	0.436	15.9
23rd	5.62	64.1	0.436	16.4
24th	5.62	65.8	0.436	16.8
25th	5.62	67.5	0.436	17.3
26th	5.62	69.2	0.436	17.7
27th	5.62	70.9	0.436	18.1
28th	5.62	72.6	0.436	18.6
29th	5.62	74.3	0.436	19
30th	5.62	76	0.436	19.4
31st	5.62	77.7	0.436	19.9
32nd	5.62	79.4	0.436	20.3
33rd	5.62	81.1	0.436	20.7
34th	5.62	82.8	0.436	21.2
35th	5.62	84.5	0.436	21.6
36th	5.62	86.2	0.436	22
37th	5.62	87.9	0.436	22.5
38th	5.62	89.6	0.436	22.9
39th	5.62	91.3	0.436	23.3
40th	5.62	93	0.436	23.8
41st	5.62	94.7	0.436	24.2
42nd	5.62	96.4	0.436	24.6
43rd	5.62	98.1	0.436	25.1
44th	5.62	99.8	0.436	25.5
45th	5.62	101.5	0.436	25.9
46th	5.62	103.2	0.436	26.4
47th	5.62	104.9	0.436	26.8
48th	5.62	106.6	0.436	27.2
49th	5.62	108.3	0.436	27.7
50th	5.62	110	0.436	28.1
51st	5.62	111.7	0.436	28.5
52nd	5.62	113.4	0.436	29
53rd	5.62	115.1	0.436	29.4
54th	5.62	116.8	0.436	29.8
55th	5.62	118.5	0.436	30.3
56th	5.62	120.2	0.436	30.7
57th	5.62	121.9	0.436	31.2
58th	5.62	123.6	0.436	31.6
59th	5.62	125.3	0.436	32
60th	5.62	127	0.436	32.5
	337.2			
Max Delay/Veh	32.5			
Average Delay/Veh	19.64			
Max Queue	2540			

Alternative 1 Variant A, Alternative 2 (2025)

Daily Crossing	3,582		
Peak Hour %	9.4%		
Peak Volume	337		
Inspection Time	46		
Number of Lanes	4		
Avg. Crossing Time	11.5		
# Cars/Min	5.62		
Avg. Car Length	20	ft	
Assume Initial Delay	25	veh	4.791666667 min

Min	# of cars arrived	# of cars in queue	Delay/5.62 cars (min)	total Delay (min)
1st	5.62	25.4	0.077	4.9
2nd	5.62	25.8	0.077	4.9
3rd	5.62	26.2	0.077	5
4th	5.62	26.6	0.077	5.1
5th	5.62	27	0.077	5.2
6th	5.62	27.4	0.077	5.3
7th	5.62	27.8	0.077	5.3
8th	5.62	28.2	0.077	5.4
9th	5.62	28.6	0.077	5.5
10th	5.62	29	0.077	5.6
11th	5.62	29.4	0.077	5.6
12th	5.62	29.8	0.077	5.7
13th	5.62	30.2	0.077	5.8
14th	5.62	30.6	0.077	5.9
15th	5.62	31	0.077	5.9
16th	5.62	31.4	0.077	6
17th	5.62	31.8	0.077	6.1
18th	5.62	32.2	0.077	6.2
19th	5.62	32.6	0.077	6.2
20th	5.62	33	0.077	6.3
21st	5.62	33.4	0.077	6.4
22nd	5.62	33.8	0.077	6.5
23rd	5.62	34.2	0.077	6.6
24th	5.62	34.6	0.077	6.6
25th	5.62	35	0.077	6.7
26th	5.62	35.4	0.077	6.8
27th	5.62	35.8	0.077	6.9
28th	5.62	36.2	0.077	6.9
29th	5.62	36.6	0.077	7
30th	5.62	37	0.077	7.1
31st	5.62	37.4	0.077	7.2
32nd	5.62	37.8	0.077	7.2
33rd	5.62	38.2	0.077	7.3
34th	5.62	38.6	0.077	7.4
35th	5.62	39	0.077	7.5
36th	5.62	39.4	0.077	7.6
37th	5.62	39.8	0.077	7.6
38th	5.62	40.2	0.077	7.7
39th	5.62	40.6	0.077	7.8
40th	5.62	41	0.077	7.9
41st	5.62	41.4	0.077	7.9
42nd	5.62	41.8	0.077	8
43rd	5.62	42.2	0.077	8.1
44th	5.62	42.6	0.077	8.2
45th	5.62	43	0.077	8.2
46th	5.62	43.4	0.077	8.3
47th	5.62	43.8	0.077	8.4
48th	5.62	44.2	0.077	8.5
49th	5.62	44.6	0.077	8.5
50th	5.62	45	0.077	8.6
51st	5.62	45.4	0.077	8.7
52nd	5.62	45.8	0.077	8.8
53rd	5.62	46.2	0.077	8.9
54th	5.62	46.6	0.077	8.9
55th	5.62	47	0.077	9
56th	5.62	47.4	0.077	9.1
57th	5.62	47.8	0.077	9.2
58th	5.62	48.2	0.077	9.2
59th	5.62	48.6	0.077	9.3
60th	5.62	49	0.077	9.4
	337.2			
Max Delay/Veh	9.4			
Average Delay/Veh	7.13			
Max Queue	980			

	A	B	C	D	E	F	G	H	I	J
5	**Alternative 5, Existing Facility, 2025**									
6										
7	**Cust.**	**Interarrival**	**Arrival**	**Service**	**Server #1**		**Server #2**		**Wait**	**Total**
8	**#**	**Time**	**Time**	**Time**	**Start**	**End**	**Start**	**End**	**Time**	**Time**
9		**(min)**	**(hr:min)**	**(min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**
10										
11	start		9:00:00							
12	1	0.75	9:00:45	0.47	9:00:45	9:01:13			0:00:00	0:00:28
13	2	0.15	9:00:54	1.52			9:00:54	9:02:25	0:00:00	0:01:31
14	3	0.45	9:01:21	0.47	9:01:21	9:01:49			0:00:00	0:00:28
15	4	1.25	9:02:36	1.52	9:02:36	9:04:07			0:00:00	0:01:31
16	5	0.45	9:03:03	1.52			9:03:03	9:04:34	0:00:00	0:01:31
17	6	0.75	9:03:48	0.766667	9:04:07	9:04:53			0:00:19	0:01:05
18	7	0.75	9:04:33	0.766667			9:04:34	9:05:20	0:00:01	0:00:47
19	8	0.75	9:05:18	1.52	9:05:18	9:06:49			0:00:00	0:01:31
20	9	0.15	9:05:27	0.47			9:05:27	9:05:55	0:00:00	0:00:28
21	10	0.45	9:05:54	0.47			9:05:55	9:06:23	0:00:01	0:00:29
22	11	0.75	9:06:39	0.47			9:06:39	9:07:07	0:00:00	0:00:28
23	12	0.45	9:07:06	0.766667	9:07:06	9:07:52			0:00:00	0:00:46
24	13	0.75	9:07:51	0.766667			9:07:51	9:08:37	0:00:00	0:00:46
25	14	1.25	9:09:06	0.766667	9:09:06	9:09:52			0:00:00	0:00:46
26	15	0.15	9:09:15	1.52			9:09:15	9:10:46	0:00:00	0:01:31
27	16	0.15	9:09:24	0.47	9:09:52	9:10:20			0:00:28	0:00:56
28	17	0.75	9:10:09	0.47	9:10:20	9:10:48			0:00:11	0:00:39
29	18	0.45	9:10:36	1.52			9:10:46	9:12:17	0:00:10	0:01:41
30	19	0.15	9:10:45	0.47	9:10:48	9:11:17			0:00:03	0:00:32
31	20	0.45	9:11:12	1.52	9:11:17	9:12:48			0:00:05	0:01:36
32	21	0.15	9:11:21	1.52			9:12:17	9:13:49	0:00:56	0:02:28
33	22	0.15	9:11:30	0.766667	9:12:48	9:13:34			0:01:18	0:02:04
34	23	0.15	9:11:39	1.52	9:13:34	9:15:05			0:01:55	0:03:26
35	24	0.15	9:11:48	0.766667			9:13:49	9:14:35	0:02:01	0:02:47
36	25	0.45	9:12:15	0.766667			9:14:35	9:15:21	0:02:20	0:03:06
37	26	0.15	9:12:24	0.47	9:15:05	9:15:33			0:02:41	0:03:09
38	27	0.75	9:13:09	1.52			9:15:21	9:16:52	0:02:12	0:03:43
39	28	0.45	9:13:36	0.766667	9:15:33	9:16:19			0:01:57	0:02:43
40	29	0.15	9:13:45	0.47	9:16:19	9:16:47			0:02:34	0:03:02
41	30	0.75	9:14:30	0.47	9:16:47	9:17:16			0:02:17	0:02:46
42	31	0.15	9:14:39	1.52			9:16:52	9:18:23	0:02:13	0:03:44
43	32	0.15	9:14:48	0.766667	9:17:16	9:18:02			0:02:28	0:03:14
44	33	0.15	9:14:57	0.766667	9:18:02	9:18:48			0:03:05	0:03:51
45	34	0.15	9:15:06	1.52			9:18:23	9:19:54	0:03:17	0:04:48
46	35	0.75	9:15:51	0.47	9:18:48	9:19:16			0:02:57	0:03:25
47	36	0.15	9:16:00	0.47	9:19:16	9:19:44			0:03:16	0:03:44
48	37	0.75	9:16:45	0.47	9:19:44	9:20:12			0:02:59	0:03:27
49	38	0.45	9:17:12	1.52			9:19:54	9:21:25	0:02:42	0:04:13
50	39	1.25	9:18:27	1.52	9:20:12	9:21:43			0:01:45	0:03:16
51	40	0.45	9:18:54	1.52			9:21:25	9:22:57	0:02:31	0:04:03
52	41	1.25	9:20:09	1.52	9:21:43	9:23:15			0:01:34	0:03:06
53	42	0.45	9:20:36	0.47			9:22:57	9:23:25	0:02:21	0:02:49
54	43	1.25	9:21:51	1.52	9:23:15	9:24:46			0:01:24	0:02:55
55	44	0.15	9:22:00	0.47			9:23:25	9:23:53	0:01:25	0:01:53
56	45	0.75	9:22:45	0.47			9:23:53	9:24:21	0:01:08	0:01:36
57	46	0.45	9:23:12	0.766667			9:24:21	9:25:07	0:01:09	0:01:55
58	47	0.15	9:23:21	0.766667	9:24:46	9:25:32			0:01:25	0:02:11
59	48	0.45	9:23:48	0.766667			9:25:07	9:25:53	0:01:19	0:02:05
60	49	0.45	9:24:15	0.47	9:25:32	9:26:00			0:01:17	0:01:45
61	50	0.15	9:24:24	0.47			9:25:53	9:26:21	0:01:29	0:01:57
62	51	0.45	9:24:51	0.47	9:26:00	9:26:28			0:01:09	0:01:37
63	52	0.15	9:25:00	0.766667			9:26:21	9:27:07	0:01:21	0:02:07
64	53	0.45	9:25:27	1.52	9:26:28	9:27:59			0:01:01	0:02:32
65	54	0.15	9:25:36	0.766667			9:27:07	9:27:53	0:01:31	0:02:17
66	55	0.45	9:26:03	1.52			9:27:53	9:29:25	0:01:50	0:03:22
67	56	0.15	9:26:12	0.47	9:27:59	9:28:28			0:01:47	0:02:16
68	57	0.75	9:26:57	0.766667	9:28:28	9:29:14			0:01:31	0:02:17
69	58	0.75	9:27:42	1.52	9:29:14	9:30:45			0:01:32	0:03:03
70	59	0.15	9:27:51	1.52			9:29:25	9:30:56	0:01:34	0:03:05
71	60	0.15	9:28:00	1.52	9:30:45	9:32:16			0:02:45	0:04:16
72	61	0.45	9:28:27	1.52			9:30:56	9:32:27	0:02:29	0:04:00
73	62	0.15	9:28:36	1.52	9:32:16	9:33:47			0:03:40	0:05:11
74	63	0.75	9:29:21	0.47			9:32:27	9:32:55	0:03:06	0:03:34
75	64	0.15	9:29:30	0.766667			9:32:55	9:33:41	0:03:25	0:04:11
76	65	0.75	9:30:15	0.766667			9:33:41	9:34:27	0:03:26	0:04:12
77	66	0.75	9:31:00	1.52	9:33:47	9:35:18			0:02:47	0:04:18
78	67	0.45	9:31:27	0.47			9:34:27	9:34:55	0:03:00	0:03:28
79	68	0.15	9:31:36	0.47			9:34:55	9:35:24	0:03:19	0:03:48
80	69	0.15	9:31:45	0.47	9:35:18	9:35:47			0:03:33	0:04:02

	A	B	C	D	E	F	G	H	I	J
81	70	1.25	9:33:00	0.766667			9:35:24	9:36:10	0:02:24	0:03:10
82	71	0.75	9:33:45	0.766667	9:35:47	9:36:33			0:02:02	0:02:48
83	72	0.45	9:34:12	1.52			9:36:10	9:37:41	0:01:58	0:03:29
84	73	0.15	9:34:21	1.52	9:36:33	9:38:04			0:02:12	0:03:43
85	74	0.15	9:34:30	0.47			9:37:41	9:38:09	0:03:11	0:03:39
86	75	0.15	9:34:39	1.52	9:38:04	9:39:35			0:03:25	0:04:56
87	76	0.45	9:35:06	0.766667			9:38:09	9:38:55	0:03:03	0:03:49
88	77	0.15	9:35:15	1.52			9:38:55	9:40:26	0:03:40	0:05:11
89	78	0.75	9:36:00	0.47	9:39:35	9:40:03			0:03:35	0:04:03
90	79	0.15	9:36:09	0.766667	9:40:03	9:40:49			0:03:54	0:04:40
91	80	0.45	9:36:36	0.47			9:40:26	9:40:54	0:03:50	0:04:18
92	81	0.75	9:37:21	0.47	9:40:49	9:41:17			0:03:28	0:03:56
93	82	0.15	9:37:30	0.766667			9:40:54	9:41:40	0:03:24	0:04:10
94	83	0.45	9:37:57	1.52	9:41:17	9:42:49			0:03:20	0:04:52
95	84	0.45	9:38:24	1.52			9:41:40	9:43:12	0:03:16	0:04:48
96	85	0.15	9:38:33	1.52	9:42:49	9:44:20			0:04:16	0:05:47
97	86	0.15	9:38:42	1.52			9:43:12	9:44:43	0:04:30	0:06:01
98	87	1.25	9:39:57	0.47	9:44:20	9:44:48			0:04:23	0:04:51
99	88	0.15	9:40:06	0.766667			9:44:43	9:45:29	0:04:37	0:05:23
100	89	0.15	9:40:15	0.766667	9:44:48	9:45:34			0:04:33	0:05:19
101	90	0.15	9:40:24	1.52			9:45:29	9:47:00	0:05:05	0:06:36
102	91	0.45	9:40:51	1.52	9:45:34	9:47:05			0:04:43	0:06:14
103	92	0.75	9:41:36	1.52			9:47:00	9:48:31	0:05:24	0:06:55
104	93	0.75	9:42:21	0.47	9:47:05	9:47:33			0:04:44	0:05:12
105	94	0.45	9:42:48	1.52	9:47:33	9:49:05			0:04:45	0:06:17
106	95	0.15	9:42:57	0.47			9:48:31	9:48:59	0:05:34	0:06:02
107	96	0.45	9:43:24	0.766667			9:48:59	9:49:45	0:05:35	0:06:21
108	97	0.15	9:43:33	0.47	9:49:05	9:49:33			0:05:32	0:06:00
109	98	1.25	9:44:48	0.47	9:49:33	9:50:01			0:04:45	0:05:13
110	99	0.15	9:44:57	0.766667			9:49:45	9:50:31	0:04:48	0:05:34
111	100	0.45	9:45:24	0.766667	9:50:01	9:50:47			0:04:37	0:05:23
112	101	0.15	9:45:33	0.47			9:50:31	9:51:00	0:04:58	0:05:27
113	102	0.15	9:45:42	1.52	9:50:47	9:52:18			0:05:05	0:06:36
114	103	0.45	9:46:09	0.766667			9:51:00	9:51:46	0:04:51	0:05:37
115	104	0.15	9:46:18	1.52			9:51:46	9:53:17	0:05:28	0:06:59
116	105	0.15	9:46:27	0.766667	9:52:18	9:53:04			0:05:51	0:06:37
117	106	0.45	9:46:54	1.52	9:53:04	9:54:35			0:06:10	0:07:41
118	107	0.75	9:47:39	1.52			9:53:17	9:54:48	0:05:38	0:07:09
119	108	0.45	9:48:06	1.52	9:54:35	9:56:07			0:06:29	0:08:01
120	109	0.15	9:48:15	1.52			9:54:48	9:56:19	0:06:33	0:08:04
121	110	0.45	9:48:42	1.52	9:56:07	9:57:38			0:07:25	0:08:56
122	111	0.75	9:49:27	0.766667			9:56:19	9:57:05	0:06:52	0:07:38
123	112	0.15	9:49:36	1.52			9:57:05	9:58:36	0:07:29	0:09:00
124	113	0.45	9:50:03	1.52	9:57:38	9:59:09			0:07:35	0:09:06
125	114	0.15	9:50:12	0.766667			9:58:36	9:59:22	0:08:24	0:09:10
126	115	0.15	9:50:21	0.766667	9:59:09	9:59:55			0:08:48	0:09:34
127	116	0.75	9:51:06	1.52			9:59:22	10:00:54	0:08:16	0:09:48
128	117	0.45	9:51:33	0.47	9:59:55	10:00:23			0:08:22	0:08:50
129	118	0.15	9:51:42	0.47	10:00:23	10:00:51			0:08:41	0:09:09
130	119	1.25	9:52:57	1.52	10:00:51	10:02:23			0:07:54	0:09:26
131	120	0.45	9:53:24	1.52			10:00:54	10:02:25	0:07:30	0:09:01
132	121	0.15	9:53:33	0.766667	10:02:23	10:03:09			0:08:50	0:09:36
133	122	0.45	9:54:00	0.47			10:02:25	10:02:53	0:08:25	0:08:53
134	123	0.75	9:54:45	0.766667			10:02:53	10:03:39	0:08:08	0:08:54
135	124	0.45	9:55:12	0.47	10:03:09	10:03:37			0:07:57	0:08:25
136	125	0.15	9:55:21	0.47	10:03:37	10:04:05			0:08:16	0:08:44
137	126	0.15	9:55:30	0.766667			10:03:39	10:04:25	0:08:09	0:08:55
138	127	1.25	9:56:45	1.52	10:04:05	10:05:36			0:07:20	0:08:51
139	128	1.25	9:58:00	1.52			10:04:25	10:05:56	0:06:25	0:07:56
140	129	0.45	9:58:27	0.766667	10:05:36	10:06:22			0:07:09	0:07:55
141	130	0.45	9:58:54	1.52			10:05:56	10:07:27	0:07:02	0:08:33
142	131	0.45	9:59:21	0.47	10:06:22	10:06:50			0:07:01	0:07:29
143	132	0.45	9:59:48	0.766667	10:06:50	10:07:36			0:07:02	0:07:48
144	closed	0.75	10:00:33							

	A	B	C	D	E	F	G	H	I	J	K	L
5	**Alternative 5, Arizona Facility, 2025**											
6												
7	**Cust.**	**Interarrival**	**Arrival**	**Service**	**Server #1**		**Server #2**		**Server #3**		**Wait**	**Total**
8	**#**	**Time**	**Time**	**Time**	**Start**	**End**	**Start**	**End**	**Start**	**End**	**Time**	**Time**
9		**(min)**	**(hr:min)**	**(min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**	**(hr:min)**
10												
11	start		9:00:00									
12	1	0.1	9:00:06	1.52	9:00:06	9:01:37					0:00:00	0:01:31
13	2	0.833333333	9:00:56	1.52			9:00:56	9:02:27			0:00:00	0:01:31
14	3	0.1	9:01:02	0.47					9:01:02	9:01:30	0:00:00	0:00:28
15	4	0.3	9:01:20	1.52					9:01:30	9:03:01	0:00:10	0:01:41
16	5	0.1	9:01:26	0.76667	9:01:37	9:02:23					0:00:11	0:00:57
17	6	0.1	9:01:32	1.52	9:02:23	9:03:54					0:00:51	0:02:22
18	7	0.5	9:02:02	1.52			9:02:27	9:03:58			0:00:25	0:01:56
19	8	0.1	9:02:08	1.52					9:03:01	9:04:33	0:00:53	0:02:25
20	9	0.1	9:02:14	1.52	9:03:54	9:05:26					0:01:40	0:03:12
21	10	0.833333333	9:03:04	0.76667			9:03:58	9:04:44			0:00:54	0:01:40
22	11	0.3	9:03:22	0.76667					9:04:33	9:05:19	0:01:11	0:01:57
23	12	0.3	9:03:40	0.47			9:04:44	9:05:13			0:01:04	0:01:33
24	13	0.3	9:03:58	0.47			9:05:13	9:05:41			0:01:15	0:01:43
25	14	0.1	9:04:04	0.47					9:05:19	9:05:47	0:01:15	0:01:43
26	15	0.3	9:04:22	0.47	9:05:26	9:05:54					0:01:04	0:01:32
27	16	0.1	9:04:28	0.76667			9:05:41	9:06:27			0:01:13	0:01:59
28	17	0.5	9:04:58	0.76667					9:05:47	9:06:33	0:00:49	0:01:35
29	18	0.1	9:05:04	1.52	9:05:54	9:07:25					0:00:50	0:02:21
30	19	0.1	9:05:10	1.52			9:06:27	9:07:58			0:01:17	0:02:48
31	20	0.1	9:05:16	0.47					9:06:33	9:07:01	0:01:17	0:01:45
32	21	0.1	9:05:22	0.76667					9:07:01	9:07:47	0:01:39	0:02:25
33	22	0.1	9:05:28	0.47	9:07:25	9:07:53					0:01:57	0:02:25
34	23	0.5	9:05:58	0.76667					9:07:47	9:08:33	0:01:49	0:02:35
35	24	0.5	9:06:28	0.47	9:07:53	9:08:21					0:01:25	0:01:53
36	25	0.1	9:06:34	0.76667			9:07:58	9:08:44			0:01:24	0:02:10
37	26	0.5	9:07:04	1.52	9:08:21	9:09:53					0:01:17	0:02:49
38	27	0.1	9:07:10	0.47					9:08:33	9:09:01	0:01:23	0:01:51
39	28	0.3	9:07:28	1.52			9:08:44	9:10:15			0:01:16	0:02:47
40	29	0.1	9:07:34	0.47					9:09:01	9:09:29	0:01:27	0:01:55
41	30	0.3	9:07:52	0.47					9:09:29	9:09:58	0:01:37	0:02:06
42	31	0.3	9:08:10	0.76667	9:09:53	9:10:39					0:01:43	0:02:29
43	32	0.1	9:08:16	0.76667					9:09:58	9:10:44	0:01:42	0:02:28
44	33	0.833333333	9:09:06	1.52			9:10:15	9:11:46			0:01:09	0:02:40
45	34	0.1	9:09:12	0.76667	9:10:39	9:11:25					0:01:27	0:02:13
46	35	0.1	9:09:18	0.47					9:10:44	9:11:12	0:01:26	0:01:54
47	36	0.1	9:09:24	0.47					9:11:12	9:11:40	0:01:48	0:02:16
48	37	0.1	9:09:30	1.52	9:11:25	9:12:56					0:01:55	0:03:26
49	38	0.1	9:09:36	1.52					9:11:40	9:13:11	0:02:04	0:03:35
50	39	0.5	9:10:06	0.76667			9:11:46	9:12:32			0:01:40	0:02:26
51	40	0.1	9:10:12	0.47			9:12:32	9:13:01			0:02:20	0:02:49
52	41	0.833333333	9:11:02	0.76667	9:12:56	9:13:42					0:01:54	0:02:40
53	42	0.3	9:11:20	1.52			9:13:01	9:14:32			0:01:41	0:03:12
54	43	0.1	9:11:26	1.52					9:13:11	9:14:42	0:01:45	0:03:16
55	44	0.1	9:11:32	0.47	9:13:42	9:14:10					0:02:10	0:02:38
56	45	0.3	9:11:50	0.76667	9:14:10	9:14:56					0:02:20	0:03:06
57	46	0.3	9:12:08	0.76667			9:14:32	9:15:18			0:02:24	0:03:10
58	47	0.1	9:12:14	1.52					9:14:42	9:16:14	0:02:28	0:04:00
59	48	0.5	9:12:44	0.76667	9:14:56	9:15:42					0:02:12	0:02:58
60	49	0.1	9:12:50	1.52			9:15:18	9:16:49			0:02:28	0:03:59
61	50	0.1	9:12:56	0.47	9:15:42	9:16:10					0:02:46	0:03:14
62	51	0.5	9:13:26	0.76667	9:16:10	9:16:56					0:02:44	0:03:30
63	52	0.1	9:13:32	1.52					9:16:14	9:17:45	0:02:42	0:04:13
64	53	0.1	9:13:38	1.52			9:16:49	9:18:20			0:03:11	0:04:42
65	54	0.1	9:13:44	0.47	9:16:56	9:17:24					0:03:12	0:03:40
66	55	0.1	9:13:50	0.76667	9:17:24	9:18:10					0:03:34	0:04:20
67	56	0.3	9:14:08	0.47					9:17:45	9:18:13	0:03:37	0:04:05
68	57	0.5	9:14:38	1.52	9:18:10	9:19:42					0:03:32	0:05:04
69	58	0.3	9:14:56	0.47					9:18:13	9:18:41	0:03:17	0:03:45
70	59	0.833333333	9:15:46	0.47			9:18:20	9:18:48			0:02:34	0:03:02
71	60	0.833333333	9:16:36	0.76667					9:18:41	9:19:27	0:02:05	0:02:51
72	61	0.1	9:16:42	0.76667			9:18:48	9:19:34			0:02:06	0:02:52
73	62	0.1	9:16:48	1.52					9:19:27	9:20:58	0:02:39	0:04:10
74	63	0.5	9:17:18	0.76667			9:19:34	9:20:20			0:02:16	0:03:02
75	64	0.1	9:17:24	0.47	9:19:42	9:20:10					0:02:18	0:02:46
76	65	0.3	9:17:42	0.47	9:20:10	9:20:38					0:02:28	0:02:56
77	66	0.833333333	9:18:32	0.47			9:20:20	9:20:49			0:01:48	0:02:17
78	67	0.5	9:19:02	0.47	9:20:38	9:21:06					0:01:36	0:02:04
79	68	0.1	9:19:08	0.76667			9:20:49	9:21:35			0:01:41	0:02:27
80	69	0.5	9:19:38	0.47					9:20:58	9:21:27	0:01:20	0:01:49

	A	B	C	D	E	F	G	H	I	J	K	L
81	70	0.1	9:19:44	0.47	9:21:06	9:21:34					0:01:22	0:01:50
82	71	0.1	9:19:50	0.47					9:21:27	9:21:55	0:01:37	0:02:05
83	72	0.3	9:20:08	1.52	9:21:34	9:23:06					0:01:26	0:02:58
84	73	0.3	9:20:26	0.76667			9:21:35	9:22:21			0:01:09	0:01:55
85	74	0.1	9:20:32	0.47					9:21:55	9:22:23	0:01:23	0:01:51
86	75	0.1	9:20:38	1.52			9:22:21	9:23:52			0:01:43	0:03:14
87	76	0.3	9:20:56	1.52					9:22:23	9:23:54	0:01:27	0:02:58
88	77	0.3	9:21:14	1.52	9:23:06	9:24:37					0:01:52	0:03:23
89	78	0.5	9:21:44	0.47			9:23:52	9:24:20			0:02:08	0:02:36
90	79	0.1	9:21:50	0.47					9:23:54	9:24:22	0:02:04	0:02:32
91	80	0.3	9:22:08	0.76667			9:24:20	9:25:06			0:02:12	0:02:58
92	81	0.833333333	9:22:58	0.76667					9:24:22	9:25:08	0:01:24	0:02:10
93	82	0.1	9:23:04	0.76667	9:24:37	9:25:23					0:01:33	0:02:19
94	83	0.1	9:23:10	0.76667			9:25:06	9:25:52			0:01:56	0:02:42
95	84	0.1	9:23:16	1.52					9:25:08	9:26:40	0:01:52	0:03:24
96	85	0.833333333	9:24:06	0.76667	9:25:23	9:26:09					0:01:17	0:02:03
97	86	0.833333333	9:24:56	1.52			9:25:52	9:27:23			0:00:56	0:02:27
98	87	0.3	9:25:14	0.47	9:26:09	9:26:37					0:00:55	0:01:23
99	88	0.1	9:25:20	0.47	9:26:37	9:27:05					0:01:17	0:01:45
100	89	0.3	9:25:38	0.76667					9:26:40	9:27:26	0:01:02	0:01:48
101	90	0.5	9:26:08	0.76667	9:27:05	9:27:51					0:00:57	0:01:43
102	91	0.1	9:26:14	0.76667			9:27:23	9:28:09			0:01:09	0:01:55
103	92	0.1	9:26:20	0.76667					9:27:26	9:28:12	0:01:06	0:01:52
104	93	0.833333333	9:27:10	0.47	9:27:51	9:28:19					0:00:41	0:01:09
105	94	0.1	9:27:16	0.47			9:28:09	9:28:37			0:00:53	0:01:21
106	95	0.3	9:27:34	0.76667					9:28:12	9:28:58	0:00:38	0:01:24
107	96	0.3	9:27:52	0.47	9:28:19	9:28:48					0:00:27	0:00:56
108	97	0.1	9:27:58	0.47			9:28:37	9:29:06			0:00:39	0:01:08
109	98	0.5	9:28:28	0.47	9:28:48	9:29:16					0:00:20	0:00:48
110	99	0.1	9:28:34	1.52					9:28:58	9:30:29	0:00:24	0:01:55
111	100	0.3	9:28:52	1.52			9:29:06	9:30:37			0:00:14	0:01:45
112	101	0.1	9:28:58	1.52	9:29:16	9:30:47					0:00:18	0:01:49
113	102	0.5	9:29:28	1.52					9:30:29	9:32:00	0:01:01	0:02:32
114	103	0.3	9:29:46	0.47			9:30:37	9:31:05			0:00:51	0:01:19
115	104	0.1	9:29:52	1.52	9:30:47	9:32:18					0:00:55	0:02:26
116	105	0.1	9:29:58	0.76667			9:31:05	9:31:51			0:01:07	0:01:53
117	106	0.1	9:30:04	1.52			9:31:51	9:33:22			0:01:47	0:03:18
118	107	0.1	9:30:10	0.76667					9:32:00	9:32:46	0:01:50	0:02:36
119	108	0.1	9:30:16	1.52	9:32:18	9:33:49					0:02:02	0:03:33
120	109	0.3	9:30:34	0.76667					9:32:46	9:33:32	0:02:12	0:02:58
121	110	0.1	9:30:40	1.52			9:33:22	9:34:53			0:02:42	0:04:13
122	111	0.1	9:30:46	0.47					9:33:32	9:34:00	0:02:46	0:03:14
123	112	0.1	9:30:52	1.52	9:33:49	9:35:21					0:02:57	0:04:29
124	113	0.1	9:30:58	1.52					9:34:00	9:35:31	0:03:02	0:04:33
125	114	0.1	9:31:04	1.52			9:34:53	9:36:25			0:03:49	0:05:21
126	115	0.1	9:31:10	0.47	9:35:21	9:35:49					0:04:11	0:04:39
127	116	0.833333333	9:32:00	0.76667					9:35:31	9:36:17	0:03:31	0:04:17
128	117	0.3	9:32:18	0.76667	9:35:49	9:36:35					0:03:31	0:04:17
129	118	0.1	9:32:24	0.47					9:36:17	9:36:46	0:03:53	0:04:22
130	119	0.1	9:32:30	0.47			9:36:25	9:36:53			0:03:55	0:04:23
131	120	0.1	9:32:36	0.76667	9:36:35	9:37:21					0:03:59	0:04:45
132	121	0.5	9:33:06	1.52					9:36:46	9:38:17	0:03:40	0:05:11
133	122	0.5	9:33:36	0.76667			9:36:53	9:37:39			0:03:17	0:04:03
134	123	0.5	9:34:06	0.76667	9:37:21	9:38:07					0:03:15	0:04:01
135	124	0.3	9:34:24	0.47			9:37:39	9:38:07			0:03:15	0:03:43
136	125	0.5	9:34:54	0.76667	9:38:07	9:38:53					0:03:13	0:03:59
137	126	0.833333333	9:35:44	0.76667			9:38:07	9:38:53			0:02:23	0:03:09
138	127	0.833333333	9:36:34	1.52					9:38:17	9:39:48	0:01:43	0:03:14
139	128	0.1	9:36:40	0.47	9:38:53	9:39:21					0:02:13	0:02:41
140	129	0.1	9:36:46	0.76667			9:38:53	9:39:39			0:02:07	0:02:53
141	130	0.833333333	9:37:36	0.47	9:39:21	9:39:49					0:01:45	0:02:13
142	131	0.3	9:37:54	0.47			9:39:39	9:40:07			0:01:45	0:02:13
143	132	0.1	9:38:00	0.76667					9:39:48	9:40:34	0:01:48	0:02:34
144	133	0.1	9:38:06	0.47	9:39:49	9:40:17					0:01:43	0:02:11
145	134	0.3	9:38:24	0.47			9:40:07	9:40:35			0:01:43	0:02:11
146	135	0.3	9:38:42	0.76667	9:40:17	9:41:03					0:01:35	0:02:21
147	136	0.1	9:38:48	0.47					9:40:34	9:41:02	0:01:46	0:02:14
148	137	0.3	9:39:06	0.47			9:40:35	9:41:04			0:01:29	0:01:58
149	138	0.1	9:39:12	0.76667					9:41:02	9:41:48	0:01:50	0:02:36
150	139	0.1	9:39:18	0.76667	9:41:03	9:41:49					0:01:45	0:02:31
151	140	0.1	9:39:24	1.52			9:41:04	9:42:35			0:01:40	0:03:11
152	141	0.1	9:39:30	1.52					9:41:48	9:43:19	0:02:18	0:03:49
153	142	0.3	9:39:48	0.76667	9:41:49	9:42:35					0:02:01	0:02:47
154	143	0.1	9:39:54	1.52			9:42:35	9:44:06			0:02:41	0:04:12
155	144	0.1	9:40:00	0.76667	9:42:35	9:43:21					0:02:35	0:03:21

	A	B	C	D	E	F	G	H	I	J	K	L
156	145	0.1	9:40:06	0.47					9:43:19	9:43:48	0:03:13	0:03:42
157	146	0.1	9:40:12	0.47	9:43:21	9:43:50					0:03:09	0:03:38
158	147	0.1	9:40:18	1.52					9:43:48	9:45:19	0:03:30	0:05:01
159	148	0.3	9:40:36	1.52	9:43:50	9:45:21					0:03:14	0:04:45
160	149	0.1	9:40:42	0.76667			9:44:06	9:44:52			0:03:24	0:04:10
161	150	0.5	9:41:12	1.52			9:44:52	9:46:23			0:03:40	0:05:11
162	151	0.1	9:41:18	0.76667					9:45:19	9:46:05	0:04:01	0:04:47
163	152	0.3	9:41:36	0.76667	9:45:21	9:46:07					0:03:45	0:04:31
164	153	0.1	9:41:42	0.47					9:46:05	9:46:33	0:04:23	0:04:51
165	154	0.833333333	9:42:32	0.47	9:46:07	9:46:35					0:03:35	0:04:03
166	155	0.1	9:42:38	1.52			9:46:23	9:47:54			0:03:45	0:05:16
167	156	0.1	9:42:44	1.52					9:46:33	9:48:04	0:03:49	0:05:20
168	157	0.3	9:43:02	1.52	9:46:35	9:48:06					0:03:33	0:05:04
169	158	0.1	9:43:08	0.76667			9:47:54	9:48:40			0:04:46	0:05:32
170	159	0.3	9:43:26	0.47					9:48:04	9:48:32	0:04:38	0:05:06
171	160	0.1	9:43:32	0.47	9:48:06	9:48:34					0:04:34	0:05:02
172	161	0.1	9:43:38	1.52					9:48:32	9:50:04	0:04:54	0:06:26
173	162	0.5	9:44:08	1.52	9:48:34	9:50:06					0:04:26	0:05:58
174	163	0.3	9:44:26	0.47			9:48:40	9:49:09			0:04:14	0:04:43
175	164	0.1	9:44:32	0.76667			9:49:09	9:49:55			0:04:37	0:05:23
176	165	0.1	9:44:38	0.76667			9:49:55	9:50:41			0:05:17	0:06:03
177	166	0.1	9:44:44	0.47					9:50:04	9:50:32	0:05:20	0:05:48
178	167	0.5	9:45:14	1.52	9:50:06	9:51:37					0:04:52	0:06:23
179	168	0.1	9:45:20	0.76667					9:50:32	9:51:18	0:05:12	0:05:58
180	169	0.1	9:45:26	1.52			9:50:41	9:52:12			0:05:15	0:06:46
181	170	0.3	9:45:44	0.76667					9:51:18	9:52:04	0:05:34	0:06:20
182	171	0.5	9:46:14	0.47	9:51:37	9:52:05					0:05:23	0:05:51
183	172	0.5	9:46:44	0.47					9:52:04	9:52:32	0:05:20	0:05:48
184	173	0.833333333	9:47:34	0.76667	9:52:05	9:52:51					0:04:31	0:05:17
185	174	0.3	9:47:52	0.47			9:52:12	9:52:40			0:04:20	0:04:48
186	175	0.5	9:48:22	0.76667					9:52:32	9:53:18	0:04:10	0:04:56
187	176	0.3	9:48:40	0.76667			9:52:40	9:53:26			0:04:00	0:04:46
188	177	0.3	9:48:58	0.47	9:52:51	9:53:19					0:03:53	0:04:21
189	178	0.5	9:49:28	1.52					9:53:18	9:54:49	0:03:50	0:05:21
190	179	0.3	9:49:46	0.47	9:53:19	9:53:47					0:03:33	0:04:01
191	180	0.1	9:49:52	0.47			9:53:26	9:53:54			0:03:34	0:04:02
192	181	0.833333333	9:50:42	0.47	9:53:47	9:54:16					0:03:05	0:03:34
193	182	0.5	9:51:12	0.76667			9:53:54	9:54:40			0:02:42	0:03:28
194	183	0.833333333	9:52:02	0.76667	9:54:16	9:55:02					0:02:14	0:03:00
195	184	0.3	9:52:20	0.47			9:54:40	9:55:08			0:02:20	0:02:48
196	185	0.5	9:52:50	1.52					9:54:49	9:56:20	0:01:59	0:03:30
197	186	0.833333333	9:53:40	1.52	9:55:02	9:56:33					0:01:22	0:02:53
198	187	0.5	9:54:10	1.52			9:55:08	9:56:40			0:00:58	0:02:30
199	188	0.1	9:54:16	1.52					9:56:20	9:57:52	0:02:04	0:03:36
200	189	0.833333333	9:55:06	0.76667	9:56:33	9:57:19					0:01:27	0:02:13
201	190	0.833333333	9:55:56	0.76667			9:56:40	9:57:26			0:00:44	0:01:30
202	191	0.5	9:56:26	1.52	9:57:19	9:58:50					0:00:53	0:02:24
203	192	0.1	9:56:32	0.47			9:57:26	9:57:54			0:00:54	0:01:22
204	193	0.3	9:56:50	0.47					9:57:52	9:58:20	0:01:02	0:01:30
205	194	0.1	9:56:56	0.76667			9:57:54	9:58:40			0:00:58	0:01:44
206	195	0.1	9:57:02	0.76667					9:58:20	9:59:06	0:01:18	0:02:04
207	196	0.3	9:57:20	0.76667			9:58:40	9:59:26			0:01:20	0:02:06
208	197	0.1	9:57:26	0.47	9:58:50	9:59:18					0:01:24	0:01:52
209	198	0.5	9:57:56	0.47					9:59:06	9:59:34	0:01:10	0:01:38
210	199	0.5	9:58:26	0.76667	9:59:18	10:00:04					0:00:52	0:01:38
211	200	0.5	9:58:56	1.52			9:59:26	10:00:57			0:00:30	0:02:01
212	201	0.3	9:59:14	1.52					9:59:34	10:01:05	0:00:20	0:01:51
213	202	0.3	9:59:32	0.47	10:00:04	10:00:32					0:00:32	0:01:00
214	203	0.1	9:59:38	0.76667	10:00:32	10:01:18					0:00:54	0:01:40
215	204	0.1	9:59:44	1.52			10:00:57	10:02:28			0:01:13	0:02:44
216	closed	0.3	10:00:02									