MOBILE6 Model Development
Stakeholder Review Document

- Draft -

Development of Speed Correction Cycles
Prepared by Sierra Research, Inc.

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U.S. EPA Assessment and Modeling Division
National Vehicle Fuel and Emissions Laboratory
2565 Plymouth Road
Ann Arbor, Michigan 48105-2425
313-741-7939 (fax)
mobile@epamail.epa.gov

sierra research

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Development of Speed Correction Cycles

prepared for:

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prepared by:

Sierra Research, Inc.
1801 J Street
Sacramento, California 95814
(916) 444-6666

Development of Speed Correction Cycles

(Contract No. 68-C4-0056, Work Assignment No. 2-01)

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principal authors:

Thomas R. Carlson
Thomas C. Austin

Sierra Research, Inc.
1801 J Street
Sacramento, California 95814
(916) 444-6666

Development of Speed Correction Cycles

Table of Contents

1. SUMMARY

In response to a Work Assignment from EPA, Sierra Research (Sierra) has developed a new set of driving cycles that represent passenger car and light truck operation on a variety of roadway types under a variety of congestion levels and average speeds. Testing a representative sample of new vehicles on these cycles will provide EPA with the emissions data needed to improve the existing speed correction factors contained in its vehicle emission factor model, MOBILE5.

Eleven facility-specific cycles were developed to represent operation under the following conditions:

- high-speed freeway;
- freeway under congestion levels (i.e, LOS[*]) A-C;
- freeway under LOS D;
- freeway under LOS E;
- freeway under LOS F;
- freeway under LOS "G";[**]
- freeway ramp;
- arterial under LOS A-B;
- arterial under LOS C-D;
- arterial under LOS E-F; and
- local roadways.

These cycles, which range from 4–12 minutes in length, were constructed to optimally match the observed speed-acceleration and specific power frequency distributions of chase car driving data collected over a range of facilities and congestion levels in Baltimore, Los Angeles and Spokane. As shown in Table 1, the average speeds of the cycles range from 13.1 to 63.2 mph.

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[*]Level-of-Service (LOS) is a measure of traffic congestion developed by the Transportation Research Board and used by the Federal Highway Administration.

[**]Based on the definitions of LOS, travel under the most congested conditions is categorized as LOS F. In this study, Sierra also created a freeway cycle called LOS "G" to distinguish a subset of LOS F driving under the worst conditions routinely observed.

Table 1 New Facility-Specific Speed Correction Cycles					
Cycle	Average Speed (mph)	Maximum Speed (mph)	Maximum Accel Rate (mph/s)	Length (seconds)	Length (miles)
Freeway, High Speed	63.2	74.7	2.7	610	10.72
Freeway, LOS A-C	59.7	73.1	3.4	516	8.55
Freeway, LOS D	52.9	70.6	2.3	406	5.96
Freeway, LOS E	30.5	63.0	5.3	456	3.86
Freeway, LOS F	18.6	49.9	6.9	442	2.29
Freeway, LOS "G"	13.1	35.7	3.8	390	1.42
Freeway Ramps	34.6	60.2	5.7	266	2.56
Arterials/Collectors LOS A-B	24.8	58.9	5.0	737	5.07
Arterials/Collectors LOS C-D	19.2	49.5	5.7	629	3.36
Arterials/Collectors LOS E-F	11.6	39.9	5.8	504	1.62
Local Roadways	12.9	38.3	3.7	525	1.87

Some of the facility-specific cycles are used in conjunction with a new "non-freeway" cycle to create a new "area-wide" urban driving cycle. The area-wide cycle is a multi-segment driving trace that can be applied to represent travel in any city based on generally available weighting factors for that city. The individual segments are the new freeway cycles for LOS A–C, LOS D, LOS E, LOS F, and ramps added to a 22-minute non-freeway segment, which represents operation on arterials, collectors, and local roadways. Each of these cycles represents a segment that is weighted appropriately for each city of interest. Table 2 summarizes the basic characteristics of the new non-freeway portion of the composite area-wide urban cycle.

Table 2 Non-Freeway Segment of New Area-Wide Speed Correction Cycle					
Cycle	Average Speed (mph)	Maximum Speed (mph)	Maximum Accel Rate (mph/s)	Length (seconds)	Length (miles)
Non-Freeway Urban Travel	19.4	52.3	6.4	1,348	7.25

A detailed statistical evaluation of the representativeness of facility-specific cycles and the area-wide cycle has been performed. A comparison of the primary statistics used to evaluate cycles indicated that the facility-specific cycles closely matched their intended joint speed and acceleration driving distributions. Using appropriate segment weighting factors, it was also determined that the new area-wide cycle better matches the chase car data collected in Los Angeles than the "LA92" cycle now being used by the California Air Resources Board (CARB) to represent area-wide operation in LA. The improved representation of urban driving provided by the new area-wide cycle is due to two factors. First, the current cycle development methodology contains refinements that increase the representativeness of the new cycles. Second, the total length of the new area-wide cycle is three times longer than the LA92, which made it easier to match the characteristics of the data set from which the cycle was developed.

Testing a representative sample of vehicles on both cycles is required to determine whether the difference in emissions is significant. Depending on the results of such tests, the LA92 cycle may still prove to be a cost-effective alternative to the development of area-wide emission estimates for large urban areas. However, data collected using the speed- and facility-specific segments like those contained in the new area-wide cycle will be needed to account for changes in traffic congestion between urban areas and over time.

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2. INTRODUCTION

Except in California, overall air quality planning and project-specific air quality analyses are conducted using one particular motor vehicle emissions simulation model, called "MOBILE5," which was developed by the U.S. Environmental Protection Agency.* Currently within the MOBILE5 model, speed correction factors are used to adjust the emissions measured using the Federal Test Procedure (FTP) for light-duty vehicles to account for speeds that are different from the average speed of the "LA4" driving cycle used in the FTP, which is 19.6 mph. It is assumed that emissions measured using the FTP properly represent travel occurring at an average speed of 19.6 mph, regardless of the roadway type, or combination of roadway types, over which that speed occurs. The speed correction factors are based on the relationship between emissions measured on the FTP and emissions measured on several other cycles, called "speed correction cycles," which have speeds that are higher and lower than the LA4 cycle.

There are three fundamental problems with the manner in which MOBILE5 is used to estimate emissions at various average speeds. First, recent research has shown that the base driving cycle (the LA4) does not adequately represent the range of speeds and acceleration rates occurring in customer service. As a result, the basic emission rates used in the MOBILE model are not accurate even when the average speed of vehicle operation is equal to the 19.6 mph speed of the LA4 driving cycle. Second, the speed correction cycles used to develop the current speed correction factors do not represent either facility-specific or area-wide travel in urban areas. Two of the speed correction cycles share the deficiencies of the LA4 cycle because they are subsets of the LA4. Other speed correction cycles are suspect because they were not developed from data representative of vehicle operation in urban areas. This is true for the so-called "Highway Cycle" and several variants of that cycle that have been used as speed correction cycles.** Third, there is no mechanism built into MOBILE for distinguishing between area-wide and facility-specific operation. It is assumed that the speed correction factors apply universally, regardless of the type of roadway, or combination of roadway types, over which the speed occurs. However, observations of travel on various types of roadways indicate that this assumption is invalid. For example, at an average speed of 35 mph, travel over surface streets is likely to be dominated by cruising in the vicinity of the speed limit at a low level

*The state of California uses its own model, called "EMFAC," which, as far as speed correction factors are concerned, shares most of the deficiencies of MOBILE5 described herein.

**The so-called "Highway" cycle actually represents travel (highway plus non-highway) in non-urban areas where the 55 mph speed limit is strictly enforced.

of traffic congestion, while travel on a freeway at the same average speed results from a high congestion level and there is much less cruise operation.

To address the concerns summarized above, EPA issued a Work Assignment to Sierra Research during 1995 calling for the development of a methodology for generating new driving cycles for inventory development. The methodology recommended by Sierra[1*] called for developing both facility-specific and area-wide driving cycles that match the speed-acceleration frequency distributions (SAFDs) of vehicles operating in customer service.

For facility-specific cycles, the proposed approach involved constructing cycles to match the SAFDs for a wide range of roadway types and congestion levels. These cycles were to be developed from "chase car" data, a data set containing second-by-second information regarding roadway type and congestion level.

For area-wide cycles, Sierra recommended a method involving the development of a "primary" cycle, representing overall average driving conditions, and at least two additional cycles, intended to represent areas with higher and lower average speeds. One option suggested for a higher speed composite cycle was to use data collected in an urban area with relatively low traffic congestion, like Spokane, Washington. It was also suggested that data collected in Baltimore, Los Angeles, and Atlanta during certain periods of the day could be used to construct cycles with different average speeds. For example, it was suggested that data collected only during the morning and afternoon commute periods could represent relatively high congestion levels and lower average speeds, while data collected during off-peak periods could represent lower congestion levels and higher speeds. It was noted, however, that further analysis would be required of differences in the fraction of area-wide VMT by facility-type between different urban areas and between peak and off-peak periods. Depending on the degree of variation observed, it was suggested that alternative cycle construction processes might be required. As discussed in Section 4, an alternative cycle construction technique was necessary.

Scope of Work

This report combines the results of two related Work Assignments (1-04 and 2-01), the second of which was a follow-on to the first. Under the initial scope, a Work Plan was developed to provide EPA with actual driving cycles intended to represent both facility-specific and area-wide vehicle operation. The Initial (1-04) Work Plan consisted of the four tasks described below.

Task 1, Development of Facility-Specific Driving Cycles - Facility-specific data regarding driving patterns in customer service are required for the development of facility-specific

[*]Superscripts denote references provided in Section 7.

cycles. Data collected by the chase car* in Baltimore, Spokane, and Los Angeles were used to develop 11 facility-specific cycles, to represent travel on freeways, ramps, arterials/collectors and local roadways. Target length for each cycle was established as approximately 10 minutes.

Task 2, Development of Area-Wide Driving Cycles - The original concept under Task 2 involved the development of a family of "composite" driving cycles to represent overall travel within an urban area, with each cycle representing different levels of average speed and congestion. However, during the initial phase of this task, in which driving data comparisons were performed by city and data type (i.e., chase car vs. instrumented), analysis indicated that average speed would not adequately define travel in a particular area. In addition, the question remained as to how area-wide cycles developed from data for specific cities in which the data collection was performed (Atlanta, Baltimore, Los Angeles and Spokane) could be extrapolated to represent driving in other U.S. urban areas. In consultation with the Work Assignment Manager, an approach was developed for a city-weighted area-wide driving cycle based on facility-specific "bags" and city-specific bag weighting factors that can be obtained from transportation planning model outputs.

Task 3, Evaluation of the Driving Cycles - During the course of facility-specific and area-wide cycle development, a detailed series of statistical tests were performed on each cycle. The characteristics of each cycle developed under Tasks 1 and 2 were compared to the data from which the cycle was constructed to show how well the cycle correlates with the "target" driving behavior recorded by instrumented vehicles and chase cars. The evaluation included comparisons of speed, acceleration, power, and other measures acceptable to the Work Assignment Manager. In performing the evaluation, Sierra utilized the statistical evaluation criteria recommended by EPA.[2] The following statistics were compared for each cycle and target driving population:

- time in acceleration;
- time in deceleration;
- time at cruise;
- time at idle;
- maximum speed;
- average speed;
- average or predominant speed during cruise ("subjective" cycle speed);
- maximum acceleration rate;
- maximum deceleration rate;
- maximum power;
- length (time and miles);
- stops per mile;

*Instrumented vehicle data are not suitable for the development of facility-specific cycles because facility type cannot be determined from the available data, except for uncongested freeway operation. However, instrumented vehicle data were compared to chase car data on an overall basis to evaluate the representativeness of the chase car data.

- average positive kinetic energy (PKE) change per mile and specific power; and
- detailed distributions of speed and acceleration.

Using the above-listed parameters, the characteristics of the composite cycle were compared to CARB's LA92 cycle (sometimes called the "Unified" cycle) to determine whether it is significantly different.

Task 4, Data Analysis and Reporting - Under this task, Sierra provided progress reports to EPA during the course of the project and prepared the draft final report and an electronic copy of the speed/time traces for each cycle developed under this effort.

Under the follow-on Work Plan developed under Work Assignment 2-01 (which was prepared after EPA's review of draft final results from the initial effort), several additional analytical tasks were added. These additional tasks are described below.

Task 1, Revisions to High-Speed Freeway Cycle - Under EPA's direction, a new high-speed freeway cycle was developed as a replacement for the high-speed cycle developed under the initial Work Plan to better represent the frequency of high power events found in the driving population for high-speed freeway operation.

Task 2, Evaluation of New High-Speed Freeway Cycle - In this task, statistical characteristics of the revised high-speed freeway cycle developed under Task 1 were compared to their "target" driving population to quantify how well the new cycle represented its intended driving patterns. The statistical measures compared were identical to those listed under Task 3 of the initial Work Plan, with key emphasis on ensuring a comparable "match" of high power events obtained for the other facility-specific driving cycles.

Task 3, Further Analysis of Surface Street Cycles - Under this task, the videotaped records of driving traces from arterial/collector and local roadway operation were reviewed to determine the extent to which portions of surface street driving are influenced by intersections. The actual traces from the arterial and local cycles as well as additional randomly selected traces from their driving populations were examined. Each second-by-second trace was marked (based on the video review) with flags that identified when the vehicle's operation was being influenced by approaching or departing intersections. Summaries of these data from the cycles and target populations were compared to determine the extent to which the new surface street speed correction cycles properly represent intersection activity and identify those sections of the cycle traces that represent intersection-influenced operation.

Task 4, Data Analysis and Reporting - Under this task, Sierra provided progress reports to EPA during the course of the project and prepared the draft final report and electronic copies of the second-by-second speed trace for the new high-speed cycle developed under Task 1 and second-by-second identification of intersections and their influence for surface street driving traces analyzed in Task 3.

Organization of the Report

Following this introduction, Section 3 provides a description of how the facility-specific cycles were constructed. Speed traces and basic statistics for each of the facility-specific cycles are also contained in Section 3. The rationale and methodology for the development of the city-weighted area-wide cycle are described in Section 4. Statistical comparisons of instrumented vs. chase car and city-by-city driving variations that led to the modified area-wide cycle approach are also presented in Section 4. Detailed statistical tests of all of the cycles developed under this effort against the driving behavior they are intended to represent are presented and discussed in Section 5. Included in this series of tests is a similar comparison of CARB's LA92 driving cycle against its intended driving behavior to compare the "fit" of cycles developed under this effort to that of the LA92. A comparison of the area-wide cycle to the LA92 is also presented in Section 5 to determine if they are significantly different. The analysis of the influence of intersections on surface street driving is documented in Section 6. Section 7 contains a list of references cited throughout the report.

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3. FACILITY-SPECIFIC CYCLE DEVELOPMENT

Different driving patterns on two different roadway types may exhibit the same average vehicle speed, but result in different vehicle emissions. Facility-specific driving cycles intended to represent driving behavior on specific roadway types under various congestion levels were generated in order to develop emission factors specific to each type of facility. This section describes the methodology and driving data used to create facility- and congestion-specific driving cycles, and provides basic statistics for each cycle.

Facility-Specific Cycle Construction Methodology

Selection of Driving Data - The facility-specific cycles were developed exclusively from chase car data. In the chase car studies,[3] second-by-second recording of both facility type and congestion level was performed (using Level-of-Service [LOS] measures developed by the Transportation Research Board [TRB][4] and employed by the Federal Highway Administration [FHWA]). Public roadways were classified as either freeway, freeway ramp, arterial/collector, or local. "Freeways" were defined as multi-lane roadways with no signalized intersections and access limited to ramps that merge with a lane of traffic. "Ramps" were those sections of roadway that provide access to, or exit from, a freeway. "Arterials/collectors" were defined as non-freeway roads that link population centers and business centers, or serve as major corridors through urban areas. "Local" roadways were defined as non-freeway, non-arterial/collector roads providing access to residential areas, business parks, and other private property. Driving data collected under instrumented vehicle studies do not contain second-by-second representation of the type of roadway being driven and the congestion level. Under an earlier study for EPA,[5] Sierra investigated whether the facility type and congestion level could be inferred from the instrumented data by screening the data with a series of statistical algorithms. It was determined that the facility type and congestion level could not be reliably inferred. Thus, the facility-specific cycles are based solely on chase car driving data.

Creation of "Target" Driving Populations - Prior to the generation of facility-specific cycles, the chase car data collected in Baltimore, Los Angeles and Spokane were combined into a single data set. Second-by-second data in this merged file were then divided into separate "segment" files for those facility type and LOS groupings from which cycles were subsequently developed. (In this study, the term "segment" refers to a continuous driving trace over the same facility type and at the same LOS and is explained in greater detail later in this section). The implicit assumption in this approach was that

driving data recorded for a given facility and LOS were not dependent on the city in which the driving was performed.

These facility/LOS groupings established for each cycle are discussed below. They were chosen on the basis of earlier analysis performed for EPA and defined under the scope of work (with exceptions for high-speed freeways and arterials/collectors as noted).

LOS-Based Freeway Cycles - For freeway operation, previous analysis of available chase car data showed similar speed/acceleration frequency distributions (SAFDs) for LOS A-C, indicating that this range of LOS could be represented by one cycle. Additional cycles were developed to represent LOS D, LOS E, and LOS F. It was also decided to develop a fifth cycle to represent driving under conditions that are more congested than LOS F. This type of operation, based on operation observed on the most congested freeway links in Los Angeles, was referred to as LOS "G."

High-Speed Freeway Cycle - In addition to the LOS-based freeway cycles, a "high speed" freeway cycle was developed to represent operation occurring under low congestion levels and speed limits higher than 55 mph (or lack of enforcement of a 55-mph speed limit). The driving "population" for this cycle was created from the combined driving segment files in the three-city chase car data set using the following criteria:

- freeway facility type;
- LOS A, B or C;
- segment length greater than 30 seconds; and
- minimum segment speed at or above 50 mph.*

Ramp Cycle - A separate cycle was developed to represent freeway ramp activity. The ramp activity includes driving on both on-ramps and off-ramps, as well as travel on "transitional" ramps (i.e., at freeway intersection interchanges where a vehicle must drive along a ramp to move from one freeway to the next).

Arterial/Collector Cycles - Under the initial scope of work, separate arterial/collector cycles were to be developed for each LOS from A through F. More detailed analysis of chase car data under this study indicated that travel on arterials and collectors should be represented by three ranges of observed congestion level: LOS A–B, C–D, and E–F. These groupings were based on the similarities in average speeds observed in the data set.

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*These criteria reflect the definition of high-speed freeway operation for the revised high-speed cycle constructed under the 2-01 Work Plan. Under the initial (1-04) Work Plan, the minimum speed criterion of 55 mph was revised to 50 mph as listed above. The primary rationale for lowering the minimum speed cutoff was to increase the number of segments in the high-speed freeway driving population, thus enhancing the ability of a cycle to statistically match the "target" driving population. An evaluation of the additional segments added to driving population when lowering the minimum speed cutoff to 50 mph indicated that over 92% of these additional segments still had average speeds in excess of 55 mph.

Local Roadways Cycle - Because essentially all local roadway travel was observed to occur under a low level of congestion, only one cycle was required to represent travel over local roadways.

Segment-Based Candidate Cycle Construction Method - To construct a new family of facility-specific cycles, Sierra used a computerized "trial-and-error" approach to selecting combinations of trip "segments" that best matched the SAFD of the target data set (e.g., a particular facility type and congestion level). This approach ensured that the speed-time profiles of the cycles were constructed from real speed-time profiles that preserved the acceleration profiles and minor speed variations contained in customer service driving. The method used differed from previous cycle development efforts in that it did not attempt to use "microtrips" (speed traces that begin and end at rest). This change was necessary to develop cycles representative of roadway operation under which no stops occurred (e.g., uncongested freeway travel) and to accommodate the segment-based nature of driving data when grouped by facility and LOS. Under this revised approach, a trip "segment" was defined as a second-by-second speed trace whose endpoints were determined by either of the following conditions:

1. the vehicle came to rest (as at the end of a microtrip); or

2. the facility or LOS group changed (e.g., moving from a freeway onto an off-ramp or from LOS D to LOS E on a freeway).

After grouping the chase car data into separate files by facility type and LOS, the second condition was tested by searching for discontinuities greater than one second in the second-by-second time stamp field contained in the chase car data. For example, consider the following sample of second-by-second data in the "Freeway LOS D" file:

Record Number	Time Stamp	Speed (mph)
1	04/21/92 14:13:00	58.2
2	04/21/92 14:13:01	59.4
3	04/21/92 14:13:02	59.6
4	04/21/92 14:13:03	59.7
5	***04/21/92 14:13:04***	59.3
6	***04/21/92 15:36:20***	59.0
7	04/21/92 15:36:21	60.3
8	04/21/92 15:36:22	60.7
9	04/21/92 15:36:23	60.7
10	04/21/92 15:36:24	60.5

The discontinuity in the time stamp from Record 5 to Record 6 marks the end of one trip segment and the beginning of the next. As in this example, trip segments were identified within each of the facility/LOS group files.

The "Hybrid-Random/Incremental" cycle construction logic developed under previous work for EPA and CARB was then altered to generate candidate cycles from segments, rather than microtrips. Microtrips could easily be chained together since they began and ended at rest; after each microtrip was selected, the remaining microtrips were evaluated and another selected (either randomly or by "best incremental fit"). This microtrip selection process continued until the desired cycle time had been reached. To accommodate segments, instead of microtrips, the segment-selection process employed the following changes to the programming logic:

1. Once a segment was selected, its terminal speed and acceleration were identified.

2. The initial speed and acceleration of all the remaining segments were then tested against the terminal conditions of the current segment.

3. Those remaining segments whose initial speed and acceleration matched the terminal conditions of the current segment within allowed tolerances (±0.5 mph for speed and ±0.5 mph/sec for acceleration) were placed into a "Qualified Segment" subset from which the next segment was selected (again, either randomly or by best incremental fit).

Each time a new segment was selected, the Qualified Segment subset was re-determined and the above steps were repeated until the desired cycle time was reached.

Using varying constraints on the fraction of time that each candidate cycle used randomly selected segments, and using various methods of optimization (matching either the total, non-idle or non-cruise portions of each cycle against its target SAFD), the following number of candidate cycles were generated:

- 1,800 for each freeway/LOS group (A-C, D, E, F, G and High-Speed);
- 1,200 for ramps; and
- 1,000 for each arterial/collector/LOS group (A-B, C-D and E-F) and for local roadways.

In all, 16,000 candidate facility-specific cycles were generated using the segment-based Hybrid-Random/Incremental process described above.

"Best" Cycle Selection Process - Once the candidate cycles had been generated for each facility type and LOS group, a series of statistical tests were applied to each cycle in order to identify and select the cycle in each group that "best" matched its target driving population. Sierra's earlier "best" cycle selection process consisted of ranking each candidate cycle's "DiffSum" statistic (i.e., sum of differences between cycle and target joint speed and acceleration frequencies) and selecting the single cycle with the lowest DiffSum or best "fit" to the target population. At the request of EPA, the cycle selection process was modified to include an evaluation of the amount of operation in relatively high specific power modes (e.g., between 200-299 mph^2/sec and $\geq$300 mph^2/sec). Among the

10 cycles with the best fits to the overall SAFD of each target population (e.g., freeway operation at LOS F), the cycle that best matched the amount of operation in these high power modes was then chosen as the single best cycle representing that driving population.* This collection of cycles is referred to as the final *unedited* cycles.

Cycle Editing - The last step in the cycle development process involved manually editing the computer-generated final unedited cycles to improve their fit to the target SAFD. Editing was limited to *segment addition* and *segment shortening* using a procedure developed under previous work for EPA. Segment addition consists of inserting segments of the speed-time trace that begin and end with a speed within 0.5 mph of the speed at the insertion point. Segment shortening involves removing portions of the speed-time trace between two cruise speeds that are within 0.5 mph. The procedure avoids changes to the speed-time profile that alter the characteristics of any accelerations. During the editing, Sierra lengthened or shortened cruise operation until an optimum match to the speed-acceleration distribution of the target data set was achieved within the target cycle length.

Basic Characteristics of the Facility-Specific Cycles

Table 3 summarizes several characteristics of the new facility-specific cycles that were developed. As shown in the table, the six non-ramp, freeway cycles have average speeds ranging from 13.1 mph to 63.2 mph. The ramp cycle has an average speed of 34.6 mph. The three arterial/collector cycles have average speeds ranging from 11.6 mph to 24.8 mph. The cycle representing travel on local roadways has an average speed of 12.9 mph.

Table 3
New Facility-Specific Speed Correction Cycles

Cycle	Average Speed (mph)	Maximum Speed (mph)	Maximum Accel Rate (mph/s)	Length (seconds)	Length (miles)
Freeway, High Speed	63.2	74.7	2.7	610	10.72
Freeway, LOS A-C	59.7	73.1	3.4	516	8.55
Freeway, LOS D	52.9	70.6	2.3	406	5.96
Freeway, LOS E	30.5	63.0	5.3	456	3.86
Freeway, LOS F	18.6	49.9	6.9	442	2.29

* All of the "top-10" cycles in each target group generally exhibited nominally identical fits to their target SAFDs. DiffSums only varied in magnitude by 1-2% across each top-10 set of candidate cycles.

Table 3 New Facility-Specific Speed Correction Cycles					
Cycle	Average Speed (mph)	Maximum Speed (mph)	Maximum Accel Rate (mph/s)	Length (seconds)	Length (miles)
Freeway, LOS "G"	13.1	35.7	3.8	390	1.42
Freeway Ramps	34.6	60.2	5.7	266	2.56
Arterials/Collectors LOS A-B	24.8	58.9	5.0	737	5.07
Arterials/Collectors LOS C-D	19.2	49.5	5.7	629	3.36
Arterials/Collectors LOS E-F	11.6	39.9	5.8	504	1.62
Local Roadways	12.9	38.3	3.7	525	1.87

Figures 1-11 show the speed-time traces for each of the facility-specific cycles. The scale of the axis is kept the same to facilitate comparisons between the cycles.

Figure 1

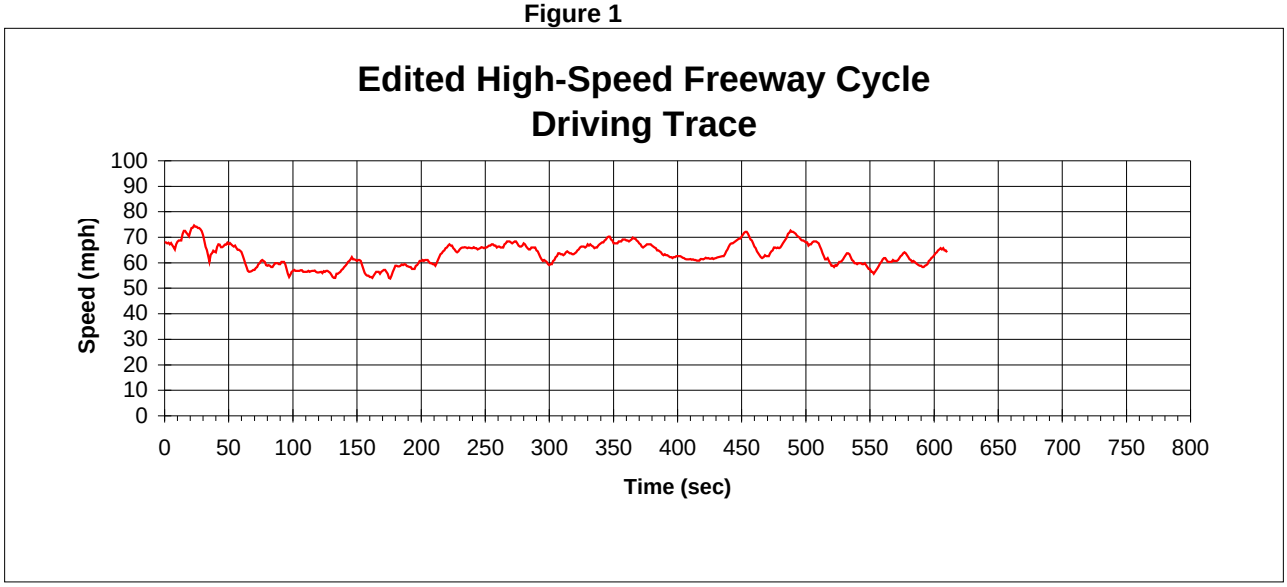


Figure 2

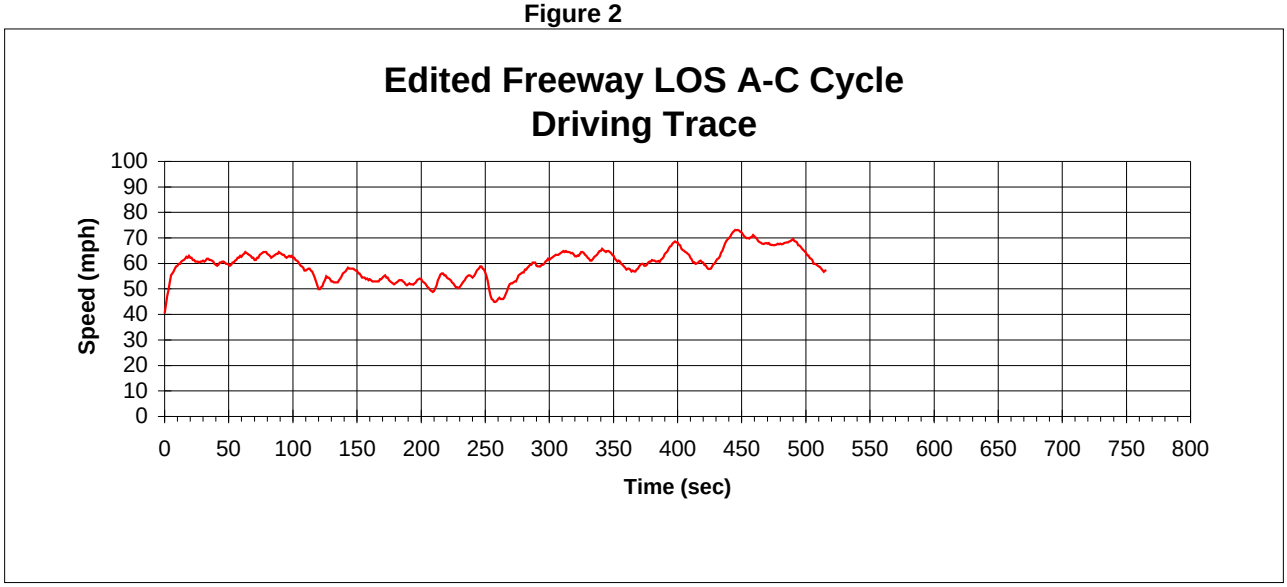


Figure 3

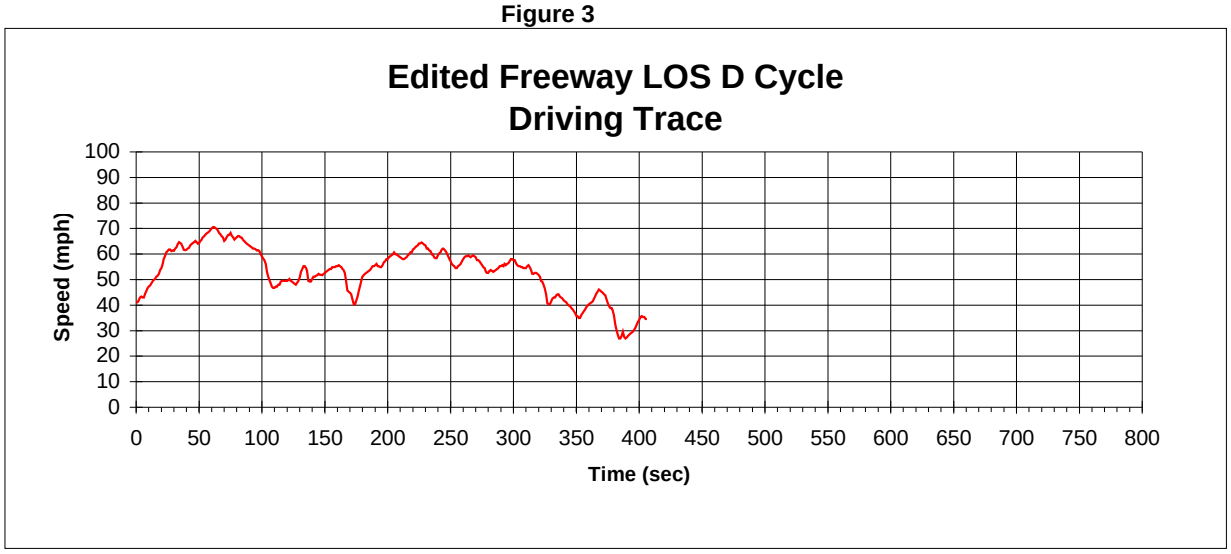


Figure 4

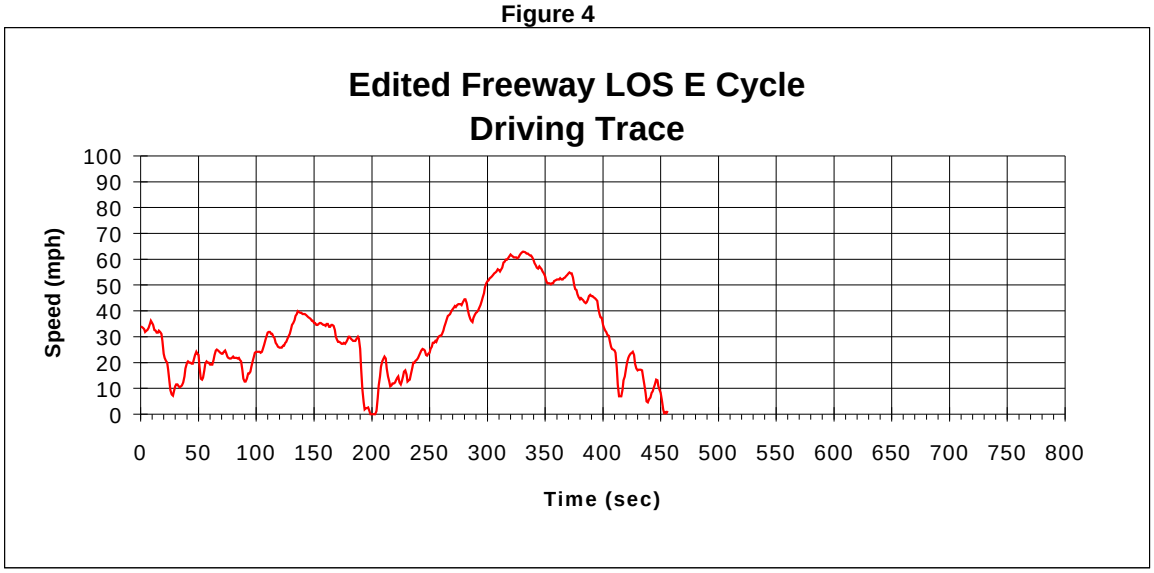


Figure 5

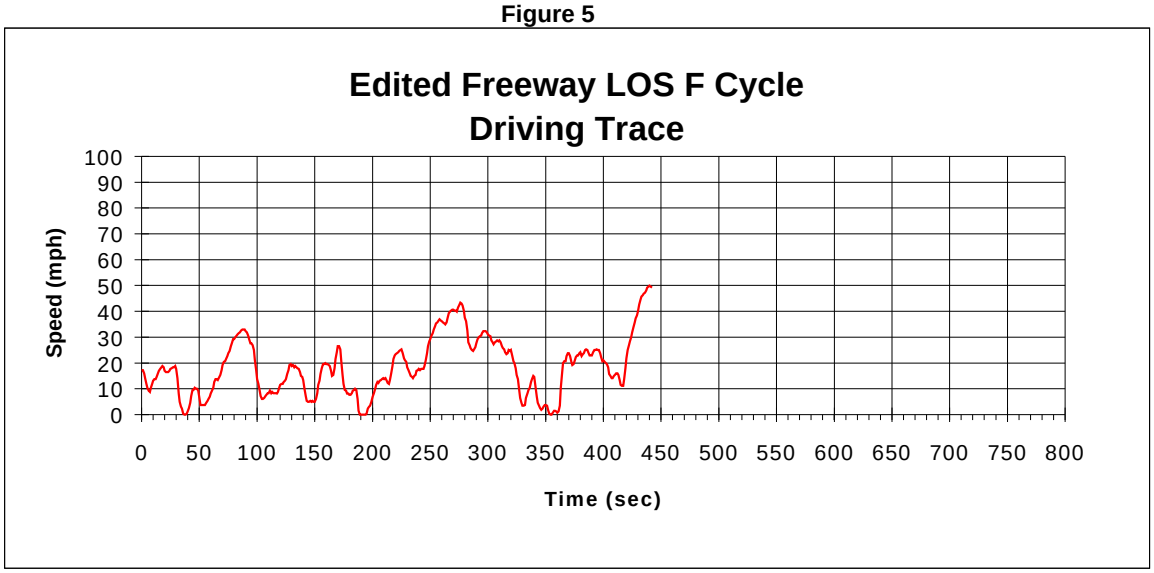


Figure 6

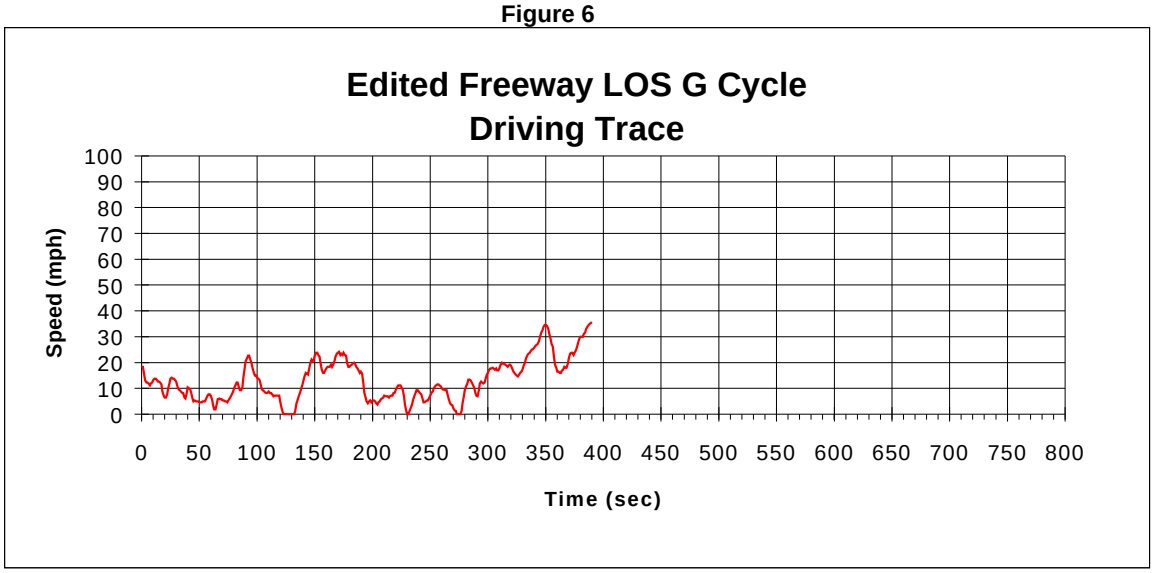


Figure 7

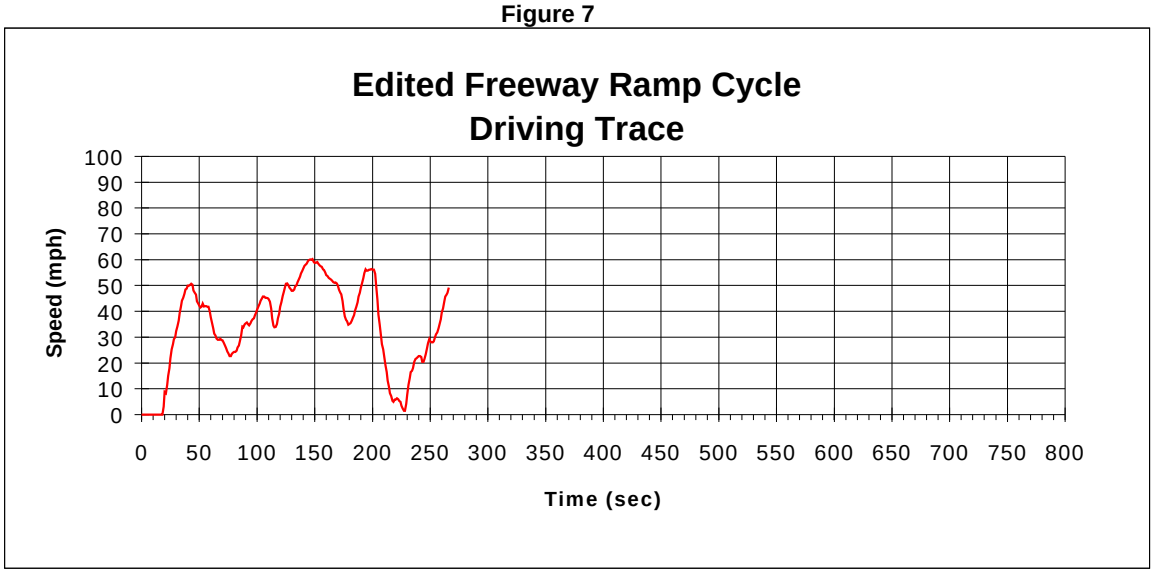


Figure 8

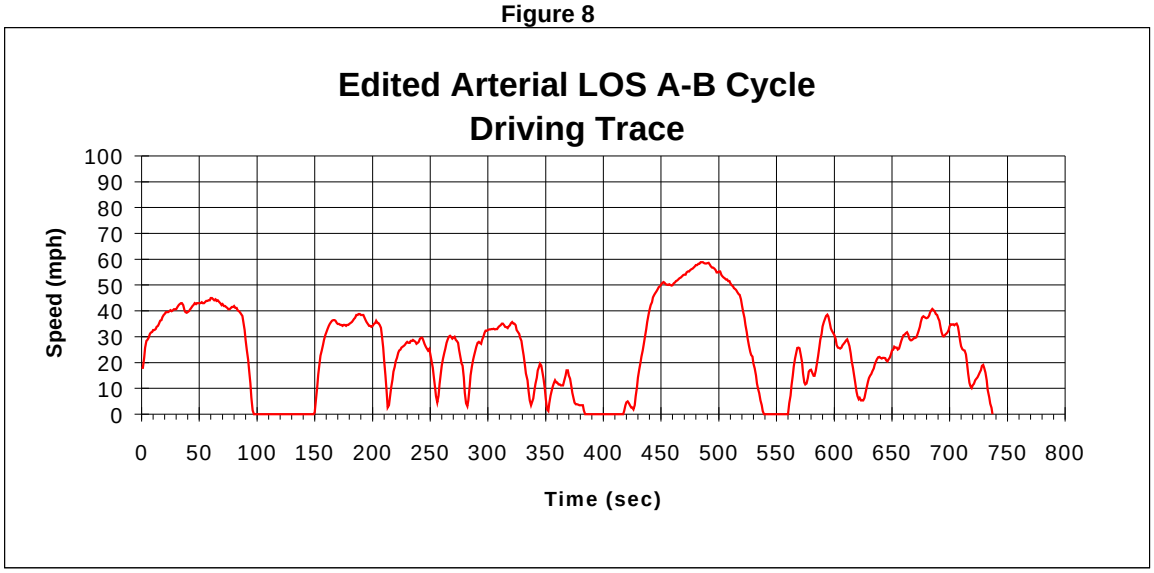


Figure 9

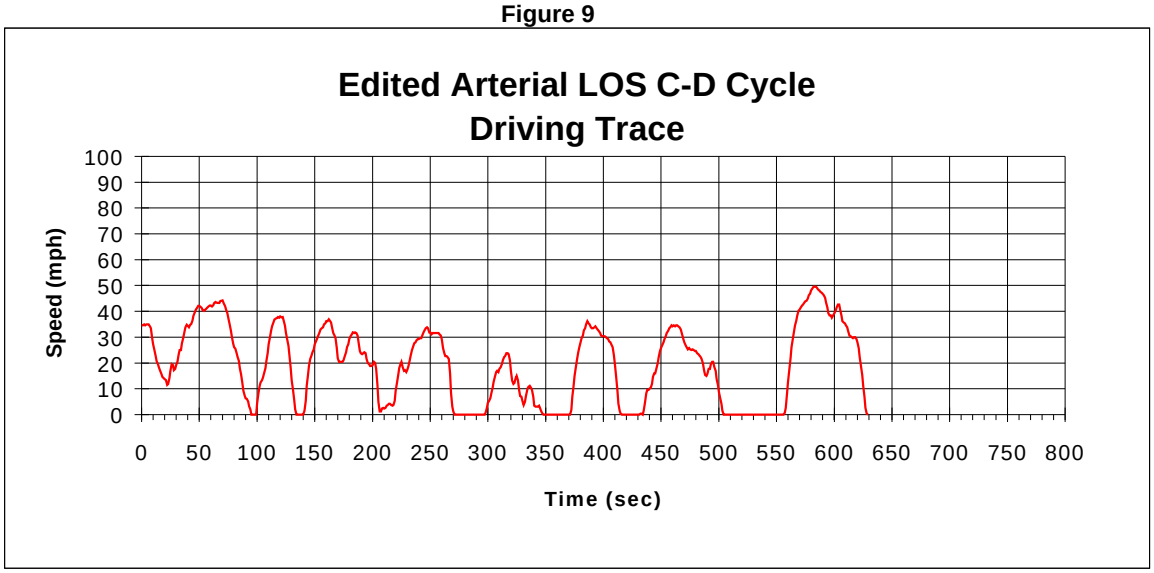


Figure 10

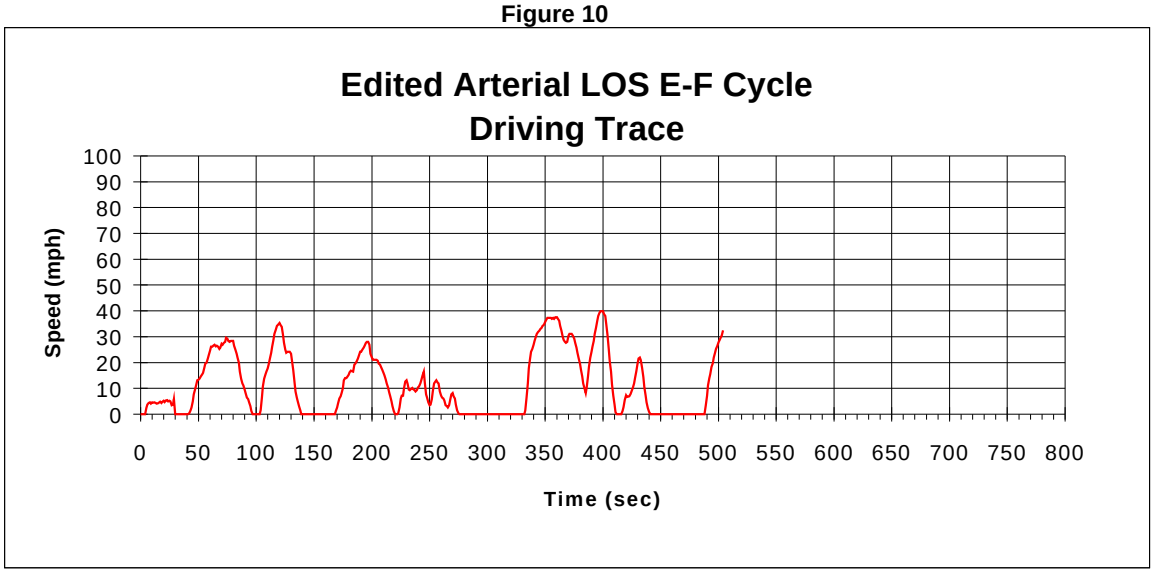
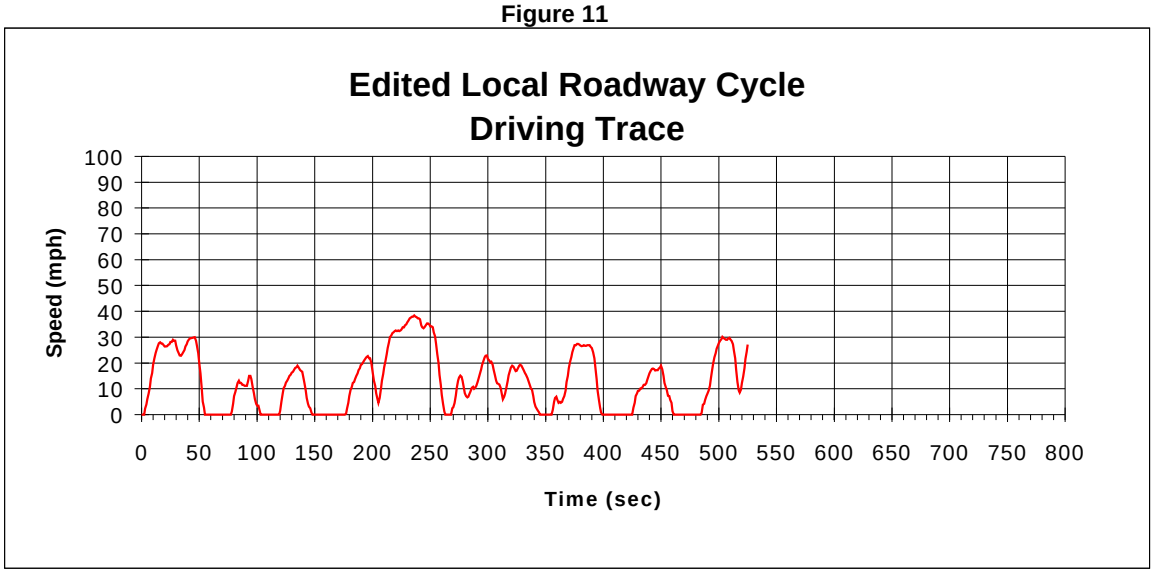


Figure 11


Edited Local Roadway Cycle
Driving Trace
Speed (mph)
100
90
80
70
60
50
40
30
20
10
0
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
Time (sec)

4. AREA-WIDE CYCLE DEVELOPMENT

As introduced earlier in Section 2, the original area-wide cycle concept was to develop a family of composite driving cycles to represent overall travel within urban areas with different levels of congestion and average speed. However, analysis of both instrumented vehicle and chase car data collected from various cities indicated that average speed would not adequately define travel within a particular area. Furthermore, the question remained as to how separate area-wide cycles developed from data for specific cities in which driving studies were conducted (Atlanta, Baltimore, Los Angeles and Spokane) could be extrapolated to represent driving in other U.S. urban areas. In consultation with EPA, an alternative approach was developed that identifies and separates the type of driving that does not vary appreciably from city-to-city from that which does. By applying this alternative methodology, an area-wide driving cycle composed of a series of speed traces (segments) was generated that can be used to represent operation within any urban area, given city-specific segment weighting factors that can be developed from transportation planning model outputs.

This section presents driving data comparisons that led to the development of this alternative approach to area-wide cycle development, as well as a detailed description of the methodology and the rationale behind it. It also summarizes the basic characteristics of the resulting area-wide driving cycle, as weighted for Baltimore driving conditions.

Initial Driving Data Comparisons

Prior to the development of area-wide "composite" driving cycles, a detailed investigation of the available driving data was conducted. A series of statistical comparisons were performed in order to determine which specific data should be used in the development of composite cycles intended to represent operation in metropolitan nonattainment areas. Before proceeding to a discussion of these comparisons, summaries of the driving data and their inherent biases are presented below.

Available Driving Data - Detailed driving data representing vehicle operation under current urban driving conditions were collected in field studies[6,2] conducted in Baltimore, Los Angeles, Atlanta and Spokane using two different methods:

1. Instrumented Vehicle - direct second-by-second vehicle speed measurement obtained from an on-board instrumentation package installed on randomly selected vehicles in customer service (for one to two weeks per vehicle); and

2. Chase Car - remote determination of the second-by-second speed of randomly followed vehicles by a laser range finder-equipped "chase" car following a predesignated route.

Both instrumented vehicle and chase car data were collected in Baltimore and Spokane. Only chase car driving was performed in Los Angeles, and only instrumented vehicle data were collected in Atlanta.

Data Limitations and Inherent Biases - In evaluating driving data collected under these two methods, there are several important factors to consider. These factors are listed below.

1. Chase car driving was conducted over point-to-point urban routes selected from zone-to-zone "trips" output from transportation planning models. These models are known to under-represent short "intrazonal" trips.

2. Facility-type and congestion (LOS) were not measured in instrumented driving.

3. Instrumented vehicle biases (which have been cited in previous studies) include the lack of representation of fleet vehicle operation and possible travel by instrumented vehicles outside the urban area.

Instrumented vehicle data, despite the biases cited and the lack of facility type and congestion level, are believed to be superior to chase car data in representing the entire range of urban vehicle operation because they include the short, intrazoned travel under-represented by the chase car surveys.

Driving Data Comparisons - A series of statistical comparisons were performed on both the instrumented and chase car driving data. These comparisons were then evaluated to guide the development of the area-wide cycle methodology. The following types of variations in the driving data were examined:

- instrumented vs. chase car differences;

- city-to-city differences;

- variation in facility and LOS distributions; and

- time of day variations.

The driving statistics generated included average speed, average specific power and specific power distributions, average trip length/time, detailed speed-acceleration frequency distributions (SAFDs) and DiffSums (sum of differences between cycle and target joint speed and acceleration frequencies). Detailed tabular summaries of these statistical comparisons are contained in Appendix A.

Not surprisingly, one of the primary differences observed in comparing data from city to city was the variation in the distribution of travel by facility type and LOS. Table 4 compares the travel distributions by facility type and LOS for each of the chase car cities (Baltimore, Los Angeles and Spokane). The distribution of freeway travel by LOS is also shown.

Table 4
Comparison of Chase Car Facility and LOS Travel Distributions by City

	Travel Frequency (% time)		
Facility/LOS	Baltimore	Los Angeles	Spokane
Freeway Total	16.91	25.77	9.79
Ramp Total	3.47	5.11	1.55
Arterial Total	60.53	66.52	76.53
Local Total	16.38	2.27	10.03
Other Facilities Total	2.71	0.32	2.10
LOS A Total	50.64	32.92	62.49
LOS B Total	23.62	19.64	22.21
LOS C Total	15.30	19.84	12.17
LOS D Total	6.79	11.02	1.67
LOS E Total	2.13	7.49	0.38
LOS F Total	1.52	9.08	0.04
Freeway LOS A	23.76	2.51	39.04
Freeway LOS B	31.96	7.96	31.58
Freeway LOS C	23.82	25.17	26.15
Freeway LOS D	10.45	15.52	1.81
Freeway LOS E	3.06	18.10	1.42

Table 4 Comparison of Chase Car Facility and LOS Travel Distributions by City			
Freeway LOS F	6.96	30.74	0

As Table 4 illustrates, the freeway travel fraction in Spokane (9.79%) is lower than that in Baltimore (16.91%) and Los Angeles (25.77%), and the fraction of travel on arterials and collectors in Spokane exceeds that in Baltimore and Los Angeles. Table 4 also shows that the LOS distribution varies dramatically on freeways. The freeway travel under LOS D or worse on the congested Los Angeles freeway network totaled over 63% of the freeway driving time. Conversely, LOS D or worse accounted for a little over 3% of freeway driving in Spokane.

Despite these variations in the mix of travel by facility and congestion level, the overall average speeds of both chase car and instrumented vehicle data compared quite closely from city to city. For example, the average chase car speed for Spokane, Washington (26.9 mph) was comparable to that recorded in Los Angeles, California (26.3 mph). This comparison indicates that similarities in overall average speed can "mask" large differences in the amount of travel by type of roadway and by level of congestion. Detailed analysis of the chase car data suggested that most of the differences between overall travel in different cities were related to 1) the fraction of total travel that occurred on freeways, and 2) the mix of congestion levels associated with freeway travel.

Table 5 illustrates the differences in freeway and non-freeway travel between the three cities for which chase car data were available. The values shown in the table were calculated by summing the absolute value of the differences between the percent of operation in each cell of a 31 × 18 matrix (SAFD) of acceleration rates and speeds for facility-specific chase car data. (Appendix A contains the detailed matrices and the rest of the driving comparison statistics referenced above.) Each matrix was constructed by subtracting the frequency of operation recorded in the second city listed in the title of the table from the frequency of operation recorded in the first city.

Table 5
Comparison Of Chase-Car Freeway and Non-Freeway Driving Differences Between Cities
(Sum of Differences in Percent Operation in 31 x 18 Speed-Accel Matrix; 200 = Maximum Difference)

City-Pair	Total Difference	
	Freeway	Non-Freeway
LA vs. Baltimore	60.41	23.85
Spokane vs. Baltimore	42.16	25.27
Spokane vs. LA	73.45	29.60

By studying the detailed matrices, the differences in the freeway operation between the three cities become apparent. Los Angeles has more freeway travel at low speeds than either Baltimore or Spokane. Conversely, Los Angeles has less travel at free-flow speeds of 55-70 mph. However, as mentioned earlier, smaller differences between cities were observed for freeway operation at a particular level of service. For example, LOS A-C activity in Baltimore was similar to LOS A-C activity in Spokane and Los Angeles.* In contrast to the large differences in freeway travel, differences in non-freeway travel between the three cities are relatively small.

Area-Wide Cycle Construction Methodology

Based on the findings summarized above, it was determined that area-wide vehicle operation for different cities could be represented by a multi-segment driving cycle with city-specific weighting factors applied to each of the segments. The segments needed in the cycle are as follows:

1. freeway operation at LOS A-C;
2. freeway operation at LOS D;
3. freeway operation at LOS E;
4. freeway operation at LOS F;
5. freeway ramp operation; and
6. non-freeway operation.

*Large differences occur at the congestion levels when limited data are available for one of the cities.

The facility-specific cycles developed to represent freeway travel cover five of the six segments needed for the area-wide cycle. To complete the cycle, these five segments were strung together with a sixth cycle representing "non-freeway" operation. The application of the resultant cycle to individual cities would be as follows:

$$Composite\ Emissions = WT_{FwyAC} \times Emissions_{FwyAC} + WT_{FwyD} \times Emissions_{FwyD} + WT_{FwyE} \times Emissions_{FwyE} + WT_{FwyF} \times Emissions_{FwyF} + WT_{FwyRamp} \times Emissions_{FwyRamp} + WT_{NonFwy} \times Emissions_{NonFwy}$$

where each WT is a city-specific weighting factor representing the fraction of travel (in miles) for each operation group; these can be developed by transportation modeling agencies in each urban area.

Although chase car data collected in Los Angeles, Baltimore, and Spokane could have been used to construct a cycle representing non-freeway operation, analysis of differences in chase car and instrumented vehicle data indicated that the chase car method was under-representing short trips (< five minutes in length). Routes driven in chase car studies are based on trips estimated by an urban transportation planning model. Evidence indicates short "intrazonal" trips are not well-represented by transportation planning models. To compensate for this limitation, and to utilize the more robust instrumented vehicle data base, the following technique was used:

- Compute Initial Travel Mix - Freeway and non-freeway travel fractions were computed for the urban area of interest.

- Adjust Travel Mix - The initial freeway vs. non-freeway travel splits were adjusted to reflect the "short trip" bias not captured by transportation planning model or chase car data.

- Derive Non-Freeway Target Driving - The target SAFD for non-freeway driving was back-calculated by subtracting the chase-car-based freeway SAFD, weighted by the adjusted freeway travel fraction, from the full instrumented vehicle SAFD as follows:

$$SAFD_{NonFwy} = SAFD_{IV} - TF_{Fwy} \times SAFD_{FwyCC}$$

where $SAFD_{NonFwy}$ is the computed non-freeway target driving distribution, $SAFD_{IV}$ is the full instrumented vehicle driving distribution, TF_{Fwy} is the adjusted fraction of freeway travel, and $SAFD_{FwyCC}$ is the chase-car-based freeway driving distribution.

By itself, the resultant non-freeway target driving distribution was assumed to be city-independent.

- Develop Non-Freeway Driving Trace - Sierra then applied the microtrip-based Hybrid-Random/Incremental cycle development methodology (discussed in Section 3) to generate 12,000 candidate driving traces. The procedures for selecting and editing the "best" non-freeway area-wide cycle were identical to those described in Section 3. Unlike the facility-specific cycles, the candidate non-freeway area-wide cycles were developed exclusively from actual second-by-second instrumented vehicle driving data.

- Generate Composite Area-Wide Cycle - The non-freeway driving trace developed in the above step was then chained together with the facility-specific freeway cycles covering LOS A-F and the ramp cycle.

Appendix B contains a detailed description of the travel mix adjustment procedure and the adjusted mixes calculated for Baltimore, Spokane and Los Angeles.

The following weighting factors compiled for an individual city would then be applied to emission test results collected from each segment:

- freeway driving at LOS A-C travel fraction (mileage-based);
- freeway driving at LOS D travel fraction;
- freeway driving at LOS E travel fraction;
- freeway driving at LOS F fraction;
- freeway ramp travel fraction; and
- non-freeway driving travel fraction.

A set of city-specific fleet correction factors can then be compiled by combining city-specific travel fractions with the segment-specific emissions for a test fleet of vehicles, using either modal data collection or individual sample bags for each segment.

Characteristics of the Non-Freeway Area-Wide Segment

Table 6 summarizes several characteristics of the non-freeway portion of the new area-wide cycle. Figure 12 shows the speed-time profile for the non-freeway segment.

Table 6
Non-Freeway Segment of New Area-Wide Speed Correction Cycle

Cycle	Average Speed (mph)	Maximum Speed (mph)	Maximum Accel Rate (mph/s)	Length (seconds)	Length (miles)
Non-Freeway Urban Travel	19.4	52.3	6.4	1,348	7.25

Figure 12

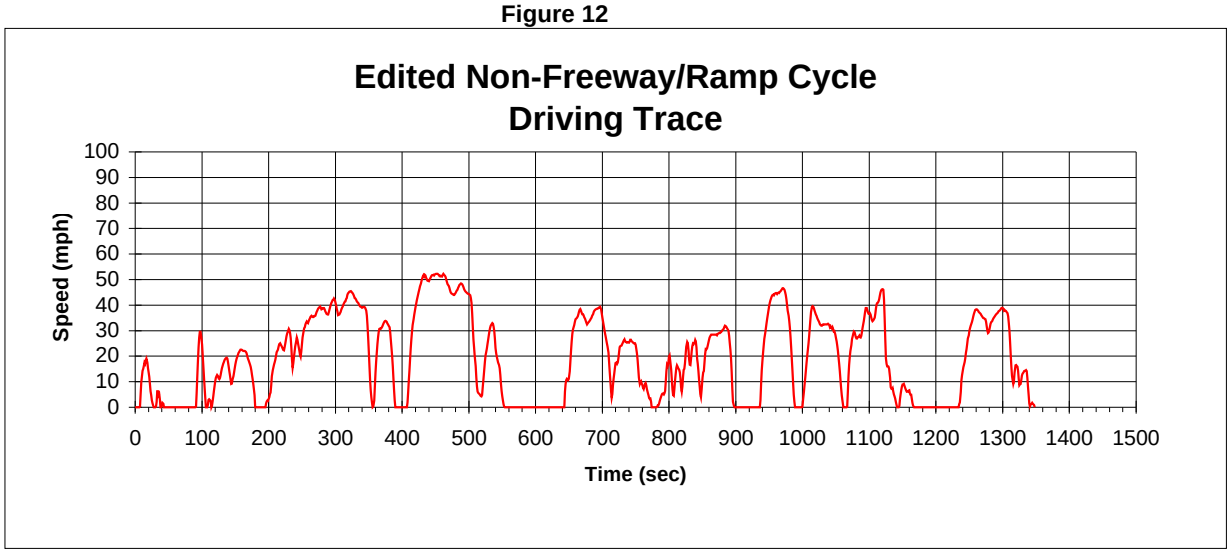
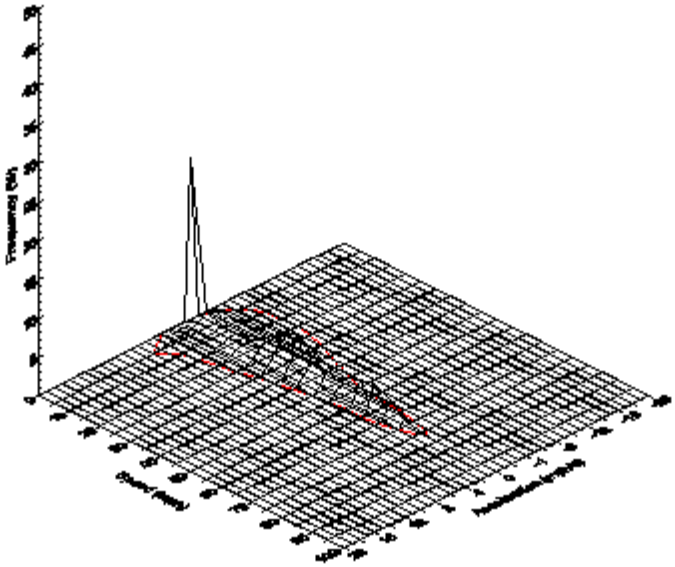


Figure 13 is a three-dimensional SAFD (Watson Plot) for the new area-wide cycle, with weighting factors applied to each of the segments based on chase car data collected in Baltimore. Figure 14 is a Watson Plot of the instrumented vehicle data collected in Baltimore. By comparing the two figures, it can be seen that the SAFD resulting from the application of appropriate weighting factors to the new area-wide cycle closely matches the SAFD generated from the instrumented vehicle data set.

Figure 13

Baltimore Instrumented Vehicle Driving SAFD (%)

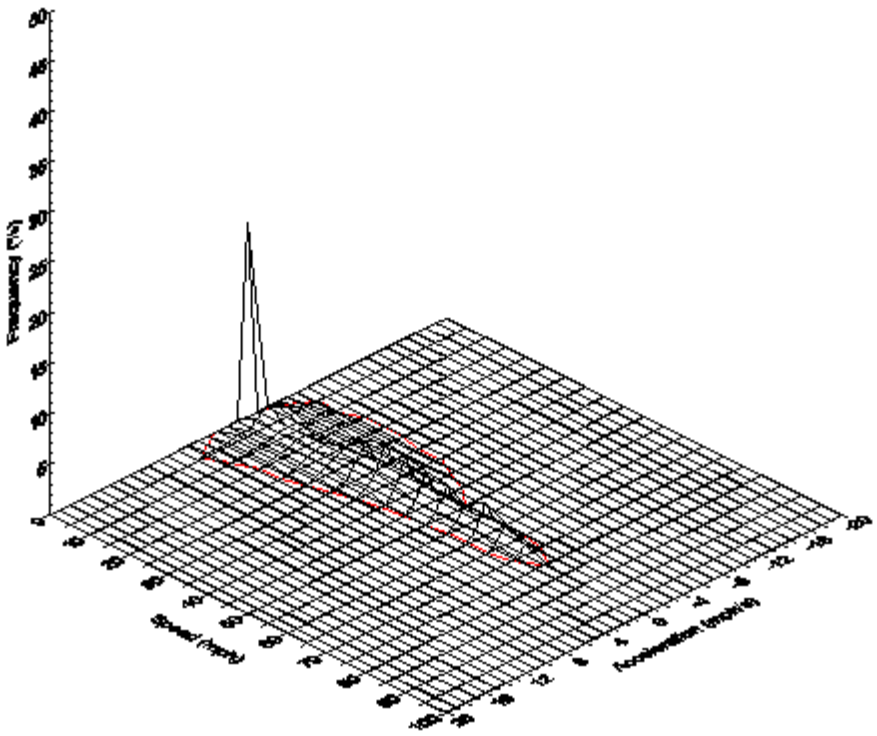


Note: Boundary line shows distribution 'envelope' at 0.1% frequency.

NObs = 3366480

Figure 14

Baltimore-Weighted Area-Wide Cycle SAFD (%)



Note : Boundary line shows distribution 'envelope' at 0.1% frequency. NObs = 3434

5. EVALUATION OF DRIVING CYCLES

During the development of both the facility-specific and area-wide driving cycles, a comprehensive series of statistics were generated to test the representativeness of each individual cycle against the target driving population it was intended to match. This section provides an evaluation of each of the cycles developed under this study by summarizing these statistical comparisons. For perspective, a comparison of the same statistics for CARB's LA92 composite driving cycle and its target driving population is also provided. Finally, the entire multi-segment, area-wide driving cycle is compared to the LA92 cycle.

Facility-Specific Cycle Evaluation

Table 7 compares the key driving statistics for each of the facility-specific cycles with their respective target driving populations. The statistical tests for the cycles developed under this study can be compared to that of the Unified LA92 cycle, shown at the bottom of Table 7. As seen in the table, average speeds for each cycle match their target driving with 1-2 mph; however, speed and acceleration maximums for all of the cycles never reach the entire range contained in the target populations. Comparison of the critical DiffSum (sum of differences between cycle and target joint speed and acceleration frequencies) statistic (listed as "Total SAFD Difference" in the table) indicates that, with the exception of the ramp cycle,* each facility-specific cycles developed under this study matches the joint speed-acceleration frequencies of its target better than the LA92 cycle.

A detailed set of all cycle evaluation statistical comparisons stated in the Work Plan is presented in a series of tabular summaries contained in Appendix C. These detailed tables include the following statistics:

- time in acceleration;
- time in deceleration;

*Candidate ramp cycles proved difficult to develop using the segment-based Hybrid-Random/Incremental procedure. As they were being generated, segment building for many of the candidate ramp cycles was prematurely terminated before reaching the targeted cycle length. Due to the extreme transient nature of freeway ramp activity, segment endpoint matches could not always be found for currently selected segments, causing premature termination of the segment-building iterations. As a result, the match of best ramp cycle's SAFD against target ramp driving proved to be inferior to that of the other cycles.

Table 7
Comparison of Key Representativeness Statistics for Facility-Specific Cycles

Driving Cycle	Mean Speed (mph)		Maximum Speed (mph)		Maximum Accel Rate (mph/sec)		Total SAFD Difference (%)	High-Power Difference (%)
	Cyc.	Pop.	Cyc.	Pop.	Cyc.	Pop.		
Freeway High-Speed*	63.2	62.7	74.7	80.9	2.7	5.8	9.41	0.16
Freeway LOS A-C	59.7	59.2	73.1	83.2	3.4	6.8	12.12	0.39
Freeway LOS D	52.9	52.0	70.6	75.8	2.3	6.1	15.10	0.35
Freeway LOS E	30.5	32.1	63.0	71.3	5.3	8.5	25.17	0.18
Freeway LOS F	18.6	19.9	49.9	69.5	6.9	9.6	23.83	0.06
Freeway LOS G	13.1	14.4	35.7	49.1	3.8	5.7	18.80	0.10
Freeway Ramp	34.6	35.4	60.2	79.1	5.7	9.3	42.74	0.99
Arterial LOS A-B	24.8	25.2	58.9	74.9	5.0	14.9	17.04	0.40
Arterial LOS C-D	19.2	18.9	49.5	71.3	5.7	10.4	16.86	0.21
Arterial LOS E-F	11.6	12.0	39.9	56.8	5.8	10.2	17.86	0.24
Local Roadways	12.8	14.6	38.3	62.7	3.7	12.5	21.80	0.11
LA92 Cycle	24.6	26.3	67.2	80.3	6.9	10.4	30.27	0.19

- time at cruise;
- time at idle;
- maximum speed;
- average speed;
- average or predominant speed during cruise ("subjective" cycle speed);
- average non-idle speed;
- average positive acceleration rate;
- average negative deceleration rate;
- maximum acceleration rate;
- maximum deceleration rate;
- maximum power;
- length (time and miles);

*The first high-speed freeway cycle had an average speed of 64.2 mph, with a population average speed of 64.0 mph. Its Total SAFD and High-Power differences were 8.62% and 0.95%. As demonstrated in Table 7, the revised high-speed cycle exhibits a far superior match of high power events (0.16% vs. 0.95%) than the original high speed cycle, which is well in line with the high-power matches obtained for the other facility-specific cycles.

- stops per mile;
- average PKE;
- average total specific power;
- average non-zero specific power; and
- detailed distributions of speed and acceleration frequencies (SAFDs).

The statistical summary tables for each cycle in Appendix C are ordered as follows: 1) cycle statistics, 2) target driving population statistics, and 3) difference between cycle and target statistics.

Area-Wide Cycle Evaluation

Table 8 compares key statistics for the non-freeway segment of the area-wide cycle. (As before, statistics for the Unified LA92 cycle are also listed for comparison.) The average and maximum speeds of the non-freeway segment closely match that of its target instrumented vehicle-based driving. The non-freeway segment's DiffSum (total SAFD difference) and high-power summed difference compare favorably to those of the LA92 cycle.

Table 8
Comparison of Key Representativeness Statistics for the Non-Freeway Segment of the Area-Wide Cycle

Driving Segment/Cycle	Mean Speed (mph)		Maximum Speed (mph)		Maximum Accel Rate (mph/sec)		Total SAFD Difference (%)	High-Power Difference (%)
	Cyc.	Pop.	Cyc.	Pop.	Cyc.	Pop.		
Non-Freeway Area-Wide Segment	19.4	19.6	52.3	52.5	6.4	12.0	8.79	0.11
LA92 Cycle	24.6	26.3	67.2	80.3	6.9	10.4	30.27	0.19

A second series of statistical tests of the entire six-segment composite area-wide cycle was developed by generating driving distributions using segment-weighting factors for Los Angeles. These statistics for the LA-weighted cycle were then compared to both the LA92 cycle and the Los Angeles chase car driving data population. The results, summarized in Table 9, indicate that the 34.21% total SAFD difference between the two composite cycles (area-wide vs. LA92) exceeds that of each of the cycles developed under this study when compared to their target driving distributions. The area-wide cycle is compared against the 1992 Los Angeles chase car driving population in the second row of Table 9. Both the total SAFD difference and the high power difference of the

Table 9
Comparison of the Los Angeles-Weighted Area-Wide Cycle Against the Unified LA92 Composite Cycle and Los Angeles Chase Car Data

Data Comparison	Total SAFD Difference (%)	High-Power Difference (%)
Area-Wide Cycle vs. Unified LA92 Cycle	34.21	0.05
Area-Wide Cycle vs. LA Chase Car Data	18.85	0.14
LA92 Cycle vs. LA Chase Car Data	30.27	0.19

Los Angeles-weighted area-wide cycle, 18.85% and 0.14%, respectively, are exceeded by the differences between the LA92 cycle and the target driving population (30.27% and 0.19%).

Appendix D provides detailed tabular statistical comparisons performed in evaluating the area-wide cycle from which the results in Tables 8 and 9 are based.

###

6. INTERSECTION INFLUENCE ANALYSIS

Driving cycles based on vehicle operation over surface streets (as opposed to freeways) can be heavily affected by the influence of intersections. This section first discusses several considerations in identifying "intersection influence." It then describes the methodology used to analyze and quantify the influence of intersections on the speed traces of the arterial and local roadways driving cycles described earlier. It also includes an evaluation of the representativeness of the level of "intersection influence" in these cycles to that in their respective target driving populations.

In analyzing the effect of intersection influence, only signalized (e.g., traffic lights, stop signs) intersections were addressed. Intersections for which no traffic signal affected the direction of travel for the chase car were ignored. In conjunction with second-by-second emissions data collected on the new speed correction cycles, the analysis presented herein may allow the cycles to be used to evaluate the effect of changes in signalization strategies and intersection density.

Considerations for Identifying Intersection Influence

Driving cycles based on vehicle operation over surface streets (as opposed to freeways) can be heavily affected by the influence of intersections. Using straight-line travel on an arterial/collector as an example, under low congestion levels, decel-idle-accel and decel-accel (no idle) sequences would be expected to occur in the vicinity of intersections when the traffic signal is red; quasi-steady cruise operation would be expected through "green light" intersections and between intersections. To the extent that information is available on how changes in signalization affects the frequency of encountering "red light" intersections, second-by-second emissions data collected on the speed correction cycles could be re-weighted to project the effect of alternative signalization strategies. The effect of signalization strategies that reduce the frequency of decel-idle-accel and decel-accel sequences could be estimated by applying a weighting factor of less than 1.0 to the portions of the speed correction cycle that represent these sequences.

As increased congestion levels are encountered, the extent to which speed-time profiles are influenced by intersections becomes more complicated. Under high levels of congestion, 100% of the travel *between* intersections can still be influenced by the subsequent intersection. This situation can occur whenever the traffic density is such that the queue of vehicles waiting at a red light does not clear during the green light.

Depending on the length of the remaining queue and the distance between intersections, free-flow speed may not be achieved between intersections. The speed-time profile of vehicles approaching the intersection is affected regardless of whether the signal is red or green.

Turns are another activity that influences the speed-time profile in the vicinity of intersections. Even under uncongested green light conditions, decel-accel sequences occur during virtually all 90° turns. This pattern of activity typifies operation on "local" roadways.

Based on the expected pattern of intersection influences described above, it would be tempting to associate all decel-idle-accel and decel-accel sequences occurring during surface street travel with turns and red lights; however, numerous other factors cause similar sequences to occur in real driving. Vehicles entering and leaving parking locations (e.g., at roadside businesses) are one example; vehicles slowing down during lane changes are another. *Because of the variety of conditions that can lead to decel-accel sequences, the actual conditions that caused such sequences in the speed-time segments used to construct the speed correction cycles may not be representative of the conditions that cause such sequences in overall operation.* The pattern of activity incorporated into the new speed correction cycles for arterials/collectors and local roadways reflects the amount of decel-idle-accel and decel-accel sequences associated with the combination of intersection density and traffic signalization strategies encountered during the chase car operation, *but the specific conditions that caused decel-accel sequences in the new speed correction cycles may not represent the conditions that cause such sequences in overall operation.*

Methodology Used to Quantify Intersection Influence

Portions of the videotape archives of all of the three-city chase car driving were reviewed to classify second-by-second driving traces of the three arterial cycles and the single local roadways cycle into one of the following categories:

1. Signal Influenced Straight Flow or Right Turns;
2. Signal Influenced Left Turns; and
3. Non-Signal Influenced Operation.

Given the relatively short length of these speed correction cycles (compared to the amount of driving in each of their target driving populations), a representative occurrence of each of these conditions compared to those in the larger target driving populations is not ensured. To determine the representativeness of the intersection influenced behavior in each of the four surface street cycles, a series of segment traces from each cycle's driving population were randomly selected. These random segment traces were then video reviewed as resources permitted under the Work Assignment.

Date/time stamps were included in both the driving data and on the forward-view video tapes on a second-by-second basis. Date/time stamps for each of the cycle traces and randomly selected driving population traces were used to identify the proper sections of video footage for review. These portions of the tapes were watched by an observer equipped with a multi-position switch box connected to a data logger similar to that actually used to record second-by-second information during the chase car studies. While viewing the videotape, second-by-second "markings" of intersection influence and the positions where intersections were crossed were identified and computerized.

Results

Table 10 summarizes second-by-second data files containing markings of the presence of absence of intersection influence for each of the surface street cycles (arterials A-B, C-D, E-F and local). Both distance- and time-based distributions are provided as well as the density of signalized intersections encountered per mile. As expected, the influence of intersections is greater for the more congested Arterial E-F cycle than the uncongested Arterial A-B cycle.

Table 10
Distribution of Signalized Intersection Influence Within Surface Street Driving Cycles

	Arterial A-B	Arterial C-D	Arterial E-F	Local
Time-Based Distributions (% of time)				
Intersection Influenced, Left Turn	8.0%	5.4%	16.8%	7.6%
Intersection Influenced, Straight/Right Turn	29.5%	54.1%	66.5%	23.6%
Non-Intersection Influenced	62.5%	40.5%	16.6%	68.8%
Distance-Based Distributions (% of dist.)				
Intersection Influenced, Left Turn	3.4%	4.7%	7.5%	6.2%
Intersection Influenced, Straight/Right Turn	14.6%	26.5%	47.4%	19.6%
Non-Intersection Influenced	82.0%	68.8%	45.1%	74.2%
# of Intersections	13	17	7	5
Intersections/Mile	2.6	5.1	4.3	2.7

To provide an assessment of the representativeness of the intersection influence contained in these cycles, Table 11 shows similarly compiled results for a series of randomly selected segment traces from each cycle's "target" driving population.

Table 11
Distribution of Signalized Intersection Influence Within Random Surface Street Driving Segments

	Arterial A-B	Arterial C-D	Arterial E-F	Local
Time-Based Distributions (% of time)				
Intersection Influenced, Left Turn	14.5%	22.1%	32.2%	16.2%
Intersection Influenced, Straight/Right Turn	32.8%	34.9%	55.0%	3.2%
Non-Intersection Influenced	57.7%	42.9%	12.7%	80.6%
Distance-Based Distributions (% of dist.)				
Intersection Influenced, Left Turn	2.6%	4.3%	5.2%	15.2%
Intersection Influenced, Straight/Right Turn	19.6%	19.3%	42.2%	1.9%
Non-Intersection Influenced	77.8%	76.4%	52.6%	82.9%
# of Intersections	17	21	9	2
Intersections/Mile	3.5	5.2	9.7	2.1

As shown in Table 11, the distributions and trends (from congested to uncongested driving) are similar for the arterial driving groups to the results given for the cycle traces in Table 10. The local roadways distributions for the random segments do not generally agree with the distribution of intersection influence for the local driving cycle. However, caution should be exercised in comparing the results in Tables 10 and 11. Because of the effort required to perform the video review, only small random samples of the driving populations for each cycle could be reviewed. For example, the random local roadways segments reviewed represented less than 0.5% of the entire population of local roadways driving.

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7. REFERENCES

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4. "Highway Capacity Manual - Special Report 209," Transportation Research Board, 1994.

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Appendix A

Detailed Driving Data Statistics

				DIST	CSPD			CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		212,918	100.000	100.000	0.00	28.23	80.91	-21.1	14.9	25.24	56.425	36.060	6.585	0.768	0.163
FACILITY															
OTHER		491	0.231	0.053	0.00	6.45	23.00	-3.4	4.9	8.33	63.747	35.438	0.815	-	-
PRIVATE		5,294	2.486	0.769	0.00	8.73	55.20	-6.3	9.5	10.99	64.299	34.530	1.020	0.132	0.019
LOCAL		34,870	16.377	8.089	0.00	13.94	62.70	-12.1	12.5	15.24	59.943	37.944	1.990	0.118	0.006
ART/COLL		128,872	60.527	52.461	0.00	24.46	74.50	-21.1	14.9	25.06	56.894	35.508	6.793	0.677	0.128
RAMP		7,395	3.473	4.947	0.00	40.20	72.69	-9.1	9.3	38.06	52.725	32.454	12.238	2.150	0.433
FREEWAY		35,996	16.906	33.681	0.00	56.23	80.91	-14.3	9.7	35.25	50.836	37.185	10.026	1.547	0.406
FACILITY	LOS														
OTHER	0	164	0.077	0.021	0.00	7.72	18.95	-3.3	4.3	9.20	58.537	41.463	-	-	-
	A	324	0.152	0.032	0.00	5.85	23.00	-3.4	4.9	7.96	66.049	32.716	1.235	-	-
	B	3	0.001	0.000	0.00	1.93	4.00	-2.2	0.0	0.00	100.000	-	-	-	-
PRIVATE	A	4,442	2.086	0.637	0.00	8.61	55.20	-6.3	8.5	10.93	64.903	33.814	1.126	0.158	-
	B	424	0.199	0.066	0.00	9.38	31.99	-5.8	9.5	12.14	60.613	38.208	0.943	-	0.236
	C	320	0.150	0.047	0.00	8.90	27.50	-3.9	4.3	10.72	62.813	37.188	-	-	-
	D	108	0.051	0.019	0.00	10.33	22.20	-3.9	4.3	9.78	58.333	41.667	-	-	-
LOCAL	0	1	0.000	0.000	25.80	25.80	25.80	0.8	0.8	40.64	-	100.000	-	-	-
	A	32,958	15.479	7.751	0.00	14.13	62.70	-12.1	12.5	15.33	59.588	38.309	1.978	0.118	0.006
	B	1,382	0.649	0.272	0.00	11.83	43.40	-9.6	5.8	15.21	65.919	30.897	3.039	0.145	-
	C	383	0.180	0.062	0.00	9.71	34.40	-6.7	5.0	11.90	61.880	38.120	-	-	-
	D	146	0.069	0.004	0.00	1.76	25.00	-4.4	3.3	3.26	78.767	21.233	-	-	-
ART/COLL	0	125	0.059	0.023	0.00	10.92	34.40	-4.3	5.0	17.18	69.600	24.000	6.400	-	-
	A	58,048	27.263	28.254	0.00	29.25	74.50	-15.3	14.9	26.15	54.998	37.224	6.970	0.679	0.129
	B	34,666	16.281	13.192	0.00	22.87	65.00	-15.4	10.5	25.60	57.907	33.889	7.347	0.730	0.127
	C	22,301	10.474	7.359	0.00	19.83	63.15	-21.1	9.2	24.05	58.728	33.895	6.493	0.731	0.152
	D	9,884	4.642	2.861	0.00	17.40	71.29	-9.1	10.4	22.25	57.628	36.180	5.554	0.536	0.101
	E	3,359	1.578	0.679	0.00	12.15	56.77	-8.0	10.2	17.08	64.305	31.230	4.168	0.238	0.060
	F	489	0.230	0.093	0.00	11.47	43.20	-4.9	6.2	16.52	57.669	38.855	3.272	0.204	-
RAMP	A	3,221	1.513	2.257	0.00	42.11	69.80	-8.7	9.3	39.25	50.078	34.492	13.443	1.894	0.093
	B	2,306	1.083	1.522	0.00	39.67	71.15	-9.1	9.1	39.32	51.865	32.827	12.359	2.298	0.650
	C	996	0.468	0.705	0.00	42.54	68.52	-6.0	4.0	38.75	53.815	30.823	12.249	2.410	0.703
	D	556	0.261	0.410	0.00	44.36	72.69	-5.9	3.4	36.28	58.273	29.317	8.633	2.518	1.259
	E	74	0.035	0.035	15.31	28.50	47.60	-5.4	3.8	32.21	55.405	29.730	13.514	1.351	-
	F	242	0.114	0.017	0.00	4.31	42.40	-3.3	4.7	13.21	78.099	16.529	2.893	2.479	-
FREEWAY	A	8,553	4.017	8.468	0.00	59.50	80.91	-14.3	6.8	33.33	51.619	37.694	9.131	1.216	0.339
	B	11,503	5.403	11.374	0.00	59.42	77.30	-7.1	5.6	36.35	51.274	36.304	10.076	1.834	0.513
	C	8,575	4.027	8.479	0.00	59.42	75.84	-5.1	4.6	36.03	50.496	37.259	10.321	1.574	0.350
	D	3,760	1.766	3.555	0.00	56.83	75.80	-5.5	5.0	37.30	50.585	35.771	11.569	1.676	0.399
	E	1,101	0.517	0.814	0.00	44.42	71.03	-5.8	5.1	42.15	46.685	36.966	13.715	1.907	0.727
	F	2,504	1.176	0.992	0.00	23.82	69.47	-6.7	9.7	28.01	49.521	41.454	7.907	0.919	0.200

				DIST	CSPD			CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		110,909	100.000	100.000	0.00	26.34	80.30	-15.0	10.4	25.22	55.839	36.770	6.786	0.465	0.140
FACILITY															
OTHER		67	0.060	0.012	0.00	5.27	18.95	-3.3	4.3	7.01	65.672	34.328	-	-	-
PRIVATE		290	0.261	0.059	0.00	5.99	18.95	-3.5	4.3	7.68	65.862	34.138	-	-	-
LOCAL		2,515	2.268	1.041	0.00	12.09	37.20	-6.9	6.3	13.85	61.113	37.893	0.994	-	-
ART/COLL		73,779	66.522	49.640	0.00	19.65	63.10	-15.0	10.4	23.98	57.957	34.790	6.815	0.340	0.098
RAMP		5,671	5.113	5.542	0.00	28.55	67.09	-11.2	8.5	34.16	56.004	30.682	10.316	2.504	0.494
FREEWAY		28,586	25.774	43.705	0.00	44.66	80.30	-11.2	7.8	27.87	49.752	43.021	6.605	0.430	0.192
HOV LANE		1	0.001	0.001	26.56	26.56	26.56	0.5	0.5	0.00	100.000	-	-	-	-
FACILITY	LOS														
OTHER	A	67	0.060	0.012	0.00	5.27	18.95	-3.3	4.3	7.01	65.672	34.328	-	-	-
PRIVATE	A	186	0.168	0.031	0.00	4.94	18.95	-3.5	4.3	6.89	68.280	31.720	-	-	-
	B	54	0.049	0.015	0.00	8.14	18.95	-3.5	4.3	10.22	61.111	38.889	-	-	-
	C	50	0.045	0.013	0.00	7.55	18.95	-3.3	3.9	7.90	62.000	38.000	-	-	-
LOCAL	A	2,512	2.265	1.040	0.00	12.09	37.20	-6.9	6.3	13.86	61.107	37.898	0.995	-	-
	B	2	0.002	0.000	0.00	0.00	0.00	0.0	0.0	0.00	100.000	-	-	-	-
	C	1	0.001	0.001	35.70	35.70	35.70	0.8	0.8	28.40	-	100.000	-	-	-
ART/COLL	0	4	0.004	0.002	0.00	16.23	32.60	0.0	0.3	17.63	50.000	50.000	-	-	-
	A	32,169	29.005	21.136	0.00	19.19	61.10	-15.0	10.1	23.75	58.193	34.822	6.624	0.274	0.087
	B	18,141	16.357	13.562	0.00	21.84	63.10	-12.3	8.3	25.73	56.816	35.103	7.491	0.469	0.121
	C	13,466	12.141	9.388	0.00	20.36	59.10	-9.6	10.4	24.13	57.939	34.546	7.003	0.401	0.111
	D	6,746	6.082	4.194	0.00	18.16	53.00	-9.6	9.1	22.80	58.227	35.073	6.359	0.237	0.104
	E	2,552	2.301	1.132	0.00	12.96	47.69	-8.8	8.0	19.37	62.108	32.053	5.525	0.313	-
	F	701	0.632	0.226	0.00	9.41	38.80	-11.2	6.3	14.12	59.344	37.090	3.566	-	-
RAMP	0	1	0.001	0.001	38.40	38.40	38.40	1.5	1.5	142.31	-	-	100.000	-	-
	A	857	0.773	0.884	0.00	30.15	61.10	-11.2	6.5	40.11	56.243	26.021	14.002	3.501	0.233
	B	1,310	1.181	1.438	0.00	32.06	64.50	-8.9	7.7	47.03	51.374	29.389	14.046	4.504	0.687
	C	1,294	1.167	1.282	0.00	28.95	66.80	-10.4	8.0	34.13	59.274	26.971	10.587	2.318	0.850
	D	1,043	0.940	0.950	0.00	26.61	67.09	-10.4	8.5	23.52	62.224	29.626	6.520	1.246	0.384
	E	584	0.527	0.652	0.00	32.59	63.70	-5.9	6.9	28.47	59.247	30.479	8.390	1.712	0.171
	F	582	0.525	0.334	0.00	16.78	49.20	-7.9	6.9	21.06	44.502	50.859	4.467	-	0.172
FREEWAY	A	716	0.646	1.411	32.60	57.55	76.36	-2.3	2.6	36.39	48.464	42.179	8.659	0.419	0.279
	B	2,275	2.051	4.912	40.30	63.07	76.00	-3.8	5.9	30.99	50.725	39.868	8.440	0.659	0.308
	C	7,196	6.488	15.026	0.00	60.99	80.30	-9.2	5.8	28.96	53.446	38.994	6.587	0.598	0.375
	D	4,438	4.001	8.484	0.00	55.84	73.97	-11.2	4.1	28.74	54.214	37.201	7.886	0.541	0.158
	E	5,175	4.666	6.874	0.00	38.80	69.50	-10.0	7.8	30.13	48.947	42.493	8.000	0.386	0.174
	F	8,786	7.922	6.999	0.00	23.27	66.00	-8.5	7.1	23.71	44.799	50.455	4.507	0.205	0.034
HOV LANE	E	1	0.001	0.001	26.56	26.56	26.56	0.5	0.5	0.00	100.000	-	-	-	-

											PWR			
			DIST	CSPD			CACL		POWER	0	1-99	100-199	200-299	300+
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	%FREQ	%FREQ	%FREQ	%FREQ	%FREQ
ALL		200,037	100.000	100.000	0.00	26.91	83.15	-13.8	9.7	20.42	58.837	36.455	4.341	0.288	0.079
FACILITY															
PRIVATE		4,200	2.100	0.455	0.00	5.83	35.70	-5.8	5.0	7.47	67.500	32.167	0.333	-	-
LOCAL		20,060	10.028	5.989	0.00	16.07	62.60	-6.9	7.6	15.07	62.642	35.354	1.899	0.095	0.010
ART/COLL		153,091	76.531	69.947	0.00	24.60	74.90	-13.8	9.7	20.67	58.898	36.126	4.638	0.265	0.073
RAMP		3,105	1.552	2.113	0.00	36.63	79.10	-7.3	7.7	41.20	57.198	25.572	13.688	3.188	0.354
FREEWAY		19,581	9.789	21.496	0.00	59.10	83.15	-6.9	5.2	23.40	52.862	42.802	3.892	0.271	0.174
FACILITY	LOS														
PRIVATE	A	4,074	2.037	0.442	0.00	5.83	35.70	-5.8	5.0	7.52	67.207	32.474	0.319	-	-
	B	35	0.017	0.005	0.00	7.71	34.90	-3.0	3.4	7.87	65.714	34.286	-	-	-
	C	91	0.045	0.008	0.00	5.01	34.60	-5.8	3.8	5.08	81.319	17.582	1.099	-	-
LOCAL	A	19,798	9.897	5.916	0.00	16.09	62.60	-6.9	7.6	15.04	62.693	35.307	1.894	0.096	0.010
	B	260	0.130	0.072	0.00	14.99	37.20	-4.6	5.4	17.36	59.231	38.462	2.308	-	-
	C	2	0.001	0.001	17.30	25.01	32.71	0.7	2.3	41.02	-	100.000	-	-	-
ART/COLL	0	145	0.072	0.012	0.00	4.40	21.10	-4.2	4.3	7.17	73.793	26.207	-	-	-
	A	91,531	45.757	44.217	0.00	26.01	74.90	-13.8	9.0	20.56	59.811	35.331	4.530	0.269	0.059
	B	37,146	18.570	17.713	0.00	25.67	69.50	-11.9	9.7	22.30	57.223	36.957	5.357	0.339	0.124
	C	18,648	9.322	6.497	0.00	18.76	56.68	-9.2	9.5	19.46	57.888	37.639	4.269	0.139	0.064
	D	4,666	2.333	1.307	0.00	15.08	53.40	-8.6	8.4	16.87	57.823	38.791	3.215	0.171	-
	E	577	0.288	0.163	0.00	15.21	34.50	-7.0	8.2	15.21	50.607	46.620	2.773	-	-
	F	378	0.189	0.039	0.00	5.51	36.90	-4.7	5.0	6.61	72.222	26.984	0.794	-	-
RAMP	A	1,824	0.912	1.240	0.00	36.61	79.10	-7.3	7.7	39.88	59.649	23.081	13.706	3.399	0.164
	B	805	0.402	0.578	0.00	38.66	61.80	-6.2	4.6	46.54	49.068	32.174	15.901	2.112	0.745
	C	476	0.238	0.294	0.00	33.28	63.70	-6.9	5.0	37.23	61.555	23.950	9.874	4.202	0.420
FREEWAY	A	7,645	3.822	8.814	0.00	62.07	83.15	-6.9	5.2	23.25	53.120	42.498	4.003	0.249	0.131
	B	6,183	3.091	6.684	0.00	58.20	73.83	-3.9	3.4	23.14	53.874	41.760	3.785	0.404	0.178
	C	5,120	2.560	5.421	0.00	57.00	70.70	-5.8	5.1	24.13	51.973	43.496	4.121	0.156	0.254
	D	355	0.177	0.362	31.57	54.89	60.04	-2.3	1.5	17.74	50.141	49.014	0.845	-	-
	E	278	0.139	0.215	24.95	41.72	55.70	-3.8	2.3	27.30	43.165	53.597	2.878	0.360	-

TRAVEL STATISTICS BY FACILITY TYPE AND LOS

				DIST	CSPD			CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		523,864	100.000	100.000	0.00	27.32	83.15	-21.1	14.9	23.39	57.222	36.361	5.770	0.521	0.126
FACILITY															
OTHER		558	0.107	0.025	0.00	6.31	23.00	-3.4	4.9	8.17	63.978	35.305	0.717	-	-
PRIVATE		9,784	1.868	0.506	0.00	7.40	55.20	-6.3	9.5	9.38	65.720	33.504	0.695	0.072	0.010
LOCAL		57,445	10.966	5.861	0.00	14.60	62.70	-12.1	12.5	15.12	60.937	37.037	1.915	0.104	0.007
ART/COLL		355,742	67.907	58.462	0.00	23.52	74.90	-21.1	14.9	22.94	57.977	35.625	5.870	0.430	0.098
RAMP		16,171	3.087	4.002	0.00	35.43	79.10	-11.2	9.3	37.29	54.734	30.511	11.842	2.474	0.439
FREEWAY		84,163	16.066	31.144	0.00	52.97	83.15	-14.3	9.7	29.99	50.939	40.474	7.437	0.871	0.279
HOV LANE		1	0.000	0.000	26.56	26.56	26.56	0.5	0.5	0.00	100.000	-	-	-	-
FACILITY	LOS														
OTHER	0	164	0.031	0.009	0.00	7.72	18.95	-3.3	4.3	9.20	58.537	41.463	-	-	-
	A	391	0.075	0.016	0.00	5.75	23.00	-3.4	4.9	7.80	65.985	32.992	1.023	-	-
	B	3	0.001	0.000	0.00	1.93	4.00	-2.2	0.0	0.00	100.000	-	-	-	-
PRIVATE	A	8,702	1.661	0.440	0.00	7.23	55.20	-6.3	8.5	9.25	66.054	33.142	0.724	0.080	-
	B	513	0.098	0.033	0.00	9.14	34.90	-5.8	9.5	11.65	61.014	38.012	0.780	-	0.195
	C	461	0.088	0.026	0.00	7.99	34.60	-5.8	4.3	9.30	66.377	33.406	0.217	-	-
	D	108	0.021	0.008	0.00	10.33	22.20	-3.9	4.3	9.78	58.333	41.667	-	-	-
LOCAL	0	1	0.000	0.000	25.80	25.80	25.80	0.8	0.8	40.64	-	100.000	-	-	-
	A	55,268	10.550	5.691	0.00	14.74	62.70	-12.1	12.5	15.16	60.769	37.215	1.903	0.105	0.007
	B	1,644	0.314	0.141	0.00	12.32	43.40	-9.6	5.8	15.54	64.903	32.056	2.920	0.122	-
	C	386	0.074	0.027	0.00	9.85	35.70	-6.7	5.0	12.09	61.399	38.601	-	-	-
	D	146	0.028	0.002	0.00	1.76	25.00	-4.4	3.3	3.26	78.767	21.233	-	-	-
ART/COLL	0	274	0.052	0.014	0.00	7.55	34.40	-4.3	5.0	11.89	71.533	25.547	2.920	-	-
	A	181,748	34.694	32.805	0.00	25.84	74.90	-15.3	14.9	22.91	57.987	35.846	5.680	0.401	0.086
	B	89,953	17.171	14.968	0.00	23.82	69.50	-15.4	10.5	24.26	57.404	35.401	6.555	0.516	0.125
	C	54,415	10.387	7.449	0.00	19.59	63.15	-21.1	10.4	22.50	58.245	35.340	5.857	0.447	0.112
	D	21,296	4.065	2.549	0.00	17.13	71.29	-9.6	10.4	21.25	57.861	36.401	5.297	0.362	0.080
	E	6,488	1.238	0.577	0.00	12.74	56.77	-8.8	10.2	17.82	62.223	32.922	4.578	0.247	0.031
	F	1,568	0.299	0.100	0.00	9.11	43.20	-11.2	6.3	13.05	61.926	35.204	2.806	0.064	-
RAMP	0	1	0.000	0.000	38.40	38.40	38.40	1.5	1.5	142.31	-	-	100.000	-	-
	A	5,902	1.127	1.595	0.00	38.67	79.10	-11.2	9.3	39.57	53.931	29.736	13.606	2.592	0.136
	B	4,421	0.844	1.150	0.00	37.23	71.15	-9.1	9.1	42.92	51.210	31.690	13.504	2.918	0.679
	C	2,766	0.528	0.668	0.00	34.59	68.52	-10.4	8.0	36.33	57.701	27.838	11.063	2.675	0.723
	D	1,599	0.305	0.366	0.00	32.79	72.69	-10.4	8.5	27.96	60.851	29.518	7.255	1.689	0.688
	E	658	0.126	0.148	0.00	32.13	63.70	-5.9	6.9	28.89	58.815	30.395	8.967	1.672	0.152
	F	824	0.157	0.076	0.00	13.12	49.20	-7.9	6.9	18.75	54.369	40.777	4.005	0.728	0.121
FREEWAY	A	16,914	3.229	7.158	0.00	60.58	83.15	-14.3	6.8	28.91	52.164	40.056	6.793	0.745	0.242
	B	19,961	3.810	8.291	0.00	59.46	77.30	-7.1	5.9	31.65	52.016	38.400	7.940	1.257	0.386
	C	20,891	3.988	8.665	0.00	59.37	80.30	-9.2	5.8	30.68	51.874	39.385	7.515	0.890	0.335
	D	8,553	1.633	3.360	0.00	56.23	75.80	-11.2	5.0	32.04	52.449	37.063	9.213	1.017	0.257
	E	6,554	1.251	1.825	0.00	39.87	71.03	-10.0	7.8	32.03	48.322	42.035	8.743	0.641	0.259
	F	11,290	2.155	1.845	0.00	23.39	69.47	-8.5	9.7	24.67	45.846	48.459	5.261	0.363	0.071
HOV LANE	E	1	0.000	0.000	26.56	26.56	26.56	0.5	0.5	0.00	100.000	-	-	-	-

										PWR				
				DIST	CSPD			CACL	POWER	0	1-99	100-199	200-299	300+
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	%FREQ	%FREQ	%FREQ	%FREQ	%FREQ
ALL		212,918	100.000	100.000	0.00	28.23	80.91	-21.1	14.9	25.24	56.425	36.060	6.585	0.768	0.163
PERIOD															
NIGHT		39,989	18.781	18.525	0.00	27.84	75.84	-14.5	10.9	24.47	56.048	36.978	6.237	0.600	0.138
AM PEAK		33,405	15.689	15.781	0.00	28.39	73.89	-14.1	9.7	25.87	56.530	35.617	6.759	0.925	0.168
MIDDAY		85,491	40.152	43.517	0.00	30.59	80.91	-15.4	12.5	26.95	55.544	36.132	7.237	0.895	0.192
PM PEAK		54,033	25.377	22.177	0.00	24.67	73.48	-21.1	14.9	22.70	58.031	35.539	5.702	0.596	0.131
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	39,989	18.781	18.525	0.00	27.84	75.84	-14.5	10.9	24.47	56.048	36.978	6.237	0.600	0.138
	AM PEAK	33,405	15.689	15.781	0.00	28.39	73.89	-14.1	9.7	25.87	56.530	35.617	6.759	0.925	0.168
	MIDDAY	85,491	40.152	43.517	0.00	30.59	80.91	-15.4	12.5	26.95	55.544	36.132	7.237	0.895	0.192
	PM PEAK	54,033	25.377	22.177	0.00	24.67	73.48	-21.1	14.9	22.70	58.031	35.539	5.702	0.596	0.131

										PWR				
				DIST	CSPD			CACL		POWER	0	1-99	100-199	200-299	300+
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	%FREQ	%FREQ	%FREQ	%FREQ	%FREQ
ALL		110,909	100.000	100.000	0.00	26.34	80.30	-15.0	10.4	25.22	55.839	36.770	6.786	0.465	0.140
PERIOD															
NIGHT		20,520	18.502	19.398	0.00	27.61	76.00	-9.8	10.1	25.65	55.716	36.745	6.969	0.453	0.117
AM PEAK		18,261	16.465	15.640	0.00	25.02	80.11	-10.4	8.9	25.46	56.027	36.318	7.042	0.482	0.131
MIDDAY		34,556	31.157	33.676	0.00	28.47	80.30	-15.0	10.4	26.31	56.500	35.563	7.197	0.530	0.211
PM PEAK		37,572	33.876	31.286	0.00	24.32	73.97	-12.3	8.5	23.86	55.209	38.113	6.183	0.405	0.090
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	20,520	18.502	19.398	0.00	27.61	76.00	-9.8	10.1	25.65	55.716	36.745	6.969	0.453	0.117
	AM PEAK	18,261	16.465	15.640	0.00	25.02	80.11	-10.4	8.9	25.46	56.027	36.318	7.042	0.482	0.131
	MIDDAY	34,556	31.157	33.676	0.00	28.47	80.30	-15.0	10.4	26.31	56.500	35.563	7.197	0.530	0.211
	PM PEAK	37,572	33.876	31.286	0.00	24.32	73.97	-12.3	8.5	23.86	55.209	38.113	6.183	0.405	0.090

			DIST	CSPD			CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		200,037	100.000	100.000	0.00	26.91	83.15	-13.8	9.7	20.42	58.837	36.455	4.341	0.288	0.079
PERIOD															
NIGHT		9,585	4.792	4.081	0.00	22.92	72.60	-8.5	9.0	20.28	59.322	35.796	4.538	0.230	0.115
AM PEAK		22,946	11.471	10.849	0.00	25.45	74.90	-10.4	8.9	20.50	59.265	35.902	4.441	0.309	0.083
MIDDAY		117,954	58.966	59.317	0.00	27.07	83.15	-13.8	9.7	20.23	58.582	36.875	4.193	0.270	0.079
PM PEAK		49,552	24.771	25.753	0.00	27.98	78.30	-11.9	9.2	20.85	59.150	35.837	4.607	0.333	0.073
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	9,585	4.792	4.081	0.00	22.92	72.60	-8.5	9.0	20.28	59.322	35.796	4.538	0.230	0.115
	AM PEAK	22,946	11.471	10.849	0.00	25.45	74.90	-10.4	8.9	20.50	59.265	35.902	4.441	0.309	0.083
	MIDDAY	117,954	58.966	59.317	0.00	27.07	83.15	-13.8	9.7	20.23	58.582	36.875	4.193	0.270	0.079
	PM PEAK	49,552	24.771	25.753	0.00	27.98	78.30	-11.9	9.2	20.85	59.150	35.837	4.607	0.333	0.073

										PWR				
				DIST	CSPD			CACL	POWER	0	1-99	100-199	200-299	300+
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	%FREQ	%FREQ	%FREQ	%FREQ	%FREQ
ALL		523,864	100.000	100.000	0.00	27.32	83.15	-21.1	14.9	23.39	57.222	36.361	5.770	0.521	0.126
PERIOD															
NIGHT		70,094	13.380	13.271	0.00	27.10	76.00	-14.5	10.9	24.24	56.399	36.748	6.219	0.506	0.128
AM PEAK		74,612	14.243	13.897	0.00	26.66	80.11	-14.1	9.7	24.12	57.248	35.876	6.116	0.627	0.133
MIDDAY		238,001	45.432	47.451	0.00	28.54	83.15	-15.4	12.5	23.53	57.188	36.418	5.723	0.532	0.139
PM PEAK		141,157	26.945	25.381	0.00	25.74	78.30	-21.1	14.9	22.36	57.673	36.329	5.446	0.453	0.100
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	70,094	13.380	13.271	0.00	27.10	76.00	-14.5	10.9	24.24	56.399	36.748	6.219	0.506	0.128
	AM PEAK	74,612	14.243	13.897	0.00	26.66	80.11	-14.1	9.7	24.12	57.248	35.876	6.116	0.627	0.133
	MIDDAY	238,001	45.432	47.451	0.00	28.54	83.15	-15.4	12.5	23.53	57.188	36.418	5.723	0.532	0.139
	PM PEAK	141,157	26.945	25.381	0.00	25.74	78.30	-21.1	14.9	22.36	57.673	36.329	5.446	0.453	0.100

				DIST	CSPD			CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		9,111,532	100.000	100.000	0.00	25.94	96.50	-19.5	16.7	20.18	59.428	35.272	4.904	0.366	0.029
PERIOD															
NIGHT		2,289,951	25.132	27.037	0.00	27.91	96.50	-18.6	14.6	20.14	58.798	36.014	4.765	0.388	0.034
AM PEAK		1,283,788	14.090	14.100	0.00	25.96	89.90	-19.5	14.5	20.47	60.272	34.201	5.096	0.402	0.030
MIDDAY		3,344,686	36.708	35.504	0.00	25.09	95.30	-15.4	16.7	20.20	59.413	35.227	4.981	0.353	0.026
PM PEAK		2,193,107	24.070	23.360	0.00	25.18	94.50	-18.6	15.9	20.04	59.613	35.193	4.820	0.344	0.030
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	1,645,369	18.058	19.041	0.00	27.35	96.50	-18.6	14.6	20.36	58.811	35.877	4.867	0.407	0.039
	AM PEAK	1,169,954	12.840	12.677	0.00	25.61	89.90	-19.5	14.5	20.39	60.435	34.072	5.066	0.398	0.029
	MIDDAY	2,440,357	26.783	25.549	0.00	24.75	95.30	-15.4	15.1	20.36	59.374	35.177	5.066	0.357	0.026
	PM PEAK	1,691,849	18.568	17.241	0.00	24.09	94.50	-18.6	15.9	20.09	59.898	34.849	4.863	0.357	0.032
WEEKEND	NIGHT	644,582	7.074	7.995	0.00	29.32	90.10	-14.3	12.1	19.57	58.766	36.363	4.507	0.340	0.024
	AM PEAK	113,834	1.249	1.423	0.00	29.54	79.90	-13.6	12.7	21.28	58.599	35.530	5.404	0.436	0.031
	MIDDAY	904,329	9.925	9.955	0.00	26.02	82.40	-13.4	16.7	19.77	59.520	35.361	4.753	0.341	0.025
	PM PEAK	501,258	5.501	6.119	0.00	28.85	84.30	-14.1	13.2	19.87	58.649	36.355	4.675	0.299	0.022

ATLANTA INSTRUMENTED VEHICLE DATA TRAVEL STATISTICS 16:34 Wednesday,

BY DAY-OF-WEEK AND TIME-OF-DAY

				DIST	CSPD		CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		3,664,872	100.000	100.000	0.00	28.80	96.50	-18.6	16.7	22.86	58.355	34.919	6.174	0.515	0.037
PERIOD															
NIGHT		1,026,796	28.017	30.229	0.00	31.07	96.50	-18.6	14.6	22.27	57.686	36.050	5.732	0.497	0.035
AM PEAK		507,828	13.857	13.515	0.00	28.09	89.90	-13.1	14.5	23.70	58.236	34.564	6.596	0.575	0.028
MIDDAY		1,310,170	35.749	34.370	0.00	27.69	95.30	-13.4	16.7	23.16	58.788	34.164	6.467	0.538	0.042
PM PEAK		820,078	22.377	21.886	0.00	28.17	90.90	-18.6	13.1	22.59	58.572	34.930	5.997	0.463	0.037
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	741,228	20.225	21.590	0.00	30.74	96.50	-18.6	14.6	22.43	57.712	35.918	5.803	0.526	0.041
	AM PEAK	467,288	12.750	12.101	0.00	27.33	89.90	-13.1	14.5	23.67	58.386	34.428	6.591	0.567	0.029
	MIDDAY	977,862	26.682	25.281	0.00	27.29	95.30	-12.7	13.4	23.38	58.706	34.126	6.575	0.547	0.045
	PM PEAK	607,320	16.571	15.337	0.00	26.65	90.90	-18.6	12.1	22.98	58.788	34.444	6.242	0.486	0.040
WEEKEND	NIGHT	285,568	7.792	8.639	0.00	31.93	90.10	-14.3	11.5	21.87	57.619	36.393	5.547	0.421	0.020
	AM PEAK	40,540	1.106	1.414	0.00	36.81	79.90	-11.2	11.7	24.11	56.512	36.142	6.663	0.661	0.022
	MIDDAY	332,308	9.067	9.090	0.00	28.87	82.40	-13.4	16.7	22.50	59.030	34.276	6.149	0.512	0.034
	PM PEAK	212,758	5.805	6.549	0.00	32.49	84.30	-14.1	13.1	21.47	57.957	36.315	5.301	0.398	0.028

				DIST	CSPD		CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		3,365,481	100.000	100.000	0.00	24.50	94.50	-19.5	15.1	19.25	60.116	35.209	4.354	0.299	0.023
PERIOD															
NIGHT		838,218	24.906	25.577	0.00	25.16	89.40	-14.7	13.9	18.74	60.164	35.420	4.089	0.302	0.026
AM PEAK		515,101	15.305	15.690	0.00	25.11	83.70	-19.5	12.9	19.55	60.941	34.206	4.504	0.319	0.029
MIDDAY		1,194,571	35.495	35.162	0.00	24.27	80.60	-12.6	15.1	19.16	59.710	35.712	4.296	0.268	0.014
PM PEAK		817,591	24.293	23.570	0.00	23.77	94.50	-11.8	14.7	19.72	60.138	34.889	4.615	0.329	0.029
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	599,929	17.826	17.641	0.00	24.24	89.40	-14.7	13.9	19.13	60.160	35.216	4.272	0.322	0.031
	AM PEAK	470,651	13.985	14.351	0.00	25.14	83.70	-19.5	12.9	19.43	61.104	34.106	4.435	0.323	0.032
	MIDDAY	851,217	25.293	24.404	0.00	23.64	80.60	-12.0	15.1	19.21	59.771	35.605	4.346	0.265	0.012
	PM PEAK	635,833	18.893	17.777	0.00	23.05	94.50	-11.8	14.7	19.78	60.330	34.660	4.609	0.367	0.035
WEEKEND	NIGHT	238,289	7.080	7.937	0.00	27.46	81.20	-12.9	12.1	17.75	60.174	35.932	3.630	0.251	0.013
	AM PEAK	44,450	1.321	1.339	0.00	24.84	74.10	-11.8	12.7	20.84	59.213	35.269	5.237	0.281	-
	MIDDAY	343,354	10.202	10.758	0.00	25.83	80.10	-12.6	14.9	19.03	59.560	35.977	4.170	0.275	0.018
	PM PEAK	181,758	5.401	5.794	0.00	26.28	83.10	-11.4	13.2	19.49	59.465	35.690	4.637	0.199	0.009

SPOKANE INSTRUMENTED VEHICLE DATA TRAVEL STATISTICS

BY DAY-OF-WEEK AND TIME-OF-DAY

				DIST	CSPD		CACL		POWER	PWR				
		# OF OBS	%FREQ	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %FREQ	1-99 %FREQ	100-199 %FREQ	200-299 %FREQ	300+ %FREQ
ALL		2,081,177	100.000	100.000	0.00	23.24	77.50	-15.4	15.9	16.98	60.205	35.995	3.560	0.214	0.027
PERIOD															
NIGHT		424,937	20.418	22.558	0.00	25.68	77.20	-13.7	12.2	17.73	58.792	37.097	3.764	0.297	0.049
AM PEAK		260,859	12.534	12.665	0.00	23.49	77.50	-13.6	12.0	16.00	62.914	33.482	3.344	0.227	0.033
MIDDAY		839,944	40.359	38.561	0.00	22.21	77.20	-15.4	14.6	17.06	59.966	36.195	3.639	0.184	0.017
PM PEAK		555,437	26.689	26.216	0.00	22.83	73.90	-13.3	15.9	16.74	60.375	36.031	3.385	0.189	0.021
DAY TYPE	PERIOD														
WEEKDAY	NIGHT	304,212	14.617	15.868	0.00	25.23	75.00	-13.7	12.2	17.73	58.828	37.079	3.759	0.287	0.048
	AM PEAK	232,015	11.148	11.080	0.00	23.10	77.50	-11.4	12.0	15.76	63.203	33.285	3.275	0.211	0.026
	MIDDAY	611,277	29.372	28.086	0.00	22.23	75.20	-15.4	14.6	17.10	59.888	36.263	3.654	0.180	0.016
	PM PEAK	448,695	21.560	20.480	0.00	22.08	73.90	-13.3	15.9	16.60	60.789	35.665	3.359	0.169	0.018
WEEKEND	NIGHT	120,725	5.801	6.690	0.00	26.81	77.20	-12.3	11.6	17.72	58.702	37.143	3.777	0.325	0.053
	AM PEAK	28,844	1.386	1.585	0.00	26.59	73.40	-13.6	11.6	17.98	60.588	35.071	3.893	0.357	0.090
	MIDDAY	228,667	10.987	10.475	0.00	22.16	77.20	-13.2	14.3	16.94	60.174	36.012	3.600	0.194	0.021
	PM PEAK	106,742	5.129	5.736	0.00	25.99	73.00	-10.2	12.2	17.33	58.637	37.567	3.493	0.271	0.032

CITY BALTIMORE

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
FACILITY GROUP														
F/R	43,391	20.379	38.629	0.00	53.50	80.91	-14.3	9.7	35.73	51.158	36.379	10.403	1.650	0.410
NON-F/R	169,527	79.621	61.371	0.00	21.76	74.50	-21.1	14.9	22.55	57.773	35.978	5.607	0.543	0.099

CITY LOS ANGELES

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
FACILITY GROUP														
F/R	34,257	30.887	49.247	0.00	41.99	80.30	-11.2	8.5	28.91	50.787	40.978	7.219	0.774	0.242
NON-F/R	76,652	69.113	50.753	0.00	19.34	63.10	-15.0	10.4	23.57	58.098	34.889	6.592	0.327	0.094

CITY SPOKANE

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
FACILITY GROUP														
F/R	22,686	11.341	23.609	0.00	56.03	83.15	-7.3	7.7	25.84	53.456	40.443	5.232	0.670	0.198
NON-F/R	177,351	88.659	76.391	0.00	23.19	74.90	-13.8	9.7	19.72	59.525	35.945	4.227	0.240	0.064

ALL

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
FACILITY GROUP														
F/R	100,334	19.153	35.146	0.00	50.14	83.15	-14.3	9.7	31.17	51.551	38.868	8.147	1.129	0.305
NON-F/R	423,530	80.847	64.854	0.00	21.92	74.90	-21.1	14.9	21.55	58.565	35.767	5.207	0.377	0.084

CITY BALTIMORE

			DIST	CSPD			CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
A	11,774	27.135	27.764	0.00	54.74	80.91	-14.3	9.3	34.95	51.198	36.818	10.311	1.401	0.272
B	13,809	31.825	33.384	0.00	56.12	77.30	-9.1	9.1	36.85	51.372	35.723	10.457	1.912	0.536
C	9,571	22.058	23.775	0.00	57.67	75.84	-6.0	4.6	36.31	50.841	36.590	10.521	1.661	0.387
D	4,316	9.947	10.266	0.00	55.22	75.80	-5.9	5.0	37.17	51.576	34.940	11.191	1.784	0.510
E	1,175	2.708	2.198	0.00	43.42	71.03	-5.8	5.1	41.53	47.234	36.511	13.702	1.872	0.681
F	2,746	6.329	2.614	0.00	22.10	69.47	-6.7	9.7	26.71	52.039	39.257	7.465	1.056	0.182

CITY LOS ANGELES

			DIST	CSPD			CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
0	1	0.003	0.003	38.40	38.40	38.40	1.5	1.5	142.31	-	-	100.000	-	-
A	1,573	4.592	4.660	0.00	42.62	76.36	-11.2	6.5	38.42	52.702	33.376	11.570	2.098	0.254
B	3,585	10.465	12.893	0.00	51.74	76.00	-8.9	7.7	36.85	50.962	36.039	10.488	2.064	0.446
C	8,490	24.783	33.116	0.00	56.11	80.30	-10.4	8.0	29.74	54.335	37.161	7.197	0.860	0.448
D	5,481	16.000	19.156	0.00	50.28	73.97	-11.2	8.5	27.74	55.738	35.760	7.626	0.675	0.201
E	5,759	16.811	15.281	0.00	38.17	69.50	-10.0	7.8	29.96	49.991	41.275	8.040	0.521	0.174
F	9,368	27.346	14.891	0.00	22.87	66.00	-8.5	7.1	23.55	44.780	50.480	4.505	0.192	0.043

CITY SPOKANE

			DIST	CSPD			CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
A	9,469	41.739	42.587	0.00	57.16	83.15	-7.3	7.7	26.45	54.377	38.758	5.872	0.855	0.137
B	6,988	30.803	30.759	0.00	55.95	73.83	-6.2	4.6	25.83	53.320	40.655	5.180	0.601	0.243
C	5,596	24.667	24.208	0.00	54.98	70.70	-6.9	5.1	25.25	52.788	41.833	4.610	0.500	0.268
D	355	1.565	1.533	31.57	54.89	60.04	-2.3	1.5	17.74	50.141	49.014	0.845	-	-
E	278	1.225	0.912	24.95	41.72	55.70	-3.8	2.3	27.30	43.165	53.597	2.878	0.360	-

ALL

			DIST	CSPD			CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
0	1	0.001	0.001	38.40	38.40	38.40	1.5	1.5	142.31	-	-	100.000	-	-
A	22,816	22.740	24.903	0.00	54.91	83.15	-14.3	9.3	31.66	52.621	37.386	8.555	1.223	0.215
B	24,382	24.301	26.862	0.00	55.43	77.30	-9.1	9.1	33.69	51.870	37.183	8.949	1.559	0.439
C	23,657	23.578	26.555	0.00	56.47	80.30	-10.4	8.0	31.34	52.555	38.035	7.930	1.099	0.380
D	10,152	10.118	10.602	0.00	52.54	75.80	-11.2	8.5	31.40	53.773	35.875	8.905	1.123	0.325
E	7,212	7.188	5.614	0.00	39.16	71.03	-10.0	7.8	31.74	49.279	40.973	8.763	0.735	0.250
F	12,114	12.074	5.464	0.00	22.69	69.47	-8.5	9.7	24.26	46.426	47.936	5.176	0.388	0.074

CITY BALTIMORE

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
0	290	0.171	0.072	0.00	9.16	34.40	-4.3	5.0	12.75	63.103	34.138	2.759	-	-
A	95,772	56.494	59.754	0.00	23.01	74.50	-15.3	14.9	21.66	57.074	37.424	4.962	0.459	0.080
B	36,475	21.516	22.047	0.00	22.29	65.00	-15.4	10.5	25.05	58.245	33.823	7.109	0.699	0.123
C	23,004	13.570	12.169	0.00	19.51	63.15	-21.1	9.2	23.66	58.838	34.011	6.295	0.709	0.148
D	10,138	5.980	4.699	0.00	17.10	71.29	-9.1	10.4	21.85	57.940	36.023	5.415	0.523	0.099
E	3,359	1.981	1.106	0.00	12.15	56.77	-8.0	10.2	17.08	64.305	31.230	4.168	0.238	0.060
F	489	0.288	0.152	0.00	11.47	43.20	-4.9	6.2	16.52	57.669	38.855	3.272	0.204	-

CITY LOS ANGELES

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
0	4	0.005	0.004	0.00	16.23	32.60	0.0	0.3	17.63	50.000	50.000	-	-	-
A	34,934	45.575	43.779	0.00	18.58	61.10	-15.0	10.1	22.92	58.470	35.026	6.172	0.252	0.080
B	18,197	23.740	26.751	0.00	21.79	63.10	-12.3	8.3	25.68	56.834	35.110	7.468	0.467	0.121
C	13,517	17.634	18.525	0.00	20.32	59.10	-9.6	10.4	24.07	57.949	34.564	6.976	0.399	0.111
D	6,746	8.801	8.264	0.00	18.16	53.00	-9.6	9.1	22.80	58.227	35.073	6.359	0.237	0.104
E	2,553	3.331	2.232	0.00	12.96	47.69	-8.8	8.0	19.36	62.123	32.041	5.523	0.313	-
F	701	0.915	0.445	0.00	9.41	38.80	-11.2	6.3	14.12	59.344	37.090	3.566	-	-

CITY SPOKANE

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
0	145	0.082	0.016	0.00	4.40	21.10	-4.2	4.3	7.17	73.793	26.207	-	-	-
A	115,403	65.070	66.204	0.00	23.59	74.90	-13.8	9.0	19.15	60.567	35.226	3.929	0.230	0.049
B	37,441	21.111	23.289	0.00	25.58	69.50	-11.9	9.7	22.26	57.245	36.965	5.331	0.337	0.123
C	18,741	10.567	8.517	0.00	18.69	56.68	-9.2	9.5	19.40	57.996	37.549	4.253	0.139	0.064
D	4,666	2.631	1.711	0.00	15.08	53.40	-8.6	8.4	16.87	57.823	38.791	3.215	0.171	-
E	577	0.325	0.213	0.00	15.21	34.50	-7.0	8.2	15.21	50.607	46.620	2.773	-	-
F	378	0.213	0.051	0.00	5.51	36.90	-4.7	5.0	6.61	72.222	26.984	0.794	-	-

ALL

			DIST	CSPD		CACL		POWER	PWR				
	# OF OBS	%TIME	%VMT	MIN	MEAN	MAX	MIN	MAX	MEAN	0 %TIME	1-99 %TIME	100-199 %TIME	200-299 %TIME	300+ %TIME
LOS														
0	439	0.104	0.036	0.00	7.65	34.40	-4.3	5.0	10.95	66.515	31.663	1.822	-	-
A	246,109	58.109	60.060	0.00	22.66	74.90	-15.3	14.9	20.66	58.910	36.053	4.649	0.322	0.065
B	92,113	21.749	23.348	0.00	23.53	69.50	-15.4	10.5	24.04	57.560	35.354	6.457	0.506	0.123
C	55,262	13.048	11.566	0.00	19.43	63.15	-21.1	10.4	22.31	58.335	35.346	5.769	0.440	0.110
D	21,550	5.088	3.945	0.00	16.99	71.29	-9.6	10.4	21.07	58.005	36.325	5.234	0.357	0.079
E	6,489	1.532	0.890	0.00	12.74	56.77	-8.8	10.2	17.81	62.228	32.917	4.577	0.247	0.031
F	1,568	0.370	0.154	0.00	9.11	43.20	-11.2	6.3	13.05	61.926	35.204	2.806	0.064	-

Population-Weighted 3-City Instrumented Vehicle Driving SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19						0.000	0.000	0.000														**0.000**
-18							0.000															**0.000**
-17																						
-16																						
-15					0.000		0.000															**0.000**
-14				0.000		0.000	0.000															**0.000**
-13				0.000	0.000	0.000	0.000	0.000														**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000								**0.001**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.001**
-10			0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000											**0.002**
-9			0.000	0.001	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000								**0.009**
-8			0.001	0.006	0.008	0.006	0.005	0.003	0.001	0.001	0.000	0.000	0.000		0.000							**0.031**
-7		0.002	0.006	0.022	0.026	0.022	0.014	0.007	0.004	0.001	0.001	0.000	0.000	0.000	0.000							**0.104**
-6		0.007	0.033	0.071	0.072	0.058	0.038	0.020	0.010	0.004	0.002	0.001	0.000	0.000	0.000	0.000						**0.317**
-5		0.029	0.126	0.171	0.174	0.139	0.090	0.052	0.025	0.011	0.004	0.002	0.001	0.000	0.000	0.000	0.000					**0.826**
-4		0.133	0.293	0.316	0.311	0.257	0.176	0.110	0.059	0.029	0.012	0.004	0.002	0.001	0.000	0.000	0.000	0.000		0.000		**1.703**
-3		0.456	0.438	0.431	0.417	0.361	0.282	0.191	0.122	0.065	0.030	0.012	0.006	0.002	0.001	0.001	0.000	0.000	0.000			**2.814**
-2		1.048	0.524	0.485	0.454	0.459	0.437	0.363	0.261	0.173	0.101	0.057	0.034	0.020	0.010	0.004	0.002	0.001	0.000	0.000		**4.432**
-1		1.731	0.724	0.649	0.636	0.817	1.067	1.176	1.033	0.838	0.623	0.479	0.395	0.290	0.144	0.049	0.011	0.003	0.000	0.000		**10.665**
0	18.853	2.242	1.145	1.078	1.184	1.893	3.248	4.208	3.845	3.338	2.847	3.067	3.728	3.178	1.578	0.464	0.081	0.015	0.003	0.000		**55.995**
1	0.218	1.128	0.755	0.894	0.975	1.359	1.645	1.630	1.331	1.000	0.679	0.493	0.378	0.255	0.116	0.038	0.010	0.004	0.001	0.000		**12.908**
2	0.081	0.703	0.615	0.820	0.835	0.790	0.622	0.418	0.246	0.128	0.062	0.034	0.018	0.009	0.004	0.001	0.000	0.000	0.000			**5.386**
3	0.050	0.532	0.492	0.572	0.494	0.316	0.177	0.086	0.035	0.013	0.006	0.002	0.001	0.000	0.000	0.000	0.000					**2.778**
4	0.035	0.396	0.284	0.233	0.168	0.078	0.031	0.012	0.004	0.002	0.001	0.000	0.000		0.000							**1.244**
5	0.022	0.241	0.109	0.059	0.034	0.016	0.006	0.002	0.000	0.000	0.000	0.000										**0.490**
6	0.014	0.117	0.028	0.009	0.005	0.002	0.001	0.000	0.000	0.000												**0.177**
7	0.007	0.051	0.005	0.002	0.001	0.000	0.000	0.000	0.000		0.000											**0.066**
8	0.003	0.024	0.001	0.000	0.000	0.000	0.000	0.000														**0.029**
9	0.001	0.011	0.000	0.000	0.000		0.000															**0.013**
10	0.000	0.006	0.000	0.000		0.000																**0.006**
11	0.000	0.002	0.000	0.000		0.000																**0.002**
12	0.000	0.001	0.000		0.000																	**0.001**
13	0.000	0.000	0.000																			**0.000**
14	0.000	0.000	0.000																			**0.000**
15		0.000	0.000																			**0.000**
16		0.000																				**0.000**
17		0.000																				**0.000**
18																						
19																						
20																						
Totals	**19.285**	**8.860**	**5.582**	**5.822**	**5.795**	**6.576**	**7.839**	**8.281**	**6.978**	**5.603**	**4.368**	**4.152**	**4.563**	**3.756**	**1.853**	**0.556**	**0.105**	**0.022**	**0.004**	**0.000**		**100.000**

Summary Statistics

Avg Speed	26.63 mph
Avg Segment Dist	5.49 miles
Avg Segment Time	12.31 min
Avg Power	20.93 mph2/s
Total 1-Sec Obs	9111550

Modal Region Frequencies

Total Idle	19.29%
Total Cruise	37.14%
Total Accel	22.67%
Total Decel	20.91%

Outside LA-4 Frequencies

Above LA-4 Accel	2.18%
Below LA-4 Decel	3.48%
Above LA-4 Speed	10.86%
Total Beyond LA-4	16.52%

Specific Power Distribution

0 mph2/sec	59.23%
>0 - <100 mph2/sec	35.11%
100 - <200 mph2/sec	5.23%
200 - <300 mph2/sec	0.40%
>=300 mph2/sec	0.03%

Combined 3-City Chase Car Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15					0.000	0.000	0.000															**0.001**
-14				0.000	0.000	0.000		0.000			0.000											**0.001**
-13		0.000			0.000		0.000															**0.001**
-12				0.001	0.000	0.000		0.000														**0.001**
-11				0.000	0.000	0.001	0.000	0.000	0.000	0.000		0.000										**0.003**
-10			0.000	0.001	0.002	0.001	0.001	0.000				0.000										**0.006**
-9			0.001	0.003	0.003	0.003	0.002	0.002	0.001	0.000	0.000											**0.015**
-8		0.000	0.006	0.010	0.013	0.007	0.006	0.003	0.001	0.001			0.000									**0.047**
-7		0.000	0.015	0.028	0.025	0.018	0.012	0.008	0.003	0.002	0.001		0.000	0.000								**0.113**
-6		0.006	0.052	0.078	0.073	0.062	0.040	0.021	0.011	0.003	0.002	0.002	0.000	0.000								**0.349**
-5		0.036	0.157	0.206	0.203	0.163	0.101	0.053	0.027	0.013	0.005	0.003	0.002	0.000								**0.970**
-4	0.000	0.126	0.244	0.272	0.286	0.235	0.161	0.091	0.050	0.023	0.012	0.005	0.003	0.002	0.000	0.000						**1.511**
-3	0.000	0.402	0.594	0.391	0.443	0.416	0.328	0.223	0.112	0.063	0.035	0.025	0.012	0.007	0.002		0.000					**3.052**
-2	0.000	1.077	0.571	0.767	0.399	0.481	0.480	0.382	0.239	0.149	0.117	0.093	0.079	0.037	0.013	0.001	0.001					**4.887**
-1	0.007	1.822	0.600	0.684	0.803	0.884	1.273	1.354	1.036	0.706	0.649	0.762	0.790	0.489	0.186	0.025	0.004	0.000				**12.074**
0	14.564	2.007	1.161	0.974	1.345	2.229	3.911	4.832	3.609	2.287	2.326	3.397	3.832	2.265	0.911	0.120	0.022	0.002				**49.794**
1	0.285	1.186	1.271	1.287	1.219	1.537	2.004	1.904	1.300	0.877	0.763	0.869	0.850	0.466	0.158	0.023	0.003					**16.003**
2	0.078	0.856	0.459	0.907	0.896	0.888	0.686	0.407	0.242	0.154	0.112	0.087	0.059	0.027	0.008	0.002	0.000					**5.867**
3	0.058	0.768	0.559	0.693	0.560	0.369	0.179	0.080	0.041	0.026	0.013	0.008	0.006	0.003	0.002	0.000	0.000					**3.365**
4	0.229	0.363	0.266	0.201	0.122	0.058	0.023	0.014	0.008	0.003	0.002	0.001	0.001	0.001		0.000						**1.292**
5	0.018	0.227	0.109	0.064	0.030	0.008	0.005	0.002	0.001	0.001	0.000	0.000	0.000									**0.467**
6	0.004	0.076	0.028	0.009	0.005	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.001									**0.128**
7	0.002	0.014	0.008	0.003	0.001	0.001	0.001	0.000	0.000	0.000		0.000										**0.031**
8	0.003	0.008	0.001	0.001	0.000		0.001		0.000													**0.014**
9	0.001	0.002	0.001	0.000	0.000	0.000	0.000															**0.005**
10	0.001	0.001	0.000																			**0.002**
11	0.000																					**0.000**
12	0.000																					**0.000**
13																						
14																						
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**15.252**	**8.980**	**6.105**	**6.580**	**6.431**	**7.364**	**9.216**	**9.377**	**6.680**	**4.308**	**4.038**	**5.253**	**5.636**	**3.297**	**1.279**	**0.172**	**0.030**	**0.002**				**100.000**

Summary Statistics

Avg Speed	27.33 mph
Avg Trip Length	6.94 miles
Avg Trip Time	15.24 min
Avg Non-Zero Power	54.68 mph2/s
Total 1-Sec Obs	523864

Modal Region Frequencies

Total Idle	15.25%
Total Cruise	35.23%
Total Accel	26.50%
Total Decel	23.02%

Outside LA-4 Frequencies

Above LA-4 Accel	2.22%
Below LA-4 Decel	3.60%
Above LA-4 Speed	10.42%
Total Beyond LA-4	16.24%

Specific Power Distribution

0 mph2/sec	57.22%
>0 - <100 mph2/sec	36.36%
100 - <200 mph2/sec	5.77%
200 - <300 mph2/sec	0.52%
>=300 mph2/sec	0.13%

Combined 3-City Instrumented Vehicle Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19						0.000	0.000	0.000														**0.000**
-18							0.000															**0.000**
-17																						
-16																						
-15					0.000		0.000															**0.000**
-14				0.000		0.000	0.000															**0.000**
-13				0.000	0.000	0.000	0.000	0.000														**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000								**0.001**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.001**
-10			0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000											**0.002**
-9			0.000	0.001	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000								**0.008**
-8			0.001	0.006	0.007	0.006	0.004	0.002	0.001	0.001	0.000	0.000	0.000		0.000							**0.027**
-7		0.003	0.005	0.021	0.024	0.019	0.011	0.006	0.003	0.001	0.001	0.000	0.000	0.000	0.000							**0.093**
-6		0.008	0.033	0.068	0.067	0.052	0.032	0.016	0.007	0.003	0.001	0.001	0.000	0.000	0.000	0.000						**0.289**
-5		0.030	0.128	0.171	0.169	0.131	0.078	0.041	0.019	0.008	0.003	0.001	0.001	0.000	0.000	0.000	0.000					**0.782**
-4		0.136	0.300	0.322	0.322	0.256	0.160	0.090	0.045	0.021	0.009	0.003	0.001	0.001	0.000	0.000	0.000	0.000		0.000		**1.667**
-3		0.473	0.445	0.449	0.442	0.379	0.275	0.164	0.095	0.048	0.023	0.009	0.004	0.002	0.001	0.000	0.000	0.000	0.000			**2.808**
-2		1.060	0.527	0.499	0.483	0.496	0.450	0.331	0.211	0.133	0.078	0.046	0.027	0.015	0.007	0.003	0.001	0.000	0.000	0.000		**4.369**
-1		1.688	0.748	0.673	0.683	0.941	1.291	1.296	0.946	0.672	0.492	0.398	0.326	0.221	0.105	0.034	0.007	0.002	0.000	0.000		**10.524**
0	18.610	2.197	1.190	1.138	1.297	2.313	4.641	5.846	4.098	2.849	2.364	2.870	3.490	2.452	1.219	0.315	0.054	0.010	0.002	0.000		**56.954**
1	0.223	1.110	0.784	0.952	1.036	1.496	1.803	1.601	1.123	0.774	0.530	0.402	0.303	0.192	0.084	0.026	0.007	0.002	0.000	0.000		**12.448**
2	0.081	0.702	0.641	0.869	0.867	0.796	0.584	0.353	0.192	0.099	0.049	0.028	0.015	0.007	0.003	0.001	0.000	0.000	0.000			**5.288**
3	0.050	0.540	0.499	0.584	0.498	0.297	0.152	0.069	0.027	0.011	0.005	0.002	0.001	0.000	0.000	0.000	0.000					**2.737**
4	0.035	0.404	0.273	0.225	0.168	0.073	0.026	0.010	0.003	0.001	0.001	0.000	0.000		0.000							**1.218**
5	0.022	0.246	0.104	0.053	0.032	0.015	0.006	0.002	0.000	0.000	0.000	0.000										**0.481**
6	0.013	0.120	0.028	0.010	0.005	0.003	0.001	0.000	0.000	0.000												**0.180**
7	0.007	0.054	0.006	0.002	0.001	0.000	0.000	0.000	0.000		0.000											**0.068**
8	0.003	0.026	0.001	0.000	0.000	0.000	0.000	0.000														**0.031**
9	0.001	0.012	0.000	0.000	0.000		0.000															**0.014**
10	0.000	0.006	0.000	0.000		0.000																**0.007**
11	0.000	0.002	0.000	0.000		0.000																**0.002**
12	0.000	0.001	0.000		0.000																	**0.001**
13	0.000	0.000	0.000																			**0.000**
14	0.000	0.000	0.000																			**0.000**
15		0.000	0.000																			**0.000**
16		0.000																				**0.000**
17		0.000																				**0.000**
18																						
19																						
20																						
Totals	**19.045**	**8.819**	**5.712**	**6.041**	**6.104**	**7.276**	**9.517**	**9.829**	**6.771**	**4.622**	**3.556**	**3.763**	**4.169**	**2.891**	**1.419**	**0.379**	**0.070**	**0.015**	**0.003**	**0.000**		**100.000**

Summary Statistics

Avg Speed	25.91 mph
Avg Trip Length	4.94 miles
Avg Trip Time	11.47 min
Avg Non-Zero Power	49.66 mph2/s
Total 1-Sec Obs	9111550

Modal Region Frequencies

Total Idle	19.05%
Total Cruise	38.35%
Total Accel	22.04%
Total Decel	20.57%

Outside LA-4 Frequencies

Above LA-4 Accel	2.12%
Below LA-4 Decel	3.21%
Above LA-4 Speed	8.95%
Total Beyond LA-4	14.28%

Specific Power Distribution

0 mph2/sec	59.43%
>0 - <100 mph2/sec	35.27%
100 - <200 mph2/sec	4.90%
200 - <300 mph2/sec	0.37%
>=300 mph2/sec	0.03%

Combined 3-City Instrumented Vehicle Weekday Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19						0.000	0.000	0.000														**0.000**
-18							0.000															**0.000**
-17																						
-16																						
-15					0.000		0.000															**0.000**
-14						0.000	0.000															**0.000**
-13				0.000	0.000	0.000		0.000														**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000								**0.001**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.001**
-10			0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000											**0.002**
-9			0.000	0.001	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000								**0.007**
-8			0.001	0.005	0.007	0.005	0.004	0.002	0.001	0.001	0.000	0.000	0.000		0.000							**0.027**
-7		0.003	0.005	0.021	0.024	0.019	0.011	0.006	0.003	0.001	0.001	0.000	0.000	0.000								**0.093**
-6		0.008	0.033	0.070	0.068	0.052	0.032	0.016	0.007	0.003	0.001	0.000	0.000	0.000	0.000	0.000						**0.291**
-5		0.031	0.130	0.172	0.172	0.132	0.078	0.042	0.019	0.008	0.003	0.002	0.001	0.000	0.000	0.000	0.000					**0.791**
-4		0.137	0.306	0.328	0.325	0.259	0.161	0.091	0.046	0.022	0.009	0.004	0.002	0.001	0.000	0.000	0.000	0.000		0.000		**1.689**
-3		0.479	0.455	0.458	0.447	0.387	0.279	0.164	0.095	0.048	0.023	0.009	0.004	0.002	0.001	0.000	0.000	0.000	0.000			**2.852**
-2		1.078	0.534	0.510	0.497	0.509	0.461	0.334	0.213	0.135	0.079	0.047	0.027	0.016	0.007	0.003	0.001	0.001	0.000	0.000		**4.452**
-1		1.708	0.757	0.692	0.708	0.971	1.328	1.308	0.945	0.673	0.492	0.394	0.318	0.213	0.101	0.030	0.007	0.003	0.000	0.000		**10.650**
0	19.031	2.184	1.193	1.163	1.346	2.384	4.712	5.848	3.983	2.753	2.244	2.699	3.200	2.213	1.124	0.229	0.044	0.012	0.003	0.000		**56.365**
1	0.224	1.110	0.798	0.978	1.071	1.542	1.840	1.613	1.119	0.774	0.530	0.400	0.299	0.186	0.081	0.024	0.008	0.003	0.000	0.000		**12.601**
2	0.082	0.709	0.652	0.888	0.882	0.807	0.591	0.357	0.197	0.101	0.050	0.029	0.015	0.007	0.003	0.001	0.000	0.000	0.000			**5.372**
3	0.052	0.547	0.505	0.590	0.504	0.302	0.154	0.070	0.028	0.011	0.005	0.002	0.001	0.000	0.000	0.000	0.000					**2.773**
4	0.035	0.412	0.275	0.227	0.170	0.074	0.027	0.010	0.004	0.001	0.001	0.000	0.000									**1.237**
5	0.023	0.249	0.106	0.054	0.033	0.015	0.006	0.002	0.000	0.000	0.000											**0.488**
6	0.014	0.121	0.028	0.010	0.005	0.003	0.001	0.000	0.000	0.000												**0.183**
7	0.007	0.054	0.006	0.002	0.001	0.000	0.000	0.000	0.000													**0.069**
8	0.003	0.027	0.001	0.000	0.000	0.000	0.000															**0.032**
9	0.001	0.012	0.000	0.000	0.000		0.000															**0.014**
10	0.000	0.006	0.000	0.000		0.000																**0.007**
11	0.000	0.002	0.000	0.000		0.000																**0.002**
12	0.000	0.001	0.000		0.000																	**0.001**
13	0.000	0.000	0.000																			**0.000**
14	0.000	0.000	0.000																			**0.000**
15		0.000	0.000																			**0.000**
16		0.000																				**0.000**
17																						
18																						
19																						
20																						
Totals	**19.473**	**8.880**	**5.786**	**6.169**	**6.263**	**7.464**	**9.687**	**9.864**	**6.661**	**4.534**	**3.439**	**3.587**	**3.867**	**2.638**	**1.318**	**0.287**	**0.060**	**0.019**	**0.004**	**0.000**		**100.000**

Summary Statistics

Avg Speed	25.33 mph
Avg Trip Length	4.86 miles
Avg Trip Time	11.54 min
Avg Non-Zero Power	50.17 mph2/s
Total 1-Sec Obs	6947540

Modal Region Frequencies

Total Idle	19.47%
Total Cruise	37.33%
Total Accel	22.34%
Total Decel	20.86%

Outside LA-4 Frequencies

Above LA-4 Accel	2.16%
Below LA-4 Decel	3.24%
Above LA-4 Speed	8.19%
Total Beyond LA-4	13.59%

Specific Power Distribution

0 mph2/sec	59.55%
>0 - <100 mph2/sec	35.08%
100 - <200 mph2/sec	4.97%
200 - <300 mph2/sec	0.38%
>=300 mph2/sec	0.03%

Combined 3-City Instrumented Vehicle Weekend Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14				0.000			0.000															**0.000**
-13				0.000	0.000	0.000	0.000															**0.000**
-12			0.000		0.000	0.000				0.000												**0.000**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000			0.000										**0.001**
-10			0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000											**0.002**
-9			0.000	0.001	0.002	0.002	0.001	0.001	0.000	0.000		0.000	0.000									**0.008**
-8			0.001	0.006	0.006	0.008	0.004	0.002	0.001	0.001	0.000	0.000	0.000		0.000							**0.029**
-7		0.002	0.006	0.021	0.024	0.018	0.011	0.005	0.003	0.001	0.000	0.000	0.000	0.000	0.000							**0.093**
-6		0.007	0.032	0.064	0.066	0.054	0.031	0.016	0.007	0.003	0.001	0.001	0.000	0.000	0.000	0.000						**0.283**
-5		0.028	0.122	0.166	0.160	0.128	0.081	0.039	0.017	0.008	0.003	0.001	0.001	0.000	0.000	0.000	0.000					**0.754**
-4		0.136	0.281	0.302	0.311	0.245	0.156	0.088	0.043	0.021	0.009	0.003	0.001	0.001	0.000	0.000						**1.598**
-3		0.453	0.415	0.420	0.425	0.353	0.263	0.162	0.092	0.048	0.023	0.009	0.003	0.002	0.001	0.000	0.000					**2.667**
-2		1.004	0.504	0.463	0.436	0.453	0.417	0.323	0.204	0.127	0.075	0.044	0.028	0.015	0.007	0.003	0.001	0.000				**4.102**
-1		1.622	0.718	0.610	0.601	0.845	1.172	1.260	0.949	0.669	0.494	0.409	0.354	0.247	0.115	0.047	0.008	0.000	0.000			**10.122**
0	17.253	2.241	1.181	1.056	1.140	2.085	4.410	5.845	4.474	3.154	2.747	3.419	4.416	3.219	1.524	0.589	0.087	0.002	0.000			**58.843**
1	0.220	1.111	0.736	0.866	0.922	1.347	1.684	1.565	1.137	0.774	0.529	0.411	0.314	0.211	0.092	0.033	0.004	0.000	0.000			**11.958**
2	0.077	0.679	0.602	0.808	0.820	0.761	0.564	0.342	0.179	0.090	0.046	0.026	0.015	0.007	0.003	0.001	0.000	0.000				**5.019**
3	0.043	0.518	0.480	0.563	0.482	0.282	0.146	0.066	0.024	0.010	0.004	0.001	0.000	0.000	0.000							**2.620**
4	0.032	0.375	0.266	0.219	0.160	0.069	0.025	0.009	0.003	0.001	0.000	0.000			0.000							**1.158**
5	0.021	0.236	0.096	0.051	0.030	0.015	0.006	0.002	0.001	0.000	0.000	0.000										**0.458**
6	0.009	0.114	0.027	0.010	0.006	0.003	0.002	0.000														**0.170**
7	0.006	0.053	0.005	0.001	0.001	0.000	0.000	0.000	0.000		0.000											**0.066**
8	0.002	0.024	0.001	0.000	0.000	0.000		0.000														**0.027**
9	0.001	0.011	0.000	0.000																		**0.012**
10	0.000	0.006	0.000																			**0.006**
11	0.000	0.003	0.000																			**0.003**
12		0.001	0.000																			**0.001**
13	0.000	0.000																				**0.000**
14		0.000																				**0.000**
15		0.000																				**0.000**
16																						
17		0.000																				**0.000**
18																						
19																						
20																						
Totals	**17.665**	**8.622**	**5.476**	**5.628**	**5.592**	**6.669**	**8.972**	**9.723**	**7.134**	**4.906**	**3.931**	**4.325**	**5.132**	**3.702**	**1.744**	**0.674**	**0.101**	**0.002**	**0.001**			**100.000**

Summary Statistics

Avg Speed	27.88 mph
Avg Trip Length	5.21 miles
Avg Trip Time	11.24 min
Avg Non-Zero Power	48.39 mph2/s
Total 1-Sec Obs	2164010

Modal Region Frequencies

Total Idle	17.67%
Total Cruise	41.59%
Total Accel	21.09%
Total Decel	19.66%

Outside LA-4 Frequencies

Above LA-4 Accel	2.01%
Below LA-4 Decel	3.10%
Above LA-4 Speed	11.36%
Total Beyond LA-4	16.47%

Specific Power Distribution

0 mph2/sec	59.05%
>0 - <100 mph2/sec	35.90%
100 - <200 mph2/sec	4.70%
200 - <300 mph2/sec	0.34%
>=300 mph2/sec	0.02%

Atlanta Instrumented Vehicle Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19						0.000	0.000															**0.000**
-18							0.000															**0.000**
-17																						
-16																						
-15																						
-14				0.000			0.000															**0.000**
-13				0.000		0.000																**0.000**
-12					0.000	0.000	0.000	0.000	0.000	0.000		0.000		0.000								**0.000**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000			0.000										**0.001**
-10			0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000											**0.003**
-9			0.000	0.001	0.002	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000								**0.010**
-8			0.001	0.006	0.009	0.007	0.006	0.004	0.002	0.001	0.000	0.000	0.000		0.000							**0.036**
-7		0.002	0.005	0.024	0.028	0.025	0.017	0.011	0.005	0.002	0.001	0.000	0.000	0.000								**0.121**
-6		0.006	0.033	0.071	0.076	0.066	0.049	0.027	0.014	0.006	0.003	0.001	0.000	0.000	0.000	0.000						**0.353**
-5		0.028	0.119	0.166	0.174	0.153	0.111	0.071	0.036	0.016	0.006	0.003	0.001	0.000	0.000	0.000	0.000					**0.884**
-4		0.121	0.276	0.293	0.289	0.260	0.200	0.142	0.084	0.042	0.017	0.006	0.003	0.001	0.001	0.000	0.000	0.000		0.000		**1.736**
-3		0.425	0.410	0.392	0.377	0.335	0.293	0.236	0.167	0.095	0.043	0.017	0.007	0.003	0.002	0.001	0.000	0.000	0.000			**2.805**
-2		1.023	0.505	0.452	0.402	0.403	0.413	0.407	0.345	0.244	0.140	0.073	0.040	0.023	0.012	0.006	0.003	0.001	0.000	0.000		**4.492**
-1		1.794	0.735	0.616	0.546	0.630	0.823	1.073	1.183	1.090	0.816	0.556	0.443	0.346	0.193	0.073	0.020	0.006	0.001	0.000		**10.945**
0	17.328	2.424	1.178	1.016	0.944	1.223	1.895	2.939	3.769	4.053	3.475	3.101	4.089	4.057	2.307	0.765	0.149	0.026	0.006	0.000		**54.743**
1	0.193	1.193	0.751	0.811	0.803	1.074	1.401	1.689	1.659	1.357	0.903	0.587	0.443	0.313	0.162	0.059	0.018	0.006	0.001	0.000		**13.425**
2	0.077	0.695	0.563	0.726	0.748	0.771	0.702	0.540	0.349	0.182	0.083	0.039	0.019	0.009	0.004	0.001	0.000	0.000	0.000			**5.507**
3	0.047	0.508	0.455	0.542	0.508	0.371	0.237	0.124	0.048	0.017	0.006	0.002	0.001	0.000	0.000	0.000	0.000					**2.868**
4	0.033	0.378	0.281	0.242	0.191	0.101	0.041	0.017	0.006	0.002	0.001	0.000	0.000		0.000							**1.294**
5	0.021	0.234	0.113	0.064	0.037	0.018	0.007	0.002	0.001	0.000	0.000	0.000										**0.496**
6	0.013	0.113	0.029	0.010	0.005	0.003	0.001	0.000	0.000	0.000												**0.175**
7	0.007	0.045	0.006	0.002	0.001	0.000	0.000	0.000	0.000		0.000											**0.062**
8	0.003	0.021	0.001	0.000	0.000	0.000	0.000	0.000														**0.025**
9	0.001	0.009	0.000	0.000																		**0.011**
10	0.000	0.005	0.000			0.000																**0.005**
11	0.000	0.002																				**0.002**
12		0.000	0.000																			**0.000**
13		0.000																				**0.000**
14	0.000	0.000																				**0.000**
15		0.000	0.000																			**0.000**
16																						
17		0.000																				**0.000**
18																						
19																						
20																						
Totals	**17.725**	**9.027**	**5.463**	**5.433**	**5.142**	**5.444**	**6.198**	**7.283**	**7.670**	**7.108**	**5.495**	**4.385**	**5.047**	**4.753**	**2.681**	**0.905**	**0.190**	**0.040**	**0.008**	**0.001**		**100.000**

Summary Statistics

Avg Speed	28.82 mph
Avg Trip Length	6.25 miles
Avg Trip Time	13.03 min
Avg Non-Zero Power	54.88 mph2/s
Total 1-Sec Obs	3664881

Modal Region Frequencies

Total Idle	17.73%
Total Cruise	37.42%
Total Accel	23.47%
Total Decel	21.39%

Outside LA-4 Frequencies

Above LA-4 Accel	2.27%
Below LA-4 Decel	3.89%
Above LA-4 Speed	13.63%
Total Beyond LA-4	19.78%

Specific Power Distribution

0 mph2/sec	58.36%
>0 - <100 mph2/sec	34.92%
100 - <200 mph2/sec	6.17%
200 - <300 mph2/sec	0.52%
>=300 mph2/sec	0.04%

Atlanta Instrumented Vehicle Weekday Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19						0.000	0.000															**0.000**
-18							0.000															**0.000**
-17																						
-16																						
-15																						
-14																						
-13				0.000		0.000																**0.000**
-12					0.000	0.000	0.000	0.000	0.000	0.000		0.000		0.000								**0.001**
-11				0.000	0.000	0.000	0.000	0.000	0.000			0.000										**0.001**
-10			0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000												**0.003**
-9			0.000	0.001	0.002	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000								**0.010**
-8			0.001	0.006	0.009	0.007	0.007	0.004	0.002	0.001	0.000	0.000	0.000		0.000							**0.037**
-7		0.002	0.005	0.025	0.028	0.025	0.018	0.011	0.006	0.002	0.001	0.000	0.000	0.000								**0.123**
-6		0.007	0.034	0.075	0.078	0.067	0.050	0.029	0.014	0.006	0.003	0.001	0.000	0.000	0.000	0.000						**0.364**
-5		0.030	0.123	0.168	0.179	0.156	0.112	0.073	0.038	0.016	0.006	0.003	0.001	0.000	0.000	0.000	0.000					**0.906**
-4		0.123	0.284	0.298	0.295	0.266	0.203	0.147	0.087	0.043	0.018	0.006	0.003	0.001	0.001	0.000	0.000	0.000		0.000		**1.776**
-3		0.435	0.420	0.402	0.384	0.344	0.300	0.241	0.172	0.096	0.043	0.017	0.008	0.003	0.002	0.001	0.000	0.000	0.000			**2.868**
-2		1.045	0.514	0.463	0.417	0.418	0.427	0.417	0.354	0.249	0.143	0.075	0.040	0.023	0.012	0.006	0.003	0.001	0.000	0.000		**4.607**
-1		1.803	0.745	0.635	0.567	0.655	0.862	1.114	1.211	1.114	0.819	0.547	0.432	0.323	0.182	0.065	0.019	0.008	0.001	0.000		**11.101**
0	17.722	2.384	1.182	1.047	1.001	1.273	1.969	3.010	3.787	4.032	3.367	2.970	3.784	3.638	2.000	0.539	0.123	0.033	0.007	0.000		**53.870**
1	0.194	1.191	0.762	0.833	0.835	1.114	1.454	1.746	1.688	1.376	0.910	0.581	0.435	0.293	0.155	0.055	0.020	0.008	0.001	0.000		**13.650**
2	0.077	0.700	0.572	0.737	0.768	0.790	0.719	0.552	0.358	0.187	0.085	0.040	0.019	0.010	0.004	0.001	0.000	0.000	0.000			**5.617**
3	0.050	0.514	0.462	0.548	0.517	0.381	0.242	0.127	0.051	0.018	0.007	0.002	0.001	0.000	0.000	0.000	0.000					**2.921**
4	0.035	0.389	0.288	0.251	0.196	0.103	0.043	0.018	0.006	0.002	0.001	0.000	0.000									**1.332**
5	0.022	0.242	0.118	0.067	0.038	0.019	0.007	0.002	0.001	0.000	0.000											**0.516**
6	0.015	0.119	0.031	0.011	0.005	0.003	0.001	0.000	0.000	0.000												**0.186**
7	0.007	0.046	0.006	0.002	0.001	0.000	0.000	0.000	0.000													**0.064**
8	0.003	0.022	0.001	0.001	0.000	0.000	0.000															**0.027**
9	0.002	0.009	0.000	0.000																		**0.011**
10	0.000	0.005	0.000			0.000																**0.005**
11	0.000	0.002																				**0.002**
12		0.000																				**0.000**
13		0.000																				**0.000**
14	0.000	0.000																				**0.000**
15			0.000																			**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**18.128**	**9.068**	**5.550**	**5.570**	**5.321**	**5.626**	**6.418**	**7.492**	**7.774**	**7.143**	**5.403**	**4.244**	**4.723**	**4.292**	**2.355**	**0.667**	**0.166**	**0.050**	**0.010**	**0.001**		**100.000**

Summary Statistics

Avg Speed	28.1 mph
Avg Trip Length	6.27 miles
Avg Trip Time	13.4 min
Avg Non-Zero Power	55.51 mph2/s
Total 1-Sec Obs	2793704

Modal Region Frequencies

Total Idle	18.13%
Total Cruise	36.15%
Total Accel	23.93%
Total Decel	21.80%

Outside LA-4 Frequencies

Above LA-4 Accel	2.35%
Below LA-4 Decel	3.98%
Above LA-4 Speed	12.26%
Total Beyond LA-4	18.59%

Specific Power Distribution

0 mph2/sec	58.41%
>0 - <100 mph2/sec	34.72%
100 - <200 mph2/sec	6.30%
200 - <300 mph2/sec	0.53%
>=300 mph2/sec	0.04%

Atlanta Instrumented Vehicle Weekend Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14				0.000			0.000															**0.000**
-13				0.000																		**0.000**
-12																						
-11			0.000		0.000			0.000	0.000													**0.000**
-10				0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000											**0.003**
-9			0.000	0.001	0.002	0.002	0.001	0.001	0.001	0.000		0.000	0.000									**0.009**
-8			0.000	0.006	0.007	0.008	0.004	0.004	0.001	0.001	0.000	0.000										**0.031**
-7		0.001	0.005	0.021	0.028	0.025	0.016	0.009	0.005	0.001	0.001	0.000	0.000									**0.113**
-6		0.004	0.029	0.059	0.072	0.065	0.045	0.024	0.014	0.006	0.002	0.001	0.001		0.000							**0.320**
-5		0.021	0.108	0.157	0.159	0.141	0.106	0.065	0.032	0.014	0.006	0.001	0.001	0.000	0.000	0.000						**0.813**
-4		0.116	0.251	0.275	0.270	0.241	0.188	0.129	0.076	0.040	0.017	0.005	0.002	0.001	0.000	0.000						**1.611**
-3		0.393	0.379	0.362	0.355	0.306	0.272	0.219	0.153	0.093	0.043	0.017	0.005	0.002	0.001	0.001	0.000					**2.601**
-2		0.951	0.476	0.413	0.354	0.355	0.365	0.374	0.319	0.229	0.129	0.068	0.043	0.025	0.014	0.006	0.001	0.000				**4.123**
-1		1.768	0.702	0.556	0.478	0.549	0.697	0.941	1.094	1.015	0.809	0.584	0.481	0.418	0.230	0.098	0.020	0.001	0.000			**10.443**
0	16.064	2.551	1.165	0.916	0.763	1.061	1.655	2.713	3.709	4.121	3.820	3.519	5.067	5.402	3.289	1.488	0.231	0.005	0.001			**57.541**
1	0.191	1.199	0.714	0.741	0.703	0.947	1.234	1.505	1.568	1.294	0.883	0.606	0.469	0.377	0.185	0.074	0.011	0.001	0.000			**12.702**
2	0.075	0.681	0.535	0.690	0.685	0.707	0.649	0.499	0.320	0.166	0.076	0.035	0.019	0.009	0.004	0.003	0.001	0.000				**5.155**
3	0.038	0.489	0.432	0.519	0.479	0.341	0.221	0.116	0.040	0.014	0.006	0.001	0.000		0.000							**2.698**
4	0.028	0.344	0.261	0.214	0.178	0.093	0.034	0.013	0.004	0.002	0.001	0.000			0.000							**1.172**
5	0.018	0.210	0.096	0.055	0.031	0.016	0.005	0.001	0.000	0.000	0.000	0.000										**0.434**
6	0.009	0.092	0.024	0.008	0.004	0.002	0.001	0.000														**0.140**
7	0.006	0.041	0.004	0.001	0.000	0.000	0.000	0.000	0.000		0.000											**0.054**
8	0.002	0.016	0.001	0.000	0.000	0.000		0.000														**0.020**
9	0.000	0.008	0.000	0.000																		**0.009**
10	0.000	0.005																				**0.005**
11		0.002																				**0.002**
12		0.000	0.000																			**0.000**
13		0.000																				**0.000**
14																						
15		0.000																				**0.000**
16																						
17		0.000																				**0.000**
18																						
19																						
20																						
Totals	**16.432**	**8.895**	**5.185**	**4.995**	**4.568**	**4.861**	**5.493**	**6.616**	**7.336**	**6.997**	**5.792**	**4.838**	**6.088**	**6.235**	**3.725**	**1.669**	**0.265**	**0.007**	**0.002**			**100.000**

Summary Statistics

Avg Speed	31.15 mph
Avg Trip Length	6.22 miles
Avg Trip Time	11.99 min
Avg Non-Zero Power	52.9 mph2/s
Total 1-Sec Obs	871177

Modal Region Frequencies

Total Idle	16.43%
Total Cruise	41.48%
Total Accel	22.02%
Total Decel	20.07%

Outside LA-4 Frequencies

Above LA-4 Accel	2.01%
Below LA-4 Decel	3.60%
Above LA-4 Speed	17.99%
Total Beyond LA-4	23.60%

Specific Power Distribution

0 mph2/sec	58.19%
>0 - <100 mph2/sec	35.55%
100 - <200 mph2/sec	5.77%
200 - <300 mph2/sec	0.46%
>=300 mph2/sec	0.03%

Baltimore Chase Car Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15					0.000	0.000	0.000															**0.001**
-14					0.001	0.000		0.000			0.000											**0.002**
-13		0.000			0.001		0.000															**0.002**
-12				0.000	0.000			0.000														**0.001**
-11				0.001	0.001	0.001			0.000	0.000												**0.004**
-10				0.001		0.001		0.001				0.000										**0.004**
-9			0.001	0.002	0.005	0.003	0.003	0.000	0.000	0.000	0.000											**0.016**
-8		0.000	0.003	0.006	0.009	0.007	0.005	0.001	0.002	0.000			0.000									**0.035**
-7		0.001	0.010	0.016	0.019	0.011	0.009	0.003	0.002	0.001	0.000		0.000									**0.074**
-6		0.003	0.032	0.052	0.048	0.046	0.034	0.021	0.008	0.003	0.002	0.001										**0.250**
-5		0.030	0.106	0.155	0.143	0.107	0.074	0.042	0.028	0.010	0.004	0.003	0.001	0.000								**0.703**
-4	0.000	0.142	0.228	0.265	0.281	0.225	0.143	0.093	0.057	0.035	0.019	0.007	0.005	0.002	0.000	0.000						**1.505**
-3	0.000	0.403	0.553	0.361	0.395	0.361	0.280	0.186	0.115	0.081	0.048	0.029	0.023	0.013	0.005		0.000					**2.854**
-2	0.001	1.073	0.616	0.786	0.418	0.479	0.481	0.384	0.287	0.229	0.200	0.183	0.177	0.079	0.030	0.001						**5.424**
-1	0.022	1.807	0.636	0.706	0.820	0.911	1.147	1.237	1.034	0.990	1.008	1.102	1.184	0.695	0.256	0.027	0.001					**13.584**
0	14.928	2.007	1.195	0.944	1.367	2.135	3.154	3.548	2.696	2.485	2.817	3.191	4.049	2.408	0.677	0.087	0.003					**47.691**
1	0.323	0.957	1.306	1.261	1.201	1.432	1.737	1.654	1.314	1.178	1.111	1.219	1.233	0.664	0.207	0.020	0.001					**16.816**
2	0.120	0.871	0.567	0.912	0.814	0.764	0.571	0.420	0.325	0.247	0.206	0.185	0.136	0.063	0.019	0.003	0.000					**6.224**
3	0.122	0.679	0.531	0.565	0.458	0.303	0.179	0.093	0.056	0.046	0.023	0.019	0.015	0.007	0.004	0.000	0.000					**3.100**
4	0.264	0.304	0.244	0.196	0.129	0.076	0.034	0.017	0.014	0.005	0.002	0.002	0.000	0.001		0.000						**1.289**
5	0.046	0.111	0.056	0.044	0.022	0.004	0.003	0.004	0.001	0.002	0.001	0.000	0.001									**0.296**
6	0.011	0.032	0.013	0.007	0.004	0.001	0.002	0.001		0.000	0.000	0.000	0.001									**0.074**
7	0.006	0.005	0.002	0.003	0.001	0.000	0.000			0.000		0.000										**0.020**
8	0.008	0.008	0.000						0.000													**0.016**
9	0.004	0.003	0.000		0.001		0.001															**0.009**
10	0.002	0.002																				**0.004**
11	0.000																					**0.000**
12	0.000																					**0.000**
13																						
14																						
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**15.860**	**8.438**	**6.100**	**6.282**	**6.141**	**6.870**	**7.859**	**7.706**	**5.939**	**5.314**	**5.444**	**5.944**	**6.826**	**3.932**	**1.197**	**0.140**	**0.007**					**100.000**

Summary Statistics

Avg Speed	28.23 mph
Avg Trip Length	7.59 miles
Avg Trip Time	16.13 min
Avg Non-Zero Power	57.92 mph2/s
Total 1-Sec Obs	212918

Modal Region Frequencies

Total Idle	15.86%
Total Cruise	32.76%
Total Accel	26.94%
Total Decel	24.44%

Outside LA-4 Frequencies

Above LA-4 Accel	2.24%
Below LA-4 Decel	3.46%
Above LA-4 Speed	12.10%
Total Beyond LA-4	17.80%

Specific Power Distribution

0 mph2/sec	56.43%
>0 - <100 mph2/sec	36.06%
100 - <200 mph2/sec	6.59%
200 - <300 mph2/sec	0.77%
>=300 mph2/sec	0.16%

Baltimore-Exeter Instrumented Vehicle Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13					0.000		0.000															**0.000**
-12			0.000	0.000	0.000	0.000				0.000												**0.000**
-11			0.000		0.000	0.000	0.000	0.000														**0.001**
-10			0.000	0.000	0.000	0.000	0.000	0.000	0.000													**0.002**
-9			0.000	0.001	0.002	0.001	0.001	0.001	0.000	0.000	0.000											**0.006**
-8			0.001	0.005	0.006	0.004	0.003	0.001	0.001	0.000	0.000		0.000									**0.023**
-7		0.003	0.005	0.019	0.020	0.016	0.009	0.003	0.002	0.000	0.000		0.000									**0.077**
-6		0.008	0.036	0.075	0.069	0.045	0.023	0.012	0.005	0.002	0.001	0.001	0.000		0.000							**0.275**
-5		0.030	0.149	0.203	0.188	0.121	0.065	0.029	0.013	0.005	0.002	0.001	0.000	0.000			0.000					**0.808**
-4		0.159	0.360	0.402	0.376	0.262	0.147	0.071	0.031	0.014	0.005	0.002	0.001	0.000	0.000	0.000						**1.832**
-3		0.538	0.546	0.542	0.523	0.415	0.273	0.139	0.071	0.028	0.014	0.006	0.003	0.001	0.000	0.000						**3.100**
-2		1.224	0.612	0.594	0.588	0.591	0.489	0.315	0.163	0.095	0.056	0.032	0.021	0.011	0.002	0.001	0.000					**4.793**
-1		1.895	0.739	0.746	0.866	1.179	1.369	1.225	0.766	0.511	0.389	0.345	0.247	0.149	0.049	0.009	0.001	0.000				**10.487**
0	23.628	2.181	1.100	1.244	1.694	2.875	4.481	5.033	3.263	2.167	1.853	2.465	1.845	0.969	0.237	0.031	0.001	0.000				**55.067**
1	0.243	1.139	0.826	1.118	1.421	1.946	2.026	1.546	0.898	0.572	0.399	0.325	0.222	0.118	0.033	0.006	0.001					**12.837**
2	0.091	0.798	0.773	1.070	1.089	0.873	0.514	0.257	0.121	0.062	0.040	0.027	0.013	0.008	0.003	0.000	0.000					**5.740**
3	0.066	0.639	0.610	0.680	0.484	0.223	0.090	0.034	0.018	0.008	0.006	0.003	0.001	0.000								**2.863**
4	0.047	0.466	0.328	0.224	0.124	0.042	0.015	0.006	0.002	0.001	0.000											**1.255**
5	0.031	0.279	0.107	0.047	0.024	0.009	0.004	0.001	0.000													**0.502**
6	0.019	0.132	0.026	0.008	0.003	0.001	0.001	0.000														**0.190**
7	0.009	0.060	0.007	0.002	0.000	0.000	0.000															**0.077**
8	0.004	0.029	0.002	0.000	0.000																	**0.035**
9	0.001	0.015	0.001	0.000																		**0.017**
10	0.000	0.007	0.000	0.000																		**0.007**
11	0.000	0.003	0.000																			**0.003**
12	0.000	0.001	0.000		0.000																	**0.001**
13	0.000	0.000	0.000																			**0.000**
14		0.000																				**0.000**
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**24.140**	**9.602**	**6.231**	**6.981**	**7.476**	**8.607**	**9.510**	**8.674**	**5.355**	**3.466**	**2.766**	**3.206**	**2.354**	**1.256**	**0.325**	**0.048**	**0.002**	**0.000**				**100.000**

Summary Statistics

Avg Speed	20.93 mph
Avg Trip Length	3.95 miles
Avg Trip Time	11.35 min
Avg Non-Zero Power	47.32 mph2/s
Total 1-Sec Obs	1686877

Modal Region Frequencies

Total Idle	24.14%
Total Cruise	31.44%
Total Accel	23.02%
Total Decel	21.40%

Outside LA-4 Frequencies

Above LA-4 Accel	2.19%
Below LA-4 Decel	3.20%
Above LA-4 Speed	3.99%
Total Beyond LA-4	9.38%

Specific Power Distribution

0 mph2/sec	60.98%
>0 - <100 mph2/sec	34.78%
100 - <200 mph2/sec	3.99%
200 - <300 mph2/sec	0.23%
>=300 mph2/sec	0.02%

Baltimore Instrumented Vehicle Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19								0.000														**0.000**
-18																						
-17																						
-16																						
-15					0.000																	**0.000**
-14						0.000	0.000															**0.000**
-13					0.000	0.000	0.000	0.000														**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000											**0.001**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.001**
-10			0.000	0.000	0.000	0.001	0.000	0.000	0.000		0.000											**0.002**
-9			0.000	0.001	0.003	0.002	0.001	0.001	0.000	0.000	0.000		0.000									**0.008**
-8			0.002	0.006	0.007	0.006	0.004	0.002	0.001	0.000	0.000	0.000	0.000		0.000							**0.028**
-7		0.003	0.006	0.022	0.024	0.018	0.010	0.004	0.002	0.001	0.000	0.000	0.000	0.000	0.000							**0.090**
-6		0.007	0.035	0.072	0.070	0.050	0.028	0.014	0.006	0.003	0.001	0.000	0.000	0.000	0.000							**0.286**
-5		0.031	0.134	0.179	0.175	0.127	0.071	0.035	0.014	0.006	0.003	0.001	0.001	0.000	0.000	0.000	0.000					**0.777**
-4		0.145	0.310	0.342	0.330	0.253	0.155	0.080	0.036	0.016	0.007	0.003	0.001	0.001	0.000	0.000	0.000					**1.680**
-3		0.485	0.469	0.469	0.452	0.382	0.271	0.152	0.080	0.037	0.018	0.008	0.004	0.002	0.001	0.000						**2.830**
-2		1.072	0.545	0.520	0.502	0.507	0.459	0.326	0.185	0.108	0.065	0.044	0.030	0.019	0.007	0.003	0.001	0.000	0.000	0.000		**4.393**
-1		1.676	0.699	0.676	0.721	0.980	1.245	1.238	0.898	0.617	0.457	0.428	0.372	0.259	0.103	0.027	0.003	0.001	0.000			**10.398**
0	20.849	2.044	1.080	1.121	1.418	2.488	4.157	4.882	3.802	2.726	2.338	3.130	3.415	2.492	0.880	0.175	0.014	0.003	0.000	0.000		**57.013**
1	0.246	1.058	0.744	0.965	1.152	1.633	1.859	1.574	1.042	0.684	0.485	0.426	0.340	0.217	0.077	0.017	0.002	0.001	0.000	0.000		**12.522**
2	0.086	0.711	0.664	0.910	0.925	0.810	0.544	0.304	0.150	0.077	0.045	0.032	0.019	0.010	0.004	0.001	0.000	0.000				**5.291**
3	0.053	0.557	0.534	0.604	0.475	0.259	0.117	0.049	0.022	0.010	0.006	0.003	0.001	0.000	0.000	0.000						**2.690**
4	0.037	0.415	0.292	0.226	0.138	0.054	0.021	0.008	0.003	0.001	0.000	0.000	0.000									**1.195**
5	0.025	0.248	0.108	0.056	0.031	0.014	0.005	0.001	0.000	0.000												**0.488**
6	0.014	0.120	0.027	0.009	0.005	0.002	0.001	0.000														**0.177**
7	0.007	0.055	0.005	0.001	0.000	0.000	0.000															**0.070**
8	0.004	0.027	0.001	0.000	0.000	0.000																**0.033**
9	0.001	0.013	0.000	0.000																		**0.015**
10	0.000	0.006	0.000	0.000																		**0.007**
11	0.000	0.003	0.000																			**0.003**
12	0.000	0.001	0.000		0.000																	**0.001**
13	0.000	0.000	0.000																			**0.000**
14		0.000																				**0.000**
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**21.322**	**8.678**	**5.656**	**6.179**	**6.429**	**7.585**	**8.947**	**8.670**	**6.242**	**4.287**	**3.425**	**4.075**	**4.183**	**2.999**	**1.073**	**0.224**	**0.020**	**0.004**	**0.001**	**0.000**		**100.000**

Summary Statistics

Avg Speed	24.52 mph
Avg Trip Length	4.84 miles
Avg Trip Time	11.85 min
Avg Non-Zero Power	48.27 mph2/s
Total 1-Sec Obs	3365489

Modal Region Frequencies

Total Idle	21.32%
Total Cruise	36.17%
Total Accel	22.02%
Total Decel	20.50%

Outside LA-4 Frequencies

Above LA-4 Accel	2.11%
Below LA-4 Decel	3.13%
Above LA-4 Speed	8.51%
Total Beyond LA-4	13.74%

Specific Power Distribution

0 mph2/sec	60.12%
>0 - <100 mph2/sec	35.21%
100 - <200 mph2/sec	4.35%
200 - <300 mph2/sec	0.30%
>=300 mph2/sec	0.02%

Baltimore Instrumented Vehicle Weekday Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19								0.000														**0.000**
-18																						
-17																						
-16																						
-15					0.000																	**0.000**
-14						0.000	0.000															**0.000**
-13					0.000	0.000		0.000														**0.000**
-12			0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000											**0.001**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000												**0.001**
-10			0.000	0.000	0.001	0.001	0.000	0.000	0.000		0.000											**0.002**
-9			0.000	0.001	0.002	0.002	0.001	0.000	0.000	0.000	0.000		0.000									**0.008**
-8			0.002	0.006	0.007	0.005	0.004	0.002	0.001	0.000	0.000	0.000	0.000									**0.027**
-7		0.002	0.005	0.021	0.024	0.018	0.011	0.004	0.002	0.001	0.000	0.000	0.000	0.000								**0.089**
-6		0.008	0.035	0.074	0.069	0.048	0.028	0.013	0.006	0.003	0.001	0.000	0.000		0.000							**0.287**
-5		0.031	0.134	0.180	0.178	0.126	0.068	0.035	0.015	0.006	0.003	0.001	0.001	0.000	0.000	0.000						**0.780**
-4		0.146	0.313	0.348	0.333	0.257	0.155	0.079	0.037	0.016	0.007	0.003	0.001	0.001	0.000	0.000	0.000					**1.697**
-3		0.491	0.478	0.475	0.459	0.390	0.277	0.151	0.080	0.037	0.018	0.009	0.004	0.002	0.001	0.000						**2.873**
-2		1.085	0.554	0.532	0.519	0.525	0.473	0.330	0.187	0.111	0.067	0.045	0.031	0.021	0.008	0.003	0.001	0.001	0.000	0.000		**4.493**
-1		1.701	0.709	0.697	0.742	1.012	1.288	1.248	0.899	0.615	0.458	0.431	0.371	0.265	0.107	0.023	0.002	0.001	0.000			**10.568**
0	21.315	2.059	1.093	1.149	1.436	2.555	4.245	4.955	3.751	2.550	2.164	2.843	2.927	2.283	0.864	0.144	0.008	0.003	0.000	0.000		**56.346**
1	0.247	1.064	0.762	0.996	1.187	1.692	1.888	1.573	1.038	0.681	0.486	0.430	0.344	0.223	0.077	0.015	0.002	0.001	0.000	0.000		**12.708**
2	0.087	0.723	0.679	0.932	0.939	0.816	0.552	0.308	0.154	0.082	0.048	0.034	0.020	0.010	0.004	0.001	0.000	0.000				**5.391**
3	0.054	0.565	0.541	0.609	0.478	0.264	0.118	0.052	0.023	0.011	0.006	0.003	0.001	0.000	0.000	0.000						**2.727**
4	0.037	0.421	0.292	0.223	0.140	0.056	0.022	0.008	0.003	0.001	0.001	0.000	0.000									**1.204**
5	0.024	0.246	0.108	0.057	0.032	0.015	0.005	0.002	0.000	0.000												**0.489**
6	0.016	0.120	0.027	0.009	0.005	0.002	0.001	0.000														**0.180**
7	0.008	0.056	0.006	0.001	0.000	0.000	0.000															**0.071**
8	0.004	0.027	0.001	0.000	0.000																	**0.033**
9	0.001	0.013	0.000	0.000																		**0.015**
10	0.000	0.007	0.000	0.000																		**0.007**
11	0.000	0.003	0.000																			**0.003**
12	0.000	0.001	0.000		0.000																	**0.001**
13	0.000	0.000	0.000																			**0.000**
14		0.000																				**0.000**
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**21.795**	**8.771**	**5.741**	**6.310**	**6.552**	**7.785**	**9.136**	**8.762**	**6.197**	**4.117**	**3.260**	**3.801**	**3.702**	**2.805**	**1.060**	**0.187**	**0.014**	**0.006**	**0.001**	**0.000**		**100.000**

Summary Statistics

Avg Speed	23.94 mph
Avg Trip Length	4.69 miles
Avg Trip Time	11.77 min
Avg Non-Zero Power	48.74 mph2/s
Total 1-Sec Obs	2557635

Modal Region Frequencies

Total Idle	21.80%
Total Cruise	35.03%
Total Accel	22.35%
Total Decel	20.83%

Outside LA-4 Frequencies

Above LA-4 Accel	2.13%
Below LA-4 Decel	3.15%
Above LA-4 Speed	7.77%
Total Beyond LA-4	13.05%

Specific Power Distribution

0 mph2/sec	60.25%
>0 - <100 mph2/sec	35.00%
100 - <200 mph2/sec	4.41%
200 - <300 mph2/sec	0.31%
>=300 mph2/sec	0.03%

Baltimore Instrumented Vehicle Weekend Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13					0.000		0.000															**0.000**
-12			0.000		0.000	0.000				0.000												**0.001**
-11			0.000		0.000	0.000	0.000	0.000	0.000			0.000										**0.001**
-10					0.000	0.001	0.000	0.000														**0.002**
-9				0.001	0.003	0.002	0.001	0.001	0.000													**0.008**
-8			0.001	0.007	0.007	0.007	0.004	0.001	0.001	0.000	0.000		0.000		0.000							**0.030**
-7		0.003	0.007	0.024	0.026	0.018	0.008	0.004	0.003	0.001	0.000			0.000	0.000							**0.096**
-6		0.005	0.035	0.068	0.073	0.054	0.027	0.014	0.005	0.002	0.001	0.001	0.000	0.000	0.000							**0.285**
-5		0.031	0.131	0.176	0.167	0.128	0.081	0.034	0.013	0.005	0.002	0.001	0.001	0.000	0.000		0.000					**0.770**
-4		0.143	0.299	0.325	0.322	0.240	0.153	0.081	0.035	0.016	0.008	0.002	0.001	0.001	0.000	0.000						**1.627**
-3		0.467	0.442	0.449	0.429	0.356	0.252	0.156	0.079	0.035	0.016	0.007	0.003	0.001	0.001	0.000						**2.693**
-2		1.029	0.515	0.482	0.450	0.452	0.416	0.311	0.179	0.099	0.059	0.037	0.025	0.013	0.007	0.003	0.000					**4.077**
-1		1.596	0.665	0.609	0.653	0.879	1.109	1.204	0.894	0.623	0.452	0.421	0.376	0.241	0.092	0.041	0.004	0.000				**9.860**
0	19.372	1.998	1.039	1.033	1.359	2.275	3.877	4.651	3.963	3.282	2.889	4.041	4.961	3.152	0.931	0.274	0.031	0.000				**59.127**
1	0.241	1.039	0.688	0.865	1.041	1.446	1.765	1.579	1.055	0.694	0.482	0.410	0.325	0.198	0.079	0.025	0.002					**11.932**
2	0.082	0.674	0.618	0.840	0.880	0.789	0.520	0.292	0.135	0.062	0.035	0.023	0.015	0.007	0.003	0.001						**4.976**
3	0.049	0.531	0.513	0.588	0.465	0.242	0.113	0.043	0.017	0.008	0.004	0.002	0.000	0.000								**2.575**
4	0.037	0.395	0.293	0.237	0.132	0.047	0.018	0.006	0.001	0.000	0.000											**1.167**
5	0.025	0.253	0.108	0.053	0.029	0.012	0.003	0.000	0.000	0.000												**0.485**
6	0.010	0.118	0.027	0.007	0.005	0.001	0.000	0.000														**0.168**
7	0.004	0.054	0.004	0.001	0.001																	**0.064**
8	0.003	0.028	0.001	0.000	0.000	0.000																**0.032**
9	0.001	0.012	0.000																			**0.013**
10	0.000	0.005																				**0.005**
11	0.000	0.002	0.000																			**0.003**
12		0.000																				**0.000**
13	0.000	0.000																				**0.000**
14																						
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**19.825**	**8.382**	**5.389**	**5.764**	**6.042**	**6.950**	**8.348**	**8.377**	**6.383**	**4.828**	**3.949**	**4.945**	**5.706**	**3.614**	**1.115**	**0.344**	**0.038**	**0.000**				**100.000**

Summary Statistics

Avg Speed	26.38 mph
Avg Trip Length	5.33 miles
Avg Trip Time	12.13 min
Avg Non-Zero Power	46.79 mph2/s
Total 1-Sec Obs	807854

Modal Region Frequencies

Total Idle	19.83%
Total Cruise	39.76%
Total Accel	20.97%
Total Decel	19.45%

Outside LA-4 Frequencies

Above LA-4 Accel	2.03%
Below LA-4 Decel	3.06%
Above LA-4 Speed	10.82%
Total Beyond LA-4	15.91%

Specific Power Distribution

0 mph2/sec	59.70%
>0 - <100 mph2/sec	35.86%
100 - <200 mph2/sec	4.17%
200 - <300 mph2/sec	0.25%
>=300 mph2/sec	0.01%

Baltimore-Rossville Instrumented Vehicle Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19								0.000														**0.000**
-18																						
-17																						
-16																						
-15					0.000																	**0.000**
-14						0.000	0.000															**0.000**
-13					0.000	0.000		0.000														**0.000**
-12			0.000			0.000	0.000	0.000	0.000	0.000	0.000											**0.001**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.001**
-10			0.000	0.000	0.001	0.001	0.000	0.000	0.000		0.000											**0.003**
-9				0.001	0.003	0.003	0.001	0.000	0.000	0.000	0.000		0.000									**0.010**
-8			0.002	0.007	0.009	0.007	0.004	0.002	0.001	0.000	0.000	0.000	0.000		0.000							**0.033**
-7		0.003	0.007	0.024	0.028	0.021	0.012	0.005	0.003	0.001	0.000	0.000		0.000	0.000							**0.104**
-6		0.007	0.034	0.070	0.072	0.054	0.032	0.016	0.007	0.003	0.001	0.000	0.000	0.000	0.000							**0.297**
-5		0.032	0.119	0.154	0.163	0.132	0.077	0.041	0.016	0.008	0.003	0.001	0.001	0.000	0.000	0.000						**0.747**
-4		0.132	0.259	0.283	0.284	0.243	0.162	0.088	0.041	0.018	0.010	0.004	0.002	0.001	0.000	0.000	0.000					**1.528**
-3		0.433	0.392	0.395	0.379	0.349	0.269	0.165	0.089	0.046	0.021	0.010	0.005	0.003	0.001	0.001						**2.558**
-2		0.919	0.477	0.445	0.416	0.423	0.429	0.336	0.207	0.122	0.075	0.055	0.039	0.027	0.013	0.005	0.001	0.001	0.000	0.000		**3.991**
-1		1.456	0.658	0.605	0.575	0.780	1.121	1.250	1.030	0.724	0.525	0.511	0.497	0.369	0.157	0.046	0.005	0.001	0.000			**10.309**
0	18.056	1.907	1.061	0.998	1.140	2.099	3.830	4.731	4.343	3.288	2.826	3.799	4.993	4.021	1.526	0.320	0.027	0.005	0.001	0.000		**58.969**
1	0.249	0.977	0.662	0.811	0.881	1.317	1.691	1.603	1.187	0.797	0.571	0.527	0.459	0.317	0.122	0.029	0.004	0.001	0.000	0.000		**12.205**
2	0.081	0.624	0.555	0.748	0.759	0.746	0.575	0.352	0.179	0.093	0.050	0.037	0.024	0.011	0.005	0.001	0.000	0.000				**4.840**
3	0.040	0.474	0.458	0.527	0.467	0.295	0.144	0.065	0.026	0.012	0.006	0.003	0.001	0.000	0.000	0.000						**2.517**
4	0.027	0.363	0.256	0.228	0.153	0.065	0.028	0.010	0.003	0.001	0.000	0.000	0.000									**1.135**
5	0.018	0.216	0.109	0.066	0.039	0.019	0.005	0.002	0.000	0.000												**0.474**
6	0.009	0.108	0.027	0.009	0.008	0.002	0.000	0.000														**0.164**
7	0.005	0.051	0.004	0.001	0.001	0.000	0.000															**0.062**
8	0.003	0.026	0.000		0.000	0.000																**0.030**
9	0.001	0.011	0.000																			**0.012**
10	0.000	0.006																				**0.007**
11	0.000	0.003	0.000																			**0.003**
12	0.000	0.001																				**0.001**
13		0.000																				**0.000**
14		0.000																				**0.000**
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**18.490**	**7.748**	**5.079**	**5.373**	**5.377**	**6.557**	**8.381**	**8.666**	**7.133**	**5.112**	**4.088**	**4.949**	**6.021**	**4.750**	**1.825**	**0.402**	**0.037**	**0.008**	**0.002**	**0.000**		**100.000**

Summary Statistics

Avg Speed	28.14 mph
Avg Trip Length	5.81 miles
Avg Trip Time	12.4 min
Avg Non-Zero Power	49.17 mph2/s
Total 1-Sec Obs	1678612

Modal Region Frequencies

Total Idle	18.49%
Total Cruise	40.91%
Total Accel	21.02%
Total Decel	19.58%

Outside LA-4 Frequencies

Above LA-4 Accel	2.02%
Below LA-4 Decel	3.06%
Above LA-4 Speed	13.05%
Total Beyond LA-4	18.12%

Specific Power Distribution

0 mph2/sec	59.25%
>0 - <100 mph2/sec	35.64%
100 - <200 mph2/sec	4.72%
200 - <300 mph2/sec	0.37%
>=300 mph2/sec	0.03%

Los Angeles 92 Chase Car Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15							0.001															**0.001**
-14				0.001																		**0.001**
-13																						
-12				0.001		0.001																**0.002**
-11						0.002	0.001					0.001										**0.004**
-10			0.001	0.001	0.006	0.002	0.002															**0.012**
-9				0.005	0.003	0.004	0.003	0.003	0.002	0.001												**0.019**
-8			0.011	0.018	0.017	0.006	0.011	0.006		0.002												**0.071**
-7			0.030	0.053	0.043	0.031	0.020	0.015	0.005	0.003	0.003		0.001	0.001								**0.205**
-6		0.013	0.091	0.128	0.107	0.090	0.060	0.029	0.022	0.005	0.003	0.003										**0.550**
-5		0.050	0.221	0.270	0.273	0.242	0.161	0.082	0.036	0.018	0.008	0.005	0.005									**1.370**
-4		0.142	0.267	0.261	0.304	0.271	0.215	0.124	0.064	0.020	0.010	0.005	0.005	0.002	0.001							**1.690**
-3		0.427	0.561	0.373	0.464	0.431	0.387	0.304	0.153	0.076	0.039	0.035	0.009	0.007	0.001							**3.268**
-2		1.046	0.542	0.718	0.386	0.494	0.487	0.448	0.268	0.157	0.105	0.068	0.044	0.023	0.005	0.002	0.002					**4.794**
-1		1.870	0.602	0.747	0.867	0.896	1.212	1.260	1.132	0.694	0.491	0.572	0.692	0.515	0.184	0.032	0.005					**11.775**
0	14.130	2.382	1.148	1.120	1.435	2.202	3.471	3.868	3.680	2.518	1.616	2.009	3.299	2.708	1.097	0.209	0.039					**46.930**
1	0.287	1.487	1.195	1.296	1.352	1.678	2.097	2.130	1.512	0.935	0.667	0.747	0.810	0.490	0.164	0.040	0.005					**16.890**
2	0.060	0.866	0.395	0.895	1.027	1.089	0.905	0.502	0.276	0.148	0.086	0.052	0.029	0.011	0.002	0.001						**6.343**
3	0.023	0.783	0.575	0.810	0.660	0.474	0.199	0.086	0.042	0.022	0.012	0.002	0.002	0.004	0.001							**3.694**
4	0.173	0.435	0.308	0.234	0.141	0.063	0.023	0.015	0.009	0.003	0.002	0.001	0.002	0.001								**1.409**
5	0.005	0.347	0.172	0.085	0.033	0.013	0.007	0.003	0.001	0.001												**0.667**
6	0.001	0.135	0.054	0.017	0.010	0.005	0.002						0.001									**0.225**
7		0.032	0.015	0.004		0.004	0.001	0.001														**0.056**
8		0.014	0.003				0.003															**0.020**
9		0.003	0.002																			**0.005**
10		0.001	0.001																			**0.002**
11																						
12																						
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17																						
18																						
19																						
20																						
Totals	**14.679**	**10.033**	**6.193**	**7.035**	**7.128**	**7.997**	**9.267**	**8.876**	**7.203**	**4.602**	**3.040**	**3.497**	**4.899**	**3.761**	**1.455**	**0.284**	**0.051**					**100.000**

Summary Statistics

Avg Speed	26.34 mph
Avg Trip Length	7.88 miles
Avg Trip Time	17.95 min
Avg Non-Zero Power	57.11 mph2/s
Total 1-Sec Obs	110909

Modal Region Frequencies

Total Idle	14.68%
Total Cruise	32.80%
Total Accel	28.76%
Total Decel	23.76%

Outside LA-4 Frequencies

Above LA-4 Accel	2.60%
Below LA-4 Decel	4.57%
Above LA-4 Speed	10.45%
Total Beyond LA-4	17.62%

Specific Power Distribution

0 mph2/sec	55.84%
>0 - <100 mph2/sec	36.77%
100 - <200 mph2/sec	6.79%
200 - <300 mph2/sec	0.47%
>=300 mph2/sec	0.14%

Spokane Chase Car Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14					0.000																	**0.000**
-13																						
-12				0.000																		**0.000**
-11						0.000	0.000	0.000														**0.001**
-10				0.001	0.001		0.001															**0.004**
-9			0.000	0.003	0.001	0.002	0.000	0.001														**0.009**
-8			0.004	0.005	0.013	0.007	0.003	0.002														**0.035**
-7		0.000	0.005	0.016	0.011	0.013	0.006	0.006	0.000	0.000	0.000											**0.061**
-6		0.003	0.032	0.053	0.062	0.048	0.026	0.013	0.003	0.001	0.000	0.001	0.000	0.000								**0.246**
-5		0.030	0.144	0.194	0.192	0.140	0.067	0.034	0.018	0.009	0.003	0.001	0.001	0.000								**0.837**
-4		0.093	0.237	0.290	0.274	0.208	0.124	0.058	0.027	0.014	0.007	0.002	0.001	0.001								**1.338**
-3		0.376	0.668	0.440	0.469	0.456	0.317	0.179	0.067	0.031	0.016	0.010	0.002	0.000	0.001							**3.035**
-2		1.112	0.556	0.799	0.393	0.469	0.471	0.315	0.160	0.060	0.047	0.028	0.016	0.008	0.003	0.001	0.001					**4.442**
-1		1.791	0.562	0.598	0.720	0.844	1.462	1.564	0.941	0.432	0.447	0.611	0.494	0.256	0.118	0.016	0.005	0.000				**10.863**
0	14.633	1.631	1.142	0.858	1.234	2.351	5.108	7.079	4.452	1.860	2.546	4.992	4.147	1.680	0.958	0.062	0.024	0.005				**54.760**
1	0.246	1.114	1.313	1.304	1.105	1.499	2.177	1.929	1.074	0.518	0.511	0.643	0.508	0.245	0.102	0.011	0.002					**14.303**
2	0.055	0.830	0.414	0.915	0.848	0.810	0.582	0.297	0.125	0.068	0.045	0.023	0.011	0.006	0.002	0.001						**5.035**
3	0.029	0.844	0.572	0.704	0.561	0.330	0.158	0.060	0.025	0.010	0.003	0.004	0.001									**3.302**
4	0.249	0.351	0.246	0.173	0.097	0.035	0.012	0.008	0.002	0.000	0.001	0.000	0.001									**1.178**
5	0.002	0.224	0.098	0.062	0.036	0.008	0.003	0.001	0.000													**0.436**
6	0.000	0.059	0.017	0.004	0.001	0.000	0.000		0.000													**0.084**
7		0.007	0.007	0.001	0.001		0.001		0.000													**0.017**
8		0.003	0.001	0.002	0.000																	**0.007**
9	0.000	0.001	0.000	0.000		0.000																**0.003**
10		0.000																				**0.000**
11																						
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18																						
19																						
20																						
Totals	**15.217**	**8.471**	**6.020**	**6.424**	**6.024**	**7.224**	**10.523**	**11.549**	**6.898**	**3.007**	**3.630**	**6.317**	**5.184**	**2.199**	**1.185**	**0.091**	**0.032**	**0.006**				**100.000**

Summary Statistics

Avg Speed	26.91 mph
Avg Trip Length	5.98 miles
Avg Trip Time	13.34 min
Avg Non-Zero Power	49.6 mph2/s
Total 1-Sec Obs	200037

Modal Region Frequencies

Total Idle	15.22%
Total Cruise	40.13%
Total Accel	23.78%
Total Decel	20.87%

Outside LA-4 Frequencies

Above LA-4 Accel	1.84%
Below LA-4 Decel	2.76%
Above LA-4 Speed	8.70%
Total Beyond LA-4	13.30%

Specific Power Distribution

0 mph2/sec	58.84%
>0 - <100 mph2/sec	36.45%
100 - <200 mph2/sec	4.34%
200 - <300 mph2/sec	0.29%
>=300 mph2/sec	0.08%

Spokane Instrumented Vehicle Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15							0.000															**0.000**
-14						0.000	0.000															**0.000**
-13				0.000		0.000																**0.000**
-12			0.000		0.000	0.000	0.000	0.000	0.000													**0.001**
-11			0.000	0.000	0.000				0.000													**0.000**
-10			0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000												**0.002**
-9			0.000	0.001	0.001	0.001	0.001	0.000	0.000		0.000											**0.005**
-8			0.002	0.005	0.004	0.005	0.002	0.001	0.000	0.000		0.000										**0.019**
-7		0.004	0.005	0.017	0.019	0.013	0.006	0.002	0.001	0.000	0.000	0.000		0.000								**0.067**
-6		0.010	0.030	0.062	0.056	0.041	0.019	0.006	0.002	0.001	0.000	0.000	0.000	0.000		0.000						**0.228**
-5		0.033	0.132	0.167	0.158	0.115	0.054	0.018	0.006	0.002	0.001	0.000	0.000	0.000								**0.685**
-4		0.143	0.313	0.331	0.346	0.255	0.125	0.048	0.015	0.006	0.003	0.001	0.000	0.000								**1.585**
-3		0.507	0.456	0.485	0.497	0.418	0.261	0.103	0.036	0.014	0.007	0.003	0.001	0.000	0.000	0.000						**2.789**
-2		1.086	0.531	0.524	0.544	0.577	0.480	0.261	0.101	0.048	0.029	0.022	0.011	0.004	0.001	0.000						**4.221**
-1		1.594	0.809	0.727	0.783	1.214	1.804	1.578	0.757	0.309	0.204	0.210	0.163	0.059	0.017	0.001						**10.230**
0	17.653	2.124	1.311	1.276	1.529	3.228	7.870	9.717	4.724	1.767	1.278	2.380	2.966	0.807	0.472	0.005						**59.107**
1	0.230	1.079	0.856	1.079	1.153	1.780	2.149	1.541	0.668	0.281	0.202	0.195	0.125	0.047	0.012	0.001						**11.396**
2	0.079	0.700	0.694	0.973	0.928	0.807	0.506	0.216	0.079	0.037	0.020	0.014	0.008	0.003	0.001							**5.065**
3	0.049	0.556	0.509	0.606	0.513	0.262	0.103	0.034	0.012	0.005	0.002	0.002	0.001	0.000	0.000							**2.652**
4	0.033	0.418	0.245	0.206	0.174	0.064	0.017	0.005	0.002	0.001	0.000	0.000	0.000									**1.164**
5	0.022	0.257	0.090	0.039	0.029	0.014	0.007	0.002	0.001	0.000												**0.459**
6	0.012	0.126	0.028	0.010	0.006	0.004	0.002	0.000														**0.188**
7	0.005	0.060	0.006	0.002	0.000	0.000	0.000	0.000														**0.074**
8	0.003	0.030	0.001	0.000		0.000																**0.034**
9	0.001	0.014	0.000	0.000	0.000		0.000															**0.016**
10	0.000	0.008	0.000																			**0.008**
11	0.000	0.002		0.000		0.000																**0.002**
12		0.001																				**0.001**
13		0.000																				**0.000**
14		0.000	0.000																			**0.000**
15		0.000																				**0.000**
16		0.000																				**0.000**
17																						
18																						
19																						
20																						
Totals	**18.087**	**8.751**	**6.018**	**6.511**	**6.741**	**8.799**	**13.406**	**13.532**	**6.402**	**2.471**	**1.747**	**2.827**	**3.276**	**0.921**	**0.503**	**0.008**						**100.000**

Summary Statistics

Avg Speed	23.28 mph
Avg Trip Length	3.52 miles
Avg Trip Time	9.08 min
Avg Non-Zero Power	42.67 mph2/s
Total 1-Sec Obs	2081180

Modal Region Frequencies

Total Idle	18.09%
Total Cruise	41.45%
Total Accel	20.63%
Total Decel	19.83%

Outside LA-4 Frequencies

Above LA-4 Accel	2.00%
Below LA-4 Decel	2.60%
Above LA-4 Speed	4.71%
Total Beyond LA-4	9.31%

Specific Power Distribution

0 mph2/sec	60.21%
>0 - <100 mph2/sec	36.00%
100 - <200 mph2/sec	3.56%
200 - <300 mph2/sec	0.21%
>=300 mph2/sec	0.03%

Spokane Instrumented Vehicle Weekday Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15							0.000															**0.000**
-14						0.000	0.000															**0.000**
-13				0.000																		**0.000**
-12			0.000			0.000	0.000	0.000	0.000													**0.001**
-11			0.000	0.000	0.000				0.000													**0.000**
-10			0.000	0.000	0.001	0.001	0.000		0.000													**0.002**
-9			0.000	0.001	0.001	0.001	0.001	0.000			0.000											**0.004**
-8			0.002	0.005	0.004	0.004	0.002	0.001	0.000	0.000		0.000										**0.017**
-7		0.004	0.004	0.017	0.019	0.013	0.006	0.002	0.001	0.000	0.000	0.000		0.000								**0.067**
-6		0.010	0.029	0.060	0.056	0.041	0.018	0.006	0.002	0.001	0.000	0.000										**0.223**
-5		0.033	0.133	0.168	0.160	0.114	0.053	0.018	0.006	0.002	0.001	0.000	0.000	0.000								**0.687**
-4		0.141	0.320	0.338	0.348	0.255	0.124	0.046	0.014	0.006	0.002	0.001	0.000	0.000								**1.594**
-3		0.510	0.466	0.496	0.499	0.425	0.260	0.101	0.034	0.013	0.006	0.003	0.001	0.000	0.000	0.000						**2.815**
-2		1.103	0.534	0.534	0.556	0.585	0.483	0.254	0.098	0.046	0.027	0.020	0.010	0.003	0.001	0.000						**4.255**
-1		1.621	0.816	0.746	0.816	1.247	1.833	1.561	0.726	0.292	0.199	0.205	0.151	0.052	0.015	0.001						**10.281**
0	18.056	2.109	1.303	1.293	1.600	3.322	7.923	9.579	4.411	1.678	1.201	2.284	2.888	0.718	0.508	0.005						**58.878**
1	0.230	1.074	0.870	1.105	1.193	1.820	2.178	1.519	0.631	0.266	0.196	0.188	0.118	0.043	0.012	0.001						**11.444**
2	0.081	0.705	0.706	0.997	0.939	0.814	0.501	0.210	0.078	0.035	0.019	0.013	0.007	0.002	0.001							**5.107**
3	0.051	0.563	0.513	0.614	0.516	0.262	0.102	0.033	0.011	0.004	0.002	0.002	0.001	0.000	0.000							**2.672**
4	0.034	0.428	0.245	0.205	0.175	0.064	0.016	0.004	0.002	0.001	0.000	0.000	0.000									**1.174**
5	0.022	0.260	0.092	0.038	0.029	0.012	0.005	0.001	0.000	0.000												**0.460**
6	0.013	0.124	0.027	0.009	0.005	0.004	0.002	0.000														**0.184**
7	0.005	0.059	0.005	0.002	0.001	0.000	0.000	0.000														**0.072**
8	0.003	0.031	0.001	0.000		0.000																**0.035**
9	0.001	0.015	0.000		0.000		0.000															**0.016**
10	0.000	0.008	0.000																			**0.008**
11	0.000	0.001		0.000		0.000																**0.002**
12		0.001																				**0.001**
13		0.000																				**0.000**
14		0.000	0.000																			**0.000**
15		0.000																				**0.000**
16		0.000																				**0.000**
17																						
18																						
19																						
20																						
Totals	**18.498**	**8.801**	**6.067**	**6.628**	**6.915**	**8.982**	**13.507**	**13.337**	**6.013**	**2.343**	**1.654**	**2.716**	**3.176**	**0.818**	**0.537**	**0.008**						**100.000**

Summary Statistics

Avg Speed	22.92 mph
Avg Trip Length	3.46 miles
Avg Trip Time	9.07 min
Avg Non-Zero Power	42.66 mph2/s
Total 1-Sec Obs	1596201

Modal Region Frequencies

Total Idle	18.50%
Total Cruise	40.82%
Total Accel	20.74%
Total Decel	19.95%

Outside LA-4 Frequencies

Above LA-4 Accel	2.00%
Below LA-4 Decel	2.59%
Above LA-4 Speed	4.54%
Total Beyond LA-4	9.13%

Specific Power Distribution

0 mph2/sec	60.42%
>0 - <100 mph2/sec	35.82%
100 - <200 mph2/sec	3.54%
200 - <300 mph2/sec	0.20%
>=300 mph2/sec	0.02%

Spokane Instrumented Vehicle Weekend Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14							0.000															**0.000**
-13				0.000		0.000																**0.000**
-12					0.000	0.000																**0.001**
-11			0.000	0.000	0.001																	**0.001**
-10			0.000	0.000	0.001	0.000	0.000	0.000		0.000												**0.002**
-9			0.000	0.002	0.002	0.002	0.001	0.001	0.001													**0.008**
-8			0.002	0.005	0.005	0.008	0.003	0.002	0.001	0.000												**0.025**
-7		0.003	0.007	0.019	0.018	0.011	0.008	0.002	0.001	0.000		0.000										**0.069**
-6		0.011	0.033	0.067	0.055	0.043	0.021	0.009	0.003	0.001	0.000	0.001	0.000	0.000		0.000						**0.243**
-5		0.033	0.128	0.163	0.154	0.116	0.056	0.019	0.006	0.003	0.001	0.000	0.000									**0.679**
-4		0.148	0.291	0.308	0.340	0.255	0.128	0.055	0.018	0.006	0.003	0.002	0.000	0.000								**1.555**
-3		0.498	0.422	0.450	0.490	0.396	0.265	0.109	0.043	0.017	0.009	0.005	0.001	0.001	0.000	0.000						**2.705**
-2		1.031	0.521	0.492	0.503	0.552	0.470	0.284	0.113	0.053	0.036	0.028	0.016	0.007	0.001	0.000						**4.107**
-1		1.503	0.788	0.665	0.673	1.108	1.710	1.633	0.858	0.368	0.221	0.223	0.204	0.083	0.022	0.001						**10.062**
0	16.324	2.173	1.338	1.220	1.297	2.918	7.699	10.170	5.752	2.060	1.532	2.697	3.221	1.102	0.352	0.005						**59.861**
1	0.229	1.095	0.808	0.993	1.021	1.649	2.052	1.612	0.789	0.333	0.223	0.216	0.149	0.059	0.013	0.001						**11.240**
2	0.075	0.683	0.653	0.893	0.895	0.787	0.522	0.234	0.081	0.041	0.025	0.020	0.011	0.005	0.002							**4.927**
3	0.043	0.533	0.495	0.582	0.503	0.261	0.105	0.037	0.016	0.007	0.002	0.001	0.000	0.000								**2.587**
4	0.029	0.387	0.245	0.206	0.169	0.066	0.021	0.006	0.002	0.001	0.000	0.000										**1.133**
5	0.020	0.245	0.083	0.045	0.030	0.018	0.010	0.003	0.001	0.000												**0.455**
6	0.008	0.132	0.031	0.014	0.009	0.006	0.004	0.000														**0.203**
7	0.006	0.063	0.007	0.002	0.000	0.001	0.000															**0.079**
8	0.002	0.027	0.001	0.000																		**0.030**
9	0.001	0.013	0.000	0.000																		**0.014**
10	0.000	0.007	0.000																			**0.008**
11		0.003																				**0.003**
12		0.001																				**0.001**
13																						
14		0.000																				**0.000**
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**16.737**	**8.589**	**5.855**	**6.126**	**6.167**	**8.195**	**13.074**	**14.177**	**7.683**	**2.892**	**2.052**	**3.194**	**3.603**	**1.257**	**0.390**	**0.008**						**100.000**

Summary Statistics

Avg Speed	24.44 mph
Avg Trip Length	3.7 miles
Avg Trip Time	9.09 min
Avg Non-Zero Power	42.66 mph2/s
Total 1-Sec Obs	484979

Modal Region Frequencies

Total Idle	16.74%
Total Cruise	43.54%
Total Accel	20.27%
Total Decel	19.46%

Outside LA-4 Frequencies

Above LA-4 Accel	2.00%
Below LA-4 Decel	2.63%
Above LA-4 Speed	5.26%
Total Beyond LA-4	9.88%

Specific Power Distribution

0 mph2/sec	59.49%
>0 - <100 mph2/sec	36.58%
100 - <200 mph2/sec	3.64%
200 - <300 mph2/sec	0.25%
>=300 mph2/sec	0.04%

Difference Between Chase Car and Instrumented Driving SAFD (%) in Baltimore

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19								0.000														**0.000**	**0.000**
-18																							
-17																							
-16																							
-15					0.000	0.000	0.000															**0.000**	**0.000**
-14					0.001	0.000	0.000	0.000			0.000											**0.001**	**0.001**
-13		0.000			0.001	0.000	0.000	0.000														**0.001**	**0.001**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000											**0.000**	**0.000**
-11			0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000		0.000										**0.003**	**0.003**
-10			0.000	0.001	0.000	0.000	0.000	0.001	0.000		0.000	0.000										**0.002**	**0.002**
-9			0.001	0.001	0.002	0.001	0.002	-0.001	0.000	0.000	0.000		0.000									**0.006**	**0.008**
-8		0.000	0.001	0.000	0.002	0.001	0.001	-0.001	0.001	0.000	0.000	0.000	0.000		0.000							**0.005**	**0.007**
-7		-0.002	0.004	-0.006	-0.005	-0.007	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000							**-0.018**	**0.026**
-6		-0.004	-0.003	-0.020	-0.022	-0.004	0.006	0.007	0.002	0.000	0.001	0.001	0.000	0.000	0.000							**-0.036**	**0.070**
-5		-0.001	-0.028	-0.024	-0.032	-0.020	0.003	0.007	0.014	0.004	0.001	0.002	0.000	0.000	0.000	0.000	0.000					**-0.074**	**0.136**
-4	0.000	-0.003	-0.082	-0.077	-0.049	-0.028	-0.012	0.013	0.021	0.019	0.012	0.004	0.004	0.001	0.000	0.000	0.000					**-0.177**	**0.325**
-3	0.000	-0.082	0.084	-0.108	-0.057	-0.021	0.009	0.034	0.035	0.044	0.030	0.021	0.019	0.011	0.004	0.000	0.000					**0.023**	**0.559**
-2	0.001	0.001	0.071	0.266	-0.084	-0.028	0.022	0.058	0.102	0.121	0.135	0.139	0.147	0.060	0.023	-0.002	-0.001	0.000	0.000	0.000		**1.031**	**1.261**
-1	0.022	0.131	-0.063	0.030	0.099	-0.069	-0.098	-0.001	0.136	0.373	0.551	0.674	0.812	0.436	0.153	0.000	-0.002	-0.001	0.000			**3.183**	**3.651**
0	-5.921	-0.037	0.115	-0.177	-0.051	-0.353	-1.003	-1.334	-1.106	-0.241	0.479	0.061	0.634	-0.084	-0.203	-0.088	-0.011	-0.003	0.000	0.000		**-9.323**	**11.901**
1	0.077	-0.101	0.562	0.296	0.049	-0.201	-0.122	0.080	0.272	0.494	0.626	0.793	0.893	0.447	0.130	0.003	-0.001	-0.001	0.000	0.000		**4.296**	**5.148**
2	0.034	0.160	-0.097	0.002	-0.111	-0.046	0.027	0.116	0.175	0.170	0.161	0.153	0.117	0.053	0.015	0.002	0.000	0.000				**0.931**	**1.439**
3	0.069	0.122	-0.003	-0.039	-0.017	0.044	0.062	0.044	0.034	0.036	0.017	0.016	0.014	0.007	0.004	0.000	0.000					**0.410**	**0.528**
4	0.227	-0.111	-0.048	-0.030	-0.009	0.022	0.013	0.009	0.011	0.004	0.002	0.002	0.000	0.001		0.000						**0.093**	**0.489**
5	0.021	-0.137	-0.052	-0.012	-0.009	-0.010	-0.002	0.003	0.001	0.002	0.001	0.000	0.001									**-0.193**	**0.251**
6	-0.003	-0.088	-0.014	-0.002	-0.001	-0.001	0.001	0.001		0.000	0.000	0.000	0.001									**-0.106**	**0.112**
7	-0.001	-0.050	-0.003	0.002	0.001	0.000	0.000			0.000		0.000										**-0.051**	**0.057**
8	0.004	-0.019	-0.001	0.000	0.000	0.000			0.000													**-0.016**	**0.024**
9	0.003	-0.010	0.000	0.000	0.001		0.001															**-0.005**	**0.015**
10	0.002	-0.004	0.000	0.000																		**-0.002**	**0.006**
11	0.000	-0.003	0.000																			**-0.003**	**0.003**
12	0.000	-0.001	0.000		0.000																	**-0.001**	**0.001**
13	0.000	0.000	0.000																			**0.000**	**0.000**
14		0.000																				**0.000**	**0.000**
15		0.000																				**0.000**	**0.000**
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**-5.465**	**-0.239**	**0.444**	**0.104**	**-0.290**	**-0.719**	**-1.091**	**-0.965**	**-0.302**	**1.026**	**2.016**	**1.866**	**2.642**	**0.932**	**0.126**	**-0.085**	**-0.015**	**-0.005**	**0.000**	**0.000**		**0.000**	
ABS TOTALS	**6.385**	**1.067**	**1.232**	**1.094**	**0.604**	**0.857**	**1.385**	**1.711**	**1.910**	**1.508**	**2.016**	**1.866**	**2.642**	**1.100**	**0.532**	**0.095**	**0.015**	**0.005**	**0.000**	**0.000**			**26.024**

Summary Statistics Differences

Difference in Average Speed	3.71 mph
Difference in Average Power	9.65 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-3.69%
>0 - <100 mph2/sec	0.85%
100 - <200 mph2/sec	2.23%
200 - <300 mph2/sec	0.47%
>=300 mph2/sec	0.14%
Total Absolute Difference	7.38%
High-Power Difference	0.61%

A-38

Difference Between Chase Car and Instrumented Driving SAFD (%) in Spokane

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15							0.000															**0.000**	**0.000**
-14					0.000	0.000	0.000															**0.000**	**0.000**
-13				0.000		0.000																**0.000**	**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000													**0.000**	**0.000**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000													**0.000**	**0.000**
-10			0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.000												**0.002**	**0.002**
-9			0.000	0.002	0.000	0.001	-0.001	0.001	0.000		0.000											**0.003**	**0.005**
-8			0.002	0.000	0.009	0.002	0.001	0.001	0.000	0.000		0.000										**0.015**	**0.015**
-7		-0.004	0.000	-0.001	-0.008	0.000	0.000	0.004	-0.001	0.000	0.000	0.000		0.000								**-0.010**	**0.018**
-6		-0.007	0.002	-0.009	0.006	0.007	0.007	0.007	0.001	0.000	0.000	0.001	0.000	0.000		0.000						**0.015**	**0.047**
-5		-0.003	0.012	0.027	0.034	0.025	0.013	0.016	0.012	0.007	0.002	0.001	0.001	0.000								**0.147**	**0.153**
-4		-0.050	-0.076	-0.041	-0.072	-0.047	-0.001	0.010	0.012	0.008	0.004	0.001	0.001	0.001								**-0.250**	**0.324**
-3		-0.131	0.212	-0.045	-0.028	0.038	0.056	0.076	0.031	0.017	0.009	0.007	0.001	0.000	0.001	0.000						**0.244**	**0.652**
-2		0.026	0.025	0.275	-0.151	-0.108	-0.009	0.054	0.059	0.012	0.018	0.006	0.005	0.004	0.002	0.001	0.001					**0.220**	**0.756**
-1		0.197	-0.247	-0.129	-0.063	-0.370	-0.342	-0.014	0.184	0.123	0.243	0.401	0.331	0.197	0.101	0.015	0.005	0.000				**0.632**	**2.962**
0	-3.020	-0.493	-0.169	-0.418	-0.295	-0.877	-2.762	-2.638	-0.272	0.093	1.268	2.612	1.181	0.873	0.486	0.057	0.024	0.005				**-4.345**	**17.543**
1	0.016	0.035	0.457	0.225	-0.048	-0.281	0.028	0.388	0.406	0.237	0.309	0.448	0.383	0.198	0.090	0.010	0.002					**2.903**	**3.561**
2	-0.024	0.130	-0.280	-0.058	-0.080	0.003	0.076	0.081	0.046	0.031	0.025	0.009	0.003	0.003	0.001	0.001						**-0.033**	**0.851**
3	-0.020	0.288	0.063	0.098	0.048	0.068	0.055	0.026	0.013	0.005	0.001	0.002	0.000	0.000	0.000							**0.647**	**0.687**
4	0.216	-0.067	0.001	-0.033	-0.077	-0.029	-0.005	0.003	0.000	-0.001	0.001	0.000	0.001									**0.010**	**0.434**
5	-0.020	-0.033	0.008	0.023	0.007	-0.006	-0.004	-0.001	-0.001	0.000												**-0.027**	**0.103**
6	-0.012	-0.067	-0.011	-0.006	-0.005	-0.004	-0.002	0.000	0.000													**-0.107**	**0.107**
7	-0.005	-0.053	0.001	-0.001	0.001	0.000	0.001	0.000	0.000													**-0.056**	**0.062**
8	-0.003	-0.027	0.000	0.002	0.000	0.000																**-0.028**	**0.032**
9	-0.001	-0.013	0.000	0.000	0.000	0.000	0.000															**-0.014**	**0.014**
10	0.000	-0.008	0.000																			**-0.008**	**0.008**
11	0.000	-0.002		0.000		0.000																**-0.002**	**0.002**
12		-0.001																				**-0.001**	**0.001**
13		0.000																				**0.000**	**0.000**
14		0.000	0.000																			**0.000**	**0.000**
15		0.000																				**0.000**	**0.000**
16		0.000																				**0.000**	**0.000**
17																							
18																							
19																							
20																							
NET TOTALS	**-2.873**	**-0.283**	**0.000**	**-0.088**	**-0.722**	**-1.578**	**-2.888**	**-1.986**	**0.490**	**0.532**	**1.880**	**3.488**	**1.907**	**1.276**	**0.681**	**0.084**	**0.032**	**0.005**				**0.000**	
ABS TOTALS	**3.337**	**1.635**	**1.566**	**1.394**	**0.932**	**1.866**	**3.364**	**3.320**	**1.038**	**0.534**	**1.880**	**3.488**	**1.907**	**1.276**	**0.681**	**0.084**	**0.032**	**0.005**					**28.339**

Summary Statistics Differences

Difference in Average Speed	3.63 mph
Difference in Average Power	6.93 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-1.37%
>0 - <100 mph2/sec	0.46%
100 - <200 mph2/sec	0.78%
200 - <300 mph2/sec	0.07%
>=300 mph2/sec	0.05%
Total Absolute Difference	2.73%
High-Power Difference	0.13%

A-39

Difference Between Instrumented Driving SAFD (%)
Atlanta vs. Baltimore

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19						0.000	0.000	0.000														**0.000**	**0.000**
-18							0.000															**0.000**	**0.000**
-17																							
-16																							
-15					0.000																	**0.000**	**0.000**
-14				0.000		0.000	0.000															**0.000**	**0.000**
-13				0.000	0.000	0.000	0.000	0.000														**0.000**	**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000								**0.000**	**0.000**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.000**	**0.000**
-10			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000											**0.000**	**0.000**
-9			0.000	0.000	-0.001	0.000	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000								**0.001**	**0.003**
-8			-0.001	0.000	0.002	0.001	0.002	0.002	0.001	0.001	0.000	0.000	0.000		0.000							**0.008**	**0.010**
-7		-0.001	-0.001	0.002	0.004	0.007	0.007	0.007	0.003	0.001	0.001	0.000	0.000	0.000	0.000							**0.030**	**0.034**
-6		-0.001	-0.002	-0.001	0.006	0.016	0.021	0.013	0.008	0.003	0.002	0.001	0.000	0.000	0.000	0.000						**0.066**	**0.074**
-5		-0.003	-0.015	-0.013	-0.001	0.026	0.040	0.036	0.022	0.010	0.003	0.002	0.000	0.000	0.000	0.000	0.000					**0.107**	**0.171**
-4		-0.024	-0.034	-0.049	-0.041	0.007	0.045	0.062	0.048	0.026	0.010	0.003	0.002	0.000	0.001	0.000	0.000	0.000		0.000		**0.056**	**0.352**
-3		-0.060	-0.059	-0.077	-0.075	-0.047	0.022	0.084	0.087	0.058	0.025	0.009	0.003	0.001	0.001	0.001	0.000	0.000	0.000			**-0.027**	**0.609**
-2		-0.049	-0.040	-0.068	-0.100	-0.104	-0.046	0.081	0.160	0.136	0.075	0.029	0.010	0.004	0.005	0.003	0.002	0.001	0.000	0.000		**0.099**	**0.913**
-1		0.118	0.036	-0.060	-0.175	-0.350	-0.422	-0.165	0.285	0.473	0.359	0.128	0.071	0.087	0.090	0.046	0.017	0.005	0.001	0.000		**0.544**	**2.888**
0	-3.521	0.380	0.098	-0.105	-0.474	-1.265	-2.262	-1.943	-0.033	1.327	1.137	-0.029	0.674	1.565	1.427	0.590	0.135	0.023	0.006	0.000		**-2.270**	**16.994**
1	-0.053	0.135	0.007	-0.154	-0.349	-0.559	-0.458	0.115	0.617	0.673	0.418	0.161	0.103	0.096	0.085	0.042	0.016	0.005	0.001	0.000		**0.901**	**4.047**
2	-0.009	-0.016	-0.101	-0.184	-0.177	-0.039	0.158	0.236	0.199	0.105	0.038	0.007	0.000	-0.001	0.000	0.000	0.000	0.000	0.000			**0.216**	**1.270**
3	-0.006	-0.049	-0.079	-0.062	0.033	0.112	0.120	0.075	0.026	0.007	0.000	-0.001	0.000	0.000	0.000	0.000	0.000					**0.176**	**0.570**
4	-0.004	-0.037	-0.011	0.016	0.053	0.047	0.020	0.009	0.003	0.001	0.001	0.000	0.000		0.000							**0.098**	**0.202**
5	-0.004	-0.014	0.005	0.008	0.006	0.004	0.002	0.001	0.001	0.000	0.000	0.000										**0.009**	**0.045**
6	-0.001	-0.007	0.002	0.001	0.000	0.001	0.000	0.000	0.000	0.000												**-0.004**	**0.012**
7	0.000	-0.010	0.001	0.001	0.001	0.000	0.000	0.000	0.000		0.000											**-0.007**	**0.013**
8	-0.001	-0.006	0.000	0.000	0.000	0.000	0.000	0.000														**-0.007**	**0.007**
9	0.000	-0.004	0.000	0.000																		**-0.004**	**0.004**
10	0.000	-0.001	0.000	0.000		0.000																**-0.001**	**0.001**
11	0.000	-0.001	0.000																			**-0.001**	**0.001**
12	0.000	-0.001	0.000		0.000																	**-0.001**	**0.001**
13	0.000	0.000	0.000																			**0.000**	**0.000**
14	0.000	0.000																				**0.000**	**0.000**
15		0.000	0.000																			**0.000**	**0.000**
16																							
17		0.000																				**0.000**	**0.000**
18																							
19																							
20																							
NET TOTALS	**-3.599**	**0.349**	**-0.194**	**-0.745**	**-1.288**	**-2.143**	**-2.750**	**-1.387**	**1.428**	**2.821**	**2.069**	**0.310**	**0.863**	**1.752**	**1.609**	**0.682**	**0.170**	**0.034**	**0.008**	**0.000**		**0.000**	
ABS TOTALS	**3.599**	**0.917**	**0.492**	**0.801**	**1.498**	**2.585**	**3.626**	**2.829**	**1.494**	**2.821**	**2.069**	**0.370**	**0.863**	**1.754**	**1.609**	**0.682**	**0.170**	**0.034**	**0.008**	**0.000**			**28.221**

Summary Statistics Differences

Difference in Average Speed	4.30 mph
Difference in Average Power	6.61 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-1.76%
>0 - <100 mph2/sec	-0.29%
100 - <200 mph2/sec	1.82%
200 - <300 mph2/sec	0.22%
>=300 mph2/sec	0.01%
Total Absolute Difference	4.10%
High-Power Difference	0.23%

A-40

Difference Between Instrumented Driving SAFD (%)
Spokane vs. Baltimore

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19								0.000														**0.000**	**0.000**
-18																							
-17																							
-16																							
-15					0.000		0.000															**0.000**	**0.000**
-14						0.000	0.000															**0.000**	**0.000**
-13				0.000	0.000	0.000	0.000	0.000														**0.000**	**0.000**
-12			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000											**0.000**	**0.000**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000										**0.000**	**0.000**
-10			0.000	0.000	0.001	-0.001	0.000	0.000	0.000	0.000	0.000											**0.000**	**0.002**
-9			0.000	0.000	-0.002	-0.001	0.000	-0.001	0.000	0.000	0.000		0.000									**-0.004**	**0.004**
-8			0.000	-0.001	-0.003	-0.001	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000		0.000							**-0.009**	**0.009**
-7		0.001	-0.001	-0.005	-0.005	-0.005	-0.004	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000							**-0.023**	**0.025**
-6		0.003	-0.005	-0.010	-0.014	-0.009	-0.009	-0.008	-0.004	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000						**-0.059**	**0.065**
-5		0.002	-0.002	-0.012	-0.017	-0.012	-0.017	-0.017	-0.008	-0.004	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000					**-0.091**	**0.095**
-4		-0.002	0.003	-0.011	0.016	0.002	-0.030	-0.032	-0.021	-0.010	-0.004	-0.002	-0.001	-0.001	0.000	0.000	0.000					**-0.093**	**0.135**
-3		0.022	-0.013	0.016	0.045	0.036	-0.010	-0.049	-0.044	-0.023	-0.011	-0.005	-0.003	-0.002	-0.001	0.000						**-0.042**	**0.280**
-2		0.014	-0.014	0.004	0.042	0.070	0.021	-0.065	-0.084	-0.060	-0.036	-0.022	-0.019	-0.015	-0.006	-0.003	-0.001	0.000	0.000	0.000		**-0.174**	**0.476**
-1		-0.082	0.110	0.051	0.062	0.234	0.559	0.340	-0.141	-0.308	-0.253	-0.218	-0.209	-0.200	-0.086	-0.026	-0.003	-0.001	0.000			**-0.171**	**2.883**
0	-3.196	0.080	0.231	0.155	0.111	0.740	3.713	4.835	0.922	-0.959	-1.060	-0.750	-0.449	-1.685	-0.408	-0.170	-0.014	-0.003	0.000	0.000		**2.093**	**19.481**
1	-0.016	0.021	0.112	0.114	0.001	0.147	0.290	-0.033	-0.374	-0.403	-0.283	-0.231	-0.215	-0.170	-0.065	-0.016	-0.002	-0.001	0.000	0.000		**-1.124**	**2.494**
2	-0.007	-0.011	0.030	0.063	0.003	-0.003	-0.038	-0.088	-0.071	-0.040	-0.025	-0.018	-0.011	-0.007	-0.003	-0.001	0.000	0.000				**-0.227**	**0.419**
3	-0.004	-0.001	-0.025	0.002	0.038	0.003	-0.014	-0.015	-0.010	-0.005	-0.004	-0.001	0.000	0.000	0.000	0.000						**-0.036**	**0.122**
4	-0.004	0.003	-0.047	-0.020	0.036	0.010	-0.004	-0.003	-0.001	0.000	0.000	0.000	0.000									**-0.030**	**0.128**
5	-0.003	0.009	-0.018	-0.017	-0.002	0.000	0.002	0.001	0.001	0.000												**-0.027**	**0.053**
6	-0.002	0.006	0.001	0.001	0.001	0.002	0.001	0.000														**0.010**	**0.014**
7	-0.002	0.005	0.001	0.001	0.000	0.000	0.000	0.000														**0.005**	**0.009**
8	-0.001	0.003	0.000	0.000	0.000	0.000																**0.002**	**0.004**
9	0.000	0.001	0.000	0.000	0.000		0.000															**0.001**	**0.001**
10	0.000	0.002	0.000	0.000																		**0.002**	**0.002**
11	0.000	-0.001	0.000	0.000		0.000																**-0.001**	**0.001**
12	0.000	0.000	0.000		0.000																	**0.000**	**0.000**
13	0.000	0.000	0.000																			**0.000**	**0.000**
14		0.000	0.000																			**0.000**	**0.000**
15		0.000																				**0.000**	**0.000**
16		0.000																				**0.000**	**0.000**
17																							
18																							
19																							
20																							
NET TOTALS	**-3.235**	**0.075**	**0.363**	**0.331**	**0.313**	**1.212**	**4.458**	**4.862**	**0.163**	**-1.815**	**-1.679**	**-1.248**	**-0.908**	**-2.080**	**-0.569**	**-0.216**	**-0.020**	**-0.005**	**0.000**	**0.000**		**0.000**	
ABS TOTALS	**3.235**	**0.269**	**0.613**	**0.483**	**0.399**	**1.276**	**4.714**	**5.490**	**1.683**	**1.815**	**1.679**	**1.248**	**0.908**	**2.080**	**0.569**	**0.216**	**0.020**	**0.005**	**0.000**	**0.000**			**26.702**

Summary Statistics Differences

Difference in Average Speed	-1.24 mph
Difference in Average Power	-5.60 mph2/s

Specific Power Distribution Differences

0 mph2/sec	0.09%
>0 - <100 mph2/sec	0.79%
100 - <200 mph2/sec	-0.79%
200 - <300 mph2/sec	-0.09%
>=300 mph2/sec	0.00%
Total Absolute Difference	1.76%
High-Power Difference	0.09%

A-41

Difference Between Instrumented Driving SAFD (%)
Spokane vs. Atlanta

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19						0.000	0.000															**0.000**	**0.000**
-18							0.000															**0.000**	**0.000**
-17																							
-16																							
-15							0.000															**0.000**	**0.000**
-14				0.000		0.000	0.000															**0.000**	**0.000**
-13				0.000		0.000																**0.000**	**0.000**
-12			0.000		0.000	0.000	0.000	0.000	0.000	0.000		0.000		0.000								**0.000**	**0.000**
-11			0.000	0.000	0.000	0.000	0.000	0.000	0.000			0.000										**0.000**	**0.000**
-10			0.000	0.000	0.001	-0.001	0.000	0.000	0.000	0.000	0.000											**0.000**	**0.002**
-9			0.000	0.000	-0.001	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000								**-0.005**	**0.005**
-8			0.001	-0.001	-0.005	-0.002	-0.004	-0.003	-0.002	-0.001	0.000	0.000	0.000		0.000							**-0.017**	**0.019**
-7		0.002	0.000	-0.007	-0.009	-0.012	-0.011	-0.009	-0.004	-0.002	-0.001	0.000	0.000	0.000								**-0.053**	**0.057**
-6		0.004	-0.003	-0.009	-0.020	-0.025	-0.030	-0.021	-0.012	-0.005	-0.003	-0.001	0.000	0.000	0.000	0.000						**-0.125**	**0.133**
-5		0.005	0.013	0.001	-0.016	-0.038	-0.057	-0.053	-0.030	-0.014	-0.005	-0.003	-0.001	0.000	0.000	0.000	0.000					**-0.198**	**0.236**
-4		0.022	0.037	0.038	0.057	-0.005	-0.075	-0.094	-0.069	-0.036	-0.014	-0.005	-0.003	-0.001	-0.001	0.000	0.000	0.000		0.000		**-0.149**	**0.457**
-3		0.082	0.046	0.093	0.120	0.083	-0.032	-0.133	-0.131	-0.081	-0.036	-0.014	-0.006	-0.003	-0.002	-0.001	0.000	0.000	0.000			**-0.015**	**0.863**
-2		0.063	0.026	0.072	0.142	0.174	0.067	-0.146	-0.244	-0.196	-0.111	-0.051	-0.029	-0.019	-0.011	-0.006	-0.003	-0.001	0.000	0.000		**-0.273**	**1.361**
-1		-0.200	0.074	0.111	0.237	0.584	0.981	0.505	-0.426	-0.781	-0.612	-0.346	-0.280	-0.287	-0.176	-0.072	-0.020	-0.006	-0.001	0.000		**-0.715**	**5.699**
0	0.325	-0.300	0.133	0.260	0.585	2.005	5.975	6.778	0.955	-2.286	-2.197	-0.721	-1.123	-3.250	-1.835	-0.760	-0.149	-0.026	-0.006	0.000		**4.363**	**29.669**
1	0.037	-0.114	0.105	0.268	0.350	0.706	0.748	-0.148	-0.991	-1.076	-0.701	-0.392	-0.318	-0.266	-0.150	-0.058	-0.018	-0.006	-0.001	0.000		**-2.025**	**6.453**
2	0.002	0.005	0.131	0.247	0.180	0.036	-0.196	-0.324	-0.270	-0.145	-0.063	-0.025	-0.011	-0.006	-0.003	-0.001	0.000	0.000	0.000			**-0.443**	**1.645**
3	0.002	0.048	0.054	0.064	0.005	-0.109	-0.134	-0.090	-0.036	-0.012	-0.004	0.000	0.000	0.000	0.000	0.000	0.000					**-0.212**	**0.558**
4	0.000	0.040	-0.036	-0.036	-0.017	-0.037	-0.024	-0.012	-0.004	-0.001	-0.001	0.000	0.000		0.000							**-0.128**	**0.208**
5	0.001	0.023	-0.023	-0.025	-0.008	-0.004	0.000	0.000	0.000	0.000	0.000	0.000										**-0.036**	**0.084**
6	-0.001	0.013	-0.001	0.000	0.001	0.001	0.001	0.000	0.000	0.000												**0.014**	**0.018**
7	-0.002	0.015	0.000	0.000	-0.001	0.000	0.000	0.000	0.000		0.000											**0.012**	**0.018**
8	0.000	0.009	0.000	0.000	0.000	0.000	0.000	0.000														**0.009**	**0.009**
9	0.000	0.005	0.000	0.000	0.000		0.000															**0.005**	**0.005**
10	0.000	0.003	0.000			0.000																**0.003**	**0.003**
11	0.000	0.000		0.000		0.000																**0.000**	**0.000**
12		0.001	0.000																			**0.001**	**0.001**
13		0.000																				**0.000**	**0.000**
14	0.000	0.000	0.000																			**0.000**	**0.000**
15		0.000	0.000																			**0.000**	**0.000**
16		0.000																				**0.000**	**0.000**
17		0.000																				**0.000**	**0.000**
18																							
19																							
20																							
NET TOTALS	**0.364**	**-0.274**	**0.557**	**1.076**	**1.601**	**3.355**	**7.208**	**6.249**	**-1.265**	**-4.636**	**-3.748**	**-1.558**	**-1.771**	**-3.832**	**-2.178**	**-0.898**	**-0.190**	**-0.039**	**-0.008**	**0.000**		**0.000**	
ABS TOTALS	**0.370**	**0.954**	**0.683**	**1.232**	**1.755**	**3.823**	**8.336**	**8.317**	**3.175**	**4.636**	**3.748**	**1.558**	**1.771**	**3.832**	**2.178**	**0.898**	**0.190**	**0.039**	**0.008**	**0.000**			**47.503**

Summary Statistics Differences

Difference in Average Speed	-5.54 mph
Difference in Average Power	-12.21 mph2/s

Specific Power Distribution Differences

0 mph2/sec	1.85%
>0 - <100 mph2/sec	1.08%
100 - <200 mph2/sec	-2.61%
200 - <300 mph2/sec	-0.30%
>=300 mph2/sec	-0.01%
Total Absolute Difference	5.85%
High-Power Difference	0.31%

A-42

All Chase Car Freeway & Ramp Driving at LOS A-C SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14											0.001											**0.001**
-13																						
-12																						
-11						0.001																**0.001**
-10				0.001	0.001	0.001	0.001															**0.006**
-9					0.001	0.001	0.001			0.001	0.001											**0.007**
-8			0.001	0.004		0.003	0.001	0.001		0.001			0.001									**0.014**
-7			0.004	0.010	0.007	0.007	0.008	0.008	0.003	0.001	0.003		0.001									**0.054**
-6		0.003	0.008	0.016	0.021	0.010	0.016	0.007	0.007	0.007		0.007	0.001									**0.103**
-5			0.028	0.028	0.038	0.037	0.041	0.038	0.042	0.020	0.011	0.013	0.006	0.001								**0.303**
-4		0.020	0.030	0.041	0.030	0.055	0.052	0.065	0.041	0.031	0.025	0.018	0.014	0.013	0.003	0.001						**0.439**
-3		0.056	0.051	0.047	0.065	0.078	0.090	0.097	0.089	0.120	0.076	0.080	0.058	0.035	0.014		0.001					**0.958**
-2		0.100	0.052	0.069	0.056	0.083	0.126	0.138	0.193	0.207	0.303	0.377	0.470	0.240	0.079	0.007	0.006					**2.508**
-1		0.183	0.068	0.075	0.080	0.152	0.233	0.282	0.351	0.622	1.479	3.084	4.289	2.896	1.222	0.154	0.027	0.001				**15.200**
0	1.205	0.286	0.045	0.086	0.109	0.375	0.436	0.648	0.649	1.315	4.193	10.998	18.985	13.478	5.887	0.732	0.137	0.016				**59.581**
1	0.037	0.150	0.047	0.096	0.109	0.206	0.327	0.428	0.507	0.852	1.845	3.573	4.631	2.751	1.016	0.144	0.018					**16.735**
2	0.003	0.061	0.051	0.088	0.114	0.145	0.179	0.217	0.248	0.313	0.374	0.374	0.356	0.172	0.055	0.014	0.001					**2.766**
3	0.010	0.058	0.071	0.071	0.086	0.116	0.096	0.072	0.096	0.068	0.042	0.027	0.038	0.020	0.007	0.001	0.001					**0.879**
4	0.010	0.058	0.027	0.044	0.034	0.027	0.024	0.020	0.017	0.004	0.004	0.004	0.003	0.004		0.001						**0.281**
5	0.001	0.038	0.018	0.010	0.014	0.006	0.007	0.004					0.003									**0.102**
6	0.004	0.013	0.007	0.004	0.004	0.006							0.004									**0.042**
7		0.004	0.001	0.001			0.001					0.001										**0.010**
8		0.003					0.001		0.001													**0.006**
9	0.001						0.001															**0.003**
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.272**	**1.033**	**0.509**	**0.690**	**0.771**	**1.310**	**1.644**	**2.027**	**2.245**	**3.565**	**8.359**	**18.557**	**28.860**	**19.610**	**8.283**	**1.056**	**0.192**	**0.017**				**100.000**

Summary Statistics

Avg Speed	55.61	mph
Avg Segment Dist	4.45	miles
Avg Segment Time	4.8	min
Avg Power	32.1	mph2/s
Total 1-Sec Obs	70856	

Modal Region Frequencies

Total Idle	1.27%
Total Cruise	58.38%
Total Accel	20.76%
Total Decel	19.60%

Outside LA-4 Frequencies

Above LA-4 Accel	1.41%
Below LA-4 Decel	2.18%
Above LA-4 Speed	58.02%
Total Beyond LA-4	61.61%

Specific Power Distribution

0 mph2/sec	52.52%
>0 - <100 mph2/sec	37.42%
100 - <200 mph2/sec	8.42%
200 - <300 mph2/sec	1.29%
>=300 mph2/sec	0.35%

Baltimore Chase Car Freeway & Ramp Driving at LOS A-C SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14											0.003											**0.003**
-13																						
-12																						
-11																						
-10																						
-9					0.003						0.003											**0.006**
-8						0.006							0.003									**0.009**
-7			0.006		0.006	0.003	0.009	0.006	0.003													**0.031**
-6				0.006	0.003	0.006	0.006	0.003	0.003	0.006		0.006										**0.037**
-5			0.006	0.017	0.026	0.020	0.020	0.023	0.037	0.020	0.006	0.017	0.006	0.003								**0.199**
-4		0.011	0.026	0.037	0.017	0.048	0.065	0.065	0.040	0.037	0.040	0.026	0.017	0.014	0.003	0.003						**0.449**
-3		0.040	0.031	0.023	0.048	0.046	0.074	0.100	0.071	0.122	0.077	0.088	0.102	0.051	0.020		0.003					**0.896**
-2		0.048	0.046	0.046	0.046	0.077	0.117	0.145	0.233	0.208	0.333	0.558	0.777	0.393	0.134	0.006						**3.163**
-1		0.128	0.040	0.046	0.074	0.154	0.293	0.333	0.327	0.757	1.724	3.658	5.538	3.419	1.300	0.128	0.009					**17.927**
0	0.760	0.128	0.046	0.054	0.080	0.407	0.469	0.680	0.674	1.582	3.909	9.965	18.297	12.391	3.505	0.469	0.017					**53.431**
1	0.034	0.060	0.040	0.074	0.071	0.216	0.347	0.435	0.518	1.018	2.148	4.284	5.866	3.220	1.041	0.105	0.006					**19.483**
2	0.006	0.031	0.051	0.051	0.060	0.111	0.134	0.211	0.233	0.339	0.486	0.586	0.643	0.293	0.094	0.020	0.003					**3.351**
3	0.006	0.034	0.040	0.026	0.043	0.065	0.074	0.054	0.088	0.068	0.046	0.043	0.065	0.031	0.011	0.003	0.003					**0.700**
4	0.011	0.037	0.023	0.043	0.023	0.020	0.026	0.014	0.020	0.003	0.006	0.006	0.003	0.006		0.003						**0.242**
5	0.003	0.006	0.006	0.009	0.009	0.003	0.003	0.003					0.006									**0.046**
6	0.006					0.003							0.006									**0.014**
7							0.003					0.003										**0.006**
8									0.003													**0.003**
9	0.003						0.003															**0.006**
10																						
11																						
12																						
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18																						
19																						
20																						
Totals	**0.828**	**0.523**	**0.358**	**0.430**	**0.506**	**1.183**	**1.641**	**2.071**	**2.250**	**4.159**	**8.779**	**19.238**	**31.328**	**19.821**	**6.107**	**0.737**	**0.040**					**100.000**

Summary Statistics

Avg Speed	56.08	mph
Avg Segment Dist	4.68	miles
Avg Segment Time	5.01	min
Avg Power	35.9	mph2/s
Total 1-Sec Obs	35154	

Modal Region Frequencies

Total Idle	0.83%
Total Cruise	52.67%
Total Accel	23.78%
Total Decel	22.72%

Outside LA-4 Frequencies

Above LA-4 Accel	1.61%
Below LA-4 Decel	2.19%
Above LA-4 Speed	58.03%
Total Beyond LA-4	61.84%

Specific Power Distribution

0 mph2/sec	51.35%
>0 - <100 mph2/sec	36.22%
100 - <200 mph2/sec	10.36%
200 - <300 mph2/sec	1.66%
>=300 mph2/sec	0.41%

Los Angeles Chase Car Freeway & Ramp Driving at LOS A-C SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11						0.007																**0.007**
-10				0.007	0.007	0.007	0.007															**0.029**
-9						0.007	0.007			0.007												**0.022**
-8			0.007	0.022			0.007	0.007		0.007												**0.051**
-7			0.007	0.037	0.007	0.015	0.015	0.022	0.007	0.007	0.015		0.007									**0.139**
-6		0.015	0.037	0.037	0.066	0.022	0.037	0.022	0.022	0.015		0.015										**0.286**
-5			0.066	0.044	0.066	0.103	0.110	0.066	0.073	0.029	0.022	0.007	0.015									**0.601**
-4		0.051	0.029	0.044	0.059	0.088	0.073	0.125	0.051	0.044	0.015	0.007	0.022	0.015	0.007							**0.630**
-3		0.132	0.066	0.103	0.110	0.117	0.132	0.095	0.198	0.183	0.117	0.117	0.029	0.044	0.007							**1.451**
-2		0.198	0.117	0.154	0.095	0.154	0.161	0.154	0.095	0.242	0.396	0.242	0.249	0.147	0.029	0.015	0.015					**2.462**
-1		0.396	0.139	0.161	0.139	0.308	0.212	0.278	0.403	0.462	1.128	2.191	3.136	3.019	1.319	0.249	0.044					**13.583**
0	2.044	0.901	0.059	0.176	0.227	0.557	0.513	0.703	0.571	1.150	2.989	7.173	15.789	16.426	7.598	1.685	0.315					**58.876**
1	0.081	0.484	0.088	0.198	0.205	0.315	0.432	0.513	0.586	0.762	1.612	2.682	3.773	2.835	1.150	0.322	0.044					**16.082**
2		0.117	0.051	0.205	0.271	0.315	0.388	0.366	0.388	0.381	0.322	0.205	0.110	0.066	0.015	0.007						**3.209**
3	0.015	0.117	0.169	0.161	0.190	0.227	0.139	0.132	0.147	0.103	0.073		0.007	0.022	0.007							**1.509**
4	0.015	0.095	0.044	0.088	0.095	0.066	0.037	0.037	0.037	0.015	0.007			0.007								**0.542**
5		0.125	0.059	0.015	0.037	0.022	0.029	0.015														**0.300**
6		0.059	0.037	0.022	0.022	0.022							0.007									**0.169**
7		0.022	0.007	0.007																		**0.037**
8		0.007					0.007															**0.015**
9																						
10																						
11																						
12																						
13																						
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18																						
19																						
20																						
Totals	**2.154**	**2.718**	**0.982**	**1.480**	**1.597**	**2.352**	**2.308**	**2.535**	**2.579**	**3.407**	**6.696**	**12.638**	**23.145**	**22.580**	**10.133**	**2.279**	**0.418**					**100.000**

Summary Statistics

Avg Speed	53.4	mph
Avg Segment Dist	2.47	miles
Avg Segment Time	2.77	min
Avg Power	32.41	mph2/s
Total 1-Sec Obs	13649	

Modal Region Frequencies

Total Idle	2.15%
Total Cruise	56.83%
Total Accel	21.75%
Total Decel	19.26%

Outside LA-4 Frequencies

Above LA-4 Accel	1.90%
Below LA-4 Decel	3.20%
Above LA-4 Speed	58.55%
Total Beyond LA-4	63.65%

Specific Power Distribution

0 mph2/sec	53.55%
>0 - <100 mph2/sec	36.24%
100 - <200 mph2/sec	8.49%
200 - <300 mph2/sec	1.31%
>=300 mph2/sec	0.43%

Spokane Chase Car Freeway & Ramp Driving at LOS A-C SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7				0.009	0.009	0.009	0.005	0.005														**0.036**
-6			0.005	0.018	0.023	0.009	0.018	0.005	0.005	0.005		0.005	0.005									**0.095**
-5			0.041	0.036	0.041	0.023	0.032	0.045	0.032	0.014	0.014	0.009										**0.286**
-4		0.014	0.036	0.045	0.032	0.045	0.018	0.027	0.036	0.014	0.009	0.014	0.005	0.009								**0.304**
-3		0.036	0.073	0.050	0.063	0.104	0.091	0.095	0.050	0.077	0.050	0.045	0.005	0.005	0.009							**0.753**
-2		0.122	0.023	0.054	0.050	0.050	0.118	0.118	0.190	0.186	0.200	0.172	0.118	0.054	0.023	0.005	0.009					**1.492**
-1		0.141	0.068	0.068	0.054	0.054	0.150	0.204	0.358	0.508	1.306	2.721	3.011	1.986	1.038	0.136	0.045	0.005				**11.853**
0	1.397	0.159	0.036	0.082	0.082	0.213	0.336	0.562	0.658	0.993	5.392	15.014	22.060	13.386	8.625	0.562	0.218	0.050				**69.823**
1	0.014	0.086	0.032	0.068	0.109	0.122	0.231	0.363	0.440	0.644	1.505	2.993	3.192	1.950	0.893	0.095	0.023					**12.760**
2		0.073	0.050	0.073	0.104	0.095	0.122	0.136	0.186	0.231	0.227	0.141	0.050	0.045	0.018	0.009						**1.560**
3	0.014	0.059	0.059	0.086	0.091	0.127	0.104	0.063	0.077	0.045	0.018	0.018	0.014									**0.775**
4	0.005	0.068	0.023	0.018	0.014	0.014	0.014	0.018				0.005	0.005									**0.181**
5		0.036	0.014	0.009	0.009																	**0.068**
6	0.005	0.005																				**0.009**
7																						
8		0.005																				**0.005**
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.433**	**0.803**	**0.458**	**0.617**	**0.680**	**0.866**	**1.238**	**1.641**	**2.031**	**2.716**	**8.720**	**21.135**	**28.463**	**17.435**	**10.606**	**0.807**	**0.295**	**0.054**				**100.000**

Summary Statistics

Avg Speed	56.22	mph
Avg Segment Dist	7.33	miles
Avg Segment Time	7.82	min
Avg Power	25.85	mph2/s
Total 1-Sec Obs	22053	

Modal Region Frequencies

Total Idle	1.43%
Total Cruise	68.43%
Total Accel	15.32%
Total Decel	14.82%

Outside LA-4 Frequencies

Above LA-4 Accel	0.78%
Below LA-4 Decel	1.53%
Above LA-4 Speed	57.66%
Total Beyond LA-4	59.98%

Specific Power Distribution

0 mph2/sec	53.76%
>0 - <100 mph2/sec	40.07%
100 - <200 mph2/sec	5.28%
200 - <300 mph2/sec	0.68%
>=300 mph2/sec	0.20%

All Chase Car Freeway & Ramp Driving at LOS D SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11												0.010										**0.010**
-10					0.010																	**0.010**
-9																						
-8			0.010	0.010			0.020	0.010														**0.049**
-7			0.010	0.010	0.010	0.010				0.010	0.010			0.010								**0.069**
-6			0.020	0.020	0.020	0.010	0.020	0.020	0.030	0.010	0.010	0.010										**0.167**
-5		0.030	0.039	0.030	0.020	0.069	0.030	0.020	0.059	0.039	0.020	0.010	0.020									**0.384**
-4		0.010	0.030	0.030	0.039	0.049	0.079	0.059	0.079	0.059	0.039	0.020	0.020									**0.512**
-3		0.030	0.089	0.069	0.030	0.059	0.099	0.217	0.197	0.099	0.227	0.167	0.069	0.049								**1.399**
-2		0.148	0.099	0.059	0.069	0.138	0.207	0.187	0.217	0.384	0.374	0.424	0.404	0.236	0.118	0.010						**3.073**
-1		0.433	0.158	0.069	0.108	0.177	0.335	0.424	0.808	1.133	1.675	3.467	4.354	3.241	0.887	0.128						**17.396**
0	2.384	0.719	0.325	0.089	0.089	0.305	0.739	0.670	1.487	1.763	4.935	11.791	14.697	11.003	3.369	0.167						**54.531**
1	0.049	0.384	0.236	0.108	0.069	0.207	0.315	0.581	0.719	1.281	2.236	4.413	4.393	3.191	0.778	0.039						**19.001**
2		0.079	0.059	0.079	0.049	0.108	0.069	0.158	0.207	0.305	0.364	0.384	0.345	0.246	0.059							**2.512**
3		0.089	0.020	0.059	0.049	0.079	0.059	0.039	0.039	0.020	0.010	0.059	0.020	0.020	0.020							**0.581**
4	0.010	0.020	0.010	0.010	0.010	0.010	0.010	0.020				0.010	0.020									**0.128**
5		0.010	0.010	0.020	0.020						0.010											**0.069**
6		0.030	0.020	0.010																		**0.059**
7		0.020	0.010			0.010																**0.039**
8																						
9			0.010																			**0.010**
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**2.443**	**2.000**	**1.152**	**0.670**	**0.591**	**1.231**	**1.980**	**2.403**	**3.842**	**5.102**	**9.909**	**20.764**	**24.340**	**17.996**	**5.230**	**0.345**						**100.000**

Summary Statistics

Avg Speed	52.54	mph
Avg Segment Dist	1.56	miles
Avg Segment Time	1.78	min
Avg Power	31.06	mph2/s
Total 1-Sec Obs	10152	

Modal Region Frequencies

Total Idle	2.44%
Total Cruise	52.15%
Total Accel	22.34%
Total Decel	23.07%

Outside LA-4 Frequencies

Above LA-4 Accel	1.16%
Below LA-4 Decel	3.19%
Above LA-4 Speed	47.91%
Total Beyond LA-4	52.27%

Specific Power Distribution

0 mph2/sec	54.25%
>0 - <100 mph2/sec	35.52%
100 - <200 mph2/sec	8.80%
200 - <300 mph2/sec	1.12%
>=300 mph2/sec	0.32%

Baltimore Chase Car Freeway & Ramp Driving at LOS D SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6				0.023																		**0.023**
-5			0.023		0.023	0.023		0.023	0.023	0.023												**0.139**
-4							0.023	0.023	0.093	0.093	0.023		0.046									**0.301**
-3		0.023	0.023			0.023	0.046	0.209	0.139	0.093	0.232	0.093	0.070	0.116								**1.066**
-2		0.046	0.046	0.093		0.093	0.232	0.093	0.139	0.394	0.463	0.626	0.788	0.440	0.255	0.023						**3.730**
-1		0.371	0.232	0.070	0.116	0.116	0.209	0.348	0.857	1.344	1.877	3.568	4.495	4.796	1.576	0.255						**20.227**
0	1.367	0.139	0.417	0.046	0.070	0.162	0.510	0.672	2.317	2.155	4.588	8.758	11.098	12.512	4.147	0.348						**49.305**
1	0.070	0.093	0.185	0.070	0.023	0.139	0.116	0.255	0.950	1.274	2.363	4.379	5.028	4.935	1.297	0.093						**21.270**
2		0.023	0.023	0.070	0.023	0.046	0.046	0.139	0.162	0.440	0.510	0.649	0.649	0.533	0.139							**3.452**
3		0.023				0.023	0.023	0.046		0.023	0.023	0.116	0.046	0.046	0.046							**0.417**
4	0.023						0.023															**0.046**
5											0.023											**0.023**
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.460**	**0.718**	**0.950**	**0.371**	**0.255**	**0.626**	**1.228**	**1.807**	**4.680**	**5.839**	**10.102**	**18.188**	**22.220**	**23.378**	**7.461**	**0.718**						**100.000**

Summary Statistics

Avg Speed	55.22	mph
Avg Segment Dist	1.84	miles
Avg Segment Time	2	min
Avg Power	36.88	mph2/s
Total 1-Sec Obs	4316	

Modal Region Frequencies

Total Idle	1.46%
Total Cruise	47.94%
Total Accel	25.12%
Total Decel	25.49%

Outside LA-4 Frequencies

Above LA-4 Accel	1.39%
Below LA-4 Decel	2.67%
Above LA-4 Speed	53.78%
Total Beyond LA-4	57.83%

Specific Power Distribution

0 mph2/sec	52.03%
>0 - <100 mph2/sec	34.62%
100 - <200 mph2/sec	11.08%
200 - <300 mph2/sec	1.78%
>=300 mph2/sec	0.51%

Los Angeles Chase Car Freeway & Ramp Driving at LOS D SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11												0.018										**0.018**
-10					0.018																	**0.018**
-9																						
-8			0.018	0.018			0.036	0.018														**0.091**
-7			0.018	0.018	0.018	0.018				0.018	0.018			0.018								**0.128**
-6			0.036	0.018	0.036	0.018	0.036	0.036	0.055	0.018	0.018	0.018										**0.292**
-5		0.055	0.055	0.055	0.018	0.109	0.055	0.018	0.091	0.055	0.036	0.018	0.036									**0.602**
-4		0.018	0.055	0.055	0.073	0.091	0.128	0.091	0.073	0.036	0.055	0.036										**0.712**
-3		0.036	0.146	0.128	0.055	0.091	0.146	0.237	0.255	0.109	0.237	0.237	0.073									**1.752**
-2		0.237	0.146	0.036	0.128	0.182	0.201	0.255	0.274	0.383	0.328	0.292	0.128	0.091	0.018							**2.700**
-1		0.511	0.109	0.073	0.109	0.237	0.456	0.420	0.785	1.040	1.624	3.448	4.178	2.226	0.401	0.036						**15.654**
0	3.339	1.222	0.274	0.128	0.109	0.438	0.839	0.511	0.930	1.569	5.510	12.188	16.457	10.527	2.974	0.036						**57.052**
1	0.036	0.639	0.292	0.146	0.109	0.274	0.493	0.766	0.584	1.368	2.281	4.415	3.941	2.025	0.420							**17.789**
2		0.128	0.091	0.091	0.073	0.164	0.091	0.182	0.255	0.219	0.274	0.201	0.128	0.036								**1.934**
3		0.146	0.036	0.109	0.091	0.128	0.091	0.036	0.073	0.018		0.018										**0.748**
4		0.036	0.018	0.018	0.018	0.018		0.036				0.018	0.036									**0.201**
5		0.018	0.018	0.036	0.036																	**0.109**
6		0.055	0.036	0.018																		**0.109**
7		0.036	0.018			0.018																**0.073**
8																						
9			0.018																			**0.018**
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**3.375**	**3.138**	**1.387**	**0.949**	**0.894**	**1.788**	**2.573**	**2.609**	**3.375**	**4.835**	**10.381**	**20.909**	**24.977**	**14.924**	**3.813**	**0.073**						**100.000**

Summary Statistics

Avg Speed	50.28	mph
Avg Segment Dist	1.37	miles
Avg Segment Time	1.63	min
Avg Power	27.35	mph2/s
Total 1-Sec Obs	5481	

Modal Region Frequencies

Total Idle	3.38%
Total Cruise	53.71%
Total Accel	20.95%
Total Decel	21.97%

Outside LA-4 Frequencies

Above LA-4 Accel	1.06%
Below LA-4 Decel	3.80%
Above LA-4 Speed	43.79%
Total Beyond LA-4	48.64%

Specific Power Distribution

0 mph2/sec	56.26%
>0 - <100 mph2/sec	35.38%
100 - <200 mph2/sec	7.52%
200 - <300 mph2/sec	0.68%
>=300 mph2/sec	0.18%

Spokane Chase Car Freeway & Ramp Driving at LOS D SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6																						
-5																						
-4																						
-3																						
-2								0.282	0.282	0.282												**0.845**
-1								1.408	0.563			2.535	5.352									**9.859**
0							1.972	3.099			0.282	42.535	31.268									**79.155**
1								1.690				4.789	3.662									**10.141**
2																						
3																						
4																						
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals							**1.972**	**6.479**	**0.845**	**0.282**	**0.282**	**49.859**	**40.282**									**100.000**

Summary Statistics

Avg Speed	54.89	mph
Avg Segment Dist	1.8	miles
Avg Segment Time	1.97	min
Avg Power	17.67	mph2/s
Total 1-Sec Obs	355	

Modal Region Frequencies

Total Idle	0.00%
Total Cruise	79.16%
Total Accel	10.14%
Total Decel	10.70%

Outside LA-4 Frequencies

Above LA-4 Accel	0.00%
Below LA-4 Decel	0.28%
Above LA-4 Speed	40.28%
Total Beyond LA-4	40.56%

Specific Power Distribution

0 mph2/sec	50.57%
>0 - <100 mph2/sec	48.87%
100 - <200 mph2/sec	0.85%
200 - <300 mph2/sec	0.00%
>=300 mph2/sec	0.00%

All Chase Car Freeway & Ramp Driving at LOS E SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10					0.014																	**0.014**
-9																						
-8																						
-7				0.014		0.014		0.028		0.014												**0.069**
-6			0.014	0.014	0.055	0.014			0.055	0.014	0.028											**0.194**
-5		0.028	0.042	0.042	0.069	0.069	0.055	0.028	0.055	0.042	0.042	0.028	0.028									**0.527**
-4		0.042	0.083	0.125	0.139	0.139	0.069	0.097	0.153	0.097	0.055	0.042	0.042									**1.082**
-3		0.139	0.180	0.250	0.347	0.416	0.333	0.305	0.250	0.222	0.111	0.111	0.028	0.042	0.028							**2.759**
-2		0.277	0.305	0.361	0.416	0.485	0.901	0.458	0.347	0.374	0.291	0.430	0.236	0.028	0.014							**4.922**
-1		0.666	0.374	0.749	1.234	1.359	1.719	0.984	1.068	1.525	1.123	2.011	1.844	0.596	0.069							**15.322**
0	0.832	1.303	0.957	1.303	2.440	2.884	4.049	2.163	3.245	3.924	3.439	7.196	8.014	2.510	0.347							**44.606**
1	0.069	0.721	0.666	0.749	1.539	1.844	2.440	1.789	2.399	2.510	2.246	2.995	2.537	0.610	0.083							**23.197**
2		0.458	0.208	0.458	0.596	0.652	0.763	0.582	0.444	0.513	0.291	0.416	0.222	0.014								**5.616**
3		0.139	0.180	0.153	0.166	0.222	0.111	0.055	0.069	0.055	0.014	0.069	0.014									**1.248**
4		0.028	0.028	0.055	0.069	0.055	0.028	0.028	0.014		0.014			0.014								**0.333**
5	0.014		0.014	0.014	0.014			0.014														**0.069**
6																						
7		0.014	0.014																			**0.028**
8		0.014																				**0.014**
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**0.915**	**3.827**	**3.064**	**4.285**	**7.099**	**8.153**	**10.469**	**6.531**	**8.098**	**9.290**	**7.654**	**13.297**	**12.965**	**3.813**	**0.541**							**100.000**

Summary Statistics

Avg Speed	39.16	mph
Avg Segment Dist	1.15	miles
Avg Segment Time	1.77	min
Avg Power	31.42	mph2/s
Total 1-Sec Obs	7212	

Modal Region Frequencies

Total Idle	0.92%
Total Cruise	43.77%
Total Accel	30.42%
Total Decel	24.89%

Outside LA-4 Frequencies

Above LA-4 Accel	1.35%
Below LA-4 Decel	3.77%
Above LA-4 Speed	17.32%
Total Beyond LA-4	22.44%

Specific Power Distribution

0 mph2/sec	49.70%
>0 - <100 mph2/sec	40.70%
100 - <200 mph2/sec	8.64%
200 - <300 mph2/sec	0.72%
>=300 mph2/sec	0.25%

Baltimore Chase Car Freeway & Ramp Driving at LOS E SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6											0.085											**0.085**
-5			0.085		0.170			0.085	0.085	0.085												**0.511**
-4				0.085	0.085	0.085	0.170	0.085	0.085	0.170	0.085	0.170	0.085									**1.106**
-3		0.170		0.170	0.255	0.426	0.340	0.085			0.085	0.255		0.085	0.170							**2.043**
-2		0.170	0.340	0.511	0.340	0.596	1.447	0.340		0.255	0.596	1.191	1.021	0.085								**6.894**
-1		0.170	0.170	0.340	0.681	2.213	2.383	0.340	0.255	0.766	0.936	3.404	3.660	1.106	0.255							**16.681**
0		0.170	0.340	0.170	2.468	3.489	4.085	2.043	0.340	1.447	2.553	8.766	9.872	1.617	0.681							**38.043**
1	0.085	0.255	0.255	0.255	1.021	1.957	3.489	0.596	0.851	0.936	2.638	5.957	4.170	0.681	0.340							**23.489**
2		0.255	0.255	0.426	0.170	1.191	1.277	0.596	0.255	0.340	0.681	1.362	0.681									**7.489**
3		0.340	0.170	0.255	0.596	0.340	0.255	0.085	0.255	0.170	0.085	0.340										**2.894**
4			0.085	0.085	0.170	0.170	0.085							0.085								**0.681**
5								0.085														**0.085**
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**0.085**	**1.532**	**1.702**	**2.298**	**5.957**	**10.468**	**13.532**	**4.340**	**2.128**	**4.170**	**7.745**	**21.447**	**19.489**	**3.660**	**1.447**							**100.000**

Summary Statistics

Avg Speed	43.42	mph
Avg Segment Dist	1.09	miles
Avg Segment Time	1.51	min
Avg Power	41.36	mph2/s
Total 1-Sec Obs	1175	

Modal Region Frequencies

Total Idle	0.09%
Total Cruise	38.04%
Total Accel	34.55%
Total Decel	27.32%

Outside LA-4 Frequencies

Above LA-4 Accel	3.57%
Below LA-4 Decel	4.00%
Above LA-4 Speed	24.60%
Total Beyond LA-4	32.17%

Specific Power Distribution

0 mph2/sec	47.62%
>0 - <100 mph2/sec	36.29%
100 - <200 mph2/sec	13.63%
200 - <300 mph2/sec	1.87%
>=300 mph2/sec	0.68%

Los Angeles Chase Car Freeway & Ramp Driving at LOS E SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10					0.017																	**0.017**
-9																						
-8																						
-7				0.017		0.017		0.035		0.017												**0.087**
-6			0.017	0.017	0.069	0.017			0.069	0.017	0.017											**0.226**
-5		0.035	0.035	0.052	0.052	0.087	0.069	0.017	0.052	0.035	0.052	0.035	0.035									**0.556**
-4		0.052	0.104	0.139	0.156	0.156	0.052	0.087	0.174	0.087	0.052	0.017	0.035									**1.111**
-3		0.139	0.226	0.278	0.382	0.434	0.330	0.365	0.313	0.278	0.122	0.087	0.035	0.035								**3.021**
-2		0.313	0.313	0.347	0.451	0.486	0.799	0.504	0.347	0.417	0.226	0.295	0.087	0.017	0.017							**4.619**
-1		0.799	0.434	0.868	1.406	1.215	1.650	1.059	0.972	1.597	1.181	1.823	1.563	0.521	0.035							**15.124**
0	1.042	1.597	1.129	1.597	2.553	2.813	4.237	2.205	2.900	3.924	3.334	7.032	8.022	2.813	0.295							**45.494**
1	0.069	0.851	0.781	0.886	1.719	1.858	2.223	1.841	2.327	2.744	2.118	2.535	2.327	0.625	0.035							**22.938**
2		0.521	0.208	0.486	0.712	0.573	0.660	0.608	0.504	0.573	0.208	0.226	0.139	0.017								**5.435**
3		0.104	0.191	0.139	0.087	0.208	0.087	0.052	0.035	0.035		0.017	0.017									**0.972**
4		0.035	0.017	0.052	0.052	0.035	0.017	0.035	0.017		0.017											**0.278**
5	0.017		0.017	0.017	0.017																	**0.069**
6																						
7		0.017	0.017																			**0.035**
8		0.017																				**0.017**
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.129**	**4.480**	**3.490**	**4.897**	**7.675**	**7.901**	**10.123**	**6.807**	**7.710**	**9.724**	**7.328**	**12.068**	**12.259**	**4.028**	**0.382**							**100.000**

Summary Statistics

Avg Speed	38.17	mph
Avg Segment Dist	1.13	miles
Avg Segment Time	1.78	min
Avg Power	29.61	mph2/s
Total 1-Sec Obs	5759	

Modal Region Frequencies

Total Idle	1.13%
Total Cruise	44.45%
Total Accel	29.66%
Total Decel	24.76%

Outside LA-4 Frequencies

Above LA-4 Accel	0.92%
Below LA-4 Decel	3.87%
Above LA-4 Speed	16.67%
Total Beyond LA-4	21.46%

Specific Power Distribution

0 mph2/sec	50.43%
>0 - <100 mph2/sec	41.00%
100 - <200 mph2/sec	7.90%
200 - <300 mph2/sec	0.50%
>=300 mph2/sec	0.17%

Spokane Chase Car Freeway & Ramp Driving at LOS E SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6																						
-5																						
-4								0.360														**0.360**
-3							0.360															**0.360**
-2							0.719		1.799		0.360											**2.878**
-1						0.719	0.360	2.158	6.475	3.237	0.719											**13.669**
0						1.799		1.799	22.662	14.388	9.353	3.957										**53.957**
1						1.079	2.518	5.755	10.432	4.317	3.237											**27.338**
2							0.719				0.360	0.360										**1.439**
3																						
4																						
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals						**3.597**	**4.676**	**10.072**	**41.367**	**21.942**	**14.029**	**4.317**										**100.000**

Summary Statistics

Avg Speed	41.72	mph
Avg Segment Dist	3.22	miles
Avg Segment Time	4.63	min
Avg Power	27.21	mph2/s
Total 1-Sec Obs	278	

Modal Region Frequencies

Total Idle	0.00%
Total Cruise	53.96%
Total Accel	28.78%
Total Decel	17.27%

Outside LA-4 Frequencies

Above LA-4 Accel	0.72%
Below LA-4 Decel	0.72%
Above LA-4 Speed	0.00%
Total Beyond LA-4	1.44%

Specific Power Distribution

0 mph2/sec	43.68%
>0 - <100 mph2/sec	53.43%
100 - <200 mph2/sec	2.89%
200 - <300 mph2/sec	0.36%
>=300 mph2/sec	0.00%

All Chase Car Freeway & Ramp Driving at LOS F SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8				0.008			0.017	0.008														**0.033**
-7			0.017	0.008	0.008	0.017	0.008															**0.058**
-6		0.017	0.025	0.033	0.050	0.008	0.008	0.017														**0.157**
-5		0.008	0.083	0.083	0.091	0.066	0.066	0.050	0.050	0.008	0.008	0.008										**0.520**
-4		0.033	0.190	0.190	0.157	0.124	0.132	0.050	0.050	0.025	0.025	0.008										**0.982**
-3		0.281	0.355	0.355	0.512	0.305	0.215	0.116	0.066	0.058	0.008	0.017										**2.287**
-2		0.768	0.784	0.784	0.859	0.842	0.586	0.305	0.223	0.165	0.083	0.083	0.041	0.008	0.017							**5.547**
-1		2.080	2.080	2.485	2.559	2.353	1.659	1.255	0.627	0.388	0.421	0.206	0.198	0.107	0.025							**16.444**
0	3.170	4.672	3.451	4.416	4.730	5.035	3.459	2.650	1.882	1.445	1.428	0.958	0.966	0.380								**38.641**
1	0.182	2.691	2.204	2.988	3.517	2.906	2.675	2.122	1.403	1.213	0.925	0.512	0.371	0.182	0.008							**23.898**
2	0.050	1.048	1.040	1.288	1.379	1.197	0.801	0.495	0.338	0.223	0.149	0.107	0.025	0.025								**8.164**
3		0.371	0.462	0.462	0.363	0.256	0.190	0.091	0.033	0.025	0.017		0.008	0.008								**2.287**
4	0.008	0.206	0.190	0.091	0.091	0.050	0.017			0.008												**0.660**
5	0.008	0.074	0.025	0.041	0.017	0.017	0.008	0.008														**0.198**
6		0.033	0.017		0.017																	**0.066**
7		0.025	0.008	0.008																		**0.041**
8																						
9		0.008																				**0.008**
10	0.008																					**0.008**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**3.426**	**12.316**	**10.930**	**13.241**	**14.347**	**13.175**	**9.840**	**7.165**	**4.672**	**3.558**	**3.063**	**1.899**	**1.610**	**0.710**	**0.050**							**100.000**

Summary Statistics

Avg Speed	22.69	mph
Avg Segment Dist	1.91	miles
Avg Segment Time	5.05	min
Avg Power	24.22	mph2/s
Total 1-Sec Obs	12114	

Modal Region Frequencies

Total Idle	3.43%
Total Cruise	35.47%
Total Accel	35.08%
Total Decel	26.03%

Outside LA-4 Frequencies

Above LA-4 Accel	1.31%
Below LA-4 Decel	2.22%
Above LA-4 Speed	2.37%
Total Beyond LA-4	5.90%

Specific Power Distribution

0 mph2/sec	46.59%
>0 - <100 mph2/sec	47.79%
100 - <200 mph2/sec	5.17%
200 - <300 mph2/sec	0.39%
>=300 mph2/sec	0.07%

Baltimore Chase Car Freeway & Ramp Driving at LOS F SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7			0.036																			**0.036**
-6			0.036		0.109			0.036														**0.182**
-5		0.036		0.036	0.036	0.036	0.036	0.073	0.109			0.036										**0.401**
-4			0.182	0.182	0.218	0.218	0.073	0.036	0.036		0.073											**1.020**
-3		0.328	0.218	0.583	0.655	0.437	0.218	0.182	0.182	0.036	0.036	0.073										**2.950**
-2		0.910	1.165	1.129	1.020	0.947	0.473	0.291	0.291	0.146	0.073	0.146	0.073	0.036	0.073							**6.773**
-1		2.258	2.840	2.294	2.549	2.440	1.347	0.838	0.546	0.510	0.510	0.255	0.546	0.218	0.109							**17.261**
0	8.376	3.569	4.661	3.787	4.588	2.658	2.112	1.748	0.983	1.020	0.947	0.765	1.966	0.874								**38.055**
1	0.401	1.602	2.403	2.476	3.059	1.712	1.529	1.529	0.692	0.983	0.983	0.728	0.910	0.510	0.036							**19.556**
2	0.182	1.202	1.020	1.457	1.420	1.056	0.510	0.765	0.619	0.364	0.291	0.291	0.109	0.109								**9.395**
3		0.291	0.583	0.437	0.583	0.291	0.473	0.182	0.073	0.109	0.036		0.036									**3.095**
4	0.036	0.182	0.182	0.073	0.073	0.109	0.036															**0.692**
5	0.036	0.036	0.073	0.036	0.073		0.036	0.036														**0.328**
6		0.109			0.036																	**0.146**
7		0.036																				**0.036**
8																						
9		0.036																				**0.036**
10	0.036																					**0.036**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**9.068**	**10.597**	**13.401**	**12.491**	**14.421**	**9.905**	**6.846**	**5.717**	**3.532**	**3.168**	**2.950**	**2.294**	**3.642**	**1.748**	**0.218**							**100.000**

Summary Statistics

Avg Speed	22.1	mph
Avg Segment Dist	2.11	miles
Avg Segment Time	5.72	min
Avg Power	26.59	mph2/s
Total 1-Sec Obs	2746	

Modal Region Frequencies

Total Idle	9.07%
Total Cruise	29.68%
Total Accel	32.63%
Total Decel	28.62%

Outside LA-4 Frequencies

Above LA-4 Accel	2.08%
Below LA-4 Decel	2.29%
Above LA-4 Speed	5.61%
Total Beyond LA-4	9.98%

Specific Power Distribution

0 mph2/sec	52.24%
>0 - <100 mph2/sec	39.13%
100 - <200 mph2/sec	7.43%
200 - <300 mph2/sec	1.06%
>=300 mph2/sec	0.18%

Los Angeles Chase Car Freeway & Ramp Driving at LOS F SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8				0.011			0.021	0.011														**0.043**
-7			0.011	0.011	0.011	0.021	0.011															**0.064**
-6		0.021	0.021	0.043	0.032	0.011	0.011	0.011														**0.149**
-5			0.107	0.096	0.107	0.075	0.075	0.043	0.032	0.011	0.011											**0.555**
-4		0.043	0.192	0.192	0.139	0.096	0.149	0.053	0.053	0.032	0.011	0.011										**0.971**
-3		0.267	0.395	0.288	0.470	0.267	0.213	0.096	0.032	0.064												**2.092**
-2		0.726	0.673	0.683	0.811	0.811	0.619	0.310	0.203	0.171	0.085	0.064	0.032									**5.188**
-1		2.028	1.857	2.541	2.562	2.327	1.751	1.377	0.651	0.352	0.395	0.192	0.096	0.075								**16.204**
0	1.644	4.996	3.096	4.601	4.772	5.732	3.854	2.914	2.146	1.569	1.569	1.014	0.673	0.235								**38.813**
1	0.117	3.010	2.146	3.138	3.651	3.256	3.010	2.295	1.612	1.281	0.907	0.448	0.213	0.085								**25.171**
2	0.011	1.003	1.046	1.238	1.366	1.238	0.886	0.416	0.256	0.181	0.107	0.053										**7.803**
3		0.395	0.427	0.470	0.299	0.246	0.107	0.064	0.021		0.011			0.011								**2.050**
4		0.213	0.192	0.096	0.096	0.032	0.011			0.011												**0.651**
5		0.085	0.011	0.043		0.021																**0.160**
6		0.011	0.021		0.011																	**0.043**
7		0.021	0.011	0.011																		**0.043**
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.772**	**12.820**	**10.205**	**13.461**	**14.325**	**14.133**	**10.717**	**7.590**	**5.006**	**3.672**	**3.096**	**1.783**	**1.014**	**0.406**								**100.000**

Summary Statistics

Avg Speed	22.87	mph
Avg Segment Dist	1.86	miles
Avg Segment Time	4.88	min
Avg Power	23.53	mph2/s
Total 1-Sec Obs	9368	

Modal Region Frequencies

Total Idle	1.77%
Total Cruise	37.17%
Total Accel	35.79%
Total Decel	25.27%

Outside LA-4 Frequencies

Above LA-4 Accel	1.09%
Below LA-4 Decel	2.20%
Above LA-4 Speed	1.42%
Total Beyond LA-4	4.71%

Specific Power Distribution

0 mph2/sec	44.93%
>0 - <100 mph2/sec	50.34%
100 - <200 mph2/sec	4.51%
200 - <300 mph2/sec	0.19%
>=300 mph2/sec	0.04%

Freeway/Ramp Driving at LOS A-C
Los Angeles vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14											-0.003											**-0.003**	**0.003**
-13																							
-12																							
-11						0.007																**0.007**	**0.007**
-10				0.007	0.007	0.007	0.007															**0.028**	**0.028**
-9					-0.003	0.007	0.007			0.007	-0.003											**0.015**	**0.027**
-8			0.007	0.022		-0.006	0.007	0.007		0.007			-0.003									**0.041**	**0.059**
-7			0.001	0.037	0.001	0.012	0.006	0.016	0.004	0.007	0.015		0.007									**0.106**	**0.106**
-6		0.015	0.037	0.031	0.063	0.016	0.031	0.019	0.019	0.009		0.009										**0.249**	**0.249**
-5			0.060	0.027	0.040	0.083	0.090	0.043	0.036	0.009	0.016	-0.010	0.009	-0.003								**0.400**	**0.426**
-4		0.040	0.003	0.007	0.042	0.040	0.008	0.060	0.011	0.007	-0.025	-0.019	0.005	0.001	0.004	-0.003						**0.181**	**0.275**
-3		0.092	0.035	0.080	0.062	0.071	0.058	-0.005	0.127	0.061	0.040	0.029	-0.073	-0.007	-0.013		-0.003					**0.554**	**0.756**
-2		0.150	0.071	0.108	0.049	0.077	0.044	0.009	-0.138	0.034	0.063	-0.316	-0.528	-0.246	-0.105	0.009	0.015					**-0.704**	**1.962**
-1		0.268	0.099	0.115	0.065	0.154	-0.081	-0.055	0.076	-0.295	-0.596	-1.467	-2.402	-0.400	0.019	0.121	0.035					**-4.344**	**6.248**
0	1.284	0.773	0.013	0.122	0.147	0.150	0.044	0.023	-0.103	-0.432	-0.920	-2.792	-2.508	4.035	4.093	1.216	0.298					**5.443**	**18.953**
1	0.047	0.424	0.048	0.124	0.134	0.099	0.085	0.078	0.068	-0.256	-0.536	-1.602	-2.093	-0.385	0.109	0.217	0.038					**-3.401**	**6.343**
2	-0.006	0.086	0.000	0.154	0.211	0.204	0.254	0.155	0.155	0.042	-0.164	-0.381	-0.533	-0.227	-0.079	-0.013	-0.003					**-0.145**	**2.667**
3	0.009	0.083	0.129	0.135	0.147	0.162	0.065	0.078	0.059	0.035	0.027	-0.043	-0.058	-0.009	-0.004	-0.003	-0.003					**0.809**	**1.049**
4	0.004	0.058	0.021	0.045	0.072	0.046	0.011	0.023	0.017	0.012	0.001	-0.006	-0.003	0.001		-0.003						**0.299**	**0.323**
5	-0.003	0.119	0.053	0.006	0.028	0.019	0.026	0.012					-0.006									**0.254**	**0.272**
6	-0.006	0.059	0.037	0.022	0.022	0.019							0.001									**0.154**	**0.166**
7		0.022	0.007	0.007			-0.003					-0.003										**0.030**	**0.042**
8		0.007					0.007		-0.003													**0.011**	**0.017**
9	-0.003						-0.003															**-0.006**	**0.006**
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**1.326**	**2.196**	**0.621**	**1.049**	**1.087**	**1.167**	**0.663**	**0.463**	**0.328**	**-0.753**	**-2.085**	**-6.601**	**-8.185**	**2.760**	**4.024**	**1.541**	**0.377**					**0.000**	
ABS TOTALS	**1.362**	**2.196**	**0.621**	**1.049**	**1.093**	**1.179**	**0.837**	**0.583**	**0.816**	**1.213**	**2.409**	**6.677**	**8.229**	**5.314**	**4.426**	**1.585**	**0.395**						**39.984**

Summary Statistics Differences

Difference in Average Speed	-2.68 mph
Difference in Average Power	-3.49 mph2/s

Specific Power Distribution Differences

0 mph2/sec	2.19%
>0 - <100 mph2/sec	0.02%
100 - <200 mph2/sec	-1.88%
200 - <300 mph2/sec	-0.35%
>=300 mph2/sec	0.02%
Total Absolute Difference	4.46%
High-Power Difference	0.37%

A-58

Freeway/Ramp Driving at LOS A-C
Spokane vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14											-0.003											**-0.003**	**0.003**
-13																							
-12																							
-11																							
-10																							
-9					-0.003						-0.003											**-0.006**	**0.006**
-8						-0.006							-0.003									**-0.009**	**0.009**
-7			-0.006	0.009	0.003	0.006	-0.004	-0.001	-0.003													**0.004**	**0.032**
-6			0.005	0.012	0.020	0.003	0.012	0.002	0.002	-0.001		-0.001	0.005									**0.059**	**0.063**
-5			0.035	0.019	0.015	0.003	0.012	0.022	-0.005	-0.006	0.008	-0.008	-0.006	-0.003								**0.086**	**0.142**
-4		0.003	0.010	0.008	0.015	-0.003	-0.047	-0.038	-0.004	-0.023	-0.031	-0.012	-0.012	-0.005	-0.003	-0.003						**-0.145**	**0.217**
-3		-0.004	0.042	0.027	0.015	0.058	0.017	-0.005	-0.021	-0.045	-0.027	-0.043	-0.097	-0.046	-0.011		-0.003					**-0.143**	**0.461**
-2		0.074	-0.023	0.008	0.004	-0.027	0.001	-0.027	-0.043	-0.022	-0.133	-0.386	-0.659	-0.339	-0.111	-0.001	0.009					**-1.675**	**1.867**
-1		0.013	0.028	0.022	-0.020	-0.100	-0.143	-0.129	0.031	-0.249	-0.418	-0.937	-2.527	-1.433	-0.262	0.008	0.036	0.005				**-6.075**	**6.361**
0	0.637	0.031	-0.010	0.028	0.002	-0.194	-0.133	-0.118	-0.016	-0.589	1.483	5.049	3.763	0.995	5.120	0.093	0.201	0.050				**16.392**	**18.512**
1	-0.020	0.026	-0.008	-0.006	0.038	-0.094	-0.116	-0.072	-0.078	-0.374	-0.643	-1.291	-2.674	-1.270	-0.148	-0.010	0.017					**-6.723**	**6.885**
2	-0.006	0.042	-0.001	0.022	0.044	-0.016	-0.012	-0.075	-0.047	-0.108	-0.259	-0.445	-0.593	-0.248	-0.076	-0.011	-0.003					**-1.792**	**2.008**
3	0.008	0.025	0.019	0.060	0.048	0.062	0.030	0.009	-0.011	-0.023	-0.028	-0.025	-0.051	-0.031	-0.011	-0.003	-0.003					**0.075**	**0.447**
4	-0.006	0.031	0.000	-0.025	-0.009	-0.006	-0.012	0.004	-0.020	-0.003	-0.006	-0.001	0.002	-0.006		-0.003						**-0.060**	**0.134**
5	-0.003	0.030	0.008	0.000	0.000	-0.003	-0.003	-0.003					-0.006									**0.020**	**0.056**
6	-0.001	0.005				-0.003							-0.006									**-0.005**	**0.015**
7							-0.003					-0.003										**-0.006**	**0.006**
8		0.005							-0.003													**0.002**	**0.008**
9	-0.003						-0.003															**-0.006**	**0.006**
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**0.606**	**0.281**	**0.099**	**0.184**	**0.172**	**-0.320**	**-0.404**	**-0.431**	**-0.218**	**-1.443**	**-0.060**	**1.897**	**-2.864**	**-2.386**	**4.498**	**0.070**	**0.254**	**0.055**				**0.000**	
ABS TOTALS	**0.684**	**0.289**	**0.195**	**0.246**	**0.236**	**0.584**	**0.548**	**0.505**	**0.284**	**1.443**	**3.042**	**8.201**	**10.404**	**4.376**	**5.742**	**0.132**	**0.272**	**0.055**					**37.238**

Summary Statistics Differences

Difference in Average Speed	0.14 mph
Difference in Average Power	-10.05 mph2/s

Specific Power Distribution Differences

0 mph2/sec	2.41%
>0 - <100 mph2/sec	3.85%
100 - <200 mph2/sec	-5.08%
200 - <300 mph2/sec	-0.98%
>=300 mph2/sec	-0.20%
Total Absolute Difference	12.53%
High-Power Difference	1.18%

A-59

Freeway/Ramp Driving at LOS A-C
Spokane vs. Los Angeles Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11						-0.007																**-0.007**	**0.007**
-10				-0.007	-0.007	-0.007	-0.007															**-0.028**	**0.028**
-9						-0.007	-0.007			-0.007												**-0.021**	**0.021**
-8			-0.007	-0.022			-0.007	-0.007		-0.007												**-0.050**	**0.050**
-7			-0.007	-0.028	0.002	-0.006	-0.010	-0.017	-0.007	-0.007	-0.015		-0.007									**-0.102**	**0.106**
-6		-0.015	-0.032	-0.019	-0.043	-0.013	-0.019	-0.017	-0.017	-0.010		-0.010	0.005									**-0.190**	**0.200**
-5			-0.025	-0.008	-0.025	-0.080	-0.078	-0.021	-0.041	-0.015	-0.008	0.002	-0.015									**-0.314**	**0.318**
-4		-0.037	0.007	0.001	-0.027	-0.043	-0.055	-0.098	-0.015	-0.030	-0.006	0.007	-0.017	-0.006	-0.007							**-0.326**	**0.356**
-3		-0.096	0.007	-0.053	-0.047	-0.013	-0.041	0.000	-0.148	-0.106	-0.067	-0.072	-0.024	-0.039	0.002							**-0.697**	**0.715**
-2		-0.076	-0.094	-0.100	-0.045	-0.104	-0.043	-0.036	0.095	-0.056	-0.196	-0.070	-0.131	-0.093	-0.006	-0.010	-0.006					**-0.971**	**1.161**
-1		-0.255	-0.071	-0.093	-0.085	-0.254	-0.062	-0.074	-0.045	0.046	0.178	0.530	-0.125	-1.033	-0.281	-0.113	0.001	0.005				**-1.731**	**3.251**
0	-0.647	-0.742	-0.023	-0.094	-0.145	-0.344	-0.177	-0.141	0.087	-0.157	2.403	7.841	6.271	-3.040	1.027	-1.123	-0.097	0.050				**10.949**	**24.409**
1	-0.067	-0.398	-0.056	-0.130	-0.096	-0.193	-0.201	-0.150	-0.146	-0.118	-0.107	0.311	-0.581	-0.885	-0.257	-0.227	-0.021					**-3.322**	**3.944**
2		-0.044	-0.001	-0.132	-0.167	-0.220	-0.266	-0.230	-0.202	-0.150	-0.095	-0.064	-0.060	-0.021	0.003	0.002						**-1.647**	**1.657**
3	-0.001	-0.058	-0.110	-0.075	-0.099	-0.100	-0.035	-0.069	-0.070	-0.058	-0.055	0.018	0.007	-0.022	-0.007							**-0.734**	**0.784**
4	-0.010	-0.027	-0.021	-0.070	-0.081	-0.052	-0.023	-0.019	-0.037	-0.015	-0.007	0.005	0.005	-0.007								**-0.359**	**0.379**
5		-0.089	-0.045	-0.006	-0.028	-0.022	-0.029	-0.015														**-0.234**	**0.234**
6	0.005	-0.054	-0.037	-0.022	-0.022	-0.022							-0.007									**-0.159**	**0.169**
7		-0.022	-0.007	-0.007																		**-0.036**	**0.036**
8		-0.002					-0.007															**-0.009**	**0.009**
9																							
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**-0.720**	**-1.915**	**-0.522**	**-0.865**	**-0.915**	**-1.487**	**-1.067**	**-0.894**	**-0.546**	**-0.690**	**2.025**	**8.498**	**5.321**	**-5.146**	**0.474**	**-1.471**	**-0.123**	**0.055**				**0.000**	
ABS TOTALS	**0.730**	**1.915**	**0.550**	**0.867**	**0.919**	**1.487**	**1.067**	**0.894**	**0.910**	**0.782**	**3.137**	**8.930**	**7.255**	**5.146**	**1.590**	**1.475**	**0.125**	**0.055**					**37.834**

Summary Statistics Differences

Difference in Average Speed	2.82 mph
Difference in Average Power	-6.56 mph2/s

Specific Power Distribution Differences

0 mph2/sec	0.22%
>0 - <100 mph2/sec	3.83%
100 - <200 mph2/sec	-3.20%
200 - <300 mph2/sec	-0.63%
>=300 mph2/sec	-0.22%
Total Absolute Difference	8.11%
High-Power Difference	0.85%

A-60

Freeway/Ramp Driving at LOS D
Los Angeles vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11												0.018										**0.018**	**0.018**
-10					0.018																	**0.018**	**0.018**
-9																							
-8			0.018	0.018			0.036	0.018														**0.090**	**0.090**
-7			0.018	0.018	0.018	0.018				0.018	0.018			0.018								**0.126**	**0.126**
-6			0.036	-0.005	0.036	0.018	0.036	0.036	0.055	0.018	0.018	0.018										**0.266**	**0.276**
-5		0.055	0.032	0.055	-0.005	0.086	0.055	-0.005	0.068	0.032	0.036	0.018	0.036									**0.463**	**0.483**
-4		0.018	0.055	0.055	0.073	0.091	0.105	0.068	-0.020	-0.057	0.032	0.036	-0.046									**0.410**	**0.656**
-3		0.013	0.123	0.128	0.055	0.068	0.100	0.028	0.116	0.016	0.005	0.144	0.003	-0.116								**0.683**	**0.915**
-2		0.191	0.100	-0.057	0.128	0.089	-0.031	0.162	0.135	-0.011	-0.135	-0.334	-0.660	-0.349	-0.237	-0.023						**-1.032**	**2.642**
-1		0.140	-0.123	0.003	-0.007	0.121	0.247	0.072	-0.072	-0.304	-0.253	-0.120	-0.317	-2.570	-1.175	-0.219						**-4.577**	**5.743**
0	1.972	1.083	-0.143	0.082	0.039	0.276	0.329	-0.161	-1.387	-0.586	0.922	3.430	5.359	-1.985	-1.173	-0.312						**7.745**	**19.239**
1	-0.034	0.546	0.107	0.076	0.086	0.135	0.377	0.511	-0.366	0.094	-0.082	0.036	-1.087	-2.910	-0.877	-0.093						**-3.481**	**7.417**
2		0.105	0.068	0.021	0.050	0.118	0.045	0.043	0.093	-0.221	-0.236	-0.448	-0.521	-0.497	-0.139							**-1.519**	**2.605**
3		0.123	0.036	0.109	0.091	0.105	0.068	-0.010	0.073	-0.005	-0.023	-0.098	-0.046	-0.046	-0.046							**0.331**	**0.879**
4	-0.023	0.036	0.018	0.018	0.018	0.018	-0.023	0.036				0.018	0.036									**0.152**	**0.244**
5		0.018	0.018	0.036	0.036						-0.023											**0.085**	**0.131**
6		0.055	0.036	0.018																		**0.109**	**0.109**
7		0.036	0.018			0.018																**0.072**	**0.072**
8																							
9			0.018																			**0.018**	**0.018**
10																							
11																							
12																							
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18																							
19																							
20																							
NET TOTALS	**1.915**	**2.419**	**0.435**	**0.575**	**0.636**	**1.161**	**1.344**	**0.798**	**-1.305**	**-1.006**	**0.279**	**2.718**	**2.757**	**-8.455**	**-3.647**	**-0.647**						**0.000**	
ABS TOTALS	**2.029**	**2.419**	**0.967**	**0.699**	**0.660**	**1.161**	**1.452**	**1.150**	**2.385**	**1.362**	**1.783**	**4.718**	**8.111**	**8.491**	**3.647**	**0.647**							**41.681**

Summary Statistics Differences

Difference in Average Speed	-4.94 mph
Difference in Average Power	-9.53 mph2/s

Specific Power Distribution Differences

0 mph2/sec	4.23%
>0 - <100 mph2/sec	0.76%
100 - <200 mph2/sec	-3.56%
200 - <300 mph2/sec	-1.11%
>=300 mph2/sec	-0.33%
Total Absolute Difference	9.99%
High-Power Difference	1.44%

A-61

Freeway/Ramp Driving at LOS D
Spokane vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11																							
-10																							
-9																							
-8																							
-7																							
-6				-0.023																		**-0.023**	**0.023**
-5			-0.023		-0.023	-0.023		-0.023	-0.023	-0.023												**-0.138**	**0.138**
-4							-0.023	-0.023	-0.093	-0.093	-0.023		-0.046									**-0.301**	**0.301**
-3		-0.023	-0.023			-0.023	-0.046	-0.209	-0.139	-0.093	-0.232	-0.093	-0.070	-0.116								**-1.067**	**1.067**
-2		-0.046	-0.046	-0.093		-0.093	-0.232	0.189	0.143	-0.112	-0.463	-0.626	-0.788	-0.440	-0.255	-0.023						**-2.885**	**3.549**
-1		-0.371	-0.232	-0.070	-0.116	-0.116	-0.209	1.060	-0.294	-1.344	-1.877	-1.033	0.857	-4.796	-1.576	-0.255						**-10.372**	**14.206**
0	-1.367	-0.139	-0.417	-0.046	-0.070	-0.162	1.462	2.427	-2.317	-2.155	-4.306	33.777	20.170	-12.512	-4.147	-0.348						**29.850**	**85.822**
1	-0.070	-0.093	-0.185	-0.070	-0.023	-0.139	-0.116	1.435	-0.950	-1.274	-2.363	0.410	-1.366	-4.935	-1.297	-0.093						**-11.129**	**14.819**
2		-0.023	-0.023	-0.070	-0.023	-0.046	-0.046	-0.139	-0.162	-0.440	-0.510	-0.649	-0.649	-0.533	-0.139							**-3.452**	**3.452**
3		-0.023				-0.023	-0.023	-0.046		-0.023	-0.023	-0.116	-0.046	-0.046	-0.046							**-0.415**	**0.415**
4	-0.023						-0.023															**-0.046**	**0.046**
5											-0.023											**-0.023**	**0.023**
6																							
7																							
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19																							
20																							
NET TOTALS	**-1.460**	**-0.718**	**-0.949**	**-0.372**	**-0.255**	**-0.625**	**0.744**	**4.671**	**-3.835**	**-5.557**	**-9.820**	**31.670**	**18.062**	**-23.378**	**-7.460**	**-0.719**						**0.000**	
ABS TOTALS	**1.460**	**0.718**	**0.949**	**0.372**	**0.255**	**0.625**	**2.180**	**5.551**	**4.121**	**5.557**	**9.820**	**36.704**	**23.992**	**23.378**	**7.460**	**0.719**							**123.861**

Summary Statistics Differences

Difference in Average Speed	-0.33 mph
Difference in Average Power	-19.21 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-1.46%
>0 - <100 mph2/sec	14.25%
100 - <200 mph2/sec	-10.23%
200 - <300 mph2/sec	-1.78%
>=300 mph2/sec	-0.51%
Total Absolute Difference	28.24%
High-Power Difference	2.29%

A-62

Freeway/Ramp Driving at LOS D
Spokane vs. Los Angeles Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11												-0.018										**-0.018**	**0.018**
-10					-0.018																	**-0.018**	**0.018**
-9																							
-8			-0.018	-0.018			-0.036	-0.018														**-0.090**	**0.090**
-7			-0.018	-0.018	-0.018	-0.018				-0.018	-0.018			-0.018								**-0.126**	**0.126**
-6			-0.036	-0.018	-0.036	-0.018	-0.036	-0.036	-0.055	-0.018	-0.018	-0.018										**-0.289**	**0.289**
-5		-0.055	-0.055	-0.055	-0.018	-0.109	-0.055	-0.018	-0.091	-0.055	-0.036	-0.018	-0.036									**-0.601**	**0.601**
-4		-0.018	-0.055	-0.055	-0.073	-0.091	-0.128	-0.091	-0.073	-0.036	-0.055	-0.036										**-0.711**	**0.711**
-3		-0.036	-0.146	-0.128	-0.055	-0.091	-0.146	-0.237	-0.255	-0.109	-0.237	-0.237	-0.073									**-1.750**	**1.750**
-2		-0.237	-0.146	-0.036	-0.128	-0.182	-0.201	0.027	0.008	-0.101	-0.328	-0.292	-0.128	-0.091	-0.018							**-1.853**	**1.923**
-1		-0.511	-0.109	-0.073	-0.109	-0.237	-0.456	0.988	-0.222	-1.040	-1.624	-0.913	1.174	-2.226	-0.401	-0.036						**-5.795**	**10.119**
0	-3.339	-1.222	-0.274	-0.128	-0.109	-0.438	1.133	2.588	-0.930	-1.569	-5.228	30.347	14.811	-10.527	-2.974	-0.036						**22.105**	**75.653**
1	-0.036	-0.639	-0.292	-0.146	-0.109	-0.274	-0.493	0.924	-0.584	-1.368	-2.281	0.374	-0.279	-2.025	-0.420							**-7.648**	**10.244**
2		-0.128	-0.091	-0.091	-0.073	-0.164	-0.091	-0.182	-0.255	-0.219	-0.274	-0.201	-0.128	-0.036								**-1.933**	**1.933**
3		-0.146	-0.036	-0.109	-0.091	-0.128	-0.091	-0.036	-0.073	-0.018		-0.018										**-0.746**	**0.746**
4		-0.036	-0.018	-0.018	-0.018	-0.018		-0.036				-0.018	-0.036									**-0.198**	**0.198**
5		-0.018	-0.018	-0.036	-0.036																	**-0.108**	**0.108**
6		-0.055	-0.036	-0.018																		**-0.109**	**0.109**
7		-0.036	-0.018			-0.018																**-0.072**	**0.072**
8																							
9			-0.018																			**-0.018**	**0.018**
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**-3.375**	**-3.137**	**-1.384**	**-0.947**	**-0.891**	**-1.786**	**-0.600**	**3.873**	**-2.530**	**-4.551**	**-10.099**	**28.952**	**15.305**	**-14.923**	**-3.813**	**-0.072**						**0.000**	
ABS TOTALS	**3.375**	**3.137**	**1.384**	**0.947**	**0.891**	**1.786**	**2.866**	**5.181**	**2.546**	**4.551**	**10.099**	**32.490**	**16.665**	**14.923**	**3.813**	**0.072**							**104.726**

Summary Statistics Differences

Difference in Average Speed	4.61 mph
Difference in Average Power	-9.68 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-5.69%
>0 - <100 mph2/sec	13.49%
100 - <200 mph2/sec	-6.67%
200 - <300 mph2/sec	-0.68%
>=300 mph2/sec	-0.18%
Total Absolute Difference	26.71%
High-Power Difference	0.86%

A-63

Freeway/Ramp Driving at LOS E
Los Angeles vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11																							
-10					0.017																	**0.017**	**0.017**
-9																							
-8																							
-7				0.017		0.017		0.035		0.017												**0.086**	**0.086**
-6			0.017	0.017	0.069	0.017			0.069	0.017	-0.068											**0.138**	**0.274**
-5		0.035	-0.050	0.052	-0.118	0.087	0.069	-0.068	-0.033	-0.050	0.052	0.035	0.035									**0.046**	**0.684**
-4		0.052	0.104	0.054	0.071	0.071	-0.118	0.002	0.089	-0.083	-0.033	-0.153	-0.050									**0.006**	**0.880**
-3		-0.031	0.226	0.108	0.127	0.008	-0.010	0.280	0.313	0.278	0.037	-0.168	0.035	-0.050	-0.170							**0.983**	**1.841**
-2		0.143	-0.027	-0.164	0.111	-0.110	-0.648	0.164	0.347	0.162	-0.370	-0.896	-0.934	-0.068	0.017							**-2.273**	**4.161**
-1		0.629	0.264	0.528	0.725	-0.998	-0.733	0.719	0.717	0.831	0.245	-1.581	-2.097	-0.585	-0.220							**-1.556**	**10.872**
0	1.042	1.427	0.789	1.427	0.085	-0.676	0.152	0.162	2.560	2.477	0.781	-1.734	-1.850	1.196	-0.386							**7.452**	**16.744**
1	-0.016	0.596	0.526	0.631	0.698	-0.099	-1.266	1.245	1.476	1.808	-0.520	-3.422	-1.843	-0.056	-0.305							**-0.547**	**14.507**
2		0.266	-0.047	0.060	0.542	-0.618	-0.617	0.012	0.249	0.233	-0.473	-1.136	-0.542	0.017								**-2.054**	**4.812**
3		-0.236	0.021	-0.116	-0.509	-0.132	-0.168	-0.033	-0.220	-0.135	-0.085	-0.323	0.017									**-1.919**	**1.995**
4		0.035	-0.068	-0.033	-0.118	-0.135	-0.068	0.035	0.017		0.017			-0.085								**-0.403**	**0.611**
5	0.017		0.017	0.017	0.017			-0.085														**-0.017**	**0.153**
6																							
7		0.017	0.017																			**0.034**	**0.034**
8		0.017																				**0.017**	**0.017**
9																							
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**1.043**	**2.950**	**1.789**	**2.598**	**1.717**	**-2.568**	**-3.407**	**2.468**	**5.584**	**5.555**	**-0.417**	**-9.378**	**-7.229**	**0.369**	**-1.064**							**0.000**	
ABS TOTALS	**1.075**	**3.484**	**2.173**	**3.224**	**3.207**	**2.968**	**3.849**	**2.840**	**6.090**	**6.091**	**2.681**	**9.448**	**7.403**	**2.057**	**1.098**								**57.688**

Summary Statistics Differences

Difference in Average Speed	-5.25 mph
Difference in Average Power	-11.75 mph2/s

Specific Power Distribution Differences

0 mph2/sec	2.82%
>0 - <100 mph2/sec	4.72%
100 - <200 mph2/sec	-5.73%
200 - <300 mph2/sec	-1.37%
>=300 mph2/sec	-0.51%
Total Absolute Difference	15.14%
High-Power Difference	1.88%

A-64

Freeway/Ramp Driving at LOS E
Spokane vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11																							
-10																							
-9																							
-8																							
-7																							
-6											-0.085											**-0.085**	**0.085**
-5			-0.085		-0.170			-0.085	-0.085	-0.085												**-0.510**	**0.510**
-4				-0.085	-0.085	-0.085	-0.170	0.275	-0.085	-0.170	-0.085	-0.170	-0.085									**-0.745**	**1.295**
-3		-0.170		-0.170	-0.255	-0.426	0.020	-0.085			-0.085	-0.255		-0.085	-0.170							**-1.681**	**1.721**
-2		-0.170	-0.340	-0.511	-0.340	-0.596	-0.728	-0.340	1.799	-0.255	-0.236	-1.191	-1.021	-0.085								**-4.014**	**7.612**
-1		-0.170	-0.170	-0.340	-0.681	-1.494	-2.023	1.818	6.220	2.471	-0.217	-3.404	-3.660	-1.106	-0.255							**-3.011**	**24.029**
0		-0.170	-0.340	-0.170	-2.468	-1.690	-4.085	-0.244	22.322	12.941	6.800	-4.809	-9.872	-1.617	-0.681							**15.917**	**68.209**
1	-0.085	-0.255	-0.255	-0.255	-1.021	-0.878	-0.971	5.159	9.581	3.381	0.599	-5.957	-4.170	-0.681	-0.340							**3.852**	**33.588**
2		-0.255	-0.255	-0.426	-0.170	-1.191	-0.558	-0.596	-0.255	-0.340	-0.321	-1.002	-0.681									**-6.050**	**6.050**
3		-0.340	-0.170	-0.255	-0.596	-0.340	-0.255	-0.085	-0.255	-0.170	-0.085	-0.340										**-2.891**	**2.891**
4			-0.085	-0.085	-0.170	-0.170	-0.085							-0.085								**-0.680**	**0.680**
5								-0.085														**-0.085**	**0.085**
6																							
7																							
8																							
9																							
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**-0.085**	**-1.530**	**-1.700**	**-2.297**	**-5.956**	**-6.870**	**-8.855**	**5.732**	**39.242**	**17.773**	**6.285**	**-17.128**	**-19.489**	**-3.659**	**-1.446**							**0.000**	
ABS TOTALS	**0.085**	**1.530**	**1.700**	**2.297**	**5.956**	**6.870**	**8.895**	**8.772**	**40.602**	**19.813**	**8.513**	**17.128**	**19.489**	**3.659**	**1.446**								**146.755**

Summary Statistics Differences

Difference in Average Speed	-1.70 mph
Difference in Average Power	-14.15 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-3.93%
>0 - <100 mph2/sec	17.14%
100 - <200 mph2/sec	-10.74%
200 - <300 mph2/sec	-1.51%
>=300 mph2/sec	-0.68%
Total Absolute Difference	34.01%
High-Power Difference	2.19%

A-65

Freeway/Ramp Driving at LOS E
Spokane vs. Los Angeles Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11																							
-10					-0.017																	**-0.017**	**0.017**
-9																							
-8																							
-7				-0.017		-0.017		-0.035		-0.017												**-0.086**	**0.086**
-6			-0.017	-0.017	-0.069	-0.017			-0.069	-0.017	-0.017											**-0.223**	**0.223**
-5		-0.035	-0.035	-0.052	-0.052	-0.087	-0.069	-0.017	-0.052	-0.035	-0.052	-0.035	-0.035									**-0.556**	**0.556**
-4		-0.052	-0.104	-0.139	-0.156	-0.156	-0.052	0.273	-0.174	-0.087	-0.052	-0.017	-0.035									**-0.751**	**1.297**
-3		-0.139	-0.226	-0.278	-0.382	-0.434	0.030	-0.365	-0.313	-0.278	-0.122	-0.087	-0.035	-0.035								**-2.664**	**2.724**
-2		-0.313	-0.313	-0.347	-0.451	-0.486	-0.080	-0.504	1.452	-0.417	0.134	-0.295	-0.087	-0.017	-0.017							**-1.741**	**4.913**
-1		-0.799	-0.434	-0.868	-1.406	-0.496	-1.290	1.099	5.503	1.640	-0.462	-1.823	-1.563	-0.521	-0.035							**-1.455**	**17.939**
0	-1.042	-1.597	-1.129	-1.597	-2.553	-1.014	-4.237	-0.406	19.762	10.464	6.019	-3.075	-8.022	-2.813	-0.295							**8.465**	**64.025**
1	-0.069	-0.851	-0.781	-0.886	-1.719	-0.779	0.295	3.914	8.105	1.573	1.119	-2.535	-2.327	-0.625	-0.035							**4.399**	**25.613**
2		-0.521	-0.208	-0.486	-0.712	-0.573	0.059	-0.608	-0.504	-0.573	0.152	0.134	-0.139	-0.017								**-3.996**	**4.686**
3		-0.104	-0.191	-0.139	-0.087	-0.208	-0.087	-0.052	-0.035	-0.035		-0.017	-0.017									**-0.972**	**0.972**
4		-0.035	-0.017	-0.052	-0.052	-0.035	-0.017	-0.035	-0.017		-0.017											**-0.277**	**0.277**
5	-0.017		-0.017	-0.017	-0.017																	**-0.068**	**0.068**
6																							
7		-0.017	-0.017																			**-0.034**	**0.034**
8		-0.017																				**-0.017**	**0.017**
9																							
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**-1.128**	**-4.480**	**-3.489**	**-4.895**	**-7.673**	**-4.302**	**-5.448**	**3.264**	**33.658**	**12.218**	**6.702**	**-7.750**	**-12.260**	**-4.028**	**-0.382**							**0.000**	
ABS TOTALS	**1.128**	**4.480**	**3.489**	**4.895**	**7.673**	**4.302**	**6.216**	**7.308**	**35.986**	**15.136**	**8.146**	**8.018**	**12.260**	**4.028**	**0.382**								**123.447**

Summary Statistics Differences

Difference in Average Speed	3.55 mph
Difference in Average Power	-2.40 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-6.75%
>0 - <100 mph2/sec	12.43%
100 - <200 mph2/sec	-5.01%
200 - <300 mph2/sec	-0.14%
>=300 mph2/sec	-0.17%
Total Absolute Difference	24.51%
High-Power Difference	0.32%

A-66

Freeway/Ramp Driving at LOS F
Los Angeles vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20																							
-19																							
-18																							
-17																							
-16																							
-15																							
-14																							
-13																							
-12																							
-11																							
-10																							
-9																							
-8				0.011			0.021	0.011														**0.043**	**0.043**
-7			-0.025	0.011	0.011	0.021	0.011															**0.029**	**0.079**
-6		0.021	-0.015	0.043	-0.077	0.011	0.011	-0.025														**-0.031**	**0.203**
-5		-0.036	0.107	0.060	0.071	0.039	0.039	-0.030	-0.077	0.011	0.011	-0.036										**0.159**	**0.517**
-4		0.043	0.010	0.010	-0.079	-0.122	0.076	0.017	0.017	0.032	-0.062	0.011										**-0.047**	**0.479**
-3		-0.061	0.177	-0.295	-0.185	-0.170	-0.005	-0.086	-0.150	0.028	-0.036	-0.073										**-0.856**	**1.266**
-2		-0.184	-0.492	-0.446	-0.209	-0.136	0.146	0.019	-0.088	0.025	0.012	-0.082	-0.041	-0.036	-0.073							**-1.585**	**1.989**
-1		-0.230	-0.983	0.247	0.013	-0.113	0.404	0.539	0.105	-0.158	-0.115	-0.063	-0.450	-0.143	-0.109							**-1.056**	**3.672**
0	-6.732	1.427	-1.565	0.814	0.184	3.074	1.742	1.166	1.163	0.549	0.622	0.249	-1.293	-0.639								**0.761**	**21.219**
1	-0.284	1.408	-0.257	0.662	0.592	1.544	1.481	0.766	0.920	0.298	-0.076	-0.280	-0.697	-0.425	-0.036							**5.616**	**9.726**
2	-0.171	-0.199	0.026	-0.219	-0.054	0.182	0.376	-0.349	-0.363	-0.183	-0.184	-0.238	-0.109	-0.109								**-1.594**	**2.762**
3		0.104	-0.156	0.033	-0.284	-0.045	-0.366	-0.118	-0.052	-0.109	-0.025		-0.036	0.011								**-1.043**	**1.339**
4	-0.036	0.031	0.010	0.023	0.023	-0.077	-0.025			0.011												**-0.040**	**0.236**
5	-0.036	0.049	-0.062	0.007	-0.073	0.021	-0.036	-0.036														**-0.166**	**0.320**
6		-0.098	0.021		-0.025																	**-0.102**	**0.144**
7		-0.015	0.011	0.011																		**0.007**	**0.037**
8																							
9		-0.036																				**-0.036**	**0.036**
10	-0.036																					**-0.036**	**0.036**
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							
19																							
20																							
NET TOTALS	**-7.295**	**2.224**	**-3.193**	**0.972**	**-0.092**	**4.229**	**3.875**	**1.874**	**1.475**	**0.504**	**0.147**	**-0.512**	**-2.626**	**-1.341**	**-0.218**							**0.000**	
ABS TOTALS	**7.295**	**3.942**	**3.917**	**2.892**	**1.880**	**5.555**	**4.739**	**3.162**	**2.935**	**1.404**	**1.143**	**1.032**	**2.626**	**1.363**	**0.218**								**44.103**

Summary Statistics Differences

Difference in Average Speed	0.77 mph
Difference in Average Power	-3.06 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-7.31%
>0 - <100 mph2/sec	11.21%
100 - <200 mph2/sec	-2.93%
200 - <300 mph2/sec	-0.86%
>=300 mph2/sec	-0.14%
Total Absolute Difference	22.45%
High-Power Difference	1.00%

A-67

All Chase Car Freeway & Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14											0.001											**0.001**
-13																						
-12																						
-11						0.001						0.001										**0.002**
-10				0.001	0.003	0.001	0.001															**0.006**
-9					0.001	0.001	0.001			0.001	0.001											**0.005**
-8			0.002	0.005		0.002	0.005	0.003		0.001			0.001									**0.019**
-7			0.006	0.010	0.007	0.009	0.007	0.008	0.002	0.003	0.003		0.001	0.001								**0.057**
-6		0.004	0.012	0.018	0.027	0.010	0.014	0.009	0.012	0.007	0.003	0.006	0.001									**0.123**
-5		0.006	0.037	0.036	0.045	0.046	0.044	0.037	0.046	0.022	0.014	0.013	0.008	0.001								**0.354**
-4		0.022	0.053	0.064	0.054	0.069	0.066	0.065	0.054	0.038	0.029	0.019	0.015	0.009	0.002	0.001						**0.558**
-3		0.087	0.101	0.101	0.136	0.128	0.124	0.127	0.109	0.118	0.086	0.084	0.050	0.033	0.012		0.001					**1.293**
-2		0.198	0.163	0.175	0.180	0.209	0.245	0.186	0.210	0.232	0.283	0.350	0.395	0.196	0.071	0.006	0.004					**3.106**
-1		0.472	0.342	0.414	0.465	0.507	0.522	0.464	0.482	0.711	1.346	2.698	3.626	2.429	0.961	0.122	0.019	0.001				**15.581**
0	1.535	0.933	0.550	0.697	0.832	1.111	1.091	1.001	1.069	1.564	3.880	9.593	15.587	10.858	4.523	0.534	0.097	0.011				**55.466**
1	0.058	0.521	0.371	0.493	0.619	0.650	0.761	0.746	0.772	1.058	1.802	3.247	3.942	2.331	0.803	0.106	0.013					**18.294**
2	0.008	0.210	0.182	0.258	0.295	0.305	0.285	0.271	0.269	0.316	0.340	0.346	0.305	0.150	0.045	0.010	0.001					**3.597**
3	0.007	0.105	0.121	0.123	0.122	0.137	0.105	0.070	0.081	0.057	0.034	0.030	0.031	0.017	0.007	0.001	0.001					**1.046**
4	0.009	0.070	0.045	0.047	0.041	0.030	0.022	0.018	0.013	0.004	0.004	0.004	0.004	0.004		0.001						**0.315**
5	0.003	0.037	0.018	0.015	0.015	0.006	0.006	0.005			0.001		0.002									**0.108**
6	0.003	0.016	0.009	0.004	0.005	0.004							0.003									**0.044**
7		0.009	0.004	0.002		0.001	0.001					0.001										**0.018**
8		0.003					0.001		0.001													**0.005**
9	0.001	0.001	0.001				0.001															**0.004**
10	0.001																					**0.001**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.625**	**2.694**	**2.016**	**2.462**	**2.846**	**3.226**	**3.302**	**3.009**	**3.121**	**4.131**	**7.826**	**16.391**	**23.970**	**16.029**	**6.424**	**0.780**	**0.136**	**0.012**				**100.000**

Summary Statistics

Avg Speed	50.14	mph
Avg Segment Dist	6.99	miles
Avg Segment Time	8.36	min
Avg Power	31.08	mph2/s
Total 1-Sec Obs	100334	

Modal Region Frequencies

Total Idle	1.63%
Total Cruise	53.93%
Total Accel	23.34%
Total Decel	21.10%

Outside LA-4 Frequencies

Above LA-4 Accel	1.37%
Below LA-4 Decel	2.40%
Above LA-4 Speed	47.35%
Total Beyond LA-4	51.12%

Specific Power Distribution

0 mph2/sec	51.66%
>0 - <100 mph2/sec	38.80%
100 - <200 mph2/sec	8.11%
200 - <300 mph2/sec	1.13%
>=300 mph2/sec	0.31%

Baltimore Chase Car Freeway & Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14											0.002											**0.002**
-13																						
-12																						
-11																						
-10																						
-9					0.002						0.002											**0.005**
-8						0.005							0.002									**0.007**
-7			0.007		0.005	0.002	0.007	0.005	0.002													**0.028**
-6			0.002	0.007	0.009	0.005	0.005	0.005	0.002	0.005	0.002	0.005										**0.046**
-5		0.002	0.009	0.016	0.030	0.021	0.018	0.028	0.041	0.021	0.005	0.016	0.005	0.002								**0.214**
-4		0.009	0.032	0.044	0.030	0.055	0.065	0.060	0.046	0.044	0.041	0.025	0.021	0.012	0.002	0.002						**0.489**
-3		0.060	0.041	0.060	0.088	0.078	0.088	0.115	0.083	0.111	0.090	0.092	0.090	0.055	0.021		0.002					**1.074**
-2		0.106	0.124	0.131	0.111	0.147	0.187	0.154	0.221	0.224	0.336	0.555	0.740	0.366	0.138	0.007						**3.549**
-1		0.288	0.240	0.198	0.251	0.350	0.408	0.366	0.392	0.800	1.641	3.427	5.068	3.291	1.224	0.129	0.007					**18.080**
0	1.281	0.348	0.383	0.293	0.429	0.608	0.675	0.784	0.848	1.599	3.752	9.230	16.319	11.383	3.270	0.415	0.014					**51.631**
1	0.062	0.166	0.210	0.230	0.281	0.350	0.484	0.491	0.581	1.039	2.109	4.114	5.423	3.150	0.984	0.094	0.005					**19.774**
2	0.016	0.111	0.115	0.152	0.145	0.194	0.180	0.249	0.251	0.350	0.482	0.595	0.611	0.297	0.090	0.016	0.002					**3.856**
3	0.005	0.058	0.074	0.055	0.088	0.083	0.099	0.062	0.083	0.069	0.044	0.055	0.060	0.030	0.014	0.002	0.002					**0.883**
4	0.014	0.041	0.032	0.041	0.028	0.028	0.028	0.012	0.016	0.002	0.005	0.005	0.002	0.007		0.002						**0.263**
5	0.005	0.007	0.009	0.009	0.012	0.002	0.005	0.007			0.002		0.005									**0.062**
6	0.005	0.007			0.002	0.002							0.005									**0.021**
7		0.002					0.002					0.002										**0.007**
8									0.002													**0.002**
9	0.002	0.002					0.002															**0.007**
10	0.002																					**0.002**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**1.392**	**1.208**	**1.279**	**1.238**	**1.510**	**1.931**	**2.252**	**2.337**	**2.570**	**4.264**	**8.513**	**18.121**	**28.349**	**18.594**	**5.743**	**0.668**	**0.032**					**100.000**

Summary Statistics

Avg Speed	53.5	mph
Avg Segment Dist	6.72	miles
Avg Segment Time	7.53	min
Avg Power	35.62	mph2/s
Total 1-Sec Obs	43391	

Modal Region Frequencies

Total Idle	1.39%
Total Cruise	50.35%
Total Accel	24.77%
Total Decel	23.49%

Outside LA-4 Frequencies

Above LA-4 Accel	1.67%
Below LA-4 Decel	2.30%
Above LA-4 Speed	53.39%
Total Beyond LA-4	57.35%

Specific Power Distribution

0 mph2/sec	51.28%
>0 - <100 mph2/sec	36.31%
100 - <200 mph2/sec	10.36%
200 - <300 mph2/sec	1.64%
>=300 mph2/sec	0.41%

Los Angeles Chase Car Freeway & Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11						0.003						0.003										**0.006**
-10				0.003	0.009	0.003	0.003															**0.018**
-9						0.003	0.003			0.003												**0.009**
-8			0.006	0.015			0.015	0.009		0.003												**0.047**
-7			0.009	0.023	0.009	0.018	0.009	0.015	0.003	0.009	0.009		0.003	0.003								**0.108**
-6		0.012	0.029	0.032	0.053	0.018	0.023	0.018	0.029	0.012	0.006	0.009										**0.239**
-5		0.015	0.070	0.061	0.067	0.093	0.085	0.044	0.061	0.029	0.026	0.012	0.018									**0.581**
-4		0.044	0.090	0.102	0.099	0.102	0.099	0.093	0.076	0.047	0.026	0.015	0.015	0.006	0.003							**0.817**
-3		0.155	0.196	0.187	0.245	0.207	0.190	0.163	0.181	0.155	0.105	0.099	0.029	0.023	0.003							**1.938**
-2		0.368	0.307	0.312	0.356	0.394	0.400	0.271	0.196	0.274	0.271	0.210	0.143	0.076	0.018	0.006	0.006					**3.608**
-1		0.928	0.654	0.917	1.010	1.001	0.914	0.733	0.628	0.715	1.016	1.784	2.207	1.667	0.595	0.105	0.018					**14.890**
0	1.973	2.189	1.103	1.617	1.842	2.332	2.105	1.530	1.451	1.798	3.062	6.267	10.456	8.766	3.553	0.677	0.126					**50.848**
1	0.082	1.261	0.800	1.109	1.387	1.372	1.448	1.264	1.159	1.334	1.611	2.324	2.583	1.582	0.531	0.128	0.018					**19.993**
2	0.003	0.429	0.356	0.517	0.613	0.587	0.523	0.391	0.350	0.333	0.236	0.166	0.088	0.035	0.006	0.003						**4.636**
3	0.006	0.196	0.222	0.234	0.187	0.213	0.114	0.085	0.082	0.050	0.032	0.006	0.006	0.012	0.003							**1.445**
4	0.006	0.108	0.076	0.073	0.076	0.044	0.020	0.026	0.018	0.009	0.006	0.003	0.006	0.003								**0.473**
5	0.003	0.076	0.032	0.026	0.023	0.015	0.012	0.006														**0.193**
6		0.035	0.026	0.012	0.012	0.009							0.003									**0.096**
7		0.023	0.012	0.006		0.003																**0.044**
8		0.006					0.003															**0.009**
9			0.003																			**0.003**
10																						
11																						
12																						
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15																						
16																						
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18																						
19																						
20																						
Totals	**2.073**	**5.844**	**3.990**	**5.246**	**5.987**	**6.416**	**5.964**	**4.647**	**4.233**	**4.770**	**6.407**	**10.897**	**15.556**	**12.173**	**4.711**	**0.920**	**0.166**					**100.000**

Summary Statistics

Avg Speed	41.99	mph
Avg Segment Dist	6.77	miles
Avg Segment Time	9.68	min
Avg Power	28.85	mph2/s
Total 1-Sec Obs	34257	

Modal Region Frequencies

Total Idle	2.07%
Total Cruise	48.88%
Total Accel	26.79%
Total Decel	22.26%

Outside LA-4 Frequencies

Above LA-4 Accel	1.38%
Below LA-4 Decel	3.14%
Above LA-4 Speed	33.53%
Total Beyond LA-4	38.04%

Specific Power Distribution

0 mph2/sec	50.88%
>0 - <100 mph2/sec	40.92%
100 - <200 mph2/sec	7.19%
200 - <300 mph2/sec	0.77%
>=300 mph2/sec	0.24%

Spokane Chase Car Freeway & Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7				0.009	0.009	0.009	0.004	0.004														**0.035**
-6			0.004	0.018	0.022	0.009	0.018	0.004	0.004	0.004		0.004	0.004									**0.093**
-5			0.040	0.035	0.040	0.022	0.031	0.044	0.031	0.013	0.013	0.009										**0.278**
-4		0.013	0.035	0.044	0.031	0.044	0.018	0.031	0.035	0.013	0.009	0.013	0.004	0.009								**0.300**
-3		0.035	0.071	0.048	0.062	0.101	0.093	0.093	0.048	0.075	0.048	0.044	0.004	0.004	0.009							**0.736**
-2		0.119	0.022	0.053	0.048	0.048	0.123	0.119	0.212	0.185	0.198	0.168	0.115	0.053	0.022	0.004	0.009					**1.499**
-1		0.137	0.066	0.066	0.053	0.062	0.150	0.247	0.436	0.533	1.278	2.684	3.011	1.931	1.009	0.132	0.044	0.004				**11.844**
0	1.358	0.154	0.035	0.079	0.079	0.229	0.357	0.617	0.917	1.142	5.360	15.309	21.934	13.012	8.384	0.547	0.212	0.048				**69.774**
1	0.013	0.084	0.031	0.066	0.106	0.132	0.256	0.450	0.555	0.679	1.503	2.984	3.161	1.895	0.868	0.093	0.022					**12.898**
2		0.071	0.048	0.071	0.101	0.093	0.128	0.132	0.181	0.225	0.225	0.141	0.048	0.044	0.018	0.009						**1.534**
3	0.013	0.057	0.057	0.084	0.088	0.123	0.101	0.062	0.075	0.044	0.018	0.018	0.013									**0.754**
4	0.004	0.066	0.022	0.018	0.013	0.013	0.013	0.018				0.004	0.004									**0.176**
5		0.035	0.013	0.009	0.009																	**0.066**
6	0.004	0.004																				**0.009**
7																						
8		0.004																				**0.004**
9																						
10																						
11																						
12																						
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19																						
20																						
Totals	**1.393**	**0.780**	**0.445**	**0.599**	**0.661**	**0.886**	**1.292**	**1.821**	**2.495**	**2.914**	**8.653**	**21.379**	**28.299**	**16.949**	**10.310**	**0.785**	**0.287**	**0.053**				**100.000**

Summary Statistics

Avg Speed	56.03	mph
Avg Segment Dist	7.85	miles
Avg Segment Time	8.4	min
Avg Power	25.74	mph2/s
Total 1-Sec Obs	22686	

Modal Region Frequencies

Total Idle	1.39%
Total Cruise	68.42%
Total Accel	15.41%
Total Decel	14.78%

Outside LA-4 Frequencies

Above LA-4 Accel	0.77%
Below LA-4 Decel	1.50%
Above LA-4 Speed	56.68%
Total Beyond LA-4	58.96%

Specific Power Distribution

0 mph2/sec	53.57%
>0 - <100 mph2/sec	40.38%
100 - <200 mph2/sec	5.19%
200 - <300 mph2/sec	0.67%
>=300 mph2/sec	0.20%

All Chase Car Non-Freeway & Non-Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15					0.000	0.000	0.000															**0.001**
-14				0.000	0.001	0.000		0.000														**0.001**
-13		0.000			0.000		0.000															**0.001**
-12				0.001	0.000	0.000		0.000														**0.001**
-11				0.000	0.000	0.001	0.000	0.000	0.000	0.000												**0.003**
-10			0.000	0.001	0.001	0.001	0.001	0.000				0.000										**0.005**
-9			0.001	0.004	0.004	0.003	0.002	0.002	0.001	0.000												**0.016**
-8		0.000	0.006	0.009	0.015	0.008	0.006	0.003	0.001	0.000												**0.048**
-7		0.001	0.014	0.027	0.025	0.018	0.011	0.007	0.002	0.001	0.000		0.000									**0.106**
-6		0.005	0.052	0.080	0.076	0.067	0.042	0.022	0.008	0.002	0.001	0.000		0.000								**0.357**
-5		0.041	0.170	0.232	0.224	0.172	0.101	0.050	0.021	0.009	0.002	0.000	0.000	0.000								**1.024**
-4	0.000	0.148	0.284	0.323	0.338	0.266	0.171	0.091	0.046	0.021	0.009	0.001	0.000									**1.699**
-3	0.000	0.472	0.717	0.463	0.510	0.479	0.362	0.228	0.104	0.047	0.022	0.009	0.004	0.001	0.000							**3.418**
-2	0.001	1.291	0.675	0.919	0.454	0.542	0.534	0.415	0.241	0.130	0.083	0.040	0.015	0.004	0.001	0.000						**5.344**
-1	0.011	2.132	0.662	0.735	0.869	0.971	1.461	1.581	1.146	0.715	0.528	0.353	0.151	0.030	0.005	0.001						**11.352**
0	17.752	2.182	1.310	1.008	1.449	2.497	4.649	5.903	4.168	2.416	2.123	2.215	1.165	0.141	0.009	0.002						**48.989**
1	0.340	1.273	1.501	1.472	1.333	1.714	2.270	2.123	1.381	0.831	0.548	0.343	0.138	0.025	0.005	0.000						**15.298**
2	0.100	1.007	0.541	1.064	1.009	0.980	0.731	0.419	0.231	0.120	0.067	0.036	0.009	0.002	0.001							**6.316**
3	0.079	0.920	0.659	0.799	0.639	0.400	0.192	0.081	0.032	0.020	0.008	0.005	0.001	0.000	0.000							**3.838**
4	0.294	0.416	0.309	0.231	0.138	0.064	0.024	0.012	0.007	0.002	0.001	0.001	0.000									**1.499**
5	0.025	0.244	0.115	0.070	0.033	0.008	0.004	0.002	0.001	0.001	0.000	0.000										**0.504**
6	0.005	0.076	0.027	0.009	0.004	0.001	0.002	0.001	0.000	0.000	0.000	0.000										**0.126**
7	0.003	0.012	0.008	0.003	0.001	0.001	0.001	0.000	0.000	0.000												**0.029**
8	0.004	0.009	0.001	0.001	0.000		0.000															**0.016**
9	0.002	0.002	0.001	0.000	0.000	0.000	0.000															**0.006**
10	0.001	0.001	0.000																			**0.003**
11	0.000																					**0.000**
12	0.000																					**0.000**
13																						
14																						
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**18.619**	**10.232**	**7.055**	**7.451**	**7.125**	**8.195**	**10.565**	**10.940**	**7.391**	**4.318**	**3.393**	**3.005**	**1.484**	**0.203**	**0.021**	**0.003**						**100.000**

Summary Statistics

Avg Speed	21.92	mph
Avg Segment Dist	3.19	miles
Avg Segment Time	8.74	min
Avg Power	21.67	mph2/s
Total 1-Sec Obs	423530	

Modal Region Frequencies

Total Idle	18.62%
Total Cruise	31.24%
Total Accel	26.78%
Total Decel	23.37%

Outside LA-4 Frequencies

Above LA-4 Accel	2.35%
Below LA-4 Decel	3.67%
Above LA-4 Speed	1.71%
Total Beyond LA-4	7.73%

Specific Power Distribution

0 mph2/sec	58.59%
>0 - <100 mph2/sec	35.74%
100 - <200 mph2/sec	5.20%
200 - <300 mph2/sec	0.38%
>=300 mph2/sec	0.09%

Baltimore Chase Car Non-Freeway & Non-Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15					0.001	0.001	0.001															**0.002**
-14					0.001	0.001		0.001														**0.002**
-13		0.001			0.001		0.001															**0.002**
-12				0.001	0.001			0.001														**0.002**
-11				0.001	0.001	0.001			0.001	0.001												**0.005**
-10				0.002		0.001		0.001				0.001										**0.005**
-9			0.002	0.002	0.005	0.004	0.004	0.001	0.001	0.001												**0.019**
-8		0.001	0.004	0.007	0.011	0.008	0.006	0.002	0.003	0.001												**0.042**
-7		0.001	0.011	0.020	0.023	0.014	0.010	0.002	0.002	0.002	0.001		0.001									**0.086**
-6		0.004	0.040	0.063	0.058	0.057	0.041	0.025	0.009	0.003	0.002	0.001										**0.303**
-5		0.037	0.130	0.191	0.172	0.129	0.088	0.045	0.024	0.008	0.004											**0.828**
-4	0.001	0.176	0.278	0.321	0.346	0.268	0.163	0.101	0.060	0.033	0.014	0.002	0.001									**1.765**
-3	0.001	0.491	0.684	0.438	0.474	0.433	0.329	0.204	0.123	0.073	0.038	0.012	0.006	0.002	0.001							**3.310**
-2	0.002	1.320	0.741	0.953	0.497	0.564	0.557	0.442	0.304	0.230	0.165	0.087	0.033	0.006	0.002							**5.904**
-1	0.028	2.196	0.737	0.836	0.966	1.055	1.336	1.460	1.198	1.039	0.846	0.507	0.190	0.031	0.008	0.001						**12.433**
0	18.421	2.431	1.403	1.111	1.607	2.525	3.789	4.256	3.169	2.711	2.578	1.646	0.908	0.111	0.013	0.004						**46.683**
1	0.390	1.159	1.586	1.524	1.437	1.709	2.057	1.951	1.501	1.214	0.855	0.478	0.160	0.027	0.008	0.001						**16.059**
2	0.147	1.066	0.683	1.106	0.985	0.910	0.671	0.464	0.343	0.220	0.136	0.080	0.014	0.003	0.001							**6.830**
3	0.152	0.838	0.648	0.695	0.553	0.360	0.200	0.101	0.049	0.040	0.018	0.009	0.004	0.001	0.001							**3.667**
4	0.328	0.371	0.298	0.236	0.155	0.088	0.035	0.018	0.013	0.005	0.002	0.002										**1.551**
5	0.057	0.138	0.068	0.053	0.025	0.005	0.002	0.003	0.002	0.002	0.001	0.001										**0.356**
6	0.013	0.039	0.016	0.008	0.005	0.001	0.002	0.002		0.001	0.001	0.001										**0.088**
7	0.008	0.005	0.003	0.004	0.002	0.001				0.001												**0.023**
8	0.010	0.009	0.001																			**0.020**
9	0.004	0.003	0.001		0.001		0.001															**0.009**
10	0.002	0.002																				**0.005**
11	0.001																					**0.001**
12	0.001																					**0.001**
13																						
14																						
15		0.001																				**0.001**
16																						
17																						
18																						
19																						
20																						
Totals	**19.563**	**10.289**	**7.335**	**7.573**	**7.327**	**8.134**	**9.294**	**9.081**	**6.801**	**5.583**	**4.658**	**2.827**	**1.317**	**0.180**	**0.034**	**0.005**						**100.000**

Summary Statistics

Avg Speed	21.76	mph
Avg Segment Dist	2.9	miles
Avg Segment Time	8	min
Avg Power	22.89	mph2/s
Total 1-Sec Obs	169527	

Modal Region Frequencies

Total Idle	19.56%
Total Cruise	28.26%
Total Accel	27.50%
Total Decel	24.68%

Outside LA-4 Frequencies

Above LA-4 Accel	2.39%
Below LA-4 Decel	3.75%
Above LA-4 Speed	1.54%
Total Beyond LA-4	7.68%

Specific Power Distribution

0 mph2/sec	57.80%
>0 - <100 mph2/sec	35.94%
100 - <200 mph2/sec	5.60%
200 - <300 mph2/sec	0.54%
>=300 mph2/sec	0.12%

Los Angeles Chase Car Non-Freeway & Non-Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15							0.001															**0.001**
-14				0.001																		**0.001**
-13																						
-12				0.001		0.001																**0.003**
-11						0.001	0.001															**0.003**
-10			0.001		0.005	0.001	0.001															**0.009**
-9				0.007	0.004	0.004	0.003	0.004	0.003													**0.023**
-8			0.013	0.020	0.025	0.009	0.009	0.005		0.001												**0.082**
-7			0.039	0.067	0.059	0.037	0.025	0.016	0.007													**0.248**
-6		0.013	0.119	0.171	0.132	0.123	0.076	0.034	0.018	0.003	0.001											**0.689**
-5		0.065	0.288	0.363	0.365	0.308	0.196	0.099	0.025	0.013		0.001										**1.723**
-4		0.187	0.346	0.331	0.395	0.347	0.267	0.137	0.059	0.008	0.003											**2.080**
-3		0.549	0.724	0.457	0.562	0.531	0.475	0.367	0.141	0.040	0.009	0.007										**3.862**
-2		1.349	0.647	0.899	0.399	0.539	0.526	0.527	0.300	0.104	0.030	0.004										**5.324**
-1		2.291	0.579	0.672	0.804	0.849	1.345	1.496	1.358	0.685	0.257	0.030	0.016									**10.382**
0	19.562	2.468	1.168	0.898	1.252	2.143	4.082	4.913	4.677	2.840	0.969	0.106	0.100									**45.180**
1	0.378	1.588	1.371	1.379	1.336	1.815	2.387	2.517	1.670	0.757	0.245	0.042	0.017	0.001								**15.503**
2	0.085	1.061	0.412	1.065	1.212	1.314	1.076	0.552	0.243	0.065	0.018	0.001	0.003									**7.106**
3	0.031	1.045	0.733	1.067	0.871	0.591	0.237	0.086	0.025	0.009	0.003											**4.699**
4	0.248	0.582	0.412	0.305	0.170	0.072	0.023	0.010	0.005													**1.828**
5	0.007	0.468	0.235	0.111	0.038	0.012	0.005	0.001	0.001	0.001												**0.879**
6	0.001	0.180	0.067	0.020	0.009	0.003	0.003															**0.282**
7		0.035	0.017	0.003		0.004	0.001	0.001														**0.061**
8		0.018	0.004				0.003															**0.025**
9		0.004	0.001																			**0.005**
10		0.001	0.001																			**0.003**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**20.313**	**11.904**	**7.178**	**7.834**	**7.638**	**8.703**	**10.743**	**10.766**	**8.531**	**4.527**	**1.536**	**0.190**	**0.136**	**0.001**								**100.000**

Summary Statistics

Avg Speed	19.34	mph
Avg Segment Dist	2.57	miles
Avg Segment Time	7.98	min
Avg Power	23.54	mph2/s
Total 1-Sec Obs	76652	

Modal Region Frequencies

Total Idle	20.31%
Total Cruise	25.62%
Total Accel	29.64%
Total Decel	24.43%

Outside LA-4 Frequencies

Above LA-4 Accel	3.14%
Below LA-4 Decel	5.22%
Above LA-4 Speed	0.14%
Total Beyond LA-4	8.49%

Specific Power Distribution

0 mph2/sec	58.14%
>0 - <100 mph2/sec	34.86%
100 - <200 mph2/sec	6.58%
200 - <300 mph2/sec	0.33%
>=300 mph2/sec	0.09%

Spokane Chase Car Non-Freeway & Non-Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14					0.001																	**0.001**
-13																						
-12				0.001																		**0.001**
-11						0.001	0.001	0.001														**0.002**
-10				0.002	0.001		0.002															**0.005**
-9			0.001	0.003	0.002	0.002	0.001	0.002														**0.010**
-8			0.005	0.006	0.015	0.008	0.004	0.002														**0.039**
-7		0.001	0.006	0.017	0.012	0.014	0.007	0.007	0.001	0.001	0.001											**0.065**
-6		0.004	0.036	0.058	0.068	0.054	0.027	0.015	0.003	0.001	0.001	0.001		0.001								**0.266**
-5		0.034	0.158	0.214	0.212	0.155	0.072	0.033	0.017	0.009	0.002	0.001	0.001	0.001								**0.908**
-4		0.104	0.263	0.321	0.305	0.229	0.138	0.061	0.027	0.015	0.007	0.001	0.001									**1.471**
-3		0.420	0.745	0.490	0.522	0.501	0.346	0.190	0.069	0.026	0.012	0.006	0.002									**3.329**
-2		1.239	0.624	0.894	0.437	0.523	0.516	0.341	0.154	0.045	0.028	0.011	0.003	0.003	0.001	0.001						**4.818**
-1		2.002	0.625	0.666	0.806	0.944	1.630	1.732	1.005	0.420	0.341	0.346	0.173	0.042	0.005	0.001						**10.737**
0	16.331	1.820	1.283	0.957	1.381	2.622	5.716	7.905	4.904	1.951	2.186	3.672	1.871	0.230	0.008	0.001						**52.839**
1	0.276	1.246	1.477	1.463	1.233	1.674	2.423	2.118	1.140	0.498	0.385	0.343	0.169	0.034	0.004	0.001						**14.483**
2	0.062	0.928	0.461	1.023	0.944	0.902	0.640	0.319	0.118	0.048	0.022	0.008	0.006	0.002	0.001							**5.483**
3	0.031	0.944	0.638	0.783	0.621	0.356	0.166	0.060	0.019	0.006	0.002	0.002										**3.628**
4	0.281	0.387	0.275	0.193	0.108	0.038	0.012	0.007	0.002	0.001	0.001		0.001									**1.306**
5	0.003	0.248	0.109	0.069	0.039	0.010	0.004	0.001	0.001													**0.484**
6		0.066	0.020	0.005	0.002	0.001	0.001		0.001													**0.094**
7		0.008	0.008	0.001	0.001		0.001		0.001													**0.020**
8		0.003	0.001	0.002	0.001																	**0.007**
9	0.001	0.001	0.001	0.001		0.001																**0.003**
10		0.001																				**0.001**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**16.985**	**9.455**	**6.734**	**7.169**	**6.710**	**8.035**	**11.703**	**12.793**	**7.461**	**3.019**	**2.987**	**4.391**	**2.227**	**0.312**	**0.017**	**0.003**						**100.000**

Summary Statistics

Avg Speed	23.19	mph
Avg Segment Dist	3.89	miles
Avg Segment Time	10.05	min
Avg Power	19.71	mph2/s
Total 1-Sec Obs	177351	

Modal Region Frequencies

Total Idle	16.99%
Total Cruise	36.51%
Total Accel	24.86%
Total Decel	21.65%

Outside LA-4 Frequencies

Above LA-4 Accel	1.97%
Below LA-4 Decel	2.92%
Above LA-4 Speed	2.56%
Total Beyond LA-4	7.45%

Specific Power Distribution

0 mph2/sec	59.54%
>0 - <100 mph2/sec	35.93%
100 - <200 mph2/sec	4.22%
200 - <300 mph2/sec	0.24%
>=300 mph2/sec	0.06%

Non-Freeway/Ramp Driving
Los Angeles vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																		NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	TOTALS	TOTALS
-15					-0.001	-0.001	0.000												**-0.002**	**0.002**
-14				0.001	-0.001	-0.001		-0.001											**-0.002**	**0.004**
-13		-0.001			-0.001		-0.001												**-0.003**	**0.003**
-12				0.000	-0.001	0.001		-0.001											**-0.001**	**0.003**
-11				-0.001	-0.001	0.000	0.001		-0.001	-0.001									**-0.003**	**0.005**
-10			0.001	-0.002	0.005	0.000	0.001	-0.001				-0.001							**0.003**	**0.011**
-9			-0.002	0.005	-0.001	0.000	-0.001	0.003	0.002	-0.001									**0.005**	**0.015**
-8		-0.001	0.009	0.013	0.014	0.001	0.003	0.003	-0.003	0.000									**0.039**	**0.047**
-7		-0.001	0.028	0.047	0.036	0.023	0.015	0.014	0.005	-0.002	-0.001		-0.001						**0.163**	**0.173**
-6		0.009	0.079	0.108	0.074	0.066	0.035	0.009	0.009	0.000	-0.001	-0.001							**0.387**	**0.391**
-5		0.028	0.158	0.172	0.193	0.179	0.108	0.054	0.001	0.005	-0.004	0.001							**0.895**	**0.903**
-4	-0.001	0.011	0.068	0.010	0.049	0.079	0.104	0.036	-0.001	-0.025	-0.011	-0.002	-0.001						**0.316**	**0.398**
-3	-0.001	0.058	0.040	0.019	0.088	0.098	0.146	0.163	0.018	-0.033	-0.029	-0.005	-0.006	-0.002	-0.001				**0.553**	**0.707**
-2	-0.002	0.029	-0.094	-0.054	-0.098	-0.025	-0.031	0.085	-0.004	-0.126	-0.135	-0.083	-0.033	-0.006	-0.002				**-0.579**	**0.807**
-1	-0.028	0.095	-0.158	-0.164	-0.162	-0.206	0.009	0.036	0.160	-0.354	-0.589	-0.477	-0.174	-0.031	-0.008	-0.001			**-2.052**	**2.652**
0	1.141	0.037	-0.235	-0.213	-0.355	-0.382	0.293	0.657	1.508	0.129	-1.609	-1.540	-0.808	-0.111	-0.013	-0.004			**-1.505**	**9.035**
1	-0.012	0.429	-0.215	-0.145	-0.101	0.106	0.330	0.566	0.169	-0.457	-0.610	-0.436	-0.143	-0.026	-0.008	-0.001			**-0.554**	**3.754**
2	-0.062	-0.005	-0.271	-0.041	0.227	0.404	0.405	0.088	-0.100	-0.155	-0.118	-0.079	-0.011	-0.003	-0.001				**0.278**	**1.970**
3	-0.121	0.207	0.085	0.372	0.318	0.231	0.037	-0.015	-0.024	-0.031	-0.015	-0.009	-0.004	-0.001	-0.001				**1.029**	**1.471**
4	-0.080	0.211	0.114	0.069	0.015	-0.016	-0.012	-0.008	-0.008	-0.005	-0.002	-0.002							**0.276**	**0.542**
5	-0.050	0.330	0.167	0.058	0.013	0.007	0.003	-0.002	-0.001	-0.001	-0.001	-0.001							**0.522**	**0.634**
6	-0.012	0.141	0.051	0.012	0.004	0.002	0.001	-0.002		-0.001	-0.001	-0.001							**0.194**	**0.228**
7	-0.008	0.030	0.014	-0.001	-0.002	0.003	0.001	0.001		-0.001									**0.037**	**0.061**
8	-0.010	0.009	0.003				0.003												**0.005**	**0.025**
9	-0.004	0.001	0.000		-0.001		-0.001												**-0.005**	**0.007**
10	-0.002	-0.001	0.001																**-0.002**	**0.004**
11	-0.001																		**-0.001**	**0.001**
12	-0.001																		**-0.001**	**0.001**
13																				
14																				
15		-0.001																	**-0.001**	**0.001**
NET TOTALS	**0.746**	**1.615**	**-0.157**	**0.265**	**0.311**	**0.569**	**1.449**	**1.685**	**1.730**	**-1.059**	**-3.126**	**-2.636**	**-1.181**	**-0.180**	**-0.034**	**-0.006**			**0.000**	
ABS TOTALS	**1.536**	**1.635**	**1.793**	**1.507**	**1.761**	**1.831**	**1.541**	**1.745**	**2.014**	**1.327**	**3.126**	**2.638**	**1.181**	**0.180**	**0.034**	**0.006**				**23.855**

Summary Statistics Differences

Difference in Average Speed	-2.42 mph
Difference in Average Power	0.65 mph2/s

Specific Power Distribution Differences

0 mph2/sec	0.35%
>0 - <100 mph2/sec	-1.09%
100 - <200 mph2/sec	0.99%
200 - <300 mph2/sec	-0.22%
>=300 mph2/sec	-0.03%
Total Absolute Difference	2.66%
High-Power Difference	0.25%

Non-Freeway/Ramp Driving
Spokane vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																		NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	TOTALS	TOTALS
-15					-0.001	-0.001	-0.001												**-0.003**	**0.003**
-14					0.000	-0.001		-0.001											**-0.002**	**0.002**
-13		-0.001			-0.001		-0.001												**-0.003**	**0.003**
-12				0.000	-0.001			-0.001											**-0.002**	**0.002**
-11				-0.001	-0.001	0.000	0.001	0.001	-0.001	-0.001									**-0.002**	**0.006**
-10				0.000	0.001	-0.001	0.002	-0.001				-0.001							**0.000**	**0.006**
-9			-0.001	0.001	-0.003	-0.002	-0.003	0.001	-0.001	-0.001									**-0.009**	**0.013**
-8		-0.001	0.001	-0.001	0.004	0.000	-0.002	0.000	-0.003	-0.001									**-0.003**	**0.013**
-7		0.000	-0.005	-0.003	-0.011	0.000	-0.003	0.005	-0.001	-0.001	0.000		-0.001						**-0.020**	**0.030**
-6		0.000	-0.004	-0.005	0.010	-0.003	-0.014	-0.010	-0.006	-0.002	-0.001	0.000		0.001					**-0.034**	**0.056**
-5		-0.003	0.028	0.023	0.040	0.026	-0.016	-0.012	-0.007	0.001	-0.002	0.001	0.001	0.001					**0.081**	**0.161**
-4	-0.001	-0.072	-0.015	0.000	-0.041	-0.039	-0.025	-0.040	-0.033	-0.018	-0.007	-0.001	0.000						**-0.292**	**0.292**
-3	-0.001	-0.071	0.061	0.052	0.048	0.068	0.017	-0.014	-0.054	-0.047	-0.026	-0.006	-0.004	-0.002	-0.001				**0.020**	**0.472**
-2	-0.002	-0.081	-0.117	-0.059	-0.060	-0.041	-0.041	-0.101	-0.150	-0.185	-0.137	-0.076	-0.030	-0.003	-0.001	0.001			**-1.083**	**1.085**
-1	-0.028	-0.194	-0.112	-0.170	-0.160	-0.111	0.294	0.272	-0.193	-0.619	-0.505	-0.161	-0.017	0.011	-0.003	0.000			**-1.696**	**2.850**
0	-2.090	-0.611	-0.120	-0.154	-0.226	0.097	1.927	3.649	1.735	-0.760	-0.392	2.026	0.963	0.119	-0.005	-0.003			**6.155**	**14.877**
1	-0.114	0.087	-0.109	-0.061	-0.204	-0.035	0.366	0.167	-0.361	-0.716	-0.470	-0.135	0.009	0.007	-0.004	0.000			**-1.573**	**2.845**
2	-0.085	-0.138	-0.222	-0.083	-0.041	-0.008	-0.031	-0.145	-0.225	-0.172	-0.114	-0.072	-0.008	-0.001	0.000				**-1.345**	**1.345**
3	-0.121	0.106	-0.010	0.088	0.068	-0.004	-0.034	-0.041	-0.030	-0.034	-0.016	-0.007	-0.004	-0.001	-0.001				**-0.041**	**0.565**
4	-0.047	0.016	-0.023	-0.043	-0.047	-0.050	-0.023	-0.011	-0.011	-0.004	-0.001	-0.002	0.001						**-0.245**	**0.279**
5	-0.054	0.110	0.041	0.016	0.014	0.005	0.002	-0.002	-0.001	-0.002	-0.001	-0.001							**0.127**	**0.249**
6	-0.013	0.027	0.004	-0.003	-0.003	0.000	-0.001	-0.002	0.001	-0.001	-0.001	-0.001							**0.007**	**0.057**
7	-0.008	0.003	0.005	-0.003	-0.001	-0.001	0.001		0.001	-0.001									**-0.004**	**0.024**
8	-0.010	-0.006	0.000	0.002	0.001														**-0.013**	**0.019**
9	-0.003	-0.002	0.000	0.001	-0.001	0.001	-0.001												**-0.005**	**0.009**
10	-0.002	-0.001																	**-0.003**	**0.003**
11	-0.001																		**-0.001**	**0.001**
12	-0.001																		**-0.001**	**0.001**
13																				
14																				
15		-0.001																	**-0.001**	**0.001**
NET TOTALS	**-2.581**	**-0.833**	**-0.598**	**-0.403**	**-0.616**	**-0.100**	**2.414**	**3.714**	**0.660**	**-2.564**	**-1.673**	**1.564**	**0.910**	**0.132**	**-0.015**	**-0.002**			**0.000**	
ABS TOTALS	**2.581**	**1.531**	**0.878**	**0.769**	**0.988**	**0.494**	**2.806**	**4.476**	**2.814**	**2.566**	**1.673**	**2.490**	**1.038**	**0.146**	**0.015**	**0.004**				**25.269**

Summary Statistics Differences

Difference in Average Speed	1.43 mph
Difference in Average Power	-3.18 mph2/s

Specific Power Distribution Differences

0 mph2/sec	1.75%
>0 - <100 mph2/sec	-0.01%
100 - <200 mph2/sec	-1.37%
200 - <300 mph2/sec	-0.30%
>=300 mph2/sec	-0.06%
Total Absolute Difference	3.49%
High-Power Difference	0.36%

Non-Freeway/Ramp Driving
Spokane vs. Los Angeles Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																		NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	TOTALS	TOTALS
-15							-0.001												**-0.001**	**0.001**
-14				-0.001	0.001														**0.000**	**0.002**
-13																				
-12				0.000		-0.001													**-0.001**	**0.001**
-11						0.000	0.000	0.001											**0.001**	**0.001**
-10			-0.001	0.002	-0.004	-0.001	0.001												**-0.003**	**0.009**
-9			0.001	-0.004	-0.002	-0.002	-0.002	-0.002	-0.003										**-0.014**	**0.016**
-8			-0.008	-0.014	-0.010	-0.001	-0.005	-0.003		-0.001									**-0.042**	**0.042**
-7		0.001	-0.033	-0.050	-0.047	-0.023	-0.018	-0.009	-0.006	0.001	0.001								**-0.183**	**0.189**
-6		-0.009	-0.083	-0.113	-0.064	-0.069	-0.049	-0.019	-0.015	-0.002	0.000	0.001		0.001					**-0.421**	**0.425**
-5		-0.031	-0.130	-0.149	-0.153	-0.153	-0.124	-0.066	-0.008	-0.004	0.002	0.000	0.001	0.001					**-0.814**	**0.822**
-4		-0.083	-0.083	-0.010	-0.090	-0.118	-0.129	-0.076	-0.032	0.007	0.004	0.001	0.001						**-0.608**	**0.634**
-3		-0.129	0.021	0.033	-0.040	-0.030	-0.129	-0.177	-0.072	-0.014	0.003	-0.001	0.002						**-0.533**	**0.651**
-2		-0.110	-0.023	-0.005	0.038	-0.016	-0.010	-0.186	-0.146	-0.059	-0.002	0.007	0.003	0.003	0.001	0.001			**-0.504**	**0.610**
-1		-0.289	0.046	-0.006	0.002	0.095	0.285	0.236	-0.353	-0.265	0.084	0.316	0.157	0.042	0.005	0.001			**0.356**	**2.182**
0	-3.231	-0.648	0.115	0.059	0.129	0.479	1.634	2.992	0.227	-0.889	1.217	3.566	1.771	0.230	0.008	0.001			**7.660**	**17.196**
1	-0.102	-0.342	0.106	0.084	-0.103	-0.141	0.036	-0.399	-0.530	-0.259	0.140	0.301	0.152	0.033	0.004	0.001			**-1.019**	**2.733**
2	-0.023	-0.133	0.049	-0.042	-0.268	-0.412	-0.436	-0.233	-0.125	-0.017	0.004	0.007	0.003	0.002	0.001				**-1.623**	**1.755**
3	0.000	-0.101	-0.095	-0.284	-0.250	-0.235	-0.071	-0.026	-0.006	-0.003	-0.001	0.002							**-1.070**	**1.074**
4	0.033	-0.195	-0.137	-0.112	-0.062	-0.034	-0.011	-0.003	-0.003	0.001	0.001		0.001						**-0.521**	**0.593**
5	-0.004	-0.220	-0.126	-0.042	0.001	-0.002	-0.001	0.000	0.000	-0.001									**-0.395**	**0.397**
6	-0.001	-0.114	-0.047	-0.015	-0.007	-0.002	-0.002		0.001										**-0.187**	**0.189**
7		-0.027	-0.009	-0.002	0.001	-0.004	0.000	-0.001	0.001										**-0.041**	**0.045**
8		-0.015	-0.003	0.002	0.001		-0.003												**-0.018**	**0.024**
9	0.001	-0.003	0.000	0.001		0.001													**0.000**	**0.006**
10		0.000	-0.001																**-0.001**	**0.001**
11																				
12																				
13																				
14																				
15																				
NET TOTALS	**-3.327**	**-2.448**	**-0.441**	**-0.668**	**-0.927**	**-0.669**	**0.965**	**2.029**	**-1.070**	**-1.505**	**1.453**	**4.200**	**2.091**	**0.312**	**0.019**	**0.004**			**0.000**	
ABS TOTALS	**3.395**	**2.450**	**1.117**	**1.030**	**1.273**	**1.819**	**2.947**	**4.429**	**1.528**	**1.523**	**1.459**	**4.202**	**2.091**	**0.312**	**0.019**	**0.004**				**29.598**

Summary Statistics Differences

Difference in Average Speed	3.85 mph
Difference in Average Power	-3.83 mph2/s

Specific Power Distribution Differences

0 mph2/sec	1.40%
>0 - <100 mph2/sec	1.07%
100 - <200 mph2/sec	-2.36%
200 - <300 mph2/sec	-0.09%
>=300 mph2/sec	-0.03%
Total Absolute Difference	4.95%
High-Power Difference	0.12%

Freeway/Ramp Driving
Los Angeles vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																		NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	TOTALS	TOTALS
-15																				
-14											-0.002								**-0.002**	**0.002**
-13																				
-12																				
-11						0.003						0.003							**0.006**	**0.006**
-10				0.003	0.009	0.003	0.003												**0.018**	**0.018**
-9					-0.002	0.003	0.003			0.003	-0.002								**0.005**	**0.013**
-8			0.006	0.015		-0.005	0.015	0.009		0.003			-0.002						**0.041**	**0.055**
-7			0.002	0.023	0.004	0.016	0.002	0.010	0.001	0.009	0.009		0.003	0.003					**0.082**	**0.082**
-6		0.012	0.027	0.025	0.044	0.013	0.018	0.013	0.027	0.007	0.004	0.004							**0.194**	**0.194**
-5		0.013	0.061	0.045	0.037	0.072	0.067	0.016	0.020	0.008	0.021	-0.004	0.013	-0.002					**0.367**	**0.379**
-4		0.035	0.058	0.058	0.069	0.047	0.034	0.033	0.030	0.003	-0.015	-0.010	-0.006	-0.006	0.001	-0.002			**0.329**	**0.407**
-3		0.095	0.155	0.127	0.157	0.129	0.102	0.048	0.098	0.044	0.015	0.007	-0.061	-0.032	-0.018		-0.002		**0.864**	**1.090**
-2		0.262	0.183	0.181	0.245	0.247	0.213	0.117	-0.025	0.050	-0.065	-0.345	-0.597	-0.290	-0.120	-0.001	0.006		**0.061**	**2.947**
-1		0.640	0.414	0.719	0.759	0.651	0.506	0.367	0.236	-0.085	-0.625	-1.643	-2.861	-1.624	-0.629	-0.024	0.011		**-3.188**	**11.794**
0	0.692	1.841	0.720	1.324	1.413	1.724	1.430	0.746	0.603	0.199	-0.690	-2.963	-5.863	-2.617	0.283	0.262	0.112		**-0.784**	**23.482**
1	0.020	1.095	0.590	0.879	1.106	1.022	0.964	0.773	0.578	0.295	-0.498	-1.790	-2.840	-1.568	-0.453	0.034	0.013		**0.220**	**14.518**
2	-0.013	0.318	0.241	0.365	0.468	0.393	0.343	0.142	0.099	-0.017	-0.246	-0.429	-0.523	-0.262	-0.084	-0.013	-0.002		**0.780**	**3.958**
3	0.001	0.138	0.148	0.179	0.099	0.130	0.015	0.023	-0.001	-0.019	-0.012	-0.049	-0.054	-0.018	-0.011	-0.002	-0.002		**0.565**	**0.901**
4	-0.008	0.067	0.044	0.032	0.048	0.016	-0.008	0.014	0.002	0.007	0.001	-0.002	0.004	-0.004		-0.002			**0.211**	**0.259**
5	-0.002	0.069	0.023	0.017	0.011	0.013	0.007	-0.001			-0.002		-0.005						**0.130**	**0.150**
6	-0.005	0.028	0.026	0.012	0.010	0.007							-0.002						**0.076**	**0.090**
7		0.021	0.012	0.006		0.003	-0.002					-0.002							**0.038**	**0.046**
8		0.006					0.003		-0.002										**0.007**	**0.011**
9	-0.002	-0.002	0.003				-0.002												**-0.003**	**0.009**
10	-0.002																		**-0.002**	**0.002**
11																				
12																				
13																				
14																				
15																				
NET TOTALS	**0.681**	**4.638**	**2.713**	**4.010**	**4.477**	**4.487**	**3.713**	**2.310**	**1.666**	**0.507**	**-2.107**	**-7.223**	**-12.794**	**-6.420**	**-1.031**	**0.252**	**0.136**		**0.000**	
ABS TOTALS	**0.745**	**4.642**	**2.713**	**4.010**	**4.481**	**4.497**	**3.737**	**2.312**	**1.722**	**0.749**	**2.207**	**7.251**	**12.834**	**6.426**	**1.599**	**0.340**	**0.148**			**60.413**

Summary Statistics Differences

Difference in Average Speed	-11.51 mph
Difference in Average Power	-6.77 mph2/s

Specific Power Distribution Differences

0 mph2/sec	-0.40%
>0 - <100 mph2/sec	4.62%
100 - <200 mph2/sec	-3.18%
200 - <300 mph2/sec	-0.87%
>=300 mph2/sec	-0.17%
Total Absolute Difference	9.23%
High-Power Difference	1.04%

Freeway/Ramp Driving
Spokane vs. Baltimore Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																		NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	TOTALS	TOTALS
-15																				
-14											-0.002								**-0.002**	**0.002**
-13																				
-12																				
-11																				
-10																				
-9					-0.002						-0.002								**-0.004**	**0.004**
-8						-0.005							-0.002						**-0.007**	**0.007**
-7			-0.007	0.009	0.004	0.007	-0.003	-0.001	-0.002										**0.007**	**0.033**
-6			0.002	0.011	0.013	0.004	0.013	-0.001	0.002	-0.001	-0.002	-0.001	0.004						**0.044**	**0.054**
-5		-0.002	0.031	0.019	0.010	0.001	0.013	0.016	-0.010	-0.008	0.008	-0.007	-0.005	-0.002					**0.064**	**0.132**
-4		0.004	0.003	0.000	0.001	-0.011	-0.047	-0.029	-0.011	-0.031	-0.032	-0.012	-0.017	-0.003	-0.002	-0.002			**-0.189**	**0.205**
-3		-0.025	0.030	-0.012	-0.026	0.023	0.005	-0.022	-0.035	-0.036	-0.042	-0.048	-0.086	-0.051	-0.012		-0.002		**-0.339**	**0.455**
-2		0.013	-0.102	-0.078	-0.063	-0.099	-0.064	-0.035	-0.009	-0.039	-0.138	-0.387	-0.625	-0.313	-0.116	-0.003	0.009		**-2.049**	**2.093**
-1		-0.151	-0.174	-0.132	-0.198	-0.288	-0.258	-0.119	0.044	-0.267	-0.363	-0.743	-2.057	-1.360	-0.215	0.003	0.037	0.004	**-6.237**	**6.413**
0	0.077	-0.194	-0.348	-0.214	-0.350	-0.379	-0.318	-0.167	0.069	-0.457	1.608	6.079	5.615	1.629	5.114	0.132	0.198	0.048	**18.142**	**22.996**
1	-0.049	-0.082	-0.179	-0.164	-0.175	-0.218	-0.228	-0.041	-0.026	-0.360	-0.606	-1.130	-2.262	-1.255	-0.116	-0.001	0.017		**-6.875**	**6.909**
2	-0.016	-0.040	-0.067	-0.081	-0.044	-0.101	-0.052	-0.117	-0.070	-0.125	-0.257	-0.454	-0.563	-0.253	-0.072	-0.007	-0.002		**-2.321**	**2.321**
3	0.008	-0.001	-0.017	0.029	0.000	0.040	0.002	0.000	-0.008	-0.025	-0.026	-0.037	-0.047	-0.030	-0.014	-0.002	-0.002		**-0.130**	**0.288**
4	-0.010	0.025	-0.010	-0.023	-0.015	-0.015	-0.015	0.006	-0.016	-0.002	-0.005	-0.001	0.002	-0.007		-0.002			**-0.088**	**0.154**
5	-0.005	0.028	0.004	0.000	-0.003	-0.002	-0.005	-0.007			-0.002		-0.005						**0.003**	**0.061**
6	-0.001	-0.003			-0.002	-0.002							-0.005						**-0.013**	**0.013**
7		-0.002					-0.002					-0.002							**-0.006**	**0.006**
8		0.004							-0.002										**0.002**	**0.006**
9	-0.002	-0.002					-0.002												**-0.006**	**0.006**
10	-0.002																		**-0.002**	**0.002**
11																				
12																				
13																				
14																				
15																				
NET TOTALS	**0.000**	**-0.428**	**-0.834**	**-0.636**	**-0.850**	**-1.045**	**-0.961**	**-0.517**	**-0.074**	**-1.351**	**0.139**	**3.257**	**-0.053**	**-1.645**	**4.567**	**0.118**	**0.255**	**0.052**	**0.000**	
ABS TOTALS	**0.170**	**0.576**	**0.974**	**0.772**	**0.906**	**1.195**	**1.027**	**0.561**	**0.304**	**1.351**	**3.093**	**8.901**	**11.295**	**4.903**	**5.661**	**0.152**	**0.267**	**0.052**		**42.160**

Summary Statistics Differences

Difference in Average Speed	2.53 mph
Difference in Average Power	-9.88 mph2/s

Specific Power Distribution Differences

0 mph2/sec	2.29%
>0 - <100 mph2/sec	4.08%
100 - <200 mph2/sec	-5.17%
200 - <300 mph2/sec	-0.98%
>=300 mph2/sec	-0.21%
Total Absolute Difference	12.73%
High-Power Difference	1.19%

Freeway/Ramp Driving
Spokane vs. Los Angeles Difference SAFD (%)

ACCEL BIN	SPEED BIN (mph)																		NET	ABS
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	TOTALS	TOTALS
-15																				
-14																				
-13																				
-12																				
-11						-0.003						-0.003							**-0.006**	**0.006**
-10				-0.003	-0.009	-0.003	-0.003												**-0.018**	**0.018**
-9						-0.003	-0.003			-0.003									**-0.009**	**0.009**
-8			-0.006	-0.015			-0.015	-0.009		-0.003									**-0.048**	**0.048**
-7			-0.009	-0.014	0.000	-0.009	-0.005	-0.011	-0.003	-0.009	-0.009		-0.003	-0.003					**-0.075**	**0.075**
-6		-0.012	-0.025	-0.014	-0.031	-0.009	-0.005	-0.014	-0.025	-0.008	-0.006	-0.005	0.004						**-0.150**	**0.158**
-5		-0.015	-0.030	-0.026	-0.027	-0.071	-0.054	0.000	-0.030	-0.016	-0.013	-0.003	-0.018						**-0.303**	**0.303**
-4		-0.031	-0.055	-0.058	-0.068	-0.058	-0.081	-0.062	-0.041	-0.034	-0.017	-0.002	-0.011	0.003	-0.003				**-0.518**	**0.524**
-3		-0.120	-0.125	-0.139	-0.183	-0.106	-0.097	-0.070	-0.133	-0.080	-0.057	-0.055	-0.025	-0.019	0.006				**-1.203**	**1.215**
-2		-0.249	-0.285	-0.259	-0.308	-0.346	-0.277	-0.152	0.016	-0.089	-0.073	-0.042	-0.028	-0.023	0.004	-0.002	0.003		**-2.110**	**2.156**
-1		-0.791	-0.588	-0.851	-0.957	-0.939	-0.764	-0.486	-0.192	-0.182	0.262	0.900	0.804	0.264	0.414	0.027	0.026	0.004	**-3.049**	**8.451**
0	-0.615	-2.035	-1.068	-1.538	-1.763	-2.103	-1.748	-0.913	-0.534	-0.656	2.298	9.042	11.478	4.246	4.831	-0.130	0.086	0.048	**18.926**	**45.132**
1	-0.069	-1.177	-0.769	-1.043	-1.281	-1.240	-1.192	-0.814	-0.604	-0.655	-0.108	0.660	0.578	0.313	0.337	-0.035	0.004		**-7.095**	**10.879**
2	-0.003	-0.358	-0.308	-0.446	-0.512	-0.494	-0.395	-0.259	-0.169	-0.108	-0.011	-0.025	-0.040	0.009	0.012	0.006			**-3.101**	**3.155**
3	0.007	-0.139	-0.165	-0.150	-0.099	-0.090	-0.013	-0.023	-0.007	-0.006	-0.014	0.012	0.007	-0.012	-0.003				**-0.695**	**0.747**
4	-0.002	-0.042	-0.054	-0.055	-0.063	-0.031	-0.007	-0.008	-0.018	-0.009	-0.006	0.001	-0.002	-0.003					**-0.299**	**0.301**
5	-0.003	-0.041	-0.019	-0.017	-0.014	-0.015	-0.012	-0.006											**-0.127**	**0.127**
6	0.004	-0.031	-0.026	-0.012	-0.012	-0.009							-0.003						**-0.089**	**0.097**
7		-0.023	-0.012	-0.006		-0.003													**-0.044**	**0.044**
8		-0.002					-0.003												**-0.005**	**0.005**
9			-0.003																**-0.003**	**0.003**
10																				
11																				
12																				
13																				
14																				
15																				
NET TOTALS	**-0.681**	**-5.066**	**-3.547**	**-4.646**	**-5.327**	**-5.532**	**-4.674**	**-2.827**	**-1.740**	**-1.858**	**2.246**	**10.480**	**12.741**	**4.775**	**5.598**	**-0.134**	**0.119**	**0.052**	**0.000**	
ABS TOTALS	**0.703**	**5.066**	**3.547**	**4.646**	**5.327**	**5.532**	**4.674**	**2.827**	**1.772**	**1.858**	**2.874**	**10.750**	**13.001**	**4.895**	**5.610**	**0.200**	**0.119**	**0.052**		**73.453**

Summary Statistics Differences

Difference in Average Speed	14.04 mph
Difference in Average Power	-3.11 mph2/s

Specific Power Distribution Differences

0 mph2/sec	2.69%
>0 - <100 mph2/sec	-0.54%
100 - <200 mph2/sec	-2.00%
200 - <300 mph2/sec	-0.11%
>=300 mph2/sec	-0.04%
Total Absolute Difference	5.38%
High-Power Difference	0.15%

Appendix B

Travel Mix Adjustments for Area-Wide Cycle

Weighting Factors to Derive Non-Freeway Instrumented Driving

	Baltimore	Spokane	Los Angeles	Atlanta
Chase Car Short Trip "Bump Up" factor	6.21	3.49	3.85	5.50
Initial Travel Fractions (% time)				
Non-Freeway/Ramp	20.38%	11.34%	30.89%	19.15%
Freeway/Ramp	79.62%	88.66%	69.11%	80.85%
Adjusted Travel Fractions (% time)				
Freeway/Ramp LOS A-C	15.56%	10.20%	11.68%	-
Freeway/Ramp LOS D	1.91%	0.16%	4.69%	-
Freeway/Ramp LOS E	0.52%	0.13%	4.93%	-
Freeway/Ramp LOS F	1.22%	0.00%	8.02%	-
Freeway/Ramp Total	19.21%	10.50%	29.32%	-
Non-Freeway/Ramp Total	80.79%	89.50%	70.68%	-

Short Trip (< 5min) Percentages

Driving Database	Short Trip % Time
Baltimore Instrumented	6.86
Baltimore Chase Car	1.17
Spokane Instrumented	10.42
Spokane Chase Car	3.23
Atlanta Instrumented	6.13
Los Angeles Chase Car	1.88

Unadjusted Freeway/Ramp Travel Fractions (% time)

	Baltimore	Spokane	Los Angeles	Combined
Freeway/Ramp Total	**20.38**	**11.34**	**30.89**	**19.15**
Freeway/Ramp LOS A	27.14	41.74	4.60	22.74
Freeway/Ramp LOS B	31.83	30.80	10.47	24.30
Freeway/Ramp LOS C	22.06	24.67	24.78	23.58
Freeway/Ramp LOS A-C	81.02	97.21	39.84	70.62
Freeway/Ramp LOS D	9.95	1.57	16.00	10.12
Freeway/Ramp LOS E	2.71	1.23	16.81	7.19
Freeway/Ramp LOS F	6.33	-	27.35	12.07

Non-Freeway/Ramp Total	**79.62**	**88.66**	**69.11**	**80.85**
Non-Freeway/Ramp LOS A	56.59	65.12	45.58	58.17
Non-Freeway/Ramp LOS B	21.55	21.13	23.74	21.77
Non-Freeway/Ramp LOS C	13.59	10.58	17.63	13.06
Non-Freeway/Ramp LOS D	5.99	2.63	8.80	5.09
Non-Freeway/Ramp LOS E	1.98	0.33	3.33	1.53
Non-Freeway/Ramp LOS F	0.29	0.21	0.92	0.37
Freeway Only Total	16.91	9.79	25.77	
Ramp Only Total	3.47	1.55	5.11	

Short Trip-Adjusted Travel Fractions

		Baltimore	Spokane	Los Angeles	Atlanta
Instrumented Vehicle short trip % time (IVshort)		6.86	10.42	6.86	6.13
Chase Car short trip % time (CCshort)		1.17	3.23	1.88	1.17
Raw % time on freeway/ramp (Fraw)		20.38	11.34	30.89	-
Raw % time on non-freeway/ramp (NFraw)		79.62	88.66	69.11	-
Chase Car short trip "bump up" factor (BF)		6.21	3.49	3.85	5.50
Adjusted % time on freeway/ramp (Fadj)		19.21	10.50	29.32	-
Adjusted % time on non-freeway/ramp (NFadj)		80.79	89.50	70.68	-
Adjusted % time on freeways only total		15.93	9.06	24.46	-
Adjusted % time on freeways only LOS AC	(bag 1)	12.91	8.81	9.75	-
Adjusted % time on freeways only LOS D	(bag 2)	1.58	0.14	3.91	-
Adjusted % time on freeways only LOS E	(bag 3)	0.43	0.11	4.11	-
Adjusted % time on freeways only LOS F	(bag 4)	1.01	-	6.69	-
Adjusted % time on ramps only total	(bag 5)	3.27	1.44	4.85	-
Adjusted % time on non-freeways/ramps	(bag 6)	80.79	89.50	70.68	-

Short Trip Adjustment Procedure

Variable Definitions

FWYinit = % time driving on freeway/ramp (from chase car data)
NonFWYinit = % time driving on non-freeway/ramp facilities (also from chase car data)
SHORTcc = % time driving short trips from chase car data (5 minutes or less)
SHORTiv = % time driving short trips from instrumented data

Approach

The basic idea involves adjusting the initial freeway/ramp and non-freeway/ramp travel mix, which is based on chase car data, to contain the fraction of short (5 minutes or less) trips found in instrumented vehicle driving.

By assumption, short trips occur exclusively over non-freeway/ramp facilities. The following equation can then be applied to identify the "bump-up" factor needed to bring short trips in the chase car data in line with the instrumented vehicle short trip fraction:

$$\frac{Shortcc \times BF}{SHORTcc \times BF + (NonFWYinit - SHORTcc) + FWY\ init} \times 100 = SHORTiv$$

Solving for BF, the multiplicative bump-up factor, and simplifying yields:

$$BF = \frac{SHORTiv \times (1 - SHORTcc/100)}{SHORTcc \times (1 - SHORTiv/100)}$$

The adjusted freeway/ramp and non-freeway ramp fractions are then computed from the following equations:

$$FWYadj = \frac{FWYinit}{SHORTcc \times (BF - 1) + 100} \times 100$$

$$NonFWYadj = 100 - FWYadj$$

Appendix C

Facility-Specific and Non-Freeway Area-Wide Cycle Statistical Comparisons

Edited High-Speed (>50 mph) Freeway Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																				
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6																						
-5																						
-4																						
-3																						
-2												0.164	0.656	0.492	0.328							**1.639**
-1												1.475	4.426	5.574	3.607	0.164						**15.246**
0												8.361	22.295	23.115	10.164	1.148						**65.082**
1												2.459	6.066	5.574	2.787	0.164						**17.049**
2												0.164		0.328	0.164							**0.656**
3													0.164		0.164							**0.328**
4																						
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals												**12.623**	**33.607**	**35.082**	**17.213**	**1.475**						**100.000**

Cycle Summary Statistics

Avg Speed (mph)	63.23	Time at Idle (%)	0.000	Avg PKE (miles/hr2)	1761.75
Max Speed (mph)	74.70	Time at Cruise (%)	69.016	Avg Total Specific Power (mph2/sec)	30.95
Avg Non-Idle Speed (mph)	63.23	Time in Accel (%)	15.574	Avg Non-Zero Specific Power (mph2/sec)	77.36
Avg Cruise Speed (mph)	62.79	Time in Decel (%)	15.410	Max Specific Power (mph2/sec)	364.00
Avg Acceleration (mph/sec)	0.61	Cycle Length (miles)	10.715	Spec Pwr Freq (%): 0 mph2/sec	60.000
Max Acceleration (mph/sec)	2.70	Cycle Time (min)	10.167	Spec Pwr Freq (%): >0-100 mph2/sec	29.508
Avg Deceleration (mph/sec)	-0.62	# Stops per Mile	0.000	Spec Pwr Freq (%): >100-200 mph2/sec	9.344
Max Deceleration (mph/sec)	-2.30	# of 1-Sec Observations	610	Spec Pwr Freq (%): >200-300 mph2/sec	0.820
				Spec Pwr Freq (%): >300 mph2/sec	0.328

Target 3-City Chase Car High-Speed (>50 mph) Freeway Driving SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8													0.005									**0.005**
-7																						
-6																						
-5												0.009		0.005								**0.014**
-4													0.009	0.009		0.005						**0.024**
-3											0.005	0.014	0.038	0.043	0.028		0.005					**0.133**
-2											0.024	0.180	0.507	0.417	0.190	0.014	0.009					**1.341**
-1											0.147	2.198	5.240	4.984	2.317	0.251	0.024					**15.161**
0											0.602	8.376	22.774	23.163	10.257	1.180	0.071					**66.423**
1											0.256	2.686	5.572	4.771	1.909	0.256	0.019					**15.469**
2											0.038	0.218	0.493	0.355	0.118	0.038	0.005					**1.265**
3											0.005	0.005	0.062	0.033	0.024	0.005	0.005					**0.137**
4														0.009		0.005						**0.014**
5													0.005									**0.005**
6													0.009									**0.009**
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals											**1.075**	**13.687**	**34.714**	**33.790**	**14.843**	**1.753**	**0.137**					**100.000**

Cycle Summary Statistics

Avg Speed (mph)	62.68	Time at Idle (%)	0.000	Avg PKE (miles/hr2)	1735.35
Max Speed (mph)	80.91	Time at Cruise (%)	71.711	Avg Total Specific Power (mph2/sec)	30.21
Avg Non-Idle Speed (mph)	62.68	Time in Accel (%)	13.958	Avg Non-Zero Specific Power (mph2/sec)	64.21
Avg Cruise Speed (mph)	62.30	Time in Decel (%)	14.332	Max Specific Power (mph2/sec)	1391.19
Avg Acceleration (mph/sec)	0.50	Avg Trip or Segment Length (miles)	3.603	Spec Pwr Freq (%): 0 mph2/sec	52.945
Max Acceleration (mph/sec)	5.79	Avg Trip or Segment Time (min)	3.449	Spec Pwr Freq (%): >0-100 mph2/sec	38.295
Avg Deceleration (mph/sec)	-0.51	# Stops per Mile	0.000	Spec Pwr Freq (%): >100-200 mph2/sec	7.467
Max Deceleration (mph/sec)	-8.49	# of 1-Sec Observations	21107	Spec Pwr Freq (%): >200-300 mph2/sec	0.971
				Spec Pwr Freq (%): >300 mph2/sec	0.322

High-Speed (>50 mph) Freeway Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
-7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-6	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.009	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.014**	**0.014**
-4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.009	-0.009	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	**-0.023**	**0.023**
-3	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.005	-0.014	-0.038	-0.043	-0.028	0.000	-0.005	0.000	0.000	0.000	0.000	**-0.133**	**0.133**
-2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.024	-0.016	0.149	0.075	0.138	-0.014	-0.009	0.000	0.000	0.000	0.000	**0.299**	**0.425**
-1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.147	-0.723	-0.814	0.590	1.290	-0.087	-0.024	0.000	0.000	0.000	0.000	**0.085**	**3.675**
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.602	-0.015	-0.479	-0.048	-0.093	-0.032	-0.071	0.000	0.000	0.000	0.000	**-1.340**	**1.340**
1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.256	-0.227	0.494	0.803	0.878	-0.092	-0.019	0.000	0.000	0.000	0.000	**1.581**	**2.769**
2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.038	-0.054	-0.493	-0.027	0.046	-0.038	-0.005	0.000	0.000	0.000	0.000	**-0.609**	**0.701**
3	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.005	-0.005	0.102	-0.033	0.140	-0.005	-0.005	0.000	0.000	0.000	0.000	**0.189**	**0.295**
4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.009	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	**-0.014**	**0.014**
5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
6	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.009**	**0.009**
7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**-1.077**	**-1.063**	**-1.107**	**1.294**	**2.371**	**-0.278**	**-0.138**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**1.077**	**1.063**	**2.597**	**1.642**	**2.613**	**0.278**	**0.138**	**0.000**	**0.000**	**0.000**	**0.000**		**9.408**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	0.56	Time at Idle (%)	0.000	Avg PKE (miles/hr2)	26.40
Max Speed (mph)	-6.21	Time at Cruise (%)	-2.694	Avg Total Specific Power (mph2/sec)	0.73
Avg Non-Idle Speed (mph)	0.56	Time in Accel (%)	1.616	Avg Non-Zero Specific Power (mph2/sec)	13.16
Avg Cruise Speed (mph)	0.49	Time in Decel (%)	1.078	Max Specific Power (mph2/sec)	#######
Avg Acceleration (mph/sec)	0.11	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	7.056
Max Acceleration (mph/sec)	-3.09	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-8.787
Avg Deceleration (mph/sec)	-0.12	# Stops per Mile	0.000	Spec Pwr Freq (%): >100-200 mph2/sec	1.878
Max Deceleration (mph/sec)	6.19	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.152
				Spec Pwr Freq (%): >300 mph2/sec	0.006

Edited Freeway LOS A-C Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6																						
-5																						
-4																						
-3												0.194										**0.194**
-2											0.388	0.194										**0.581**
-1										0.194	1.163	3.876	5.426	3.101	1.550							**15.310**
0										1.357	4.457	13.372	22.093	15.891	6.589	0.969						**64.729**
1										0.581	1.938	4.457	6.783	2.907	1.357							**18.023**
2										0.194	0.194			0.194								**0.581**
3										0.194	0.194	0.194										**0.581**
4																						
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20																						
Totals										**2.519**	**8.333**	**22.287**	**34.302**	**22.093**	**9.496**	**0.969**						**100.000**

Cycle Summary Statistics

Avg Speed (mph)	59.66	Time at Idle (%)	0.000	Avg PKE (miles/hr2)	1889.37
Max Speed (mph)	73.10	Time at Cruise (%)	76.938	Avg Total Specific Power (mph2/sec)	31.31
Avg Non-Idle Speed (mph)	59.66	Time in Accel (%)	12.209	Avg Non-Zero Specific Power (mph2/sec)	74.12
Avg Cruise Speed (mph)	59.05	Time in Decel (%)	10.853	Max Specific Power (mph2/sec)	316.51
Avg Acceleration (mph/sec)	0.64	Cycle Length (miles)	8.552	Spec Pwr Freq (%): 0 mph2/sec	57.752
Max Acceleration (mph/sec)	3.40	Cycle Time (min)	8.600	Spec Pwr Freq (%): >0-100 mph2/sec	33.721
Avg Deceleration (mph/sec)	-0.58	# Stops per Mile	0.000	Spec Pwr Freq (%): >100-200 mph2/sec	7.558
Max Deceleration (mph/sec)	-3.10	# of 1-Sec Observations	516	Spec Pwr Freq (%): >200-300 mph2/sec	0.581
				Spec Pwr Freq (%): >300 mph2/sec	0.388

Target 3-City Chase Car LOS A-C Freeway Driving SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14											0.001											**0.001**
-13																						
-12																						
-11																						
-10																						
-9										0.001												**0.001**
-8				0.001		0.001				0.001	0.001		0.001									**0.007**
-7			0.001		0.001		0.004	0.004	0.001	0.001	0.003		0.001									**0.019**
-6		0.001	0.001		0.001	0.003	0.001	0.003	0.004	0.004	0.004	0.009	0.001									**0.035**
-5			0.003	0.003	0.003	0.004	0.004	0.004	0.012	0.009	0.007	0.013	0.007	0.001								**0.072**
-4		0.004	0.003	0.007	0.006	0.006	0.010	0.010	0.009	0.012	0.015	0.018	0.013	0.012	0.003	0.001						**0.130**
-3		0.003	0.007	0.003	0.010	0.007	0.012	0.013	0.018	0.035	0.044	0.062	0.055	0.037	0.015		0.001					**0.324**
-2		0.024	0.007	0.015	0.009	0.001	0.004	0.019	0.044	0.124	0.207	0.338	0.477	0.253	0.086	0.007	0.004					**1.621**
-1		0.034	0.028	0.015	0.012	0.010	0.021	0.035	0.151	0.423	1.331	3.278	4.812	3.206	1.344	0.158	0.028	0.001				**14.887**
0	0.216	0.033	0.021	0.031	0.009	0.027	0.059	0.160	0.425	1.327	4.516	13.147	21.759	15.568	6.592	0.780	0.137	0.016				**64.821**
1	0.006	0.019	0.012	0.025	0.012	0.021	0.046	0.096	0.263	0.675	1.742	3.894	5.109	3.058	1.105	0.148	0.019					**16.249**
2	0.001	0.010	0.010	0.006	0.013	0.021	0.018	0.037	0.055	0.140	0.270	0.349	0.349	0.167	0.053	0.012	0.001					**1.513**
3	0.001	0.004	0.007	0.006	0.004	0.003	0.010	0.009	0.018	0.037	0.030	0.022	0.043	0.021	0.007	0.001	0.001					**0.226**
4		0.012	0.003	0.001	0.001	0.001	0.003	0.006	0.004	0.006	0.006	0.004	0.006	0.004		0.001						**0.061**
5		0.003	0.006	0.001	0.001		0.003				0.001	0.001	0.003									**0.021**
6	0.003					0.001							0.006									**0.010**
7												0.001										**0.001**
8																						
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Totals	**0.228**	**0.148**	**0.111**	**0.115**	**0.084**	**0.108**	**0.196**	**0.397**	**1.005**	**2.797**	**8.180**	**21.137**	**32.642**	**22.326**	**9.205**	**1.109**	**0.194**	**0.018**				**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	59.22	Time at Idle (%)	0.228	Avg PKE (miles/hr2)	1841.59
Max Speed (mph)	83.15	Time at Cruise (%)	76.747	Avg Total Specific Power (mph2/sec)	30.29
Avg Non-Idle Speed (mph)	59.35	Time in Accel (%)	11.264	Avg Non-Zero Specific Power (mph2/sec)	64.07
Avg Cruise Speed (mph)	58.80	Time in Decel (%)	11.761	Max Specific Power (mph2/sec)	1391.19
Avg Acceleration (mph/sec)	0.54	Avg Trip or Segment Length (miles)	3.218	Spec Pwr Freq (%): 0 mph2/sec	52.722
Max Acceleration (mph/sec)	6.84	Avg Trip or Segment Time (min)	3.261	Spec Pwr Freq (%): >0-100 mph2/sec	38.674
Avg Deceleration (mph/sec)	-0.56	# Stops per Mile	0.009	Spec Pwr Freq (%): >100-200 mph2/sec	7.330
Max Deceleration (mph/sec)	-14.25	# of 1-Sec Observations	67691	Spec Pwr Freq (%): >200-300 mph2/sec	0.929
				Spec Pwr Freq (%): >300 mph2/sec	0.344

Freeway LOS A-C Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-8	0.000	0.000	0.000	-0.001	0.000	-0.001	0.000	0.000	0.000	-0.001	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
-7	0.000	0.000	-0.001	0.000	-0.001	0.000	-0.004	-0.004	-0.001	-0.001	-0.003	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.016**	**0.016**
-6	0.000	-0.001	-0.001	0.000	-0.001	-0.003	-0.001	-0.003	-0.004	-0.004	-0.004	-0.009	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.032**	**0.032**
-5	0.000	0.000	-0.003	-0.003	-0.003	-0.004	-0.004	-0.004	-0.012	-0.009	-0.007	-0.013	-0.007	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.070**	**0.070**
-4	0.000	-0.004	-0.003	-0.007	-0.006	-0.006	-0.010	-0.010	-0.009	-0.012	-0.015	-0.018	-0.013	-0.012	-0.003	-0.001	0.000	0.000	0.000	0.000	0.000	**-0.129**	**0.129**
-3	0.000	-0.003	-0.007	-0.003	-0.010	-0.007	-0.012	-0.013	-0.018	-0.035	-0.044	0.132	-0.055	-0.037	-0.015	0.000	-0.001	0.000	0.000	0.000	0.000	**-0.128**	**0.392**
-2	0.000	-0.024	-0.007	-0.015	-0.009	-0.001	-0.004	-0.019	-0.044	-0.124	0.181	-0.144	-0.477	-0.253	-0.086	-0.007	-0.004	0.000	0.000	0.000	0.000	**-1.037**	**1.399**
-1	0.000	-0.034	-0.028	-0.015	-0.012	-0.010	-0.021	-0.035	-0.151	-0.229	-0.168	0.598	0.614	-0.105	0.206	-0.158	-0.028	-0.001	0.000	0.000	0.000	**0.423**	**2.413**
0	-0.216	-0.033	-0.021	-0.031	-0.009	-0.027	-0.059	-0.160	-0.425	0.030	-0.059	0.225	0.334	0.323	-0.003	0.189	-0.137	-0.016	0.000	0.000	0.000	**-0.095**	**2.297**
1	-0.006	-0.019	-0.012	-0.025	-0.012	-0.021	-0.046	-0.096	-0.263	-0.094	0.196	0.563	1.674	-0.151	0.252	-0.148	-0.019	0.000	0.000	0.000	0.000	**1.773**	**3.597**
2	-0.001	-0.010	-0.010	-0.006	-0.013	-0.021	-0.018	-0.037	-0.055	0.054	-0.076	-0.349	-0.349	0.027	-0.053	-0.012	-0.001	0.000	0.000	0.000	0.000	**-0.930**	**1.092**
3	-0.001	-0.004	-0.007	-0.006	-0.004	-0.003	-0.010	-0.009	-0.018	0.157	0.164	0.172	-0.043	-0.021	-0.007	-0.001	-0.001	0.000	0.000	0.000	0.000	**0.358**	**0.628**
4	0.000	-0.012	-0.003	-0.001	-0.001	-0.001	-0.003	-0.006	-0.004	-0.006	-0.006	-0.004	-0.006	-0.004	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	**-0.058**	**0.058**
5	0.000	-0.003	-0.006	-0.001	-0.001	0.000	-0.003	0.000	0.000	0.000	-0.001	-0.001	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.019**	**0.019**
6	-0.003	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.010**	**0.010**
7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**-0.227**	**-0.147**	**-0.109**	**-0.114**	**-0.082**	**-0.106**	**-0.195**	**-0.396**	**-1.004**	**-0.275**	**0.156**	**1.151**	**1.660**	**-0.234**	**0.291**	**-0.139**	**-0.191**	**-0.017**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.227**	**0.147**	**0.109**	**0.114**	**0.082**	**0.106**	**0.195**	**0.396**	**1.004**	**0.757**	**0.926**	**2.229**	**3.584**	**0.934**	**0.625**	**0.517**	**0.191**	**0.017**	**0.000**	**0.000**	**0.000**		**12.160**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	0.45	Time at Idle (%)	-0.228	Avg PKE (miles/hr2)	47.79
Max Speed (mph)	-10.05	Time at Cruise (%)	0.191	Avg Total Specific Power (mph2/sec)	1.02
Avg Non-Idle Speed (mph)	0.31	Time in Accel (%)	0.945	Avg Non-Zero Specific Power (mph2/sec)	10.04
Avg Cruise Speed (mph)	0.25	Time in Decel (%)	-0.908	Max Specific Power (mph2/sec)	-1074.7
Avg Acceleration (mph/sec)	0.10	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	5.030
Max Acceleration (mph/sec)	-3.44	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-4.953
Avg Deceleration (mph/sec)	-0.02	# Stops per Mile	-0.009	Spec Pwr Freq (%): >100-200 mph2/sec	0.228
Max Deceleration (mph/sec)	11.15	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.348
				Spec Pwr Freq (%): >300 mph2/sec	0.043

Edited Freeway LOS D Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6																						
-5																						
-4											0.246	0.246										**0.493**
-3								0.246		0.246		0.493										**0.985**
-2							0.493	0.246	0.493	0.739	0.246	0.493										**2.709**
-1							0.493	0.739	1.970	0.985	1.724	3.695	3.941	2.217	0.739							**16.502**
0						0.493	0.985	1.724	3.202	4.926	7.635	13.547	13.054	7.882	2.217							**55.665**
1						0.493	0.985	1.232	2.217	2.463	2.956	4.433	3.448	1.970	0.739							**20.936**
2							0.246		0.246	0.493	0.985	0.493	0.246									**2.709**
3																						
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Totals						**0.985**	**3.202**	**4.187**	**8.128**	**9.852**	**13.793**	**23.399**	**20.690**	**12.069**	**3.695**							**100.000**

Cycle Summary Statistics

Avg Speed (mph)	52.87	Time at Idle (%)	0.000	Avg PKE (miles/hr2)	2247.74
Max Speed (mph)	70.60	Time at Cruise (%)	80.049	Avg Total Specific Power (mph2/sec)	33.01
Avg Non-Idle Speed (mph)	52.87	Time in Accel (%)	8.867	Avg Non-Zero Specific Power (mph2/sec)	71.68
Avg Cruise Speed (mph)	51.90	Time in Decel (%)	11.084	Max Specific Power (mph2/sec)	238.51
Avg Acceleration (mph/sec)	0.69	Cycle Length (miles)	5.963	Spec Pwr Freq (%): 0 mph2/sec	53.941
Max Acceleration (mph/sec)	2.30	Cycle Time (min)	6.767	Spec Pwr Freq (%): >0-100 mph2/sec	38.670
Avg Deceleration (mph/sec)	-0.82	# Stops per Mile	0.000	Spec Pwr Freq (%): >100-200 mph2/sec	6.650
Max Deceleration (mph/sec)	-3.90	# of 1-Sec Observations	406	Spec Pwr Freq (%): >200-300 mph2/sec	0.739
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS D Freeway Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11												0.006										**0.006**
-10																						
-9					0.006																	**0.006**
-8																						
-7						0.006	0.011		0.006	0.006	0.006			0.006								**0.039**
-6				0.006	0.011		0.011	0.011	0.011	0.011	0.006	0.006										**0.073**
-5		0.006	0.011	0.011	0.011	0.022	0.039	0.039	0.034	0.034	0.022	0.017	0.017									**0.263**
-4		0.006		0.011	0.011	0.045	0.056	0.050	0.090	0.095	0.062	0.039	0.011									**0.476**
-3		0.011	0.039	0.022	0.022	0.090	0.118	0.162	0.162	0.112	0.190	0.118	0.034	0.017								**1.098**
-2		0.022	0.022	0.050	0.056	0.146	0.224	0.252	0.330	0.409	0.364	0.347	0.280	0.106	0.050	0.006						**2.666**
-1		0.095	0.090	0.106	0.162	0.297	0.454	0.868	1.439	1.759	2.095	3.366	3.389	2.084	0.493	0.067						**16.764**
0	0.157	0.106	0.179	0.230	0.252	0.543	0.975	1.725	2.901	4.604	7.483	13.538	13.078	7.813	2.201	0.095						**55.881**
1	0.006	0.062	0.118	0.084	0.151	0.286	0.549	0.969	1.602	2.498	3.316	4.498	3.501	1.983	0.465	0.034						**20.119**
2		0.017	0.034	0.034	0.067	0.095	0.129	0.235	0.291	0.330	0.358	0.280	0.213	0.095	0.022							**2.201**
3		0.022		0.017	0.017	0.039	0.056	0.022	0.045	0.034	0.028	0.034	0.017	0.006	0.011							**0.347**
4	0.006						0.006	0.017			0.006		0.011									**0.045**
5							0.006				0.006											**0.011**
6					0.006																	**0.006**
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19																						
20																						
Totals	**0.168**	**0.347**	**0.493**	**0.571**	**0.773**	**1.568**	**2.632**	**4.352**	**6.912**	**9.891**	**13.941**	**22.247**	**20.550**	**12.109**	**3.243**	**0.202**						**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	52.04	Time at Idle (%)	0.168	Avg PKE (miles/hr2)	2161.27
Max Speed (mph)	75.80	Time at Cruise (%)	80.587	Avg Total Specific Power (mph2/sec)	31.24
Avg Non-Idle Speed (mph)	52.13	Time in Accel (%)	8.586	Avg Non-Zero Specific Power (mph2/sec)	66.21
Avg Cruise Speed (mph)	51.49	Time in Decel (%)	10.659	Max Specific Power (mph2/sec)	1009.32
Avg Acceleration (mph/sec)	0.64	Avg Trip or Segment Length (miles)	1.229	Spec Pwr Freq (%): 0 mph2/sec	52.812
Max Acceleration (mph/sec)	6.10	Avg Trip or Segment Time (min)	1.417	Spec Pwr Freq (%): >0-100 mph2/sec	37.762
Avg Deceleration (mph/sec)	-0.75	# Stops per Mile	0.016	Spec Pwr Freq (%): >100-200 mph2/sec	8.334
Max Deceleration (mph/sec)	-11.20	# of 1-Sec Observations	17854	Spec Pwr Freq (%): >200-300 mph2/sec	0.790
				Spec Pwr Freq (%): >300 mph2/sec	0.303

Freeway LOS D Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.006**	**0.006**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.006**	**0.006**
-8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-7	0.000	0.000	0.000	0.000	0.000	-0.006	-0.011	0.000	-0.006	-0.006	-0.006	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.041**	**0.041**
-6	0.000	0.000	0.000	-0.006	-0.011	0.000	-0.011	-0.011	-0.011	-0.011	-0.006	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.073**	**0.073**
-5	0.000	-0.006	-0.011	-0.011	-0.011	-0.022	-0.039	-0.039	-0.034	-0.034	-0.022	-0.017	-0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.263**	**0.263**
-4	0.000	-0.006	0.000	-0.011	-0.011	-0.045	-0.056	-0.050	-0.090	-0.095	0.184	0.207	-0.011	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.016**	**0.766**
-3	0.000	-0.011	-0.039	-0.022	-0.022	-0.090	-0.118	0.084	-0.162	0.134	-0.190	0.375	-0.034	-0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.112**	**1.298**
-2	0.000	-0.022	-0.022	-0.050	-0.056	-0.146	0.269	-0.006	0.163	0.330	-0.118	0.146	-0.280	-0.106	-0.050	-0.006	0.000	0.000	0.000	0.000	0.000	**0.046**	**1.770**
-1	0.000	-0.095	-0.090	-0.106	-0.162	-0.297	0.039	-0.129	0.531	-0.774	-0.371	0.329	0.552	0.133	0.246	-0.067	0.000	0.000	0.000	0.000	0.000	**-0.261**	**3.921**
0	-0.157	-0.106	-0.179	-0.230	-0.252	-0.050	0.010	-0.001	0.301	0.322	0.152	0.009	-0.024	0.069	0.016	-0.095	0.000	0.000	0.000	0.000	0.000	**-0.215**	**1.973**
1	-0.006	-0.062	-0.118	-0.084	-0.151	0.207	0.436	0.263	0.615	-0.035	-0.360	-0.065	-0.053	-0.013	0.274	-0.034	0.000	0.000	0.000	0.000	0.000	**0.814**	**2.776**
2	0.000	-0.017	-0.034	-0.034	-0.067	-0.095	0.117	-0.235	-0.045	0.163	0.627	0.213	0.033	-0.095	-0.022	0.000	0.000	0.000	0.000	0.000	0.000	**0.509**	**1.797**
3	0.000	-0.022	0.000	-0.017	-0.017	-0.039	-0.056	-0.022	-0.045	-0.034	-0.028	-0.034	-0.017	-0.006	-0.011	0.000	0.000	0.000	0.000	0.000	0.000	**-0.348**	**0.348**
4	-0.006	0.000	0.000	0.000	0.000	0.000	-0.006	-0.017	0.000	0.000	-0.006	0.000	-0.011	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.046**	**0.046**
5	0.000	0.000	0.000	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
6	0.000	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.006**	**0.006**
7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**-0.169**	**-0.347**	**-0.493**	**-0.571**	**-0.772**	**-0.583**	**0.568**	**-0.163**	**1.217**	**-0.040**	**-0.150**	**1.151**	**0.138**	**-0.041**	**0.453**	**-0.202**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.169**	**0.347**	**0.493**	**0.571**	**0.772**	**0.997**	**1.174**	**0.857**	**2.003**	**1.938**	**2.076**	**1.407**	**1.032**	**0.445**	**0.619**	**0.202**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**15.102**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	0.83	Time at Idle (%)	-0.168	Avg PKE (miles/hr2)	86.47
Max Speed (mph)	-5.20	Time at Cruise (%)	-0.538	Avg Total Specific Power (mph2/sec)	1.77
Avg Non-Idle Speed (mph)	0.74	Time in Accel (%)	0.281	Avg Non-Zero Specific Power (mph2/sec)	5.46
Avg Cruise Speed (mph)	0.40	Time in Decel (%)	0.425	Max Specific Power (mph2/sec)	-770.81
Avg Acceleration (mph/sec)	0.06	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	1.129
Max Acceleration (mph/sec)	-3.80	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	0.908
Avg Deceleration (mph/sec)	-0.06	# Stops per Mile	-0.016	Spec Pwr Freq (%): >100-200 mph2/sec	-1.684
Max Deceleration (mph/sec)	7.30	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.051
				Spec Pwr Freq (%): >300 mph2/sec	-0.303

Edited Freeway LOS E Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8					0.219	0.219																**0.439**
-7																						
-6					0.219	0.219																**0.439**
-5			0.439	0.219	0.219	0.219	0.219															**1.316**
-4					0.219		0.219															**0.439**
-3		0.439	0.658	0.877	0.658	0.219	0.219	0.439		0.219		0.219										**3.947**
-2			0.219	1.096	0.219	0.219	0.658	0.439	0.439	0.219		0.219										**3.728**
-1		0.658	0.877	0.439	1.535	1.754	2.193	2.193	0.439	1.096	0.658	1.096	1.096									**14.035**
0	0.877	1.754	1.974	2.632	4.605	6.140	5.263	4.167	3.728	3.289	3.070	3.509	3.289	0.877								**45.175**
1	0.219	1.096	1.316	1.096	1.974	3.070	3.509	2.632	2.412	1.096	0.877	1.316	1.096									**21.711**
2		0.219	0.877	1.316	2.193	0.658	0.219	0.439	0.219	0.219		0.219										**6.579**
3		0.219	0.439	0.877																		**1.535**
4				0.219																		**0.219**
5		0.439																				**0.439**
6																						
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Totals	**1.096**	**4.825**	**6.798**	**8.772**	**12.061**	**12.719**	**12.500**	**10.307**	**7.237**	**6.140**	**4.605**	**6.579**	**5.482**	**0.877**								**100.000**

Cycle Summary Statistics

Avg Speed (mph)	30.50	Time at Idle (%)	1.097	Avg PKE (miles/hr2)	2884.45
Max Speed (mph)	63.00	Time at Cruise (%)	77.632	Avg Total Specific Power (mph2/sec)	24.44
Avg Non-Idle Speed (mph)	30.84	Time in Accel (%)	9.868	Avg Non-Zero Specific Power (mph2/sec)	56.00
Avg Cruise Speed (mph)	32.40	Time in Decel (%)	11.404	Max Specific Power (mph2/sec)	231.20
Avg Acceleration (mph/sec)	1.07	Cycle Length (miles)	3.863	Spec Pwr Freq (%): 0 mph2/sec	56.360
Max Acceleration (mph/sec)	5.30	Cycle Time (min)	7.600	Spec Pwr Freq (%): >0-100 mph2/sec	39.474
Avg Deceleration (mph/sec)	-1.30	# Stops per Mile	0.518	Spec Pwr Freq (%): >100-200 mph2/sec	3.728
Max Deceleration (mph/sec)	-8.10	# of 1-Sec Observations	456	Spec Pwr Freq (%): >200-300 mph2/sec	0.439
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS E Freeway Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10				0.005	0.005		0.005															**0.015**
-9																						
-8					0.010	0.005	0.005	0.010														**0.030**
-7				0.015		0.010	0.005	0.015		0.005												**0.050**
-6			0.010	0.030	0.045	0.010	0.005	0.010	0.015	0.005	0.010											**0.141**
-5		0.010	0.020	0.061	0.055	0.055	0.040	0.035	0.050	0.020	0.015	0.010	0.010									**0.383**
-4		0.030	0.101	0.116	0.187	0.172	0.121	0.055	0.076	0.040	0.015	0.015	0.015									**0.943**
-3		0.126	0.192	0.252	0.368	0.338	0.358	0.303	0.151	0.106	0.061	0.040	0.010	0.015	0.010							**2.331**
-2		0.272	0.353	0.565	0.590	0.716	0.706	0.434	0.242	0.161	0.116	0.151	0.081	0.005	0.005							**4.399**
-1		0.726	0.812	1.387	1.942	2.325	2.023	1.523	1.009	0.878	0.802	0.913	0.736	0.217	0.025							**15.320**
0	0.686	1.624	1.952	2.759	4.600	6.068	5.337	4.293	3.647	3.360	3.279	3.672	3.249	0.928	0.126							**45.581**
1	0.050	0.918	1.049	1.549	2.310	2.996	3.163	2.719	2.598	2.139	1.685	1.433	1.029	0.222	0.030							**23.890**
2		0.373	0.393	0.605	0.772	0.777	0.747	0.656	0.424	0.323	0.187	0.151	0.081	0.005								**5.493**
3		0.126	0.192	0.217	0.156	0.166	0.091	0.050	0.035	0.030	0.010	0.025	0.005									**1.105**
4		0.035	0.040	0.061	0.035	0.005	0.015		0.005	0.005	0.005	0.005		0.005								**0.217**
5		0.010	0.015	0.015	0.010	0.005	0.005	0.005														**0.066**
6		0.005			0.005	0.005			0.005													**0.020**
7	0.005																					**0.005**
8		0.005	0.005																			**0.010**
9																						
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20																						
Totals	**0.742**	**4.263**	**5.135**	**7.637**	**11.093**	**13.655**	**12.626**	**10.109**	**8.258**	**7.072**	**6.184**	**6.416**	**5.216**	**1.397**	**0.197**							**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	32.09	Time at Idle (%)	0.742	Avg PKE (miles/hr2)	3038.92
Max Speed (mph)	71.03	Time at Cruise (%)	81.795	Avg Total Specific Power (mph2/sec)	27.09
Avg Non-Idle Speed (mph)	32.33	Time in Accel (%)	8.192	Avg Non-Zero Specific Power (mph2/sec)	52.71
Avg Cruise Speed (mph)	32.71	Time in Decel (%)	9.272	Max Specific Power (mph2/sec)	788.81
Avg Acceleration (mph/sec)	0.84	Avg Trip or Segment Length (miles)	0.822	Spec Pwr Freq (%): 0 mph2/sec	48.613
Max Acceleration (mph/sec)	8.50	Avg Trip or Segment Time (min)	1.537	Spec Pwr Freq (%): >0-100 mph2/sec	44.648
Avg Deceleration (mph/sec)	-1.01	# Stops per Mile	0.192	Spec Pwr Freq (%): >100-200 mph2/sec	6.159
Max Deceleration (mph/sec)	-10.00	# of 1-Sec Observations	19824	Spec Pwr Freq (%): >200-300 mph2/sec	0.419
				Spec Pwr Freq (%): >300 mph2/sec	0.161

Freeway LOS E Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	-0.005	-0.005	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.015**	**0.015**
-9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-8	0.000	0.000	0.000	0.000	0.209	0.214	-0.005	-0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.408**	**0.438**
-7	0.000	0.000	0.000	-0.015	0.000	-0.010	-0.005	-0.015	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.050**	**0.050**
-6	0.000	0.000	-0.010	-0.030	0.174	0.209	-0.005	-0.010	-0.015	-0.005	-0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.298**	**0.468**
-5	0.000	-0.010	0.419	0.158	0.164	0.164	0.179	-0.035	-0.050	-0.020	-0.015	-0.010	-0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.934**	**1.234**
-4	0.000	-0.030	-0.101	-0.116	0.032	-0.172	0.098	-0.055	-0.076	-0.040	-0.015	-0.015	-0.015	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.505**	**0.765**
-3	0.000	0.313	0.466	0.625	0.290	-0.119	-0.139	0.136	-0.151	0.113	-0.061	0.179	-0.010	-0.015	-0.010	0.000	0.000	0.000	0.000	0.000	0.000	**1.617**	**2.627**
-2	0.000	-0.272	-0.134	0.531	-0.371	-0.497	-0.048	0.005	0.197	0.058	-0.116	0.068	-0.081	-0.005	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	**-0.670**	**2.388**
-1	0.000	-0.068	0.065	-0.948	-0.407	-0.571	0.170	0.670	-0.570	0.218	-0.144	0.183	0.360	-0.217	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	**-1.284**	**4.616**
0	0.191	0.130	0.022	-0.127	0.005	0.072	-0.074	-0.126	0.081	-0.071	-0.209	-0.163	0.040	-0.051	-0.126	0.000	0.000	0.000	0.000	0.000	0.000	**-0.406**	**1.488**
1	0.169	0.178	0.267	-0.453	-0.336	0.074	0.346	-0.087	-0.186	-1.043	-0.808	-0.117	0.067	-0.222	-0.030	0.000	0.000	0.000	0.000	0.000	0.000	**-2.181**	**4.383**
2	0.000	-0.154	0.484	0.711	1.421	-0.119	-0.528	-0.217	-0.205	-0.104	-0.187	0.068	-0.081	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.084**	**4.284**
3	0.000	0.093	0.247	0.660	-0.156	-0.166	-0.091	-0.050	-0.035	-0.030	-0.010	-0.025	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.432**	**1.568**
4	0.000	-0.035	-0.040	0.158	-0.035	-0.005	-0.015	0.000	-0.005	-0.005	-0.005	-0.005	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.003**	**0.313**
5	0.000	0.429	-0.015	-0.015	-0.010	-0.005	-0.005	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.374**	**0.484**
6	0.000	-0.005	0.000	0.000	-0.005	-0.005	0.000	0.000	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.020**	**0.020**
7	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
8	0.000	-0.005	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.010**	**0.010**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.355**	**0.564**	**1.665**	**1.134**	**0.970**	**-0.936**	**-0.127**	**0.201**	**-1.020**	**-0.934**	**-1.580**	**0.163**	**0.265**	**-0.520**	**-0.196**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.365**	**1.722**	**2.275**	**4.552**	**3.620**	**2.402**	**1.713**	**1.421**	**1.576**	**1.712**	**1.580**	**0.833**	**0.669**	**0.520**	**0.196**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**25.156**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-1.59	Time at Idle (%)	0.355	Avg PKE (miles/hr2)	-154.47
Max Speed (mph)	-8.03	Time at Cruise (%)	-4.163	Avg Total Specific Power (mph2/sec)	-2.65
Avg Non-Idle Speed (mph)	-1.49	Time in Accel (%)	1.676	Avg Non-Zero Specific Power (mph2/sec)	3.28
Avg Cruise Speed (mph)	-0.32	Time in Decel (%)	2.132	Max Specific Power (mph2/sec)	-557.61
Avg Acceleration (mph/sec)	0.23	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	7.747
Max Acceleration (mph/sec)	-3.20	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-5.174
Avg Deceleration (mph/sec)	-0.29	# Stops per Mile	0.325	Spec Pwr Freq (%): >100-200 mph2/sec	-2.431
Max Deceleration (mph/sec)	1.90	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	0.020
				Spec Pwr Freq (%): >300 mph2/sec	-0.161

Edited Freeway LOS F Driving Cycle SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6				0.226																		**0.226**
-5		0.226			0.226	0.226		0.226														**0.905**
-4			0.226	0.452	0.226	0.226																**1.131**
-3		0.226	1.131	0.679	0.679			0.226	0.226													**3.167**
-2		1.357	0.679	1.584	0.905	1.131	0.226		0.226													**6.109**
-1		1.810	1.131	2.262	2.715	2.941	2.262	0.226	0.226	0.226												**13.801**
0	2.036	5.882	4.977	5.882	6.109	5.430	3.846	2.262	1.357	0.679	0.905											**39.367**
1	0.226	3.394	4.072	3.620	2.036	3.394	2.262	1.584	0.905	0.679	0.452											**22.624**
2		1.584	1.357	1.357	0.905	0.905	1.131	0.452	0.226	0.226												**8.145**
3		0.452	0.452	0.905	1.131	0.226			0.226													**3.394**
4				0.452	0.226																	**0.679**
5																						
6			0.226																			**0.226**
7		0.226																				**0.226**
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**2.262**	**15.158**	**14.253**	**17.421**	**15.158**	**14.480**	**9.729**	**4.977**	**3.394**	**1.810**	**1.357**											**100.000**

Cycle Summary Statistics

Avg Speed (mph)	18.62	Time at Idle (%)	2.262	Avg PKE (miles/hr2)	4291.00
Max Speed (mph)	49.90	Time at Cruise (%)	73.529	Avg Total Specific Power (mph2/sec)	22.19
Avg Non-Idle Speed (mph)	19.05	Time in Accel (%)	12.670	Avg Non-Zero Specific Power (mph2/sec)	44.38
Avg Cruise Speed (mph)	19.69	Time in Decel (%)	11.539	Max Specific Power (mph2/sec)	222.75
Avg Acceleration (mph/sec)	1.17	Cycle Length (miles)	2.286	Spec Pwr Freq (%): 0 mph2/sec	50.000
Max Acceleration (mph/sec)	6.90	Cycle Time (min)	7.367	Spec Pwr Freq (%): >0-100 mph2/sec	44.344
Avg Deceleration (mph/sec)	-1.36	# Stops per Mile	1.312	Spec Pwr Freq (%): >100-200 mph2/sec	5.430
Max Deceleration (mph/sec)	-6.10	# of 1-Sec Observations	442	Spec Pwr Freq (%): >200-300 mph2/sec	0.226
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS F Freeway Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11				0.004																		**0.004**
-10																						
-9				0.004																		**0.004**
-8				0.004	0.004	0.004	0.008	0.004														**0.025**
-7			0.008	0.013	0.017	0.017	0.004															**0.059**
-6		0.021	0.029	0.059	0.046	0.013	0.008	0.008														**0.184**
-5		0.013	0.080	0.109	0.080	0.054	0.042	0.034	0.025	0.004	0.008	0.004										**0.453**
-4		0.063	0.184	0.205	0.147	0.101	0.096	0.038	0.025	0.017	0.013	0.004										**0.893**
-3		0.302	0.369	0.344	0.440	0.310	0.138	0.084	0.038	0.025	0.004	0.008										**2.062**
-2		0.796	0.838	0.809	0.905	0.708	0.486	0.247	0.113	0.084	0.042	0.042	0.021	0.004	0.008							**5.104**
-1		2.296	2.183	2.695	2.762	2.372	1.664	0.893	0.411	0.197	0.218	0.105	0.101	0.054	0.013							**15.962**
0	2.037	5.976	4.890	5.934	5.976	5.410	3.780	2.296	1.270	0.725	0.746	0.486	0.490	0.193								**40.209**
1	0.130	3.340	2.984	3.621	4.019	3.252	2.711	1.634	0.817	0.637	0.469	0.260	0.189	0.092	0.004							**24.159**
2	0.017	1.199	1.178	1.525	1.471	1.094	0.666	0.381	0.197	0.109	0.075	0.054	0.013	0.013								**7.991**
3	0.004	0.448	0.490	0.406	0.348	0.218	0.134	0.046	0.021	0.013	0.008		0.004	0.004								**2.146**
4		0.176	0.151	0.088	0.042	0.042	0.008			0.004												**0.511**
5	0.004	0.067	0.029	0.025		0.013	0.004	0.004		0.004												**0.151**
6		0.025	0.004	0.008	0.013	0.004																**0.054**
7		0.008	0.004	0.004																		**0.017**
8					0.004																	**0.004**
9		0.004																				**0.004**
10	0.004																					**0.004**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**2.196**	**14.734**	**13.422**	**15.857**	**16.272**	**13.611**	**9.751**	**5.670**	**2.917**	**1.819**	**1.584**	**0.964**	**0.817**	**0.360**	**0.025**							**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	19.92	Time at Idle (%)	2.196	Avg PKE (miles/hr2)	3813.33
Max Speed (mph)	69.47	Time at Cruise (%)	77.710	Avg Total Specific Power (mph2/sec)	21.10
Avg Non-Idle Speed (mph)	20.36	Time in Accel (%)	11.139	Avg Non-Zero Specific Power (mph2/sec)	39.31
Avg Cruise Speed (mph)	20.65	Time in Decel (%)	8.955	Max Specific Power (mph2/sec)	857.94
Avg Acceleration (mph/sec)	0.99	Avg Trip or Segment Length (miles)	1.031	Spec Pwr Freq (%): 0 mph2/sec	46.335
Max Acceleration (mph/sec)	9.65	Avg Trip or Segment Time (min)	3.107	Spec Pwr Freq (%): >0-100 mph2/sec	49.591
Avg Deceleration (mph/sec)	-1.06	# Stops per Mile	0.833	Spec Pwr Freq (%): >100-200 mph2/sec	3.784
Max Deceleration (mph/sec)	-10.80	# of 1-Sec Observations	23863	Spec Pwr Freq (%): >200-300 mph2/sec	0.243
				Spec Pwr Freq (%): >300 mph2/sec	0.046

Freeway LOS F Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
-8	0.000	0.000	0.000	-0.004	-0.004	-0.004	-0.008	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.024**	**0.024**
-7	0.000	0.000	-0.008	-0.013	-0.017	-0.017	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.059**	**0.059**
-6	0.000	-0.021	-0.029	0.167	-0.046	-0.013	-0.008	-0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.042**	**0.292**
-5	0.000	0.213	-0.080	-0.109	0.146	0.172	-0.042	0.192	-0.025	-0.004	-0.008	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.451**	**0.995**
-4	0.000	-0.063	0.042	0.247	0.079	0.125	-0.096	-0.038	-0.025	-0.017	-0.013	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.237**	**0.749**
-3	0.000	-0.076	0.762	0.335	0.239	-0.310	-0.138	0.142	0.188	-0.025	-0.004	-0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.105**	**2.227**
-2	0.000	0.561	-0.159	0.775	0.000	0.423	-0.260	-0.247	0.113	-0.084	-0.042	-0.042	-0.021	-0.004	-0.008	0.000	0.000	0.000	0.000	0.000	0.000	**1.005**	**2.739**
-1	0.000	-0.486	-1.052	-0.433	-0.047	0.569	0.598	-0.667	-0.185	0.029	-0.218	-0.105	-0.101	-0.054	-0.013	0.000	0.000	0.000	0.000	0.000	0.000	**-2.165**	**4.557**
0	-0.001	-0.094	0.087	-0.052	0.133	0.020	0.066	-0.034	0.087	-0.046	0.159	-0.486	-0.490	-0.193	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.844**	**1.948**
1	0.096	0.054	1.088	-0.001	-1.983	0.142	-0.449	-0.050	0.088	0.042	-0.017	-0.260	-0.189	-0.092	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	**-1.535**	**4.555**
2	-0.017	0.385	0.179	-0.168	-0.566	-0.189	0.465	0.071	0.029	0.117	-0.075	-0.054	-0.013	-0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.151**	**2.341**
3	-0.004	0.004	-0.038	0.499	0.783	0.008	-0.134	-0.046	0.205	-0.013	-0.008	0.000	-0.004	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.248**	**1.750**
4	0.000	-0.176	-0.151	0.364	0.184	-0.042	-0.008	0.000	0.000	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.167**	**0.929**
5	-0.004	-0.067	-0.029	-0.025	0.000	-0.013	-0.004	-0.004	0.000	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.150**	**0.150**
6	0.000	-0.025	0.222	-0.008	-0.013	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.172**	**0.272**
7	0.000	0.218	-0.004	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.210**	**0.226**
8	0.000	0.000	0.000	0.000	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
9	0.000	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
10	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.066**	**0.423**	**0.830**	**1.562**	**-1.116**	**0.867**	**-0.022**	**-0.693**	**0.475**	**-0.009**	**-0.226**	**-0.963**	**-0.818**	**-0.360**	**-0.025**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.126**	**2.447**	**3.930**	**3.212**	**4.244**	**2.051**	**2.280**	**1.503**	**0.945**	**0.385**	**0.544**	**0.963**	**0.818**	**0.360**	**0.025**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**23.833**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-1.30	Time at Idle (%)	0.067	Avg PKE (miles/hr2)	477.67
Max Speed (mph)	-19.57	Time at Cruise (%)	-4.181	Avg Total Specific Power (mph2/sec)	1.09
Avg Non-Idle Speed (mph)	-1.32	Time in Accel (%)	1.531	Avg Non-Zero Specific Power (mph2/sec)	5.07
Avg Cruise Speed (mph)	-0.96	Time in Decel (%)	2.583	Max Specific Power (mph2/sec)	-635.19
Avg Acceleration (mph/sec)	0.18	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	3.665
Max Acceleration (mph/sec)	-2.75	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-5.248
Avg Deceleration (mph/sec)	-0.30	# Stops per Mile	0.479	Spec Pwr Freq (%): >100-200 mph2/sec	1.646
Max Deceleration (mph/sec)	4.70	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.017
				Spec Pwr Freq (%): >300 mph2/sec	-0.046

Edited Freeway LOS G Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6																						
-5																						
-4				0.256		0.256																**0.513**
-3		0.769	0.769		0.769	0.256																**2.564**
-2		1.282	1.795	0.769	1.026	0.256	0.513	0.256														**5.897**
-1		3.333	4.359	2.821	2.821	1.538		0.256														**15.128**
0	3.333	12.564	10.000	7.179	5.641	4.103	0.769	1.282														**44.872**
1	0.769	5.897	4.872	3.333	3.590	2.308	1.282	1.282														**23.333**
2		1.538	1.538	1.026	1.282		0.513															**5.897**
3		0.769	0.256	0.256	0.256																	**1.538**
4			0.256																			**0.256**
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
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16																						
17																						
18																						
19																						
20																						
Totals	**4.103**	**26.154**	**23.846**	**15.641**	**15.385**	**8.718**	**3.077**	**3.077**														**100.000**

Cycle Summary Statistics

Avg Speed (mph)	13.13	Time at Idle (%)	4.103	Avg PKE (miles/hr2)	3568.94
Max Speed (mph)	35.70	Time at Cruise (%)	79.231	Avg Total Specific Power (mph2/sec)	13.02
Avg Non-Idle Speed (mph)	13.69	Time in Accel (%)	7.692	Avg Non-Zero Specific Power (mph2/sec)	30.04
Avg Cruise Speed (mph)	13.77	Time in Decel (%)	8.974	Max Specific Power (mph2/sec)	111.65
Avg Acceleration (mph/sec)	1.06	Cycle Length (miles)	1.423	Spec Pwr Freq (%): 0 mph2/sec	56.667
Max Acceleration (mph/sec)	3.80	Cycle Time (min)	6.500	Spec Pwr Freq (%): >0-100 mph2/sec	42.821
Avg Deceleration (mph/sec)	-1.05	# Stops per Mile	2.109	Spec Pwr Freq (%): >100-200 mph2/sec	0.513
Max Deceleration (mph/sec)	-4.20	# of 1-Sec Observations	390	Spec Pwr Freq (%): >200-300 mph2/sec	0.000
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS G Freeway Driving SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7		0.025		0.025	0.025																	**0.074**
-6																						
-5		0.074	0.025	0.049	0.098	0.025																**0.270**
-4		0.074	0.147	0.147	0.025	0.098	0.025	0.025														**0.539**
-3		0.270	0.294	0.319	0.245	0.147	0.196	0.098		0.049												**1.618**
-2		1.103	0.613	0.735	0.686	0.368	0.196	0.147	0.049	0.025												**3.923**
-1		4.119	4.021	2.942	2.354	1.692	0.711	0.539	0.368	0.025	0.049											**16.818**
0	3.187	12.797	10.051	7.232	5.590	4.266	1.765	1.495	1.348	0.123	0.147											**48.002**
1	0.147	6.031	3.923	3.261	3.212	2.403	1.520	1.250	0.466	0.049												**22.260**
2		1.177	1.177	1.128	0.981	0.417	0.147	0.172	0.025													**5.222**
3		0.270	0.221	0.245	0.098	0.025		0.025														**0.883**
4		0.172	0.049	0.074	0.025																	**0.319**
5		0.025	0.025																			**0.049**
6		0.025																				**0.025**
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**3.334**	**26.158**	**20.544**	**16.156**	**13.337**	**9.439**	**4.560**	**3.751**	**2.255**	**0.270**	**0.196**											**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	14.39	Time at Idle (%)	3.334	Avg PKE (miles/hr2)	3187.39
Max Speed (mph)	49.10	Time at Cruise (%)	83.746	Avg Total Specific Power (mph2/sec)	12.74
Avg Non-Idle Speed (mph)	14.89	Time in Accel (%)	6.497	Avg Non-Zero Specific Power (mph2/sec)	25.54
Avg Cruise Speed (mph)	14.92	Time in Decel (%)	6.423	Max Specific Power (mph2/sec)	389.84
Avg Acceleration (mph/sec)	0.83	Avg Trip or Segment Length (miles)	0.741	Spec Pwr Freq (%): 0 mph2/sec	50.110
Max Acceleration (mph/sec)	5.70	Avg Trip or Segment Time (min)	3.090	Spec Pwr Freq (%): >0-100 mph2/sec	48.909
Avg Deceleration (mph/sec)	-0.89	# Stops per Mile	1.533	Spec Pwr Freq (%): >100-200 mph2/sec	0.883
Max Deceleration (mph/sec)	-6.90	# of 1-Sec Observations	4079	Spec Pwr Freq (%): >200-300 mph2/sec	0.074
				Spec Pwr Freq (%): >300 mph2/sec	0.025

Freeway LOS G Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-7	0.000	-0.025	0.000	-0.025	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.075**	**0.075**
-6	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-5	0.000	-0.074	-0.025	-0.049	-0.098	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.271**	**0.271**
-4	0.000	-0.074	-0.147	0.109	-0.025	0.158	-0.025	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.029**	**0.563**
-3	0.000	0.499	0.475	-0.319	0.524	0.109	-0.196	-0.098	0.000	-0.049	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.945**	**2.269**
-2	0.000	0.179	1.182	0.034	0.340	-0.112	0.317	0.109	-0.049	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.975**	**2.347**
-1	0.000	-0.786	0.338	-0.121	0.467	-0.154	-0.711	-0.283	-0.368	-0.025	-0.049	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-1.692**	**3.302**
0	0.146	-0.233	-0.051	-0.053	0.051	-0.163	-0.996	-0.213	-1.348	-0.123	-0.147	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-3.130**	**3.524**
1	0.622	-0.134	0.949	0.072	0.378	-0.095	-0.238	0.032	-0.466	-0.049	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.071**	**3.035**
2	0.000	0.361	0.361	-0.102	0.301	-0.417	0.366	-0.172	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.673**	**2.105**
3	0.000	0.499	0.035	0.011	0.158	-0.025	0.000	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.653**	**0.753**
4	0.000	-0.172	0.207	-0.074	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.064**	**0.478**
5	0.000	-0.025	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.050**	**0.050**
6	0.000	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.025**	**0.025**
7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.768**	**-0.010**	**3.299**	**-0.517**	**2.046**	**-0.724**	**-1.483**	**-0.675**	**-2.256**	**-0.271**	**-0.196**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.768**	**3.086**	**3.795**	**0.969**	**2.392**	**1.258**	**2.849**	**0.957**	**2.256**	**0.271**	**0.196**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**18.797**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-1.26	Time at Idle (%)	0.768	Avg PKE (miles/hr2)	381.55
Max Speed (mph)	-13.40	Time at Cruise (%)	-4.515	Avg Total Specific Power (mph2/sec)	0.28
Avg Non-Idle Speed (mph)	-1.19	Time in Accel (%)	1.196	Avg Non-Zero Specific Power (mph2/sec)	4.50
Avg Cruise Speed (mph)	-1.15	Time in Decel (%)	2.551	Max Specific Power (mph2/sec)	-278.19
Avg Acceleration (mph/sec)	0.22	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	6.556
Max Acceleration (mph/sec)	-1.90	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-6.089
Avg Deceleration (mph/sec)	-0.15	# Stops per Mile	0.576	Spec Pwr Freq (%): >100-200 mph2/sec	-0.370
Max Deceleration (mph/sec)	2.70	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.074
				Spec Pwr Freq (%): >300 mph2/sec	-0.025

Edited Ramp Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6										0.376												**0.376**
-5											0.376	0.376										**0.752**
-4								0.376	0.752													**1.128**
-3				0.376	0.376	0.752	0.376	0.376	0.376	1.504												**4.135**
-2		0.376	0.376	0.376	0.376	0.376		0.752	1.128		0.752	0.376										**4.887**
-1		1.128	0.376			1.504	1.880	1.504	0.752	2.256	3.008	1.504	1.128									**15.038**
0	6.391	2.256	0.376	0.376	1.504	2.256	3.008	3.008	1.880	1.880	4.887	4.511	3.759									**36.090**
1		0.752		0.376	0.752	1.504	1.504	3.759	2.632	3.383	2.632	1.880	0.376									**19.549**
2				0.376	0.752	1.880	1.880	1.504	1.504	2.632	0.752	0.376										**11.654**
3	0.376	0.752	1.128	0.376	0.376		0.376	0.752	1.128													**5.263**
4			0.376		0.376																	**0.752**
5																						
6		0.376																				**0.376**
7																						
8																						
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19																						
20																						
Totals	**6.767**	**5.639**	**2.632**	**2.256**	**4.511**	**8.271**	**9.023**	**12.030**	**10.150**	**12.030**	**12.406**	**9.023**	**5.263**									**100.000**

Cycle Summary Statistics

Avg Speed (mph)	34.58	Time at Idle (%)	6.767	Avg PKE (miles/hr2)	4645.48
Max Speed (mph)	60.20	Time at Cruise (%)	62.782	Avg Total Specific Power (mph2/sec)	44.63
Avg Non-Idle Speed (mph)	37.09	Time in Accel (%)	18.045	Avg Non-Zero Specific Power (mph2/sec)	90.62
Avg Cruise Speed (mph)	38.73	Time in Decel (%)	12.406	Max Specific Power (mph2/sec)	229.23
Avg Acceleration (mph/sec)	1.38	Cycle Length (miles)	2.555	Spec Pwr Freq (%): 0 mph2/sec	50.752
Max Acceleration (mph/sec)	5.70	Cycle Time (min)	4.433	Spec Pwr Freq (%): >0-100 mph2/sec	29.699
Avg Deceleration (mph/sec)	-1.33	# Stops per Mile	0.000	Spec Pwr Freq (%): >100-200 mph2/sec	16.541
Max Deceleration (mph/sec)	-5.70	# of 1-Sec Observations	266	Spec Pwr Freq (%): >200-300 mph2/sec	3.008
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car Ramp Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11						0.006																**0.006**
-10				0.006	0.012	0.006	0.006															**0.031**
-9					0.006	0.006	0.006				0.006											**0.025**
-8			0.012	0.025		0.006	0.019	0.012														**0.074**
-7			0.019	0.049	0.031	0.037	0.019	0.019	0.006	0.006												**0.186**
-6		0.006	0.049	0.080	0.111	0.049	0.068	0.031	0.043	0.019		0.006										**0.464**
-5		0.019	0.148	0.136	0.192	0.210	0.192	0.167	0.173	0.080	0.049	0.019	0.006									**1.391**
-4		0.080	0.142	0.192	0.130	0.241	0.223	0.284	0.192	0.136	0.087	0.043	0.012	0.006								**1.769**
-3		0.291	0.260	0.247	0.328	0.390	0.445	0.476	0.414	0.458	0.241	0.173	0.068	0.025								**3.815**
-2		0.495	0.322	0.309	0.309	0.458	0.655	0.643	0.835	0.724	0.736	0.421	0.210	0.080	0.025		0.006					**6.227**
-1		1.175	0.328	0.340	0.408	0.785	1.150	1.336	1.416	1.880	2.492	2.300	1.064	0.433	0.167	0.031						**15.305**
0	6.710	2.424	0.396	0.482	0.612	1.905	2.356	2.838	2.517	2.894	4.861	4.916	4.057	1.262	0.272	0.006	0.025					**38.532**
1	0.186	1.169	0.414	0.470	0.544	1.095	1.540	1.892	1.917	2.338	2.925	2.251	1.416	0.489	0.111	0.012						**18.768**
2	0.025	0.359	0.284	0.489	0.581	0.655	0.829	0.928	1.045	1.113	0.853	0.396	0.204	0.130	0.037	0.012						**7.940**
3	0.037	0.315	0.328	0.334	0.421	0.575	0.439	0.328	0.390	0.179	0.068	0.049	0.006	0.006								**3.475**
4	0.049	0.235	0.124	0.198	0.173	0.148	0.105	0.099	0.056	0.006	0.012	0.006										**1.212**
5	0.012	0.167	0.062	0.068	0.087	0.025	0.025	0.019														**0.464**
6	0.006	0.074	0.049	0.025	0.019	0.019																**0.192**
7		0.043	0.019	0.006		0.006	0.006															**0.080**
8		0.012					0.006		0.006													**0.025**
9	0.006		0.006				0.006															**0.019**
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**7.031**	**6.864**	**2.962**	**3.457**	**3.964**	**6.623**	**8.095**	**9.072**	**9.010**	**9.832**	**12.331**	**10.581**	**7.043**	**2.430**	**0.612**	**0.062**	**0.031**					**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	35.43	Time at Idle (%)	7.031	Avg PKE (miles/hr2)	3717.15
Max Speed (mph)	79.10	Time at Cruise (%)	61.988	Avg Total Specific Power (mph2/sec)	36.58
Avg Non-Idle Speed (mph)	38.11	Time in Accel (%)	15.299	Avg Non-Zero Specific Power (mph2/sec)	82.62
Avg Cruise Speed (mph)	39.90	Time in Decel (%)	15.682	Max Specific Power (mph2/sec)	663.66
Avg Acceleration (mph/sec)	1.25	Avg Trip or Segment Length (miles)	0.409	Spec Pwr Freq (%): 0 mph2/sec	55.723
Max Acceleration (mph/sec)	9.30	Avg Trip or Segment Time (min)	0.693	Spec Pwr Freq (%): >0-100 mph2/sec	29.800
Avg Deceleration (mph/sec)	-1.45	# Stops per Mile	0.440	Spec Pwr Freq (%): >100-200 mph2/sec	11.583
Max Deceleration (mph/sec)	-11.20	# of 1-Sec Observations	16171	Spec Pwr Freq (%): >200-300 mph2/sec	2.455
				Spec Pwr Freq (%): >300 mph2/sec	0.439

Ramp Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.006**	**0.006**
-10	0.000	0.000	0.000	-0.006	-0.012	-0.006	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.030**	**0.030**
-9	0.000	0.000	0.000	0.000	-0.006	-0.006	-0.006	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.024**	**0.024**
-8	0.000	0.000	-0.012	-0.025	0.000	-0.006	-0.019	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.074**	**0.074**
-7	0.000	0.000	-0.019	-0.049	-0.031	-0.037	-0.019	-0.019	-0.006	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.186**	**0.186**
-6	0.000	-0.006	-0.049	-0.080	-0.111	-0.049	-0.068	-0.031	-0.043	0.357	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.086**	**0.800**
-5	0.000	-0.019	-0.148	-0.136	-0.192	-0.210	-0.192	-0.167	-0.173	-0.080	0.327	0.357	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.639**	**2.007**
-4	0.000	-0.080	-0.142	-0.192	-0.130	-0.241	-0.223	0.092	0.560	-0.136	-0.087	-0.043	-0.012	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.640**	**1.944**
-3	0.000	-0.291	-0.260	0.129	0.048	0.362	-0.069	-0.100	-0.038	1.046	-0.241	-0.173	-0.068	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.320**	**2.850**
-2	0.000	-0.119	0.054	0.067	0.067	-0.082	-0.655	0.109	0.293	-0.724	0.016	-0.045	-0.210	-0.080	-0.025	0.000	-0.006	0.000	0.000	0.000	0.000	**-1.340**	**2.552**
-1	0.000	-0.047	0.048	-0.340	-0.408	0.719	0.730	0.168	-0.664	0.376	0.516	-0.796	0.064	-0.433	-0.167	-0.031	0.000	0.000	0.000	0.000	0.000	**-0.265**	**5.507**
0	-0.319	-0.168	-0.020	-0.106	0.892	0.351	0.652	0.170	-0.637	-1.014	0.026	-0.405	-0.298	-1.262	-0.272	-0.006	-0.025	0.000	0.000	0.000	0.000	**-2.441**	**6.623**
1	-0.186	-0.417	-0.414	-0.094	0.208	0.409	-0.036	1.867	0.715	1.045	-0.293	-0.371	-1.040	-0.489	-0.111	-0.012	0.000	0.000	0.000	0.000	0.000	**0.781**	**7.707**
2	-0.025	-0.359	-0.284	-0.113	0.171	1.225	1.051	0.576	0.459	1.519	-0.101	-0.020	-0.204	-0.130	-0.037	-0.012	0.000	0.000	0.000	0.000	0.000	**3.716**	**6.286**
3	0.339	0.437	0.800	0.042	-0.045	-0.575	-0.063	0.424	0.738	-0.179	-0.068	-0.049	-0.006	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.789**	**3.771**
4	-0.049	-0.235	0.252	-0.198	0.203	-0.148	-0.105	-0.099	-0.056	-0.006	-0.012	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.459**	**1.369**
5	-0.012	-0.167	-0.062	-0.068	-0.087	-0.025	-0.025	-0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.465**	**0.465**
6	-0.006	0.302	-0.049	-0.025	-0.019	-0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.184**	**0.420**
7	0.000	-0.043	-0.019	-0.006	0.000	-0.006	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.080**	**0.080**
8	0.000	-0.012	0.000	0.000	0.000	0.000	-0.006	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.024**	**0.024**
9	-0.006	0.000	-0.006	0.000	0.000	0.000	-0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.018**	**0.018**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**-0.264**	**-1.224**	**-0.330**	**-1.200**	**0.548**	**1.650**	**0.929**	**2.959**	**1.142**	**2.198**	**0.077**	**-1.557**	**-1.780**	**-2.431**	**-0.612**	**-0.061**	**-0.031**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.942**	**2.702**	**2.638**	**1.676**	**2.630**	**4.482**	**3.937**	**3.853**	**4.388**	**6.488**	**1.693**	**2.271**	**1.908**	**2.431**	**0.612**	**0.061**	**0.031**	**0.000**	**0.000**	**0.000**	**0.000**		**42.743**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-0.85	Time at Idle (%)	-0.264	Avg PKE (miles/hr2)	928.32
Max Speed (mph)	-18.90	Time at Cruise (%)	0.794	Avg Total Specific Power (mph2/sec)	8.04
Avg Non-Idle Speed (mph)	-1.02	Time in Accel (%)	2.746	Avg Non-Zero Specific Power (mph2/sec)	7.99
Avg Cruise Speed (mph)	-1.17	Time in Decel (%)	-3.276	Max Specific Power (mph2/sec)	-434.43
Avg Acceleration (mph/sec)	0.13	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	-4.971
Max Acceleration (mph/sec)	-3.60	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-0.101
Avg Deceleration (mph/sec)	0.12	# Stops per Mile	-0.440	Spec Pwr Freq (%): >100-200 mph2/sec	4.959
Max Deceleration (mph/sec)	5.50	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	0.553
				Spec Pwr Freq (%): >300 mph2/sec	-0.439

Edited Arterial LOS A-B Driving Cycle SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7				0.136																		**0.136**
-6			0.136	0.136	0.136																	**0.407**
-5		0.136	0.136	0.136	0.136	0.136	0.136															**0.814**
-4		0.136	0.407	0.678	0.407	0.136	0.136	0.136														**2.035**
-3			0.543	0.814	1.085	1.085	0.678	0.678	0.136													**5.020**
-2		1.221	0.543	0.271	0.407	0.407	0.814	0.543	0.543	0.271												**5.020**
-1		1.628	0.678	0.543	0.543	1.221	1.764	1.900	1.493	0.814	0.814	0.407	0.271									**12.076**
0	14.518	1.493	0.814	0.678	1.085	2.171	4.885	7.191	5.292	2.985	2.578	2.985	1.357									**48.033**
1	0.271	0.814	0.678	1.493	1.221	1.900	2.578	2.714	1.628	0.543	0.678	0.271	0.136									**14.925**
2		0.543	0.814	0.814	0.950	1.085	0.407	0.407	0.271	0.136												**5.427**
3		1.085	0.271	0.950	0.678	0.407	0.271	0.271														**3.935**
4	0.136	0.407	0.407	0.136	0.407																	**1.493**
5		0.407	0.271																			**0.678**
6																						
7																						
8																						
9																						
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Totals	**14.925**	**7.870**	**5.699**	**6.784**	**7.056**	**8.548**	**11.669**	**13.840**	**9.362**	**4.749**	**4.071**	**3.664**	**1.764**									**100.000**

Cycle Summary Statistics

Avg Speed (mph)	24.75	Time at Idle (%)	14.925	Avg PKE (miles/hr2)	3342.93
Max Speed (mph)	58.90	Time at Cruise (%)	59.837	Avg Total Specific Power (mph2/sec)	22.99
Avg Non-Idle Speed (mph)	29.10	Time in Accel (%)	11.533	Avg Non-Zero Specific Power (mph2/sec)	55.00
Avg Cruise Speed (mph)	32.95	Time in Decel (%)	13.704	Max Specific Power (mph2/sec)	200.07
Avg Acceleration (mph/sec)	1.25	Cycle Length (miles)	5.068	Spec Pwr Freq (%): 0 mph2/sec	58.209
Max Acceleration (mph/sec)	5.00	Cycle Time (min)	12.283	Spec Pwr Freq (%): >0-100 mph2/sec	36.228
Avg Deceleration (mph/sec)	-1.54	# Stops per Mile	0.789	Spec Pwr Freq (%): >100-200 mph2/sec	5.427
Max Deceleration (mph/sec)	-6.60	# of 1-Sec Observations	737	Spec Pwr Freq (%): >200-300 mph2/sec	0.136
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS A-B Arterial Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15					0.000	0.000	0.001															**0.001**
-14				0.000	0.001	0.000																**0.002**
-13		0.000			0.000																	**0.001**
-12				0.001		0.000		0.000														**0.002**
-11				0.000	0.001	0.001	0.001	0.000	0.000	0.000												**0.004**
-10			0.000	0.001	0.002	0.001	0.001	0.001														**0.006**
-9			0.001	0.003	0.003	0.003	0.002	0.002	0.001	0.000												**0.016**
-8		0.000	0.006	0.007	0.015	0.008	0.007	0.003	0.002	0.001												**0.049**
-7		0.001	0.015	0.031	0.026	0.021	0.013	0.009	0.002	0.001	0.001		0.000									**0.119**
-6		0.004	0.057	0.084	0.080	0.074	0.047	0.029	0.010	0.003	0.001	0.000		0.000								**0.391**
-5		0.038	0.171	0.236	0.251	0.200	0.119	0.063	0.030	0.014	0.003	0.001	0.001	0.000								**1.126**
-4	0.000	0.147	0.278	0.320	0.349	0.297	0.203	0.107	0.057	0.027	0.013	0.001	0.001									**1.800**
-3	0.000	0.450	0.633	0.448	0.510	0.524	0.417	0.274	0.128	0.060	0.028	0.013	0.004	0.001								**3.489**
-2	0.000	1.102	0.544	0.763	0.408	0.524	0.564	0.460	0.286	0.168	0.102	0.051	0.019	0.005	0.001	0.000						**4.998**
-1	0.007	1.766	0.491	0.566	0.669	0.834	1.508	1.793	1.375	0.921	0.684	0.496	0.216	0.046	0.006	0.001						**11.380**
0	14.428	1.726	0.963	0.720	1.030	2.107	4.942	7.196	5.358	3.182	2.777	3.096	1.721	0.218	0.012	0.003						**49.478**
1	0.297	0.961	1.150	1.126	1.032	1.582	2.401	2.408	1.680	1.063	0.700	0.469	0.198	0.039	0.006	0.001						**15.112**
2	0.082	0.770	0.418	0.896	0.964	1.044	0.817	0.475	0.275	0.147	0.079	0.047	0.012	0.003	0.001							**6.031**
3	0.065	0.784	0.596	0.813	0.710	0.454	0.226	0.099	0.039	0.024	0.010	0.007	0.001		0.001							**3.828**
4	0.232	0.401	0.310	0.253	0.148	0.070	0.027	0.013	0.007	0.003	0.001	0.001	0.000									**1.467**
5	0.018	0.262	0.120	0.072	0.033	0.009	0.004	0.002	0.001	0.001	0.000	0.000										**0.523**
6	0.004	0.080	0.027	0.007	0.004	0.001	0.001	0.001	0.000	0.000												**0.127**
7	0.001	0.010	0.008	0.003	0.001	0.001	0.001	0.000	0.000	0.000												**0.026**
8	0.003	0.007	0.002	0.001			0.001															**0.014**
9	0.002	0.002	0.001	0.000	0.000	0.000																**0.007**
10	0.000	0.002																				**0.003**
11	0.000																					**0.000**
12																						
13																						
14																						
15		0.000																				**0.000**
16																						
17																						
18																						
19																						
20																						
Totals	**15.142**	**8.514**	**5.791**	**6.353**	**6.238**	**7.756**	**11.302**	**12.934**	**9.252**	**5.617**	**4.399**	**4.183**	**2.173**	**0.313**	**0.027**	**0.005**						**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	25.17	Time at Idle (%)	15.142	Avg PKE (miles/hr2)	3319.39
Max Speed (mph)	74.90	Time at Cruise (%)	60.725	Avg Total Specific Power (mph2/sec)	23.21
Avg Non-Idle Speed (mph)	29.66	Time in Accel (%)	11.861	Avg Non-Zero Specific Power (mph2/sec)	55.25
Avg Cruise Speed (mph)	33.32	Time in Decel (%)	12.272	Max Specific Power (mph2/sec)	913.43
Avg Acceleration (mph/sec)	1.23	Avg Trip or Segment Length (miles)	1.801	Spec Pwr Freq (%): 0 mph2/sec	57.998
Max Acceleration (mph/sec)	14.86	Avg Trip or Segment Time (min)	4.292	Spec Pwr Freq (%): >0-100 mph2/sec	35.545
Avg Deceleration (mph/sec)	-1.41	# Stops per Mile	1.287	Spec Pwr Freq (%): >100-200 mph2/sec	5.925
Max Deceleration (mph/sec)	-15.42	# of 1-Sec Observations	271701	Spec Pwr Freq (%): >200-300 mph2/sec	0.434
				Spec Pwr Freq (%): >300 mph2/sec	0.098

Arterial LOS A-B Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-14	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-11	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.003**	**0.003**
-10	0.000	0.000	0.000	-0.001	-0.002	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.006**	**0.006**
-9	0.000	0.000	-0.001	-0.003	-0.003	-0.003	-0.002	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.015**	**0.015**
-8	0.000	0.000	-0.006	-0.007	-0.015	-0.008	-0.007	-0.003	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.049**	**0.049**
-7	0.000	-0.001	-0.015	0.105	-0.026	-0.021	-0.013	-0.009	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.016**	**0.194**
-6	0.000	-0.004	0.079	0.052	0.056	-0.074	-0.047	-0.029	-0.010	-0.003	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.019**	**0.355**
-5	0.000	0.098	-0.035	-0.100	-0.115	-0.064	0.017	-0.063	-0.030	-0.014	-0.003	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.311**	**0.541**
-4	0.000	-0.011	0.129	0.358	0.058	-0.161	-0.067	0.029	-0.057	-0.027	-0.013	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.236**	**0.912**
-3	0.000	-0.450	-0.090	0.366	0.575	0.561	0.261	0.404	0.008	-0.060	-0.028	-0.013	-0.004	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.529**	**2.821**
-2	0.000	0.119	-0.001	-0.492	-0.001	-0.117	0.250	0.083	0.257	0.103	-0.102	-0.051	-0.019	-0.005	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**0.023**	**1.601**
-1	-0.007	-0.138	0.187	-0.023	-0.126	0.387	0.256	0.107	0.118	-0.107	0.130	-0.089	0.055	-0.046	-0.006	-0.001	0.000	0.000	0.000	0.000	0.000	**0.697**	**1.783**
0	0.090	-0.233	-0.149	-0.042	0.055	0.064	-0.057	-0.005	-0.066	-0.197	-0.199	-0.111	-0.364	-0.218	-0.012	-0.003	0.000	0.000	0.000	0.000	0.000	**-1.447**	**1.865**
1	-0.026	-0.147	-0.472	0.367	0.189	0.318	0.177	0.306	-0.052	-0.520	-0.022	-0.198	-0.062	-0.039	-0.006	-0.001	0.000	0.000	0.000	0.000	0.000	**-0.188**	**2.902**
2	-0.082	-0.227	0.396	-0.082	-0.014	0.041	-0.410	-0.068	-0.004	-0.011	-0.079	-0.047	-0.012	-0.003	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**-0.603**	**1.477**
3	-0.065	0.301	-0.325	0.137	-0.032	-0.047	0.045	0.172	-0.039	-0.024	-0.010	-0.007	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**0.104**	**1.206**
4	-0.096	0.006	0.097	-0.117	0.259	-0.070	-0.027	-0.013	-0.007	-0.003	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.027**	**0.697**
5	-0.018	0.145	0.151	-0.072	-0.033	-0.009	-0.004	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.156**	**0.436**
6	-0.004	-0.080	-0.027	-0.007	-0.004	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.125**	**0.125**
7	-0.001	-0.010	-0.008	-0.003	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.025**	**0.025**
8	-0.003	-0.007	-0.002	-0.001	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.014**	**0.014**
9	-0.002	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
10	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**-0.214**	**-0.643**	**-0.093**	**0.434**	**0.818**	**0.793**	**0.366**	**0.905**	**0.112**	**-0.866**	**-0.329**	**-0.519**	**-0.409**	**-0.312**	**-0.027**	**-0.005**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.394**	**1.981**	**2.171**	**2.336**	**1.566**	**1.949**	**1.646**	**1.297**	**0.654**	**1.072**	**0.589**	**0.519**	**0.519**	**0.312**	**0.027**	**0.005**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**17.037**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-0.42	Time at Idle (%)	-0.217	Avg PKE (miles/hr2)	23.55
Max Speed (mph)	-16.00	Time at Cruise (%)	-0.888	Avg Total Specific Power (mph2/sec)	-0.22
Avg Non-Idle Speed (mph)	-0.56	Time in Accel (%)	-0.328	Avg Non-Zero Specific Power (mph2/sec)	-0.25
Avg Cruise Speed (mph)	-0.37	Time in Decel (%)	1.432	Max Specific Power (mph2/sec)	-713.36
Avg Acceleration (mph/sec)	0.02	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	0.211
Max Acceleration (mph/sec)	-9.86	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	0.683
Avg Deceleration (mph/sec)	-0.13	# Stops per Mile	-0.498	Spec Pwr Freq (%): >100-200 mph2/sec	-0.498
Max Deceleration (mph/sec)	8.82	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.298
				Spec Pwr Freq (%): >300 mph2/sec	-0.098

Edited Arterial LOS C-D Driving Cycle SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8				0.159																		**0.159**
-7																						
-6			0.159		0.159																	**0.318**
-5			0.318	0.159	0.477	0.159																**1.113**
-4		0.477	0.318	0.477	0.159	0.318	0.159	0.159														**2.067**
-3		0.477	0.477	0.477	0.636	0.477	0.795	0.159														**3.498**
-2		1.113	0.477	0.477	0.795	1.113	0.795	1.113	0.636	0.477												**6.995**
-1		1.590	0.318	0.795	1.908	1.431	2.226	2.067	0.954	0.636	0.159											**12.083**
0	20.350	3.339	0.954	1.431	1.749	2.862	4.610	5.246	3.180	1.590	0.954											**46.264**
1	0.636	0.795	0.795	1.113	1.749	1.908	2.703	2.067	1.749	0.954	0.318											**14.785**
2	0.159	0.954	0.636	0.954	1.431	0.954	0.954	0.636	0.159													**6.836**
3		0.477	0.636	0.795	0.795	0.636	0.318															**3.657**
4	0.159	0.636	0.318		0.159																	**1.272**
5		0.318	0.159	0.318																		**0.795**
6		0.159																				**0.159**
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**21.304**	**10.334**	**5.564**	**7.154**	**10.016**	**9.857**	**12.560**	**11.447**	**6.677**	**3.657**	**1.431**											**100.000**

Cycle Summary Statistics

Avg Speed (mph)	19.23	Time at Idle (%)	21.304	Avg PKE (miles/hr2)	4053.69
Max Speed (mph)	49.50	Time at Cruise (%)	52.146	Avg Total Specific Power (mph2/sec)	21.66
Avg Non-Idle Speed (mph)	24.44	Time in Accel (%)	12.401	Avg Non-Zero Specific Power (mph2/sec)	58.97
Avg Cruise Speed (mph)	27.12	Time in Decel (%)	14.149	Max Specific Power (mph2/sec)	204.91
Avg Acceleration (mph/sec)	1.45	Cycle Length (miles)	3.361	Spec Pwr Freq (%): 0 mph2/sec	63.275
Max Acceleration (mph/sec)	5.70	Cycle Time (min)	10.483	Spec Pwr Freq (%): >0-100 mph2/sec	30.525
Avg Deceleration (mph/sec)	-1.60	# Stops per Mile	2.083	Spec Pwr Freq (%): >100-200 mph2/sec	5.882
Max Deceleration (mph/sec)	-7.70	# of 1-Sec Observations	629	Spec Pwr Freq (%): >200-300 mph2/sec	0.318
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS C-D Arterial Driving SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14								0.001														**0.001**
-13					0.001		0.001															**0.003**
-12																						
-11																						
-10				0.001	0.001	0.001	0.001					0.001										**0.007**
-9			0.003	0.008	0.004	0.004	0.004	0.001														**0.024**
-8			0.009	0.016	0.024	0.013	0.008	0.004														**0.074**
-7			0.017	0.032	0.036	0.021	0.015	0.004	0.005	0.001												**0.131**
-6		0.012	0.062	0.082	0.079	0.081	0.041	0.017	0.007	0.001	0.003	0.001										**0.386**
-5		0.050	0.182	0.223	0.206	0.176	0.107	0.045	0.009	0.001	0.001											**1.001**
-4		0.156	0.293	0.351	0.318	0.256	0.161	0.104	0.040	0.012	0.003	0.003										**1.697**
-3		0.564	0.555	0.526	0.565	0.460	0.361	0.242	0.095	0.037	0.018	0.003	0.004	0.001	0.001							**3.432**
-2	0.001	1.111	0.629	0.650	0.651	0.712	0.684	0.542	0.272	0.100	0.083	0.026	0.013	0.001								**5.476**
-1	0.028	2.198	0.662	0.811	1.034	1.378	1.905	1.810	1.193	0.526	0.325	0.118	0.044	0.003	0.007							**12.038**
0	20.314	3.350	0.988	1.302	1.806	2.854	4.841	4.932	3.129	1.471	0.870	0.407	0.091	0.001	0.005							**46.362**
1	0.464	1.704	0.903	1.276	1.603	2.057	2.757	2.428	1.345	0.604	0.386	0.141	0.044	0.001	0.004							**15.715**
2	0.119	1.054	0.625	1.069	1.220	1.187	0.894	0.539	0.252	0.124	0.074	0.028	0.007		0.001							**7.193**
3	0.078	0.783	0.680	0.832	0.704	0.461	0.197	0.083	0.032	0.018	0.009	0.001	0.001	0.001								**3.882**
4	0.103	0.565	0.407	0.247	0.174	0.077	0.026	0.016	0.013	0.001	0.001											**1.631**
5	0.024	0.324	0.176	0.095	0.044	0.011	0.005	0.004	0.001	0.001	0.001											**0.686**
6	0.003	0.114	0.036	0.020	0.007	0.001	0.003	0.001			0.001	0.001										**0.186**
7		0.025	0.013	0.003	0.001	0.001	0.001															**0.045**
8	0.001	0.017	0.001		0.001																	**0.021**
9		0.005					0.001															**0.007**
10	0.001		0.001																			**0.003**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**21.136**	**12.031**	**6.242**	**7.543**	**8.481**	**9.750**	**12.013**	**10.773**	**6.393**	**2.899**	**1.777**	**0.730**	**0.203**	**0.009**	**0.018**							**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	18.90	Time at Idle (%)	21.136	Avg PKE (miles/hr2)	4191.29
Max Speed (mph)	71.29	Time at Cruise (%)	53.208	Avg Total Specific Power (mph2/sec)	22.01
Avg Non-Idle Speed (mph)	23.97	Time in Accel (%)	13.373	Avg Non-Zero Specific Power (mph2/sec)	52.87
Avg Cruise Speed (mph)	26.49	Time in Decel (%)	12.282	Max Specific Power (mph2/sec)	853.63
Avg Acceleration (mph/sec)	1.32	Avg Trip or Segment Length (miles)	0.800	Spec Pwr Freq (%): 0 mph2/sec	58.379
Max Acceleration (mph/sec)	10.41	Avg Trip or Segment Time (min)	2.539	Spec Pwr Freq (%): >0-100 mph2/sec	35.437
Avg Deceleration (mph/sec)	-1.43	# Stops per Mile	1.869	Spec Pwr Freq (%): >100-200 mph2/sec	5.660
Max Deceleration (mph/sec)	-13.80	# of 1-Sec Observations	75710	Spec Pwr Freq (%): >200-300 mph2/sec	0.421
				Spec Pwr Freq (%): >300 mph2/sec	0.103

Arterial LOS C-D Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-13	0.000	0.000	0.000	0.000	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
-9	0.000	0.000	-0.003	-0.008	-0.004	-0.004	-0.004	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.024**	**0.024**
-8	0.000	0.000	-0.009	0.143	-0.024	-0.013	-0.008	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.085**	**0.201**
-7	0.000	0.000	-0.017	-0.032	-0.036	-0.021	-0.015	-0.004	-0.005	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.131**	**0.131**
-6	0.000	-0.012	0.097	-0.082	0.080	-0.081	-0.041	-0.017	-0.007	-0.001	-0.003	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.068**	**0.422**
-5	0.000	-0.050	0.136	-0.064	0.271	-0.017	-0.107	-0.045	-0.009	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.113**	**0.701**
-4	0.000	0.321	0.025	0.126	-0.159	0.062	-0.002	0.055	-0.040	-0.012	-0.003	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.370**	**0.808**
-3	0.000	-0.087	-0.078	-0.049	0.071	0.017	0.434	-0.083	-0.095	-0.037	-0.018	-0.003	-0.004	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**0.066**	**0.978**
-2	-0.001	0.002	-0.152	-0.173	0.144	0.401	0.111	0.571	0.364	0.377	-0.083	-0.026	-0.013	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.521**	**2.419**
-1	-0.028	-0.608	-0.344	-0.016	0.874	0.053	0.321	0.257	-0.239	0.110	-0.166	-0.118	-0.044	-0.003	-0.007	0.000	0.000	0.000	0.000	0.000	0.000	**0.042**	**3.188**
0	0.036	-0.011	-0.034	0.129	-0.057	0.008	-0.231	0.314	0.051	0.119	0.084	-0.407	-0.091	-0.001	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	**-0.096**	**1.578**
1	0.172	-0.909	-0.108	-0.163	0.146	-0.149	-0.054	-0.361	0.404	0.350	-0.068	-0.141	-0.044	-0.001	-0.004	0.000	0.000	0.000	0.000	0.000	0.000	**-0.930**	**3.074**
2	0.040	-0.100	0.011	-0.115	0.211	-0.233	0.060	0.097	-0.093	-0.124	-0.074	-0.028	-0.007	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**-0.356**	**1.194**
3	-0.078	-0.306	-0.044	-0.037	0.091	0.175	0.121	-0.083	-0.032	-0.018	-0.009	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.223**	**0.997**
4	0.056	0.071	-0.089	-0.247	-0.015	-0.077	-0.026	-0.016	-0.013	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.358**	**0.612**
5	-0.024	-0.006	-0.017	0.223	-0.044	-0.011	-0.005	-0.004	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.109**	**0.337**
6	-0.003	0.045	-0.036	-0.020	-0.007	-0.001	-0.003	-0.001	0.000	0.000	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.028**	**0.118**
7	0.000	-0.025	-0.013	-0.003	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.044**	**0.044**
8	-0.001	-0.017	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.020**	**0.020**
9	0.000	-0.005	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.006**	**0.006**
10	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.168**	**-1.697**	**-0.677**	**-0.389**	**1.538**	**0.107**	**0.547**	**0.674**	**0.285**	**0.760**	**-0.344**	**-0.730**	**-0.204**	**-0.008**	**-0.018**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.440**	**2.575**	**1.215**	**1.631**	**2.238**	**1.325**	**1.547**	**1.914**	**1.353**	**1.152**	**0.512**	**0.730**	**0.204**	**0.008**	**0.018**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**16.862**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	0.33	Time at Idle (%)	0.168	Avg PKE (miles/hr2)	-137.60
Max Speed (mph)	-21.79	Time at Cruise (%)	-1.062	Avg Total Specific Power (mph2/sec)	-0.35
Avg Non-Idle Speed (mph)	0.47	Time in Accel (%)	-0.973	Avg Non-Zero Specific Power (mph2/sec)	6.10
Avg Cruise Speed (mph)	0.63	Time in Decel (%)	1.867	Max Specific Power (mph2/sec)	-648.72
Avg Acceleration (mph/sec)	0.13	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	4.896
Max Acceleration (mph/sec)	-4.71	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-4.912
Avg Deceleration (mph/sec)	-0.16	# Stops per Mile	0.214	Spec Pwr Freq (%): >100-200 mph2/sec	0.223
Max Deceleration (mph/sec)	6.10	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.103
				Spec Pwr Freq (%): >300 mph2/sec	-0.103

Edited Arterial LOS E-F Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6		0.198					0.198															**0.397**
-5			0.198	0.397		0.198																**0.794**
-4			0.198	0.397	0.595			0.198														**1.389**
-3		0.595	0.595	0.595	0.397	0.397	0.397	0.198	0.198													**3.373**
-2		2.183	1.190	0.397	0.595	0.595	0.794	0.397														**6.151**
-1		3.373	1.587	0.992	0.992	1.389	1.190	0.595	0.595													**10.714**
0	31.746	5.357	1.984	1.786	1.587	2.183	2.579	1.786	0.595													**49.603**
1	0.794	2.381	1.190	1.786	1.389	2.183	1.786	1.190	0.397													**13.095**
2	0.198	1.786	1.389	0.992	1.389	1.389	1.190	0.397														**8.730**
3	0.198	0.992	0.992	0.595	0.397	0.198	0.198	0.198														**3.770**
4		0.595	0.198	0.198	0.198																	**1.190**
5		0.595																				**0.595**
6			0.198																			**0.198**
7																						
8																						
9																						
10																						
11																						
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20																						
Totals	**32.937**	**18.056**	**9.722**	**8.135**	**7.540**	**8.532**	**8.333**	**4.960**	**1.786**													**100.000**

Cycle Summary Statistics

Avg Speed (mph)	11.56	Time at Idle (%)	32.937	Avg PKE (miles/hr2)	5242.21
Max Speed (mph)	39.90	Time at Cruise (%)	40.873	Avg Total Specific Power (mph2/sec)	16.83
Avg Non-Idle Speed (mph)	17.23	Time in Accel (%)	14.087	Avg Non-Zero Specific Power (mph2/sec)	46.35
Avg Cruise Speed (mph)	18.12	Time in Decel (%)	12.103	Max Specific Power (mph2/sec)	187.65
Avg Acceleration (mph/sec)	1.48	Cycle Length (miles)	1.618	Spec Pwr Freq (%): 0 mph2/sec	63.691
Max Acceleration (mph/sec)	5.80	Cycle Time (min)	8.400	Spec Pwr Freq (%): >0-100 mph2/sec	32.341
Avg Deceleration (mph/sec)	-1.66	# Stops per Mile	4.326	Spec Pwr Freq (%): >100-200 mph2/sec	3.968
Max Deceleration (mph/sec)	-5.80	# of 1-Sec Observations	504	Spec Pwr Freq (%): >200-300 mph2/sec	0.000
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car LOS E-F Arterial Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11						0.012																**0.012**
-10																						
-9						0.012																**0.012**
-8			0.012	0.050	0.050	0.012																**0.124**
-7			0.025	0.050	0.025	0.012	0.012	0.012														**0.137**
-6		0.025	0.012	0.062	0.099	0.012	0.037															**0.248**
-5		0.099	0.161	0.174	0.074	0.149	0.050	0.025														**0.732**
-4		0.112	0.248	0.199	0.186	0.124	0.050	0.025	0.025	0.012												**0.981**
-3		0.497	0.559	0.422	0.372	0.273	0.236	0.074	0.025	0.025	0.012											**2.495**
-2	0.012	1.787	0.782	0.521	0.397	0.509	0.497	0.186	0.112	0.037	0.050	0.062										**4.953**
-1	0.037	3.538	1.328	1.092	0.844	1.303	1.229	0.745	0.323	0.149	0.298	0.074										**10.961**
0	31.852	5.623	1.850	1.899	1.390	2.321	2.557	1.949	0.596	0.571	0.546	0.335										**51.490**
1	0.546	3.712	1.303	1.651	1.279	1.825	1.701	1.179	0.509	0.360	0.298	0.137										**14.499**
2	0.236	1.887	0.956	1.030	1.005	1.030	0.608	0.323	0.124	0.062	0.074	0.025										**7.361**
3	0.124	0.919	0.745	0.608	0.472	0.434	0.261	0.050	0.037	0.025	0.012	0.012										**3.699**
4	0.037	0.497	0.335	0.211	0.174	0.037	0.012	0.012														**1.316**
5	0.050	0.273	0.174	0.124	0.025																	**0.645**
6		0.137	0.087	0.012																		**0.236**
7	0.012	0.025	0.012	0.012																		**0.062**
8		0.012		0.012																		**0.025**
9																						
10	0.012																					**0.012**
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**32.920**	**19.141**	**8.590**	**8.131**	**6.393**	**8.069**	**7.249**	**4.580**	**1.750**	**1.241**	**1.291**	**0.645**										**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	12.03	Time at Idle (%)	32.920	Avg PKE (miles/hr2)	5031.00
Max Speed (mph)	56.77	Time at Cruise (%)	44.513	Avg Total Specific Power (mph2/sec)	16.81
Avg Non-Idle Speed (mph)	17.94	Time in Accel (%)	12.885	Avg Non-Zero Specific Power (mph2/sec)	44.73
Avg Cruise Speed (mph)	19.12	Time in Decel (%)	9.682	Max Specific Power (mph2/sec)	395.56
Avg Acceleration (mph/sec)	1.38	Avg Trip or Segment Length (miles)	0.508	Spec Pwr Freq (%): 0 mph2/sec	62.413
Max Acceleration (mph/sec)	10.20	Avg Trip or Segment Time (min)	2.533	Spec Pwr Freq (%): >0-100 mph2/sec	33.131
Avg Deceleration (mph/sec)	-1.38	# Stops per Mile	3.231	Spec Pwr Freq (%): >100-200 mph2/sec	4.221
Max Deceleration (mph/sec)	-11.16	# of 1-Sec Observations	8056	Spec Pwr Freq (%): >200-300 mph2/sec	0.211
				Spec Pwr Freq (%): >300 mph2/sec	0.025

Arterial LOS E-F Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	0.000	0.000	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
-8	0.000	0.000	-0.012	-0.050	-0.050	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.124**	**0.124**
-7	0.000	0.000	-0.025	-0.050	-0.025	-0.012	-0.012	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.136**	**0.136**
-6	0.000	0.173	-0.012	-0.062	-0.099	-0.012	0.161	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.149**	**0.519**
-5	0.000	-0.099	0.037	0.223	-0.074	0.049	-0.050	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.061**	**0.557**
-4	0.000	-0.112	-0.050	0.198	0.409	-0.124	-0.050	0.173	-0.025	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.407**	**1.153**
-3	0.000	0.098	0.036	0.173	0.025	0.124	0.161	0.124	0.173	-0.025	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.877**	**0.951**
-2	-0.012	0.396	0.408	-0.124	0.198	0.086	0.297	0.211	-0.112	-0.037	-0.050	-0.062	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.199**	**1.993**
-1	-0.037	-0.165	0.259	-0.100	0.148	0.086	-0.039	-0.150	0.272	-0.149	-0.298	-0.074	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.247**	**1.777**
0	-0.106	-0.266	0.134	-0.113	0.197	-0.138	0.022	-0.163	-0.001	-0.571	-0.546	-0.335	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-1.886**	**2.592**
1	0.248	-1.331	-0.113	0.135	0.110	0.358	0.085	0.011	-0.112	-0.360	-0.298	-0.137	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-1.404**	**3.298**
2	-0.038	-0.101	0.433	-0.038	0.384	0.359	0.582	0.074	-0.124	-0.062	-0.074	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.370**	**2.294**
3	0.074	0.073	0.247	-0.013	-0.075	-0.236	-0.063	0.148	-0.037	-0.025	-0.012	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.069**	**1.015**
4	-0.037	0.098	-0.137	-0.013	0.024	-0.037	-0.012	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.126**	**0.370**
5	-0.050	0.322	-0.174	-0.124	-0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.051**	**0.695**
6	0.000	-0.137	0.111	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.038**	**0.260**
7	-0.012	-0.025	-0.012	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.061**	**0.061**
8	0.000	-0.012	0.000	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.024**	**0.024**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	-0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.018**	**-1.088**	**1.130**	**0.006**	**1.147**	**0.467**	**1.082**	**0.379**	**0.034**	**-1.241**	**-1.290**	**-0.645**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.626**	**3.408**	**2.200**	**1.452**	**1.843**	**1.657**	**1.534**	**1.103**	**0.856**	**1.241**	**1.290**	**0.645**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**17.855**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-0.47	Time at Idle (%)	0.017	Avg PKE (miles/hr2)	211.21
Max Speed (mph)	-16.87	Time at Cruise (%)	-3.640	Avg Total Specific Power (mph2/sec)	0.02
Avg Non-Idle Speed (mph)	-0.70	Time in Accel (%)	1.203	Avg Non-Zero Specific Power (mph2/sec)	1.62
Avg Cruise Speed (mph)	-1.00	Time in Decel (%)	2.421	Max Specific Power (mph2/sec)	-207.91
Avg Acceleration (mph/sec)	0.10	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	1.277
Max Acceleration (mph/sec)	-4.40	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-0.789
Avg Deceleration (mph/sec)	-0.28	# Stops per Mile	1.095	Spec Pwr Freq (%): >100-200 mph2/sec	-0.252
Max Deceleration (mph/sec)	5.36	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.211
				Spec Pwr Freq (%): >300 mph2/sec	-0.025

Edited Local Roadway Driving Cycle SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8																						
-7																						
-6				0.190																		**0.190**
-5			0.190	0.381	0.381																	**0.952**
-4			0.190	0.190	0.381	0.190	0.190															**1.143**
-3		0.762	1.143	0.952	0.381	0.571	0.190															**4.000**
-2		1.714	1.714	0.952	0.571	0.571	0.571	0.381														**6.476**
-1		3.238	1.143	1.905	1.714	1.333	0.762	0.381	0.190													**10.667**
0	25.143	1.714	2.667	1.714	2.857	4.381	4.190	2.667	0.952													**46.286**
1	0.571	1.905	3.429	3.619	1.905	2.476	1.143	1.333														**16.381**
2	0.571	2.095	1.714	1.714	1.524	0.762	0.190															**8.571**
3	0.190	1.905	1.143	1.143	0.381	0.190																**4.952**
4		0.190			0.190																	**0.381**
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**26.476**	**13.524**	**13.333**	**12.762**	**10.286**	**10.476**	**7.238**	**4.762**	**1.143**													**100.000**

Cycle Summary Statistics

Avg Speed (mph)	12.85	Time at Idle (%)	26.476	Avg PKE (miles/hr2)	4294.82
Max Speed (mph)	38.30	Time at Cruise (%)	47.619	Avg Total Specific Power (mph2/sec)	15.33
Avg Non-Idle Speed (mph)	17.47	Time in Accel (%)	13.143	Avg Non-Zero Specific Power (mph2/sec)	37.77
Avg Cruise Speed (mph)	19.56	Time in Decel (%)	12.762	Max Specific Power (mph2/sec)	142.56
Avg Acceleration (mph/sec)	1.32	Cycle Length (miles)	1.873	Spec Pwr Freq (%): 0 mph2/sec	59.429
Max Acceleration (mph/sec)	3.70	Cycle Time (min)	8.750	Spec Pwr Freq (%): >0-100 mph2/sec	38.286
Avg Deceleration (mph/sec)	-1.61	# Stops per Mile	3.737	Spec Pwr Freq (%): >100-200 mph2/sec	2.286
Max Deceleration (mph/sec)	-5.90	# of 1-Sec Observations	525	Spec Pwr Freq (%): >200-300 mph2/sec	0.000
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target 3-City Chase Car Local Roadway Driving SAFD (%)

ACCEL BIN	SPEED BIN (mph)																					
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12					0.002																	**0.002**
-11				0.002																		**0.002**
-10				0.002																		**0.002**
-9					0.005	0.002	0.002															**0.009**
-8			0.002	0.005	0.003																	**0.010**
-7		0.002	0.007	0.005	0.009	0.005																**0.028**
-6			0.033	0.071	0.057	0.035	0.021	0.007	0.005													**0.230**
-5		0.038	0.172	0.259	0.172	0.068	0.030	0.009	0.003	0.002												**0.754**
-4		0.139	0.329	0.350	0.364	0.181	0.078	0.023	0.012	0.005	0.002											**1.483**
-3		0.421	1.175	0.493	0.522	0.393	0.188	0.052	0.030	0.016	0.003											**3.294**
-2		1.962	1.091	1.746	0.451	0.480	0.291	0.138	0.045	0.023	0.012	0.009										**6.248**
-1	0.007	3.003	1.039	1.145	1.473	1.184	0.930	0.663	0.319	0.197	0.186	0.091	0.037									**10.272**
0	25.060	2.047	2.585	1.605	2.897	4.261	4.084	2.641	1.159	0.714	1.292	1.102	0.334	0.003								**49.784**
1	0.357	1.542	3.186	2.853	2.343	2.099	1.480	0.883	0.381	0.247	0.167	0.099	0.024									**15.662**
2	0.136	1.708	0.907	1.741	1.062	0.533	0.249	0.084	0.045	0.017	0.009	0.003										**6.493**
3	0.132	1.551	0.928	0.799	0.334	0.134	0.047	0.014	0.005	0.005	0.002		0.002									**3.953**
4	0.705	0.320	0.219	0.138	0.059	0.031	0.009	0.003														**1.485**
5	0.047	0.080	0.024	0.035	0.024	0.003	0.002															**0.216**
6	0.012	0.010	0.009	0.005	0.002		0.002															**0.040**
7	0.014	0.002																				**0.016**
8	0.009	0.003																				**0.012**
9	0.003																					**0.003**
10	0.002																					**0.002**
11																						
12	0.002																					**0.002**
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
Totals	**26.486**	**12.829**	**11.707**	**11.254**	**9.780**	**9.411**	**7.410**	**4.516**	**2.005**	**1.225**	**1.673**	**1.304**	**0.397**	**0.003**								**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	14.60	Time at Idle (%)	26.486	Avg PKE (miles/hr2)	3704.93
Max Speed (mph)	62.70	Time at Cruise (%)	50.233	Avg Total Specific Power (mph2/sec)	15.03
Avg Non-Idle Speed (mph)	19.87	Time in Accel (%)	11.184	Avg Non-Zero Specific Power (mph2/sec)	38.66
Avg Cruise Speed (mph)	22.56	Time in Decel (%)	12.097	Max Specific Power (mph2/sec)	508.31
Avg Acceleration (mph/sec)	1.29	Avg Trip or Segment Length (miles)	0.520	Spec Pwr Freq (%): 0 mph2/sec	61.125
Max Acceleration (mph/sec)	12.50	Avg Trip or Segment Time (min)	2.137	Spec Pwr Freq (%): >0-100 mph2/sec	36.859
Avg Deceleration (mph/sec)	-1.51	# Stops per Mile	2.926	Spec Pwr Freq (%): >100-200 mph2/sec	1.904
Max Deceleration (mph/sec)	-12.13	# of 1-Sec Observations	57446	Spec Pwr Freq (%): >200-300 mph2/sec	0.104
				Spec Pwr Freq (%): >300 mph2/sec	0.007

Local Roadway Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
-11	0.000	0.000	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
-10	0.000	0.000	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
-9	0.000	0.000	0.000	0.000	-0.005	-0.002	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.009**	**0.009**
-8	0.000	0.000	-0.002	-0.005	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.010**	**0.010**
-7	0.000	-0.002	-0.007	-0.005	-0.009	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.028**	**0.028**
-6	0.000	0.000	-0.033	0.119	-0.057	-0.035	-0.021	-0.007	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.039**	**0.277**
-5	0.000	-0.038	0.018	0.122	0.209	-0.068	-0.030	-0.009	-0.003	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.199**	**0.499**
-4	0.000	-0.139	-0.139	-0.160	0.017	0.009	0.112	-0.023	-0.012	-0.005	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.342**	**0.618**
-3	0.000	0.341	-0.032	0.459	-0.141	0.178	0.002	-0.052	-0.030	-0.016	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.706**	**1.254**
-2	0.000	-0.248	0.623	-0.794	0.120	0.091	0.280	0.243	-0.045	-0.023	-0.012	-0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.226**	**2.488**
-1	-0.007	0.235	0.104	0.760	0.241	0.149	-0.168	-0.282	-0.129	-0.197	-0.186	-0.091	-0.037	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.392**	**2.586**
0	0.083	-0.333	0.082	0.109	-0.040	0.120	0.106	0.026	-0.207	-0.714	-1.292	-1.102	-0.334	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-3.499**	**4.551**
1	0.214	0.363	0.243	0.766	-0.438	0.377	-0.337	0.450	-0.381	-0.247	-0.167	-0.099	-0.024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.720**	**4.106**
2	0.435	0.387	0.807	-0.027	0.462	0.229	-0.059	-0.084	-0.045	-0.017	-0.009	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**2.076**	**2.564**
3	0.058	0.354	0.215	0.344	0.047	0.056	-0.047	-0.014	-0.005	-0.005	-0.002	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.999**	**1.149**
4	-0.705	-0.130	-0.219	-0.138	0.131	-0.031	-0.009	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-1.104**	**1.366**
5	-0.047	-0.080	-0.024	-0.035	-0.024	-0.003	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.215**	**0.215**
6	-0.012	-0.010	-0.009	-0.005	-0.002	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.040**	**0.040**
7	-0.014	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.016**	**0.016**
8	-0.009	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
9	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.003**	**0.003**
10	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**-0.011**	**0.695**	**1.627**	**1.506**	**0.506**	**1.065**	**-0.177**	**0.245**	**-0.862**	**-1.226**	**-1.673**	**-1.304**	**-0.397**	**-0.003**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**1.591**	**2.665**	**2.557**	**3.852**	**1.948**	**1.353**	**1.177**	**1.193**	**0.862**	**1.226**	**1.673**	**1.304**	**0.397**	**0.003**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**21.801**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-1.76	Time at Idle (%)	-0.010	Avg PKE (miles/hr2)	589.90
Max Speed (mph)	-24.40	Time at Cruise (%)	-2.614	Avg Total Specific Power (mph2/sec)	0.30
Avg Non-Idle Speed (mph)	-2.39	Time in Accel (%)	1.959	Avg Non-Zero Specific Power (mph2/sec)	-0.89
Avg Cruise Speed (mph)	-3.00	Time in Decel (%)	0.665	Max Specific Power (mph2/sec)	-365.75
Avg Acceleration (mph/sec)	0.03	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	-1.697
Max Acceleration (mph/sec)	-8.80	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	1.427
Avg Deceleration (mph/sec)	-0.11	# Stops per Mile	0.810	Spec Pwr Freq (%): >100-200 mph2/sec	0.381
Max Deceleration (mph/sec)	6.23	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.104
				Spec Pwr Freq (%): >300 mph2/sec	-0.007

Edited Non-Freeway/Ramp Area-Wide Driving Cycle SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15																						
-14																						
-13																						
-12																						
-11																						
-10																						
-9																						
-8								0.074														**0.074**
-7						0.074			0.074													**0.148**
-6				0.074	0.074																	**0.148**
-5		0.148	0.074	0.223	0.223	0.223	0.148	0.074														**1.113**
-4		0.223	0.593	0.445	0.445	0.445	0.148	0.074	0.074	0.074												**2.522**
-3		0.593	0.593	0.668	0.371	0.519	0.297	0.223														**3.264**
-2		1.187	0.519	0.742	0.593	0.519	0.371	0.223	0.371	0.148												**4.674**
-1		2.003	0.890	0.742	0.742	0.964	1.261	1.558	1.261	0.742	0.519											**10.682**
0	23.442	2.522	1.113	1.335	1.409	2.226	4.006	4.970	4.525	3.783	2.596											**51.929**
1	0.371	1.484	0.964	1.484	1.261	1.484	2.003	2.077	1.484	0.964	0.445											**14.021**
2	0.074	0.742	0.742	0.816	0.964	0.890	0.593	0.668	0.074													**5.564**
3	0.074	0.742	0.445	0.668	0.519	0.445	0.223	0.074														**3.190**
4		0.445	0.445	0.297	0.223	0.148																**1.558**
5		0.371	0.148		0.074																	**0.593**
6	0.074	0.371	0.074																			**0.519**
7																						
8																						
9																						
10																						
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Totals	**24.036**	**10.831**	**6.602**	**7.493**	**6.899**	**7.938**	**9.050**	**10.015**	**7.864**	**5.712**	**3.561**											**100.000**

Cycle Summary Statistics

Avg Speed (mph)	19.35	Time at Idle (%)	24.036	Avg PKE (miles/hr2)	3722.24
Max Speed (mph)	52.30	Time at Cruise (%)	52.819	Avg Total Specific Power (mph2/sec)	20.01
Avg Non-Idle Speed (mph)	25.47	Time in Accel (%)	11.202	Avg Non-Zero Specific Power (mph2/sec)	50.51
Avg Cruise Speed (mph)	28.99	Time in Decel (%)	11.944	Max Specific Power (mph2/sec)	219.95
Avg Acceleration (mph/sec)	1.28	Cycle Length (miles)	7.246	Spec Pwr Freq (%): 0 mph2/sec	60.386
Max Acceleration (mph/sec)	6.40	Cycle Time (min)	22.467	Spec Pwr Freq (%): >0-100 mph2/sec	34.050
Avg Deceleration (mph/sec)	-1.45	# Stops per Mile	1.932	Spec Pwr Freq (%): >100-200 mph2/sec	5.341
Max Deceleration (mph/sec)	-8.30	# of 1-Sec Observations	1348	Spec Pwr Freq (%): >200-300 mph2/sec	0.223
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target Instrumented Vehicle Non-Freeway/Ramp Driving SAFD (%)

(Baltimore-Weighted)

ACCEL BIN (mph/s)	SPEED BIN (mph)																					TOTALS
	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-10	0.000	0.000	0.000	0.000	-0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
-9	0.000	0.000	0.000	0.001	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.008**
-8	0.000	0.000	0.001	0.006	0.010	0.007	0.005	0.003	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.035**
-7	0.000	0.003	0.006	0.025	0.031	0.026	0.016	0.007	0.004	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.120**
-6	0.000	0.008	0.039	0.085	0.085	0.071	0.044	0.023	0.010	0.003	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.371**
-5	0.000	0.036	0.151	0.208	0.210	0.165	0.103	0.057	0.021	0.009	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.961**
-4	0.000	0.163	0.360	0.386	0.382	0.310	0.208	0.123	0.063	0.028	0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**2.031**
-3	0.000	0.559	0.534	0.526	0.503	0.432	0.330	0.213	0.129	0.054	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**3.296**
-2	0.000	1.286	0.635	0.583	0.545	0.544	0.507	0.419	0.281	0.163	0.056	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**5.018**
-1	0.000	2.102	0.862	0.760	0.737	0.952	1.256	1.393	1.199	0.892	0.442	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**10.596**
0	23.450	2.676	1.369	1.265	1.382	2.212	3.917	5.113	4.640	3.865	2.607	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**52.497**
1	0.263	1.339	0.900	1.056	1.144	1.613	1.948	1.915	1.526	1.029	0.412	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**13.145**
2	0.101	0.854	0.748	0.993	1.005	0.943	0.731	0.470	0.249	0.086	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**6.180**
3	0.061	0.651	0.598	0.699	0.599	0.369	0.200	0.092	0.023	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**3.294**
4	0.042	0.485	0.350	0.283	0.203	0.092	0.034	0.011	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.503**
5	0.027	0.295	0.133	0.071	0.039	0.019	0.006	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.593**
6	0.017	0.144	0.033	0.010	0.005	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.212**
7	0.009	0.063	0.006	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.080**
8	0.004	0.030	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.034**
9	0.001	0.014	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.014**
10	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.007**
11	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.003**
12	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.001**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**
Totals	**23.975**	**10.719**	**6.727**	**6.962**	**6.884**	**7.758**	**9.306**	**9.842**	**8.147**	**6.134**	**3.545**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	19.60	Time at Idle (%)	23.975	Avg PKE (miles/hr2)	-
Max Speed (mph)	52.50	Time at Cruise (%)	52.525	Avg Total Specific Power (mph2/sec)	-
Avg Non-Idle Speed (mph)	-	Time in Accel (%)	11.660	Avg Non-Zero Specific Power (mph2/sec)	-
Avg Cruise Speed (mph)	-	Time in Decel (%)	11.840	Max Specific Power (mph2/sec)	-
Avg Acceleration (mph/sec)	-	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	75.458
Max Acceleration (mph/sec)	12.00	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	19.398
Avg Deceleration (mph/sec)	-	# Stops per Mile	-	Spec Pwr Freq (%): >100-200 mph2/sec	4.811
Max Deceleration (mph/sec)	-14.00	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	0.320
				Spec Pwr Freq (%): >300 mph2/sec	0.013

Non-Freeway/Ramp Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	0.000	0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.002**
-9	0.000	0.000	0.000	-0.001	-0.002	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.008**	**0.009**
-8	0.000	0.000	-0.001	-0.006	-0.010	-0.007	-0.005	0.071	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.039**	**0.103**
-7	0.000	-0.003	-0.006	-0.025	-0.031	0.048	-0.016	-0.007	0.070	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.028**	**0.207**
-6	0.000	-0.008	-0.039	-0.011	-0.011	-0.071	-0.044	-0.023	-0.010	-0.003	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.223**	**0.223**
-5	0.000	0.112	-0.077	0.015	0.013	0.058	0.045	0.017	-0.021	-0.009	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.152**	**0.369**
-4	0.000	0.060	0.233	0.059	0.063	0.135	-0.060	-0.049	0.011	0.046	-0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.490**	**0.724**
-3	0.000	0.034	0.059	0.142	-0.132	0.087	-0.033	0.010	-0.129	-0.054	-0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.032**	**0.697**
-2	0.000	-0.099	-0.116	0.159	0.048	-0.025	-0.136	-0.196	0.090	-0.015	-0.056	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.345**	**0.941**
-1	0.000	-0.099	0.028	-0.018	0.005	0.012	0.005	0.165	0.062	-0.150	0.077	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.086**	**0.621**
0	-0.008	-0.154	-0.256	0.070	0.027	0.014	0.089	-0.143	-0.115	-0.082	-0.011	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.570**	**0.968**
1	0.108	0.145	0.064	0.428	0.117	-0.129	0.055	0.162	-0.042	-0.065	0.033	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.876**	**1.348**
2	-0.027	-0.112	-0.006	-0.177	-0.041	-0.053	-0.138	0.198	-0.175	-0.086	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.617**	**1.014**
3	0.013	0.091	-0.153	-0.031	-0.080	0.076	0.023	-0.018	-0.023	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.104**	**0.510**
4	-0.042	-0.040	0.095	0.014	0.020	0.056	-0.034	-0.011	-0.002	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.055**	**0.314**
5	-0.027	0.076	0.015	-0.071	0.035	-0.019	-0.006	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.250**
6	0.057	0.227	0.041	-0.010	-0.005	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.307**	**0.343**
7	-0.009	-0.063	-0.006	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.080**	**0.081**
8	-0.004	-0.030	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.034**	**0.035**
9	-0.001	-0.014	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.014**	**0.015**
10	0.000	-0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.007**	**0.008**
11	0.000	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.003**	**0.003**
12	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**0.060**	**0.112**	**-0.127**	**0.532**	**0.014**	**0.179**	**-0.256**	**0.173**	**-0.284**	**-0.423**	**0.015**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**0.295**	**1.378**	**1.196**	**1.239**	**0.642**	**0.796**	**0.693**	**1.073**	**0.751**	**0.516**	**0.208**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**8.787**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-0.25	Time at Idle (%)	0.061	Avg PKE (miles/hr2)	-
Max Speed (mph)	-0.20	Time at Cruise (%)	0.294	Avg Total Specific Power (mph2/sec)	-
Avg Non-Idle Speed (mph)	-	Time in Accel (%)	-0.458	Avg Non-Zero Specific Power (mph2/sec)	-
Avg Cruise Speed (mph)	-	Time in Decel (%)	0.104	Max Specific Power (mph2/sec)	-
Avg Acceleration (mph/sec)	-	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	-15.073
Max Acceleration (mph/sec)	-5.60	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	14.652
Avg Deceleration (mph/sec)	-	# Stops per Mile	-	Spec Pwr Freq (%): >100-200 mph2/sec	0.530
Max Deceleration (mph/sec)	5.70	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.097
				Spec Pwr Freq (%): >300 mph2/sec	-0.013

Edited LA92 Driving Cycle SAFD (%)

ACCEL BIN	SPEED BIN (mph)																				
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15							0.070															**0.070**
-14				0.070																		**0.070**
-13																						
-12																						
-11																						
-10																						
-9									0.070													**0.070**
-8							0.070	0.070														**0.139**
-7					0.070																	**0.070**
-6			0.070	0.070	0.070					0.070												**0.279**
-5		0.139	0.279	0.139	0.139	0.209	0.209	0.070				0.070	0.070									**1.323**
-4		0.209	0.209	0.279	0.418	0.557	0.348	0.070	0.139													**2.228**
-3		0.627	0.627	0.766	0.557	0.139	0.487	0.279		0.209	0.070	0.070		0.070								**3.900**
-2		1.184	0.766	0.627	0.418	0.418	0.348	0.209	0.139	0.209	0.070											**4.387**
-1		2.159	0.487	1.323	0.975	0.766	1.602	0.836	0.487	0.696	0.487	0.279	0.696	0.627								**11.421**
0	15.738	1.811	1.253	2.019	1.184	2.298	4.526	3.064	2.925	2.437	1.323	0.348	4.875	2.716								**46.518**
1	0.627	1.045	0.418	0.557	1.393	2.368	2.437	1.602	1.253	1.462	0.627	0.696	0.766	0.836								**16.086**
2		0.696	0.766	1.323	0.905	0.766	0.836	0.487	0.209	0.139	0.070											**6.198**
3	0.070	1.114	0.905	1.114	0.975	0.627	0.139		0.139													**5.084**
4		0.836	0.348	0.139				0.070														**1.393**
5		0.279	0.070	0.070	0.070																	**0.487**
6		0.139																				**0.139**
7		0.139																				**0.139**
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
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19																						
20																						
Totals	**16.435**	**10.376**	**6.198**	**8.496**	**7.173**	**8.148**	**11.072**	**6.755**	**5.362**	**5.223**	**2.646**	**1.462**	**6.407**	**4.248**								**100.000**

Cycle Summary Statistics

Avg Speed (mph)	24.59	Time at Idle (%)	16.435	Avg PKE (miles/hr2)	3656.17
Max Speed (mph)	67.20	Time at Cruise (%)	54.735	Avg Total Specific Power (mph2/sec)	24.97
Avg Non-Idle Speed (mph)	29.42	Time in Accel (%)	14.972	Avg Non-Zero Specific Power (mph2/sec)	65.32
Avg Cruise Speed (mph)	33.02	Time in Decel (%)	13.858	Max Specific Power (mph2/sec)	271.32
Avg Acceleration (mph/sec)	1.51	Cycle Length (miles)	9.808	Spec Pwr Freq (%): 0 mph2/sec	61.769
Max Acceleration (mph/sec)	6.90	Cycle Time (min)	23.933	Spec Pwr Freq (%): >0-100 mph2/sec	30.710
Avg Deceleration (mph/sec)	-1.69	# Stops per Mile	1.631	Spec Pwr Freq (%): >100-200 mph2/sec	7.103
Max Deceleration (mph/sec)	-15.00	# of 1-Sec Observations	1436	Spec Pwr Freq (%): >200-300 mph2/sec	0.418
				Spec Pwr Freq (%): >300 mph2/sec	0.000

Target Los Angeles 1992 Chase Car Driving SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS
-20																						
-19																						
-18																						
-17																						
-16																						
-15							0.001															**0.001**
-14				0.001																		**0.001**
-13																						
-12				0.001		0.001																**0.002**
-11						0.002	0.001					0.001										**0.004**
-10			0.001	0.001	0.006	0.002	0.002															**0.012**
-9				0.005	0.003	0.004	0.003	0.003	0.002	0.001												**0.019**
-8			0.011	0.018	0.017	0.006	0.011	0.006		0.002												**0.071**
-7			0.030	0.053	0.043	0.031	0.020	0.015	0.005	0.003	0.003		0.001	0.001								**0.205**
-6		0.013	0.091	0.128	0.107	0.090	0.060	0.029	0.022	0.005	0.003	0.003										**0.550**
-5		0.050	0.221	0.270	0.273	0.242	0.161	0.082	0.036	0.018	0.008	0.005	0.005									**1.370**
-4		0.142	0.267	0.261	0.304	0.271	0.215	0.124	0.064	0.020	0.010	0.005	0.005	0.002	0.001							**1.690**
-3		0.427	0.561	0.373	0.464	0.431	0.387	0.304	0.153	0.076	0.039	0.035	0.009	0.007	0.001							**3.268**
-2		1.046	0.542	0.718	0.386	0.494	0.487	0.448	0.268	0.157	0.105	0.068	0.044	0.023	0.005	0.002	0.002					**4.794**
-1		1.870	0.602	0.747	0.867	0.896	1.212	1.260	1.132	0.694	0.491	0.572	0.692	0.515	0.184	0.032	0.005					**11.775**
0	14.130	2.382	1.148	1.120	1.435	2.202	3.471	3.868	3.680	2.518	1.616	2.009	3.299	2.708	1.097	0.209	0.039					**46.930**
1	0.287	1.487	1.195	1.296	1.352	1.678	2.097	2.130	1.512	0.935	0.667	0.747	0.810	0.490	0.164	0.040	0.005					**16.890**
2	0.060	0.866	0.395	0.895	1.027	1.089	0.905	0.502	0.276	0.148	0.086	0.052	0.029	0.011	0.002	0.001						**6.343**
3	0.023	0.783	0.575	0.810	0.660	0.474	0.199	0.086	0.042	0.022	0.012	0.002	0.002	0.004	0.001							**3.694**
4	0.173	0.435	0.308	0.234	0.141	0.063	0.023	0.015	0.009	0.003	0.002	0.001	0.002	0.001								**1.409**
5	0.005	0.347	0.172	0.085	0.033	0.013	0.007	0.003	0.001	0.001												**0.667**
6	0.001	0.135	0.054	0.017	0.010	0.005	0.002						0.001									**0.225**
7		0.032	0.015	0.004		0.004	0.001	0.001														**0.056**
8		0.014	0.003				0.003															**0.020**
9		0.003	0.002																			**0.005**
10		0.001	0.001																			**0.002**
11																						
12																						
13																						
14																						
15																						
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17																						
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19																						
20																						
Totals	**14.679**	**10.033**	**6.193**	**7.035**	**7.128**	**7.997**	**9.267**	**8.876**	**7.203**	**4.602**	**3.040**	**3.497**	**4.899**	**3.761**	**1.455**	**0.284**	**0.051**					**100.000**

Target Driving Population Summary Statistics

Avg Speed (mph)	26.34	Time at Idle (%)	14.679	Avg PKE (miles/hr2)	3447.04
Max Speed (mph)	80.30	Time at Cruise (%)	58.241	Avg Total Specific Power (mph2/sec)	25.22
Avg Non-Idle Speed (mph)	30.87	Time in Accel (%)	13.666	Avg Non-Zero Specific Power (mph2/sec)	57.11
Avg Cruise Speed (mph)	33.83	Time in Decel (%)	13.415	Max Specific Power (mph2/sec)	1048.00
Avg Acceleration (mph/sec)	1.24	Avg Trip or Segment Length (miles)	7.955	Spec Pwr Freq (%): 0 mph2/sec	55.840
Max Acceleration (mph/sec)	10.41	Avg Trip or Segment Time (min)	18.122	Spec Pwr Freq (%): >0-100 mph2/sec	36.770
Avg Deceleration (mph/sec)	-1.44	# Stops per Mile	1.235	Spec Pwr Freq (%): >100-200 mph2/sec	6.786
Max Deceleration (mph/sec)	-15.00	# of 1-Sec Observations	110909	Spec Pwr Freq (%): >200-300 mph2/sec	0.465
				Spec Pwr Freq (%): >300 mph2/sec	0.140

Los Angeles 1992 Chase Car Driving: Cycle vs. Target Difference SAFD (%)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	0.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.069**	**0.069**
-14	0.000	0.000	0.000	0.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.069**	**0.069**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
-11	0.000	0.000	0.000	0.000	0.000	-0.002	-0.001	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
-10	0.000	0.000	-0.001	-0.001	-0.006	-0.002	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
-9	0.000	0.000	0.000	-0.005	-0.003	-0.004	-0.003	-0.003	0.068	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.049**	**0.087**
-8	0.000	0.000	-0.011	-0.018	-0.017	-0.006	0.059	0.064	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.069**	**0.177**
-7	0.000	0.000	-0.030	-0.053	0.027	-0.031	-0.020	-0.015	-0.005	-0.003	-0.003	0.000	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.135**	**0.189**
-6	0.000	-0.013	-0.021	-0.058	-0.037	-0.090	-0.060	-0.029	-0.022	0.065	-0.003	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.271**	**0.401**
-5	0.000	0.089	0.058	-0.131	-0.134	-0.033	0.048	-0.012	-0.036	-0.018	-0.008	0.065	0.065	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.047**	**0.697**
-4	0.000	0.067	-0.058	0.018	0.114	0.286	0.133	-0.054	0.075	-0.020	-0.010	-0.005	-0.005	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**0.538**	**0.848**
-3	0.000	0.200	0.066	0.393	0.093	-0.292	0.100	-0.025	-0.153	0.133	0.031	0.035	-0.009	0.063	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**0.634**	**1.594**
-2	0.000	0.138	0.224	-0.091	0.032	-0.076	-0.139	-0.239	-0.129	0.052	-0.035	-0.068	-0.044	-0.023	-0.005	-0.002	-0.002	0.000	0.000	0.000	0.000	**-0.407**	**1.299**
-1	0.000	0.289	-0.115	0.576	0.108	-0.130	0.390	-0.424	-0.645	0.002	-0.004	-0.293	0.004	0.112	-0.184	-0.032	-0.005	0.000	0.000	0.000	0.000	**-0.351**	**3.313**
0	1.608	-0.571	0.105	0.899	-0.251	0.096	1.055	-0.804	-0.755	-0.081	-0.293	-1.661	1.576	0.008	-1.097	-0.209	-0.039	0.000	0.000	0.000	0.000	**-0.414**	**11.108**
1	0.340	-0.442	-0.777	-0.739	0.041	0.690	0.340	-0.528	-0.259	0.527	-0.040	-0.051	-0.044	0.346	-0.164	-0.040	-0.005	0.000	0.000	0.000	0.000	**-0.805**	**5.373**
2	-0.060	-0.170	0.371	0.428	-0.122	-0.323	-0.069	-0.015	-0.067	-0.009	-0.016	-0.052	-0.029	-0.011	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	**-0.147**	**1.745**
3	0.047	0.331	0.330	0.304	0.315	0.153	-0.060	-0.086	0.097	-0.022	-0.012	-0.002	-0.002	-0.004	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**1.388**	**1.766**
4	-0.173	0.401	0.040	-0.095	-0.141	-0.063	-0.023	0.055	-0.009	-0.003	-0.002	-0.001	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.017**	**1.009**
5	-0.005	-0.068	-0.102	-0.015	0.037	-0.013	-0.007	-0.003	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.178**	**0.252**
6	-0.001	0.004	-0.054	-0.017	-0.010	-0.005	-0.002	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.086**	**0.094**
7	0.000	0.107	-0.015	-0.004	0.000	-0.004	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.082**	**0.132**
8	0.000	-0.014	-0.003	0.000	0.000	0.000	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.020**	**0.020**
9	0.000	-0.003	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
10	0.000	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**1.756**	**0.344**	**0.004**	**1.459**	**0.046**	**0.150**	**1.804**	**-2.119**	**-1.841**	**0.619**	**-0.395**	**-2.037**	**1.508**	**0.487**	**-1.455**	**-0.284**	**-0.051**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**2.234**	**2.908**	**2.384**	**3.915**	**1.488**	**2.300**	**2.584**	**2.357**	**2.321**	**0.939**	**0.457**	**2.237**	**1.782**	**0.571**	**1.455**	**0.284**	**0.051**	**0.000**	**0.000**	**0.000**	**0.000**		**30.267**

Difference in Cycle vs. Target Summary Statistics

Avg Speed (mph)	-1.75	Time at Idle (%)	1.756	Avg PKE (miles/hr2)	209.13
Max Speed (mph)	-13.10	Time at Cruise (%)	-3.505	Avg Total Specific Power (mph2/sec)	-0.25
Avg Non-Idle Speed (mph)	-1.45	Time in Accel (%)	1.306	Avg Non-Zero Specific Power (mph2/sec)	8.21
Avg Cruise Speed (mph)	-0.81	Time in Decel (%)	0.443	Max Specific Power (mph2/sec)	-776.68
Avg Acceleration (mph/sec)	0.27	Avg Trip or Segment Length (miles)	-	Spec Pwr Freq (%): 0 mph2/sec	5.929
Max Acceleration (mph/sec)	-3.51	Avg Trip or Segment Time (min)	-	Spec Pwr Freq (%): >0-100 mph2/sec	-6.060
Avg Deceleration (mph/sec)	-0.25	# Stops per Mile	0.397	Spec Pwr Freq (%): >100-200 mph2/sec	0.317
Max Deceleration (mph/sec)	0.00	# of 1-Sec Observations	-	Spec Pwr Freq (%): >200-300 mph2/sec	-0.047
				Spec Pwr Freq (%): >300 mph2/sec	-0.140

Appendix D

Composite Los Angeles-Weighted Area-Wide Cycle Comparisons

Difference Between Area-Wide and LA92 "Unified" Cycle SAFD (%)

(Area-Wide Cycle Weighted for Los Angeles)

ACCEL BIN	SPEED BIN (mph)																					NET	ABS
(mph/s)	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	TOTALS	TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	-0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.070**	**0.070**
-14	0.000	0.000	0.000	-0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.070**	**0.070**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.070**	**0.070**
-8	0.000	0.000	0.000	0.000	0.009	0.009	-0.070	-0.018	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.070**	**0.106**
-7	0.000	0.000	0.000	0.000	-0.070	0.052	0.000	0.000	0.052	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.034**	**0.174**
-6	0.000	0.000	-0.070	-0.002	-0.009	0.009	0.000	0.000	0.000	-0.052	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.124**	**0.142**
-5	0.000	-0.019	-0.209	0.027	0.042	-0.028	-0.095	-0.002	0.000	0.000	0.018	-0.052	-0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.388**	**0.562**
-4	0.000	-0.052	0.226	0.066	-0.079	-0.227	-0.234	0.001	-0.050	0.052	0.010	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.277**	**1.007**
-3	0.000	-0.174	-0.105	-0.194	-0.204	0.274	-0.250	-0.061	0.033	-0.117	-0.070	-0.023	0.000	-0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.961**	**1.575**
-2	0.000	-0.236	-0.326	0.067	0.089	0.052	-0.024	0.012	0.230	-0.066	0.014	0.065	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.123**	**1.181**
-1	0.000	-0.540	0.272	-0.629	-0.206	0.258	-0.359	0.472	0.551	0.055	0.234	0.361	0.087	-0.238	0.180	0.000	0.000	0.000	0.000	0.000	0.000	**0.498**	**4.442**
0	1.315	0.547	-0.034	-0.555	0.483	0.020	-1.036	0.985	0.734	0.889	1.669	1.849	-1.893	-0.822	0.729	0.094	0.000	0.000	0.000	0.000	0.000	**4.974**	**13.654**
1	-0.341	0.312	0.590	0.797	-0.248	-0.874	-0.614	0.311	0.170	-0.409	0.186	0.057	0.094	-0.475	0.161	0.000	0.000	0.000	0.000	0.000	0.000	**-0.283**	**5.639**
2	0.052	-0.057	-0.115	-0.583	-0.036	0.042	-0.231	0.106	-0.050	0.033	0.024	0.047	0.010	0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.739**	**1.405**
3	0.001	-0.514	-0.487	-0.527	-0.514	-0.297	0.037	0.089	-0.069	0.019	0.019	0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-2.224**	**2.592**
4	0.000	-0.521	-0.015	0.110	0.191	0.105	0.000	-0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.200**	**1.012**
5	0.000	0.001	0.035	-0.070	-0.018	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.052**	**0.124**
6	0.052	0.141	0.068	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.261**	**0.261**
7	0.000	-0.124	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.124**	**0.124**
8	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**1.079**	**-1.236**	**-0.170**	**-1.563**	**-0.570**	**-0.605**	**-2.946**	**1.825**	**1.531**	**0.404**	**2.104**	**2.333**	**-1.772**	**-1.586**	**1.070**	**0.094**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**1.761**	**3.238**	**2.552**	**3.697**	**2.198**	**2.247**	**3.020**	**2.127**	**2.009**	**1.692**	**2.244**	**2.483**	**2.154**	**1.624**	**1.070**	**0.094**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**		**34.210**

Summary Statistics Differences

Avg Speed	1.15 mph
Avg Power	-1.79 mph2/s

Modal Region Frequency Differences

Total Idle	1.08%
Total Cruise	-20.30%
Total Accel	10.73%
Total Decel	8.49%

Specific Power Distribution Differences

0 mph2/sec	-3.15%
>0 - <100 mph2/sec	4.23%
100 - <200 mph2/sec	-1.00%
200 - <300 mph2/sec	0.01%
>=300 mph2/sec	0.04%

Difference Between Area-Wide Cycle and LA92 Chase Car Driving SAFD (%)

(Area-Wide Cycle Weighted for Los Angeles)

ACCEL BIN (mph/s)	SPEED BIN (mph) 0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	NET TOTALS	ABS TOTALS
-20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-15	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-14	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.001**
-13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
-12	0.000	0.000	0.000	-0.001	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
-11	0.000	0.000	0.000	0.000	0.000	-0.002	-0.001	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.004**	**0.004**
-10	0.000	0.000	-0.001	-0.001	-0.006	-0.002	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.012**	**0.012**
-9	0.000	0.000	0.000	-0.005	-0.003	-0.004	-0.003	-0.003	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.021**	**0.021**
-8	0.000	0.000	-0.011	-0.018	-0.008	0.003	-0.011	0.046	0.000	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.001**	**0.099**
-7	0.000	0.000	-0.030	-0.053	-0.043	0.021	-0.020	-0.015	0.047	-0.003	-0.003	0.000	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.101**	**0.237**
-6	0.000	-0.013	-0.091	-0.060	-0.046	-0.081	-0.060	-0.029	-0.022	0.013	-0.003	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.395**	**0.421**
-5	0.000	0.070	-0.151	-0.104	-0.092	-0.061	-0.047	-0.014	-0.036	-0.018	0.010	0.013	-0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.435**	**0.621**
-4	0.000	0.015	0.168	0.084	0.035	0.059	-0.101	-0.053	0.025	0.032	0.000	0.005	-0.005	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**0.261**	**0.585**
-3	0.000	0.026	-0.039	0.199	-0.111	-0.018	-0.150	-0.086	-0.120	0.016	-0.039	0.012	-0.009	-0.007	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**-0.327**	**0.833**
-2	0.000	-0.098	-0.102	-0.024	0.121	-0.024	-0.163	-0.227	0.101	-0.014	-0.021	-0.003	-0.044	-0.023	-0.005	-0.002	-0.002	0.000	0.000	0.000	0.000	**-0.530**	**0.974**
-1	0.000	-0.251	0.157	-0.053	-0.098	0.128	0.031	0.048	-0.094	0.057	0.230	0.068	0.091	-0.126	-0.004	-0.032	-0.005	0.000	0.000	0.000	0.000	**0.147**	**1.473**
0	2.923	-0.024	0.071	0.344	0.232	0.116	0.019	0.181	-0.021	0.808	1.376	0.188	-0.317	-0.814	-0.368	-0.115	-0.039	0.000	0.000	0.000	0.000	**4.560**	**7.956**
1	-0.001	-0.130	-0.187	0.058	-0.207	-0.184	-0.274	-0.217	-0.089	0.118	0.146	0.006	0.050	-0.129	-0.003	-0.040	-0.005	0.000	0.000	0.000	0.000	**-1.088**	**1.844**
2	-0.008	-0.227	0.256	-0.155	-0.158	-0.281	-0.300	0.091	-0.117	0.024	0.008	-0.005	-0.019	0.008	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	**-0.886**	**1.660**
3	0.048	-0.183	-0.157	-0.223	-0.199	-0.144	-0.023	0.003	0.028	-0.003	0.007	0.017	-0.002	-0.004	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	**-0.836**	**1.042**
4	-0.173	-0.120	0.025	0.015	0.050	0.042	-0.023	-0.015	-0.009	-0.003	-0.002	-0.001	-0.002	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.217**	**0.481**
5	-0.005	-0.067	-0.067	-0.085	0.019	-0.013	-0.007	-0.003	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.230**	**0.268**
6	0.051	0.145	0.014	-0.017	-0.010	-0.005	-0.002	0.000	0.000	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.175**	**0.245**
7	0.000	-0.017	-0.015	-0.004	0.000	-0.004	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.042**	**0.042**
8	0.000	-0.014	-0.003	0.000	0.000	0.000	-0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.020**	**0.020**
9	0.000	-0.003	-0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.005**	**0.005**
10	0.000	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**-0.002**	**0.002**
11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
13	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
16	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
18	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	**0.000**
NET TOTALS	**2.835**	**-0.892**	**-0.166**	**-0.104**	**-0.524**	**-0.455**	**-1.142**	**-0.294**	**-0.310**	**1.023**	**1.709**	**0.296**	**-0.264**	**-1.099**	**-0.385**	**-0.190**	**-0.051**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
ABS TOTALS	**3.209**	**1.404**	**1.548**	**1.504**	**1.438**	**1.193**	**1.242**	**1.032**	**0.712**	**1.113**	**1.845**	**0.322**	**0.546**	**1.115**	**0.385**	**0.190**	**0.051**	**0.000**	**0.000**	**0.000**	**0.000**		**18.849**

Summary Statistics Differences

Avg Speed	-0.60 mph
Avg Power	-2.04 mph2/s

Modal Region Frequency Differences

Total Idle	2.84%
Total Cruise	-23.80%
Total Accel	12.04%
Total Decel	8.93%

Specific Power Distribution Differences

0 mph2/sec	2.78%
>0 - <100 mph2/sec	-1.83%
100 - <200 mph2/sec	-0.68%
200 - <300 mph2/sec	-0.04%
>=300 mph2/sec	-0.10%