FINAL REPORT

to

THE FLORIDA DEPARTMENT OF TRANSPORTATION
SYSTEMS PLANNING OFFICE

on Project

"Travel Time Reliability Modeling For Florida"

FDOT Contract BDK77-977-02

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from

The University of Florida

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METRIC CONVERSION CHART

U.S. UNITS TO METRIC (SI) UNITS

LENGTH

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km

METRIC (SI) UNITS TO U.S. UNITS

LENGTH

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
mm	millimeters	0.039	inches	in
m	meters	3.28	feet	ft
m	meters	1.09	yards	yd
km	kilometers	0.621	miles	mi

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16. Abstract

The goal of the Strategic Intermodal System (SIS) is to provide a transportation system that efficiently serves Florida's citizens, businesses and visitors: helps Florida become a worldwide economic leader, enhances economic prosperity and competitiveness, enriches quality of life, and reflects responsible environmental stewardship. Travel time reliability is widely recognized as one of, if not the, most important performance measure of highway traveler perceptions. However, determining how to measure, quantify, predict, and report reliability has proved to be elusive. Three previous Florida Department of Transportation (FDOT) research projects on travel time reliability (FDOT Contracts BD-545-48, BD-545-70, and BD-545-75) developed and implemented models for predicting travel time reliability for freeways, using data from Philadelphia, PA, and from Ft. Lauderdale, FL. The previous projects developed a framework for calculating travel time reliability for a freeway section in South Florida (I-95 / SR 9 between Broward Blvd. and Sunrise Blvd.)

The objectives of this project were to a) refine the previously developed framework and travel time estimation models to evaluate the impacts of various Intelligent Transportation Systems (ITS) applications on travel time reliability, b) continue to assess the use of field data across Florida to refine the current model, and c) apply the refined model to the entire SIS freeway system. The methodology and example spreadsheets previously developed were updated to consider incident durations longer than one hour. Also, various ITS strategies (including the Road Rangers program) were evaluated and recommendations were formulated on how the impacts of these strategies can be incorporated into the travel time reliability estimation method. The freeway portion of the SIS was segmented and various measures of travel time reliability were obtained for each section of the system. The geometric information for the network, hourly demands, and expected frequency of congestion for each hour was derived from the FDOT Roadway Characteristics Inventory (RCI) database. Incident information was obtained from the FDOT Crash Analysis Reporting System (CARS), while weather information was obtained from the web (http://www.wunderground.com).

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EXECUTIVE SUMMARY

The goal of the Strategic Intermodal System (SIS) is to provide a transportation system that efficiently serves Florida's citizens, businesses and visitors: a transportation system that helps Florida become a worldwide economic leader, enhances economic prosperity and competitiveness, enriches quality of life, and reflects responsible environmental stewardship. The SIS consists of transportation facilities and services of statewide and interregional significance, including both freeways and arterials. Much research on the SIS and its users is needed. Travel time reliability is widely recognized as one of, if not the most important performance measure of highway traveler perceptions. However, determining how to measure, quantify, predict, and report reliability has proved to be elusive. Three previous Florida Department of Transportation (FDOT) research projects on travel time reliability (FDOT Contracts BD-545-48, BD-545-70, and BD-545-75) developed and implemented models for predicting travel time reliability for freeways, using data from Philadelphia, PA, and from Ft. Lauderdale, FL. The previous projects developed a framework for calculating travel time reliability for a freeway section in South Florida (I-95 / SR 9 between Broward Blvd. and Sunrise Blvd.).

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Resulting values for travel time reliability are provided for each section of the freeway SIS. Daily and peak hour (5-6 pm) summaries of the travel time reliability results are provided. While the initial results are fairly reasonable, additional refinement is necessary to develop smoother travel time profiles. It is recommended that the travel time distribution profiles obtained and reported in this project be compared to field data to refine the framework and travel time estimation models used in this project.

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1. INTRODUCTION

1.1. Background

The goal of the Strategic Intermodal System (SIS) is to provide a transportation system that efficiently serves Florida's citizens, businesses and visitors: a transportation system that helps Florida become a worldwide economic leader, enhances economic prosperity and competitiveness, enriches quality of life, and reflects responsible environmental stewardship. The SIS consists of transportation facilities and services of statewide and interregional significance, including both freeways and arterials. Much research on the SIS and its users is needed. Travel time reliability is widely recognized as one of, if not the, most important performance measure of highway traveler perceptions. However, determining how to measure, quantify, predict, and report reliability has proved to be elusive.

Traditionally, state DOTs have concentrated on mitigating recurring congestion by removing bottlenecks and improving poor signal timing. Congestion reduction was often achieved by increasing system capacity to meet demand, but building new roadways or adding additional lane miles requires major financial investments and focuses on the long-term. However, the source of congestion in the United States is increasingly related to non-recurring forms of congestion, such as traffic incidents, work zones, bad weather, and special events. Although non-recurring congestion is a regular phenomenon, it is often inefficient, impractical, or counterproductive to apply standard capacity additions to these types of problems. As a result, new approaches and relationships are necessary to effectively diminish congestion and enhance mobility.

Three previous Florida Department of Transportation (FDOT) research projects on travel time reliability (FDOT Contracts BD-545-48, BD-545-70, and BD-545-75) developed and implemented models for predicting travel time reliability for freeways using data from Philadelphia, PA, and from Ft. Lauderdale, FL. The tools developed were implemented to assess travel time reliability along a freeway section in Ft. Lauderdale and subsequently expanded to the Broward County freeway system. These existing tools can provide travel time reliability as a function of various changes in the system, such as incident removal times and the presence of work zone. However, they cannot explicitly analyze specific Intelligent Transportation Systems (ITS) programs and initiatives (such as the Road Rangers). Therefore, there is a need to refine the procedures developed to allow the analysis of such programs. There is also a need to

continue to refine these models with data from the Florida freeway system as data continue to become available. This project will refine the existing tools for estimating travel time reliability to address these issues and will also expand the implementation of these tools to the entire SIS freeway system.

1.2. Objectives

The objectives of this research were to

- refine the previously developed models to evaluate the impacts of various ITS applications on travel time reliability.
- continue to assess the use of field data across Florida to refine the current models, and
- apply the refined models to the entire SIS freeway system.

The results of the research were initially implemented into a spreadsheet application, which estimated the travel time reliability of a freeway segment in South Florida (along I-95).

1.3. Organization

This report is organized as follows: Chapter 2 discusses specific ITS strategies and their potential impact on travel time reliability, with suggested methods for incorporating them into the existing travel time reliability estimation method. Chapter 3 provides a comprehensive overview of the estimation methodology, and also notes additional recommended refinements. The segmentation of the SIS is discussed in Chapter 4. Data availability in Florida, including analysis using the Crash Analysis Reporting System (CARS) database, is discussed in Chapter 5. Chapter 6 presents an overview of the application of the travel time reliability model to the entire freeway system of Florida's SIS. Conclusions and reccomendations are provided in Chapter 7.

2. ANALYSIS OF ITS AND OTHER SYSTEM IMPACTS

At the beginning of the project, the research team met with FDOT and Federal Highway Administration (FHWA) representatives to identify various ITS programs that would be evaluated to determine their potential impact on travel time reliability. The Road Rangers program was confirmed as a high priority in this evaluation. As a result, the following ITS programs were identified and explored in greater detail by the research team:

- Incident identification and removal policies (such as the Road Rangers program)
- High Occupancy Vehicles (HOV) lanes/High Occupancy Toll (HOT) lanes
- Commercial Vehicle Operation (CVO) lanes
- Work zone policies
- Variable Speed Limits (VSL)

To address these, the research team collected information regarding the above ITS programs focusing on documenting their impact on travel times. A discussion of each of these programs along with impacts on travel times and recommendations to incorporate these into the travel time reliability estimation method are provided in the remainder of this section.

2.1. Incident Identification Removal Policies

Traffic incident management is a planned, systematic, and coordinated process by multiple public agencies and private sector partners to detect, respond to, and remove traffic incidents and restore traffic operations as safely and quickly as possible. It generally consists of the following seven steps (FHWA, 2006):

- Detection
- Verification
- Response
- Site Management
- Traffic Management
- Clearance
- Recovery

Transportation agencies are usually responsible for the overall planning and implementation of traffic incident management programs. These agencies are also involved in the development, implementation, and operation of traffic operations centers, as well as the management of service

patrols. Typical operational responsibilities assumed by transportation agencies and their service patrols include (FHWA, 2009b):

- Assist in incident detection and verification.
- Initiate traffic management strategies on incident impacted facilities.
- Protect the incident scene.
- Initiate emergency medical assistance until help arrives.
- Provide traffic control.
- Assist motorist with disabled vehicles.
- Provide motorist information.
- Provide sand for absorbing small fuel and anti-freeze spills.
- Provide special equipment clearing incident scenes.
- Determine incident clearance and roadway repair needs.
- Establish and operate alternate routes.
- Coordinate clearance and repair resources.
- Serve as incident commander for clearance and repair functions.
- Repair transportation infrastructure.

Towing and recovery service providers are responsible for the safe and efficient removal of wrecked or disabled vehicles and debris from an incident scene. Their responsibilities include:

- Recover and remove vehicles from incident scene.
- Protect victims' property and vehicles.
- Remove debris from the roadway.
- Provide other services, such as traffic control as directed or provided for under contract.

The following incident management practices are currently being implemented by the FDOT and District Offices:

Road Rangers: The Road Rangers program is a freeway service patrol designed to assist disabled vehicles along congested freeway segments and relieve peak period non-recurring congestion through quick detection, verification and removal of freeway incidents in Florida (Hagen, Zhou, and Singh, 2005). The goals of the program are as follows:

- Reduce secondary collisions (in Florida, it is estimated that 33% of all accidents are secondary).
- Improve responder safety.
- Improve response and clearance times.

- Reduce incident related congestion and delay.
- Decrease economic impact of incidents.

The benefits of the program were reported to be as follows (Hagen et al., 2005):

- Reduction of incidents
- Reduction of incident duration by assisting the Florida Highway Patrol (FHP)
- Assistance to stranded or disabled motorists
- Keeping traffic moving, reducing delay
- Removal of road debris
- Reduced response times to incidents, (41 minutes for FHP, Road Rangers on 20 minute loop)
- Increased safety for road users

In addition, the Florida Road Ranger service patrol is estimated to provide (Hagen et al., 2005)

- fuel savings: 1.7 million gallons statewide monthly
- economic value of fuel savings: $3.4 million statewide monthly

According to the Florida Department of Transportation, this program not only cuts down on harmful emissions, but it also has an overall benefit-cost ratio of nearly 26:1 (US DOT, 2007). Surveys regarding incident duration before and after the implementation of the Road Rangers haven't been performed. Also, the Sunguide incident reporting system is based on the Road Rangers reports and thus cannot adequately document incident duration in their absence (Tarnoff et al., 2008).

However, a reduction in the temporal coverage of the Road Ranger in the 4th quarter of 2008 produced quantitative information about their impact on incident and roadway clearance times. In the 4th quarter of 2008, the Road Ranger coverage was reduced from 24 hours-per-day, 7 days-per-week to 13 hours-per-day, 5 days-week, while their geographical coverage remained unchanged (Corbin, 2009). As a result of this, during the time period that the Road Rangers where off duty, the average incident duration increased by 30.6% from 54.55 minutes to 71.26 minutes (Corbin, 2009).

To consider the quantitative impact of the Road Rangers program on travel time reliability, the sample spreadsheet analyzing a section of I-95 was modified as follows: first, for each hour of the day the user specifies whether the Road Rangers are on duty. If not, then the average incident duration is increased by 30.6% (based on the findings reported above). Next, the user specifies how many days a week the Road Rangers are (or will be) active. The final

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average annual incident duration for each hour is then calculated as a weighted average (based on number of days the Road Rangers program is active) of the respective travel times.

Roadway Incident Scene Clearance (RISC) Program: The RISC program was created by the Turnpike Enterprise in order to provide specific performance objectives for heavy recovery operators. It incorporates incentives for quick clearance as well as penalties for delayed incident clearance. The RISC program involves contractors specially qualified with very heavy duty recovery equipment and is supplemental to the normal rotation tow list that is used by the Florida Highway Patrol for typical incidents. It has been reported that the RISC program has resulted in significant reduction of the duration of major incidents on the Turnpike (University of South Florida, 2005). Since this is a Turnpike-specific program, it is recommended that its impacts are not considered in this project. If data are available to quantify the impacts of this program on travel time on an hourly basis, then these can be incorporated in the analysis at a latter time.

Traffic Management Vehicle (TMV): The TMV is another innovation used by the Turnpike Enterprise in order to improve incident management. It is a full-sized van equiped with a 45-foot telescoping boom and a dome camera mounted on it that is used to monitor traffic conditions. The live video feed is then transmitted back to the Turnpike TMCs via digital satellite. It is typically deployed in locations with heavy traffic but it can be redeployed in case of a significant incident or unusually heavy traffic flows, such as those that occur on special events or emergencies (University of South Florida, 2005). Similarly to the previous program, since this is a Turnpike-specific program, it is recommended that its impacts are not considered in this project.

Severe Incident Response Vehicle (SIRV): Used in District 4, the SIRV truck is a specifically outfitted vehicle, designed to provide assistance during major freeway incidents. It has more equipment and supplies than the Road Rangers, which are usually not able to provide a high level of support during a major incident (University of South Florida, 2005). Since this is a District 4 only program, it is recommended that its impacts on travel time are not considered in this project.

Photogrammetry: The Florida Highway Patrol is now using photogrammetry for crash investigations. In doing so, they allow for reduced investigation times. This technology will greatly reduce the clearance time of a significant portion of incidents (University of South Florida, 2005). The research team was not able to find any specific data documenting the effects of this technology on travel times. When such data become available, they can be used to

document the program's impacts on travel time reliability using methods similar to those described above for the Road Rangers program.

In summary, all of the above incident management policies will likely result in a reduction of the values on the Average Incident Duration column. A methodology was developed to specifically address incident duration that exceeds one hour, as well as the impact of the Road Rangers program on travel time reliability. To assess the impacts of other programs, specific data providing the respective incident time reductions are required. Once additional data are available, these policies can also be implemented into the methodology in a manner similar to that developed for the Road Rangers program.

2.2. Managed (HOT) Lanes

High Occupancy Toll (HOT) lanes are tolled lanes that operate alongside existing highway lanes to provide users with a faster and more reliable travel option. Buses, carpools (HOV-3), motorcycles and emergency vehicles usually have free access to HOT lanes. Drivers with fewer than three occupants can choose to pay to access the lanes. Tolls for the HOT lanes change according to traffic conditions to regulate demand for the lanes and keep them congestion free - even during peak hours.

The concept of HOT lanes was first proposed by Fielding and Klein (1993) as an improvement over the already established High Occupancy Vehicle lanes (HOV) that did not include the option of paid access. The general benefits of HOT lanes include (Poole and Orski, 2000):

- Reduction of congestion in adjacent general-purpose lanes.
- Easier access to faster-moving lanes for transit vehicles, which may increase the number of commuters who prefer express busses and commuter-shuttle vans over their personal vehicles.
- Emergency vehicles can reach their destinations much quicker using the HOT lanes.
- Toll revenues can be used to pay for express bus services, as it has been done in San Diego in its I-15 HOT lane corridor.
- Only the users of a HOT lane facility pay for it, unlike general-purpose and HOV lanes.

In Florida, HOT lanes were installed along I-95 in Miami-Dade County with great success. Within the first five months since its debut, the new I-95 express lanes have significantly cut travel times out of downtown Miami. Rush-hour traffic in the new Miami

express lanes, which allow vehicles to travel north for seven miles from Interstate 195 to the Golden Glades interchange, was reported as moving at an average of 56 mph, compared to 27 mph in the old carpool lane. Traffic in the general purpose lanes was also reported as moving faster: rush-hour speed averaged 20 mph, while it was measured at 41 mph after implementation.

Other benefits of HOT lanes include greater reliability, increased safety and more predictable travel times (Virginia DOT, 2009). According to an evaluation of the 91 Express Lanes project in Orange County, California, the users of the express lanes save 12-13 minutes of travel time on average (Poole and Orski, 2000). Benefits were observed not only for the users of the express lanes but also for motorists in the adjacent general-purpose lanes. Average peak-period speeds in the adjacent lanes were increased from 15 mph to 32 mph and the morning-peak period congestion in the general-purpose lanes was reduced from four to less than three hours. This study also demonstrated that value pricing can be effectively used as a freeway management tool. By maintaining free-flowing traffic at all times, due to the variable pricing that regulated the demand, each toll lane was able to serve as many vehicles at a speed of 65 mph as a general-purpose lane serves at a speed of 32 mph (Sullivan, 1998).

It is recommended that HOT lanes are incorporated in this project by adding them as a separate facility from their adjacent general-purpose lanes. In most applications these lanes function as a separate facility: one unique characteristic relative to other freeway facilities is that they often consist of only one lane. Therefore, there will be a need for appropriate adjustments of the link travel-time estimation as well as on the calculation of incident duration for HOT lanes. Once these data are available, travel time reliability for such facilities can also be estimated.

2.3. Commercial Vehicle Only (CVO) Lanes

Commercial Vehicle Only (CVO) lanes are those designated for the use of commercial vehicles, such as trucks. The purpose of those lanes is to separate the trucks and other commercial vehicles from passenger vehicles in order to enhance safety, stabilize traffic flow and enable the use of advanced commercial vehicle operations (California DOT, 2008). However, very little data on CVO lane performance exist, and significant research is required to determine the efficacy of such lanes. The National Cooperative Highway Research Program (NCHRP) 3-73 research project is one such attempt (Fischer, 2007). The main objectives of that project are to examine the following:

- The various performance characteristics of a CVO lane application within a highway

(e.g., reduced congestion, accident reduction, etc.)

- Items such as cost variables, aspects of reduced and/or increased pavement wear

- Modeling scenarios which have been completed by others

- The benefits to Intelligent Transportation Systems (ITS) technologies used in other states (i.e., Automated Vehicle Identification - AVI readers, Driver-less Vehicle Systems - DVS, Electronic Traffic Control and Monitoring - ETCM systems, etc.)

- The feasibility of increased size and weight standards on CVO lanes

- Factors related to the success of truck-only lane projects

- The suitability of tolling and privatization

It is recommended that CVO lanes be modeled in this project as separate facilities in a similar manner to HOT lanes. However, the respective travel times and incident clearance times will be different from those expected for HOT lanes, as well as those expected from general use lanes. The relevant information (travel times, incident frequency and duration) can be obtained from the literature to assess the impacts of such facilities on travel time reliability.

2.4. Variable Speed Limits (VSL)

Variable Speed Limit (VSL) systems utilize traffic speed and volume detection, weather information, and road surface condition technologies to determine appropriate speeds at which drivers should travel, given current roadway and traffic conditions (Robinson, 2000). These advisory or regulatory speeds are usually displayed on overhead or roadside variable message signs (VMS). VSL systems have been in existence for the last 30 years and are successfully used and/or tested in parts of Europe and Australia. VSL systems are already used in several states and could be implemented in appropriate areas across the United States to help reduce driver error and speeds, and to enhance the safety of our roadways through the use of innovative technology. Most often, the VSL system is part of a larger incident management, congestion management, weather advisory, or motorist warning system. It is reported that the immediate benefits of variable speed limits include (Morrow, 2008):

- Reduced congestion

- Fewer *Accordion Effect* occurrences

- Improved overall safety

It is also reported (Morrow, 2008) that over time, motorists are expected to see

- improved gas mileage and reduced vehicle emissions

- reduced commuting times

- fewer crashes

- improved travel time reliability

If this program performs as reported, the implementation of Variable Speed Limits will result in a reduction of incident probability, especially under congested conditions and rain. It is recommended that the impacts of this program be considered in the current database. VSL are currently implemented along I-4 in Orlando, FL. The analysis should consider the impacts of the presence of VSL on both congestion and incidents, if such data are available.

It should be noted that one significant impact of this policy is the flexibility of modifying the definition of on-time arrival based on whether on-time is related to the prevailing speed limit, or the maximum speed limit on a particular segment.

2.5. Workzone Policies

The development and implementation of an overall, agency-level work zone safety and mobility policy is at the heart of the Work Zone Safety and Mobility Rule (FHWA, 2009a). A work zone safety and mobility policy supports systematic consideration of work zone impacts across all stages of project development and helps an agency address the safety and mobility needs of road users and workers. Having such a policy enables states and other transportation agencies to institutionalize planning, design, and operational strategies that help reduce congestion and crashes due to work zones (FHWA, 2009a).

Section 130.1006 of the Rule states that the policy may take the form of processes, procedures, and/or guidance, and may vary based on the characteristics and expected work zone impacts of individual projects or classes of projects. It also encourages states to institute this policy using a multi-disciplinary team and in partnership with the FHWA (2009a).

Most of the strategies adopted by the various states are focused on safety and rarely address the issue of mobility. Only two work zone policies can be identified as having an impact on travel times and reliability while also having a positive impact on safety. Those are: enforced speed reduction on the vicinity of the work zone, and nighttime working hours. Nighttime working hours are implemented in the travel time model developed for this project in the "Probability of Work Zone" column, by setting the hourly probabilities of work zone presence

during the day to zero. Enforced speed reduction can be handled by adjusting the travel time estimates for work zone conditions according to the prevailing speed limit.

3. METHODOLOGY

This section provides an overview of the methodology (Figure 3-1) developed to estimate travel time reliability for a freeway section and aggregrated to a freeway facility level or to the entire system. The methodology is carried out through a Microsoft Access database and will ultimately be implemented in conjunction with the FDOT Mobility Performance Measures Program. The roadway input data is based on the District-wide level-of-service (LOS) information provided by each District on an annual basis. This LOS information contains information such as roadway section beginning and end mileposts, freeway/arterial classification, number of lanes, average annual daily traffic (AADT), and LOS. This information is used to assess the LOS of the highway component of the Strategic Intermodal System, assist in the programming of Strategic Intermodal System improvements and future corridors, and report on statewide mobility performance measures (e.g., delay). Segment AADT values are converted to weekly hourly directional volumes using hourly k-factors, directional factors, and seasonal factors contained in the yearly edition of the Florida Highway Traffic Information DVD. Using this information, section-level LOS is calculated on an hourly basis for each section for each week of the year.
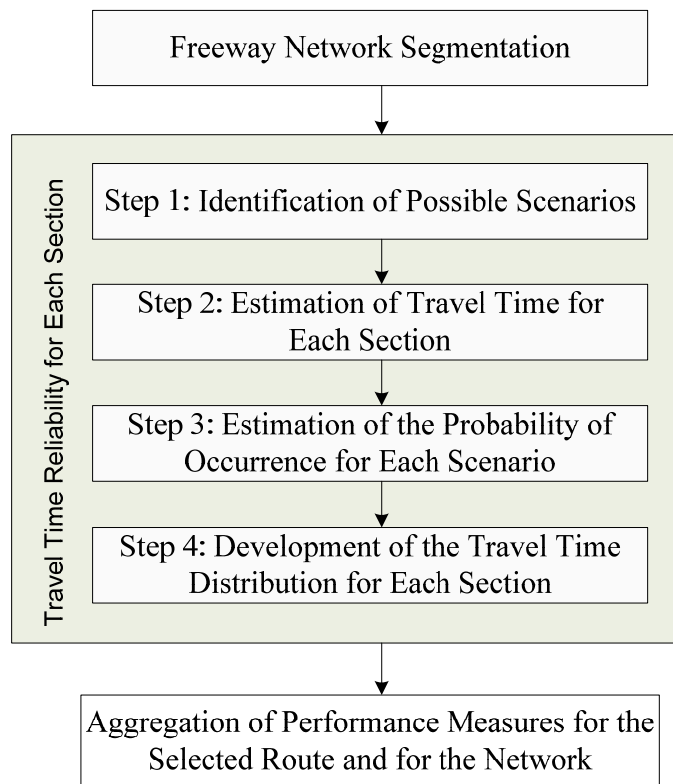
Figure 3-1 Methodology Overview

Each step of the methodology (Figure 3-1) is described below. First, the freeway network is segmented at the section level (interchange to interchange). Second, travel time reliability measures are developed for each freeway section in the network according to the following procedure:

Step 1: Identify the possible scenarios that may occur on any given freeway section. For example, one scenario may consist of congestion (LOS F) conditions with an incident. Another scenario may consist of free-flow conditions but a work zone present within the section.

Step 2: Estimate the travel time for each scenario identified in Step 1.

Step 3: Estimate the probability of occurrence for each scenario identified in Step 1.

Step 4: Develop the travel time distribution for the section, and calculate select travel time reliability measures based on this distribution.

Finally, the travel time reliability for the entire freeway network is estimated by aggregating the travel times during each hour over a particular path, and obtaining the respective measures for the aggregated travel times. Each of those steps is discussed in more detail in the remainder of this section.

3.1. Freeway Network Segmentation

First, a freeway facility is segmented into sections at appropriate points, so that travel time estimates can be obtained along each section. Then, performance measures for consecutive freeway sections can be grouped together at a *facility* level for reporting purposes. FDOT statewide criteria for segmentation are based on the location of the following major points (provided in rank order):

1. Strategic Intermodal System (SIS) freeway to SIS freeway interchanges
   a. Non-SIS freeways are also a major consideration, and
   b. Logical extensions of SIS freeways if a short gap of freeway is missing. (This scenario occurs if a freeway terminates, and a major arterial provides connection to another freeway).
2. Non-adjacent urbanized area boundaries
   a. Transitioning and rural boundaries are also considered as segmentation points.
3. SIS intersecting routes
4. Other special considerations
   a. Major downtown core areas: these are typically handled as one section.

   b. SIS multimodal hubs (e.g., international airports), and

   c. State boundaries.

  5. Length

   a. Consideration given to area type in which the freeway is located, and

   b. Short extension of freeways leading to the arterial network.

Figure 3-2 shows the facility aggregations used in this study for Broward County. Although the above criteria were used to segment Florida's whole freeway network for reporting purposes, the facility lengths over which travel time reliability is estimated may be extended or shortened according to the desired analytical purposes. For example, if an analyst wanted to assess travel time reliability of I-95 from downtown Miami to downtown West Palm Beach extending all the way through Broward County, that can be readily done. Alternatively, if an analyst wanted to evaluate I-95 from Hollywood to Ft. Lauderdale, Broward County's two largest cities, that can also be easily performed.

Figure 3-2 Facility Aggregations for Broward County

The segmentation of the SIS is described in more detail in Chapter 4.

3.2. Estimating Travel Time Reliability for a Freeway Section

This section provides detailed information regarding each of the steps followed to estimate travel time reliability for a given freeway section. Data sources used in developing and applying this model are also noted.

Step 1: Identification of the possible scenarios that may occur on any given freeway section

        In this research, the conditions considered are as follows:

i)   Recurring traffic congestion (due to high demand only)

ii) Incidents

     (1) Lane-blocking incidents

     (2) Non-lane blocking incidents

iii) Weather

     (1) Clear weather

     (2) Rain (average precipitation by hour)

iv) Work zones

A combination of the abovementioned four conditions results in 24 distinct scenarios that could occur. These conditions were selected based on the availability of information typically available from FDOT regarding those specific conditions, and also to maintain a reasonable number of scenarios for this initial effort. In future work, additional conditions may be identified as important. The tools developed here could be modified accordingly to incorporate them.

Step 2: Estimation of travel time for each scenario identified in Step 1

The travel time estimates for each scenario are based on models developed in Elefteriadou and Cui (2007a, 2007b). As described in these references, a travel time estimation model was developed based on field data from Philadelphia, PA. At the time this research was initiated, there were no suitable data available in Florida. Therefore, the data set used was from a relatively level freeway facility in Pennsylvania. The data were obtained over a period of four months (May-August 2004) from the Philadelphia Transportation Management Center (TMC), and Mobility Technologies, a traveler information provider. The dataset includes spot speeds, volume, and occupancy data for an 8.72 mile portion of US 202 located in Philadelphia, PA. There were eight data collection locations which recorded speeds and flows in one-minute intervals for 24 hours a day, seven days a week. These data were collected by Mobility

Technologies using Remote Traffic Microwave Sensors (RTMS). Five CCTV cameras installed along the study area were also used to obtain sample travel times for validation purposes.

For each scenario identified in Step 1, and based on the data set from Philadelphia, PA, a model was developed to predict travel time based on various factors and for specific scenarios (i.e., congestion level, weather conditions, etc.) These models are of the form: $E(TT_{scenario}) = f(congestion, weather, workzone, incident)$. Table 3-1 shows the developed travel time estimation models for each scenario. As shown, the database did not contain enough data to develop models for some of the scenarios, particularly for those involving work zones and incidents. Therefore, the following assumptions had to be employed to estimate travel time under those conditions:

Scenario 1: Non-congested conditions

Travel time is estimated for facilities with a maximum of 3 lanes - the maximum number of lanes for the Philadelphia data. Generally, the non-congested travel time should not be reduced further as the number of lanes increases beyond 3 lanes per direction. The probability of occurrence for this scenario was estimated as follows:

Probability of non-congested conditions = 1 - prob of demand over capacity - probability of occurrence of other non-congested scenarios

Scenarios 3A, 5A, 7A, 8A, 11A, 13A, 15A, 16A: Scenarios with a non-blocking incident

It was assumed that if a non-blocking incident occurs, the travel time would increase by 8% (which corresponds to approximately a 5 mph speed drop for a 65 mph FFS).

Scenario 6: Non-congested conditions with rain and work zone

It was assumed that the travel time under this scenario is equal to the travel time scenario for non-congested conditions with rain and incident.

Scenario 7: Non-congested conditions with lane-blocking incident and work zone

It was assumed that the travel time under this scenario is equal to the travel time scenario of non-congested conditions with an incident, but also multiplied by 1.2.

Scenario 8: Non-congested conditions with lane-blocking incident, work zone and rain

It was assumed that the travel time under this scenario is equal to the travel time scenario of non-congested conditions with an incident and work zone, but also multiplied by 1.05.

Scenario 10: Congested conditions with rain

It was assumed that the travel time under this scenario is equal to the travel time scenario of congested conditions, but multiplied by 1.001.

Scenario 11: Congested conditions with lane-blocking incident

It was assumed that the travel time under this scenario is equal to the travel time scenario of congested conditions, but multiplied by 1.2.

Scenario 12: Congested conditions with work zone

It was assumed that the travel time under this scenario is equal to the travel time scenario of congested conditions, but multiplied by 1.2.

Scenario 14: Congested conditions with rain and work zone

It was assumed that the travel time under this scenario is equal to the travel time scenario of congested conditions with rain and an incident.

Scenario 15: Congested conditions with lane-blocking incident and work zone

It was assumed that the travel time under this scenario is equal to the travel time scenario of congested conditions, but multiplied by 1.3.

Scenario 16: Congested conditions with lane-blocking incident, work zone, and rain

It was assumed that the travel time under this scenario would be equal to the travel time scenario of congested conditions, but multiplied by 1.301 (or congested conditions with work zone and rain multiplied by 1.001).

	Congestion Level	Weather Level	Incident Level	Work Zone Level	Number of data points	Model
Scenario 1	Non-congested	No Rain	No incident	No Work Zone	51947	TT/mile = 65.4 - 3.56 [Min (# lanes, 3)]
Scenario 2	Non-congested	Rain	No incident	No Work Zone	17179	TT/mile = 66.6 + 5.22 Rainfall - 3.51 # Lanes
Scenario 3	Non-congested	No Rain	Blocking Incident	No Work Zone	334	TT/Mile = 61.1 - 4.27 Open # Lanes/Total # Lanes
Scenario 3A	Non-congested	No Rain	Non-Blocking Incident	No Work Zone	-	TT/Mile = 1.08(Scenario 1 TT/Mile)
Scenario 4	Non-congested	No Rain	No incident	Work Zone	838	TT/Mile = 61.6 - 0.854 Open # Lanes
Scenario 5	Non-congested	Rain	Blocking Incident	No Work Zone	79	TT/Mile = 70.4 - 3.70 O/T - 4.34 # lanes + 10.5 Rainfall
Scenario 5A	Non-congested	Rain	Non-Blocking Incident	No Work Zone	-	TT/Mile = 1.08(Scenario 2 TT/Mile)
Scenario 6	Non-congested	Rain	No incident	Work Zone	23	Not enough data
Scenario 7	Non-congested	No Rain	Blocking Incident	Work Zone	None	No data
Scenario 7A	Non-congested	No Rain	Non-Blocking Incident	Work Zone	-	TT/Mile = 1.08(Scenario 4 TT/Mile)
Scenario 8	Non-congested	Rain	Blocking Incident	Work Zone	None	No data
Scenario 8A	Non-congested	Rain	Non-Blocking Incident	Work Zone	-	TT/Mile = 1.08(Scenario 6 TT/Mile)
Scenario 9	Congested	No Rain	No incident	No Work Zone	563	TT/mile = - 62.4 + 987.6022 e^(-0.0008 Hourly Flow per Lane)
Scenario 10	Congested	Rain	No incident	No Work Zone	258	
Scenario 11	Congested	No Rain	Blocking Incident	No Work Zone	15	Not enough data
Scenario 11A	Congested	No Rain	Non-Blocking Incident	No Work Zone	-	TT/Mile = 1.08(Scenario 9 TT/Mile)
Scenario 12	Congested	No Rain	No incident	Work Zone	3	Not enough data
Scenario 13	Congested	Rain	Blocking Incident	No Work Zone	6	TT/Mile = 1003 - 915 Open # Lanes/Total # Lanes
Scenario 13A	Congested	Rain	Non-Blocking Incident	No Work Zone	-	TT/Mile = 1.08(Scenario 10 TT/Mile)
Scenario 14	Congested	Rain	No incident	Work Zone	None	No data
Scenario 15	Congested	No Rain	Blocking Incident	Work Zone	None	No data
Scenario 15A	Congested	No Rain	Non-Blocking Incident	Work Zone	-	TT/Mile = 1.08(Scenario 12 TT/Mile)
Scenario 16	Congested	Rain	Blocking Incident	Work Zone	None	No data
Scenario 16A	Congested	Rain	Non-Blocking Incident	Work Zone	-	TT/Mile = 1.08(Scenario 14 TT/Mile)

Table 3-1 Travel Time Estimation Models By Scenario

It is expected that as data become available for Florida freeways, these models would be refined, and the tools described in this report would be improved accordingly. Again, other agencies interested in applying this method may want to use data from their own network with consideration of their own set of scenarios to develop the respective travel time estimation models.

Step 3: Estimation of the probability of occurrence for each scenario identified in Step 1
The methodology described here considers travel time by hour of the day throughout a year. Therefore, the probability of occurrence of each scenario was estimated by hour of day, using existing data regarding the frequency of certain occurrences. For example, in this research, the probability of recurring congestion was based on the probability of demand exceeding capacity (LOS F) for each hour in the day and by direction,. Over the last 10 years FDOT annually calculates and reports delay and levels of congestion for the entire State Highway System based on traffic (e.g., average annual daily traffic), roadway (e.g., lanes) and signalization characteristics, and typical hourly traffic distributions by roadway and area type. Traffic, roadway and signalization data, as well as roadway identifications are found in FDOT's traffic and roadway characteristic inventories.

The probability of an incident (lane-blocking and non-lane blocking) by time of day was based on data from FDOT District 4 Sunguide. The likely correlation of incidents to both the probability of rain (taking into account the weather conditions) and the probability of congestion (taking into account the traffic conditions) can be incorporated by obtaining four different probabilities of incidents during four different conditions: non-congested, non-congested with rain, congested, and congested with rain. However, the data required to calculate the correlation between incidents, weather and congestion are not currently available from Sunguide.

Average incident duration for both cases (lane-blocking and non-lane blocking) was also obtained from the same report. Average incident duration was used to calculate the probability of an incident duration being higher than 1 hour. This was used to calculate the probability of an active incident (lane-blocking and non-lane blocking) by time of day. Incident duration was further adjusted to take into consideration the impact of the Road Rangers program based on data reported by Corbin (2009).

The average incident duration, as modified by the presence or absence of Road Rangers, was implemented in a spreadsheet estimating travel time reliability at a freeway segment in

South Florida (the spreadsheet was originally developed under FDOT BD545 #75 (2008). The implementation was conducted in two steps. First, if the average incident duration during an hourly period is less than one hour, the travel times for scenarios with incidents will be calculated as a weighted average (based on the incident duration) of the travel time without incident and the travel time with a one-hour-long incident.

An implementation example is shown in Figure 3-3. As shown, the revised travel time for Scenario 3 is calculated as follows: $TT_3'=TT_3*Avg.Duration(\%)+TT_1*[1-Avg.Duration(\%)] = 59.90*60\% + 55.92*40\% => TT_3' = 58.31$ sec

Figure 3-3 Implementation of Average Incident Duration in Travel Time Calculation

Second, to account for incidents that have a duration greater than 1 hour, the probability of an *active* incident during each hour is estimated based on the average incident duration during the previous hour. The new probability of an active incident for time period n is equal to the probability of an incident occuring during period n plus the probability of an incident occuring during time period n-1 times the probability of incident duration being more than 1 hour during time period n-1. This probability of incident duration being more than 1 hour is calculated based on the average incident duration. In the spreadsheet, this calculation is performed by simply subtracting 100% from the average incident duration (as a % of the hour), when that duration is greater than 100%. However eventually a distribution of incident duration based on field data must be selected to replace it. For example, if the probability of an incident occuring during time period 2:00 – 3:00 is 1% and during time period 1:00 – 2:00 is 2%, and the average incident

duration during time period 1:00 – 2:00 is 72 minutes (120% of an hour), then the probability of an incident lasting more than 1 hour is 120%-100% = 20% and the probability of an active incident during period 2:00 – 3:00 will be 1%+2%*20% = 1.4%.

The probability of rain and the average rainfall was obtained from the Weather Underground website (http://www.wunderground.com) for a station in close proximity to the study site. The probability of a work zone at a freeway section was not available. Therefore, assumptions were employed and implemented to complete the calculations. The probability of a work zone was assumed to be 3% for non-peak hours, and 0% for peak hours. It is expected that additional information on work zones will be obtained in the near future, so that these assumptions can be refined.

Step 4: Development of the travel time distribution for the section, and estimation of selected travel time reliability measures based on this distribution

The travel time distribution for a given section can be obtained based on the results of Step 2 and 3 by plotting the travel times and their respective frequencies. Figure 3-4 provides an example of such a distribution for a given freeway section. A variety of travel time reliability-related measures can then be estimated based on this distribution, including the probability of on-time arrival, the buffer index, etc.

For the purposes of this project, on-time arrival is defined as the percentage of trips with travel times on a designated facility below a certain threshold (or equivalently, at a given travel speed or higher). The buffer index is defined as the amount of extra time that a traveler must allow to reach his/her destination for a high percentage of the trips. A measure of variability is the average travel time plus one or two standard deviations. The Buffer Time Index is estimated as: Buffer Index (BI) = [95th percentile confidence travel rate-average travel rate] /[average travel rate] x 100%.
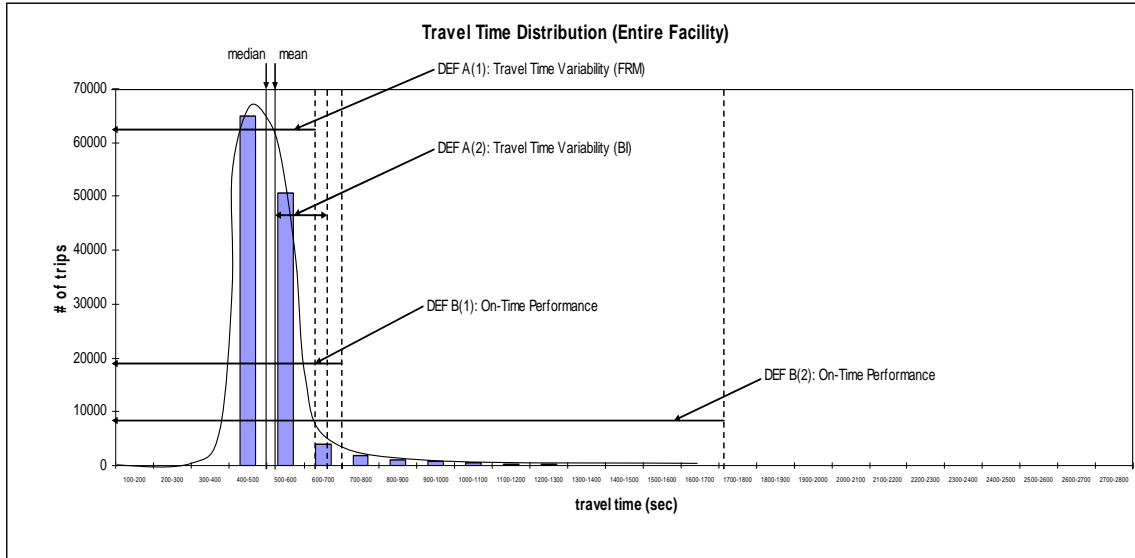
Notes:

DEF A(1) is travel time reliabilitiy according to the Florida Reliability Method
DEFA(2) is travel time reliability according to the Buffer Index

DEF B(1) is travel time reliability when on-time performance is "Speed Limit -10 mph"

DEF B(2) is travel time reliability when on-time performance is "1/3 x Speed Limit"

Figure 3-4 Example of a Travel Time Distribution

In addition to these measures, the expected travel time by hour of day, the expected travel time for selected peak periods, and the expected travel time for the entire year can be estimated. The expected travel time for each hour of the day is estimated as:

$$E[TT]_x = \sum_{1}^{n} TT_{scenario\_j} \times scenario\_\%(x)$$

Where:

$E[TT]_x$: expected travel time for hour x

$TT_{scenario\_j}$: travel time for a given scenario j

n: Number of scenarios

$scenario\_\%(x)$: Probability associated with the occurrence of each scenario during hour x

The expected travel time for the entire year can be estimated either as an average for each of the 24 hours, or as a weighted-by-volume average of those expected travel times.

3. 3. Estimating Travel Time Reliability for A Freeway Facility

The travel time reliability for a freeway facility is calculated by consolidating travel time results for the freeway segments contained within the defined freeway facility. As such, segment travel times are summed together to obtain facility travel times from which facility travel time reliability measures are calculated in a similar way to segment travel time reliability measures.

3.4. Example Application: Travel Time Reliability for a Freeway Section

This section summarizes the travel time reliability estimation process for a sample freeway section in South Florida (I-95 / SR 9 between Broward Blvd. and Sunrise Blvd.) The data that the calculations are based on was obtained from various sources. The geometric information for the site, as well as hourly demands and expected frequency of congestion for each hour, were obtained from the FDOT's Roadway Characteristics Inventory (RCI) database. The incident information was obtained from FDOT's District 4 Sunguide, while the weather information was obtained from the Weather Underground website (www.wundergound.com). The methodology was implemented in a spreadsheet application.

The study section is 1.022 miles long. Each direction (NB and SB) contains a weaving section with an auxiliary lane. The total number of lanes in each direction is 6, including the auxiliary lane.The auxiliary lane was assumed to have half the capacity of a full lane, and therefore the total number of lanes per direction was considered to be 5.5.

Segment AADT values were converted to weekly hourly directional volumes using hourly k-factors, directional factors, and seasonal factors (according to values previously developed by FDOT).

The probability of an incident by hour was based on data from the year 2007 for the entire Sunguide system in District 4. First the total number of responses to incidents for the year and for each hour are obtained and entered into the spreadsheet. Next, the percent of responses by hour is calculated. This is used to determine the proportion of blocking and non-blocking incidents by hour. The number of responses by hour is used to obtain those percentages, because the Sunguide data do not provide blocking and non-blocking incidents by hour of the day. Then, the total number of lane-miles in the system monitored was obtained from Elefteriadou and Xu (2007), and it was used to estimate the probability of a non-blocking incident and the probability of a blocking incident on a per lane-mile basis. This probability was adjusted based on the average incident duration and the probability of an incident exceeding one hour, thus providing
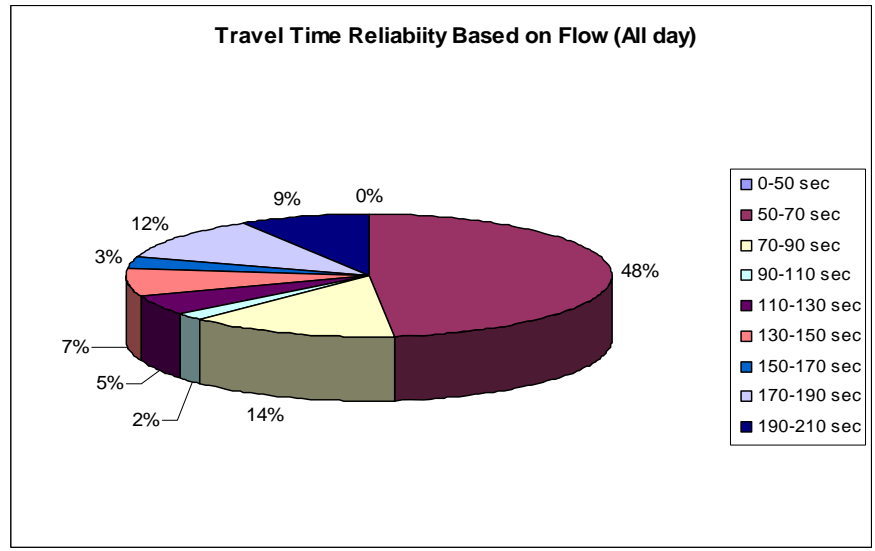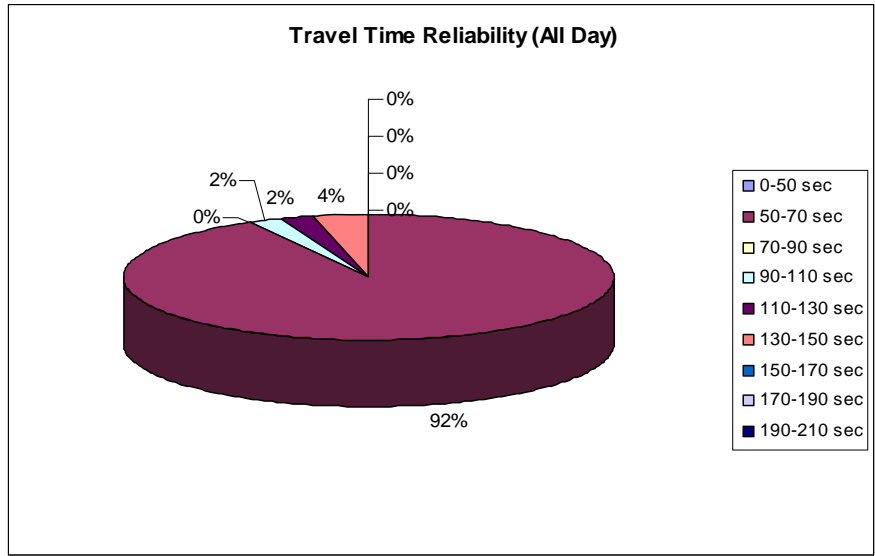
Travel Time Reliability (All Day)

Legend:
- 0-50 sec
- 50-70 sec
- 70-90 sec
- 90-110 sec
- 110-130 sec
- 130-150 sec
- 150-170 sec
- 170-190 sec
- 190-210 sec

Values shown: 0%, 0%, 0%, 0%, 2%, 2%, 4%, 0%, 92%

Travel Time Reliabiity Based on Flow (All day)

Legend:
- 0-50 sec
- 50-70 sec
- 70-90 sec
- 90-110 sec
- 110-130 sec
- 130-150 sec
- 150-170 sec
- 170-190 sec
- 190-210 sec

Values shown: 9%, 0%, 12%, 3%, 7%, 5%, 2%, 14%, 48%

Reliability based on on-time arrival:			
Travel time corresponding to speed limit (65)-10 mph:		66.89 sec	
For speed limit (65)-10 mph:	91.87% of time	(Percent of time travel speed is above 55 mph/ve 55 mph
	29.20% of trips	(Percent of trips travel speed is above 55 mph/ve 55 mph
Reliability based on buffer time index:			
95% TT corresponds to	8322 hours and	110 sec or	33.44727 mph nph
(95%-avg)/avg =	0.776767		

Figure 3-5 Estimated Travel Time Distribution and Reliability Measures (24-hour period)
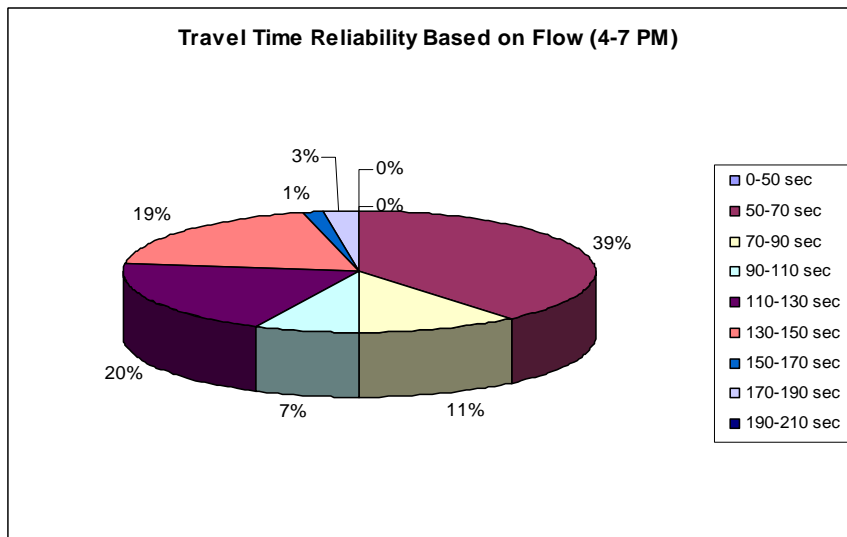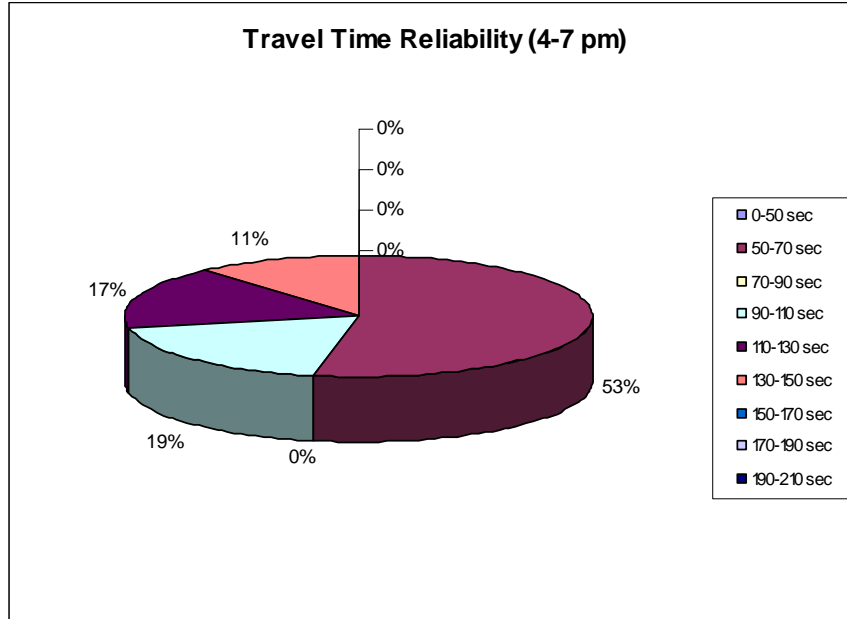
Travel Time Reliability (4-7 pm)

Legend:
- 0-50 sec
- 50-70 sec
- 70-90 sec
- 90-110 sec
- 110-130 sec
- 130-150 sec
- 150-170 sec
- 170-190 sec
- 190-210 sec

Pie values: 0%, 0%, 0%, 0%, 53%, 0%, 19%, 17%, 11%

Travel Time Reliability Based on Flow (4-7 PM)

Legend:
- 0-50 sec
- 50-70 sec
- 70-90 sec
- 90-110 sec
- 110-130 sec
- 130-150 sec
- 150-170 sec
- 170-190 sec
- 190-210 sec

Pie values: 3%, 1%, 0%, 0%, 39%, 11%, 7%, 20%, 19%

Reliability based on on-time arrival:

Travel time corresponding to speed limit (65)-10 mph: 66.89 sec
For speed limit (65)-10 mph: 52.98% of time   (Percent of time travel speed is above 55 mph)
                                  30.57% of trips   (Percent of trips travel speed is above 55 mph)

Reliability based on buffer time index:

95% TT corresponds to   1040.25 hours and   130 sec   28.3015385 mph
(95%-avg)/avg =   0.550

Figure 3-6 Estimated Travel Time Distribution and Reliability Measures
(4-7 pm evening peak period)

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the probability of an active incident (blocking or non-blocking) within each hour. These numbers are average annual frequencies, estimated for each hour in a day. To obtain the frequency of each of the two types of incidents for the study section those numbers are multiplied by the total number of lanes and by the section length. Average incident duration is also used to modify the estimated travel times of scenarios that include incidents. Whenever the average incident duration is less than a full hour, the final travel time is estimated as a weighted average of the portions with and without the incident.

Next, the travel time distributions considering all 24 hours in the day, as well as the evening peak period are generated. Figure 3-5 plots the travel time frequencies for all 24 hours in the day by number of hours as well as number of trips, and it provides an estimate of travel time reliability based on on-time arrival, as well as the buffer time index. Figure 3-6 provides similar information as the previous figure, but only for the hours 4-7 pm, to capture the evening peak hour conditions.

4. SEGMENTATION OF THE SIS

The state highway system in Florida is already segmented for the purposes of determining level of service. The same segmentation is used for travel time reliability analysis. This section discusses the general principles used to segment the Florida state highway system.

To implement highway capacity analyses, roadways are partitioned into appropriate lengths for analysis. Setting lengths too short may not show where the most significant impact of new development will occur. Setting lengths too long may dilute the impact of *hot spots* by averaging their performance with that of adjacent non congested segments.

The Highway Capacity Manual (HCM, 2000) has three primary facility types:

- Arterials (signalized roadways that primarily serve through traffic)
- Freeways (multilane roadways with full control of ingress and egress)
- Highways (uninterrupted flow roadways that are not freeways)

The discussion in this section focuses on freeways, which are the subject of this project.

In general, the partitioning of roadways for facility analyses are based on the following considerations, ranked in order:

- Highway system structure
- Lengths
- Area boundaries.

Other secondary factors considered for partitioning the State Highway System include:

- Changes in the number of through lanes
- Significantly varying traffic volumes
- Freeway interchanges
- Intersecting functionally classified principal arterials
- Non-adjacent urbanized area boundaries
- Transitioning area boundaries
- Urban boundaries.

With these considerations in mind, the following specific structure was utilized to partition the Freeway System in Florida into appropriate lengths for analysis.

1. Strategic Intermodal System (SIS) freeway to SIS freeway interchanges
   - Non-SIS freeways are also a major consideration, and

- Logical extensions of SIS freeways if a short gap of freeway is missing. (This scenario occurs if a freeway terminates, and a major arterial provides connection to another freeway).

2. Non-adjacent urbanized area boundaries
   - Transitioning and rural boundaries are also considered as segmentation points.

3. SIS intersecting routes

4. Other special considerations
   - Major downtown core areas: these are typically handled as one section.
   - SIS multimodal hubs (e.g., international airports), and
   - State boundaries.

5. Length
   - Consideration given to area type in which the freeway is located, and
   - Short extension of freeways leading to the arterial network.

5. DATA AVAILABILITY IN FLORIDA (CARS DATABASE ANALYSIS)

To implement the methodology developed to the entire SIS, the research team researched the availability of incident data from the Crash Analysis Report System (CARS). It was concluded that the CARS database can be used as an alternative source of incident input to the Sunguide Reports. From the CARS database it is possible to obtain the probability of incidents per lane-mile for each hour of the day for a specific segment of the freeway. Also, the probabilities of incidents that occurred when raining or when a work zone was present can be extracted separately.

An example of extracting and formatting the necessary data is provided in Figure 5-1. As shown, initially the incidents are obtained for each segment and categorized by hour, as well as based on whether it was raining or whether there was a work zone present. Next, the total number of incidents is tallied for each scenario. Taking into consideration the length of the segment, the incident frequencies are then expressed on a per lane mile basis. In the final step the incident frequency is converted to a probability of an incident per lane mile basis, and these numbers are inserted into the spreadsheet for further analysis.

The CARS database does not provide data on incident duration, nor does it make a distinction between lane-blocking or non lane-blocking incidents. Therefore, this information must still be obtained from the Sunguide Reports.

The research team processed the incident data from the CARS database for the period between January 1st 2007 and December 31st 2007 for the entire SIS and acquired the average incident probability for the entire SIS (shown in Table 5-1) as well as the incident probability for each segment group, as shown on Appendix A.

	CRASH NUMBER	DATE OF CRASH	TIME OF ACCIDENT	HOURLY TIME ZONE (1 to 24)	CRSH LOC FINAL MP ON ROADWAY	FINAL REF NODE# CRASH LOC	ROUTE/ ROAD FULL ID NUMBER	WEATHER CONDITION	RAIN (0=NO, 1=YES)	ROAD CONDITIONS TIME OF CRASH 1ST	WORKZONE (0=NO, 1=YES)
2	770652380	8/15/2007	0:00	1	10.817	5183	SR 9		1	0	1	0
3	770617310	4/26/2007	0:44	1	11.251	1933	SR 9		1	0	1	0
4	770659300	8/31/2007	0:47	1	11.109	1888	SR 9		1	0	1	0
5	770694150	11/26/2007	1:13	2	11.279	1934	SR 9		1	0	1	0
6	770659260	8/23/2007	1:47	2	11.109	1888	SR 9		1	0	1	0
7	770695620	11/26/2007	2:11	3	11.048	1888	SR 9		1	0	1	0
8	770621110	1/28/2007	5:30	6	11.052	1888	SR 9		3	1	8	0
9	770673700	9/21/2007	6:10	7	10.581	5028	SR 9		2	0	1	0
10	770656850	9/30/2007	6:15	7	11.204	1933	SR 9		3	1	1	0
11	770699030	12/3/2007	6:32	7	11.128	1888	SR 9		1	0	1	0
12	770585900	8/17/2007	6:39	7	10.316	1884	SR 9		2	0	1	0
13	770683010	9/19/2007		7	11.109	1888	SR 9		2	0	1	0
14	770685150	10/26/2007		7	10.549	1886	SR 9		3	1	1	0
15	770621330	5/26/2007		7	10.397	5177	SR 9		1	0	1	0
16	770660380	8/30/2007		7	11.131	1888	SR 9		1	0	1	0

	Hour	# Incidents	# Incidents (no rain, no workzone)	# Incidents (rain, no workzone)	# Incidents (no rain, workzone)	# Incidents (rain, workzone)
3	12-1	3	3	0	0	0
4	1-2	2	2	0	0	0
5	2-3	1	1	0	0	0
6	3-4	0	0	0	0	0
7	4-5	0	0	0	0	0
8	5-6	1	0	1	0	0
9	6-7	8	6	2	0	0
10	7-8	8	8	0	0	0
11	8-9	3	3	0	0	0
12	9-10	5	5	0	0	0
13	10-11	3	3	0	0	0
14	11-12	4	4	0	0	0
15	12-1	8	8	0	0	0
16	1-2	5	5	0	0	0
17	2-3	3	2	1	0	0
18	3-4	3	3	0	0	0
19	4-5	7	6	1	0	0
20	5-6	9	7	2	0	0
21	6-7	5	5	0	0	0
22	7-8	6	5	1	0	0
23	8-9	2	2	0	0	0
24	9-10	4	4	0	0	0
25	10-11	11	10	1	0	0
26	11-12	5	4	1	0	0
27	TOTAL	106	96	10	0	0

Hour	Incidents/ lane mile	Incidents/ lane mile (no rain, no workzone)	Incidents/ lane mile (rain, no workzone)	Incidents/ lane mile (no rain, workzone)	Incidents/ lane mile (rain, workzone)
12-1	0.587	0.587	0.000	0.000	0.000
1-2	0.391	0.391	0.000	0.000	0.000
2-3	0.196	0.196	0.000	0.000	0.000
3-4	0.000	0.000	0.000	0.000	0.000
4-5	0.000	0.000	0.000	0.000	0.000
5-6	0.196	0.000	0.196	0.000	0.000
6-7	1.566	1.174	0.391	0.000	0.000
	1.566	1.566	0.000	0.000	0.000
	0.587	0.587	0.000	0.000	0.000
9-10	0.978	0.978	0.000	0.000	0.000
10-11	0.587	0.587	0.000	0.000	0.000
11-12	0.783	0.783	0.000	0.000	0.000
12-1	1.566	1.566	0.000	0.000	0.000
1-2	0.978	0.978	0.000	0.000	0.000
2-3	0.587	0.391	0.196	0.000	0.000
3-4	0.587	0.587	0.000	0.000	0.000
4-5	1.370	1.174	0.196	0.000	0.000
5-6	1.761	1.370	0.391	0.000	0.000
6-7	0.978	0.978	0.000	0.000	0.000
7-8	1.174	0.978	0.196	0.000	0.000
8-9	0.391	0.391	0.000	0.000	0.000
9-10	0.783	0.783	0.000	0.000	0.000
10-11	2.153	1.957	0.196	0.000	0.000
11-12	0.978	0.783	0.196	0.000	0.000
Begin Lane-Mile		10.276			
End Lane-Mile		11.298			
Length		1.022			
Lanes		5			
Lane-miles		5.11			
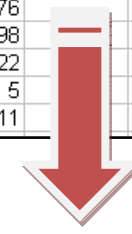
Figure 5-1 Example of Obtaining Incident Probability Information from the CAR database

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
12-1	0.161%	0.161%	0.000%	0.000%	0.000%
1-2	0.107%	0.107%	0.000%	0.000%	0.000%
2-3	0.054%	0.054%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.054%	0.000%	0.054%	0.000%	0.000%
6-7	0.429%	0.322%	0.107%	0.000%	0.000%
7-8	0.429%	0.429%	0.000%	0.000%	0.000%
8-9	0.161%	0.161%	0.000%	0.000%	0.000%
9-10	0.268%	0.268%	0.000%	0.000%	0.000%
10-11	0.161%	0.161%	0.000%	0.000%	0.000%
11-12	0.214%	0.214%	0.000%	0.000%	0.000%
12-1	0.429%	0.429%	0.000%	0.000%	0.000%
1-2	0.268%	0.268%	0.000%	0.000%	0.000%
2-3	0.161%	0.107%	0.054%	0.000%	0.000%
3-4	0.161%	0.161%	0.000%	0.000%	0.000%
4-5	0.375%	0.322%	0.054%	0.000%	0.000%
5-6	0.483%	0.375%	0.107%	0.000%	0.000%
6-7	0.268%	0.268%	0.000%	0.000%	0.000%
7-8	0.322%	0.268%	0.054%	0.000%	0.000%
8-9	0.107%	0.107%	0.000%	0.000%	0.000%
9-10	0.214%	0.214%	0.000%	0.000%	0.000%
10-11	0.590%	0.536%	0.054%	0.000%	0.000%
11-12	0.268%	0.214%	0.054%	0.000%	0.000%

Figure 5-1 Example of Obtaining Incident Probability Information from the CAR database (continued)

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Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.023%	0.019%	0.004%	0.001%	0.000%
1-2	0.019%	0.015%	0.003%	0.001%	0.000%
2-3	0.019%	0.016%	0.003%	0.001%	0.000%
3-4	0.020%	0.016%	0.003%	0.001%	0.000%
4-5	0.018%	0.014%	0.003%	0.001%	0.000%
5-6	0.022%	0.017%	0.004%	0.001%	0.000%
6-7	0.041%	0.033%	0.006%	0.002%	0.000%
7-8	0.057%	0.048%	0.007%	0.002%	0.000%
8-9	0.059%	0.052%	0.005%	0.002%	0.000%
9-10	0.039%	0.033%	0.004%	0.002%	0.000%
10-11	0.038%	0.031%	0.005%	0.001%	0.000%
11-12	0.039%	0.033%	0.004%	0.002%	0.000%
12-13	0.041%	0.034%	0.005%	0.002%	0.000%
13-14	0.046%	0.038%	0.007%	0.002%	0.000%
14-15	0.050%	0.040%	0.008%	0.002%	0.001%
15-16	0.061%	0.048%	0.011%	0.002%	0.000%
16-17	0.066%	0.053%	0.011%	0.002%	0.000%
17-18	0.070%	0.057%	0.011%	0.002%	0.000%
18-19	0.058%	0.046%	0.010%	0.001%	0.000%
19-20	0.040%	0.030%	0.009%	0.001%	0.000%
20-21	0.031%	0.023%	0.007%	0.001%	0.000%
21-22	0.030%	0.023%	0.005%	0.002%	0.000%
22-23	0.030%	0.023%	0.005%	0.002%	0.000%
23-24	0.026%	0.020%	0.004%	0.001%	0.000%

Table 5-1 Average Incident Probability for the Entire SIS

6. APPLICATION OF THE METHODOLOGY TO THE FLORIDA SIS

This section provides an overview of the application of the travel time reliability model to the entire freeway system of Florida's SIS. The database was developed in Microsoft Access, and modeled after the spreadsheet developed for the freeway section of I-95 in Broward County. The travel time reliability model uses data from the District-wide level-of-service (LOS) information provided by each District on an annual basis. This is per the request of the Systems Planning Office (SPO) of the FDOT Central Office that each District and the Turnpike report the LOS for the State Highway System within their jurisdiction. This information is used to assess the LOS of the highway component of the SIS, assist in the programming of SIS improvements and future corridors, and report on statewide mobility performance measures (e.g., delay).

The following is a summary of the steps necessary to calculate average hourly and weekly directional LOS based on the section level data within the District LOS databases:

- Average Annual Daily Traffic (AADT) values are presented per section level.
- AADT values are converted to 52-weekly ADT values using the weekly seasonal factors contained in the FDOT Traffic Information DVD.
- Using hourly K-factors, weekly peak-direction and weekly off-peak direction hourly volumes are generated as follows:
  - Peak Direction Hourly Volume = AADT x 0.55 x Hourly K-factor
  - Off-peak Hours = AADT x 0.52 x Hourly K-factor
  - Off-peak Direction Hourly Volume = AADT x 0.45 x Hourly K-factor
  - Off-peak Hours = AADT x 0.48 x Hourly K-factor
- The weekly directional hourly traffic volumes are compared with the Peak Hour Directional Volumes (Tables 4-7 through 4-9 – based on area type) contained in the Florida Quality & Level of Service Handbook (QLOS) to determine weekly directional hourly LOS values.
- The weekly directional hourly LOS values are then aggregated for the whole year to calculate a percentage of time for each hour of the day that a section is congested (LOS E or F).

As a result, the output from these initial calculations is an indication of the probability (as a percentage) that a section is congested for each hour of the average day. With consideration of whether a section is congested or not, the following input variables, with a probability of

occurrence, are used separately, and in combination with others to the calculated travel speed for each hour:

- Probability of Rain (From FDOT BD-545 # 70 Final Report, Table 10)

- Average precipitation by hour

- Average Number of Closed Lanes (Incident)- From FDOT BD-545 # 70 Final Report, Table 7 (Assuming Level 1 = 1 lane closed, Level 2 - 2.5 lanes closed, Level 3 = 4.5 lanes closed)

- Probability of Work Zone – Assumed value

- Average Number of Lanes Closed per Work Zone – Assumed value

- Equations for estimating TT for each scenario are from FDOT BD-545 #48 Final Report, Table 14

Using the input variables noted above, a combination of the following scenarios coupled with either a congested or non-congested condition are applied to the calculated travel speed for each hour to determine an average travel time/speed for the year:

- Rain

- Lane-blocking Incident

- Non Lane-blocking Incident

- Presence of a Work Zone

Using the result of the combination of scenarios noted above, reliability based on on-time arrival, and a buffer index is calculated for a time interval such as the day, or afternoon peak hour.

- Reliability based on on-time arrival
    - Represented as the percentage of time that the travel speed is greater than 10 miles per hour less than the speed limit.
    - Represented as the percentage of time that the travel trips are greater than 10 miles per hour less than the speed limit.

- Reliability based on buffer-time index
    - Computed as difference between the 95th percentile travel time and average travel time, divided by the average travel time.
    - Represented as the extra time a traveler should allow to arrive on-time for 95 percent of all the trips.

Table 6.1 on the next few pages provides daily and peak hour (5-6 pm) summaries of the travel time reliability results at the freeway facility level for the entire Florida SIS. While the initial

results are fairly reasonable, additional refinement is necessary to develop smoother travel time profiles. The current process results in clusters of travel speeds (representing the various scenarios) around specific values. For example, a freeway facility may have a number of travel speeds between 60 mph and 65 mph, another cluster of speeds at 53 and 54 mph, and another cluster of speeds between 20 and 30 miles pr hour with almost no speed values between these. The next phase of this project will aim to improve the travel time distribution profiles developed through the methodology by comparing them to field data.

Facility	From	To	Daily Measures					Peak Hour (5-6PM) Measures				
			Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index	Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index
					% Time	% Trips				% Time	% Trips	
Don Shula Expwy/SR 874	FLA Turnpike/HEFT	Snapper Creek Expy/SR 878	56.59	59.78	98.3%	97.2%	0.00%	41.84	11.35	88.3%	88.3%	268.68%
Don Shula Expwy/SR 874	Snapper Creek Expwy/SR 878	Palmetto Expy/SR 826	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
Snapper Creek Expwy/SR 878	Don Shula Expy/SR 874	SR 5/US 1/South Dixie Hwy	60.78	57.25	97.6%	97.8%	6.17%	60.47	57.25	99.4%	99.4%	5.63%
Dolphin Expwy/SR 836	FLA Turnpike/HEFT	Palmetto Expy/SR 826	57.48	54.00	94.5%	92.5%	6.45%	41.78	22.28	71.3%	71.3%	87.54%
Dolphin Expwy/SR 836	Palmetto Expy/SR 826	SR 953/Lejeune Rd/NW 42nd Ave	41.38	23.02	65.5%	49.4%	79.74%	55.49	54.52	99.9%	99.9%	1.77%
Dolphin Expwy/SR 836	SR 953/Lejeune Rd/NW 42nd Ave	I-95/SR 9	46.48	22.34	84.3%	76.7%	108.06%	38.61	31.39	36.6%	36.6%	23.00%
Dolphin Expwy/SR 836	I-95/SR 9	SR 5/Biscayne Blvd	39.30	20.03	69.6%	54.5%	96.14%	41.61	41.58	0.0%	0.0%	0.06%
Airport Expwy/SR 112	NW 21st St	I-95/SR 9A	56.82	64.86	97.5%	96.5%	0.00%	36.68	10.35	86.3%	86.2%	254.36%
Airport Expwy/SR 112	I-95/SR 9A	SR 907/Alton Rd	54.52	62.96	95.1%	93.4%	0.00%	31.92	14.00	69.9%	69.9%	127.95%
Gratigny Pkwy/SR 924	Palmetto Expy/SR 826	SR 9/NW 27 Ave	64.58	60.92	97.7%	97.9%	6.01%	64.21	60.92	100.0%	100.0%	5.40%
I-595/SR 862	I-75/SR 93	FLA Turnpike	52.08	26.23	91.3%	85.7%	98.55%	35.98	27.94	39.4%	39.4%	28.76%
I-595/SR 862	FLA Turnpike	I-95/SR 9	54.26	28.75	91.8%	86.4%	88.75%	39.61	30.80	42.5%	42.5%	28.62%
I-595/SR 862	I-95/SR 9	US 1/SR 5	64.20	60.39	100.0%	100.0%	6.30%	63.94	60.39	100.0%	100.0%	5.89%
Lee Roy Selmon Expy/SR 618	US 92/SR 573/S Dale Mabry Hwy	US 41/SR 60/Channelside Dr	60.73	57.20	97.6%	97.8%	6.17%	60.42	57.20	99.4%	99.4%	5.63%
Lee Roy Selmon Expy/SR 618	US 41/SR 60/Channelside Dr	I-75/SR 93A	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	99.4%	99.4%	5.63%
I-4/SR 400	I-275/SR 93	I-75/SR 93A	64.58	60.92	99.7%	99.7%	6.02%	63.92	60.92	99.9%	99.9%	4.93%
I-4/SR 400	I-75/SR 93A	Polk Pkwy/SR 570	64.55	60.92	97.7%	97.8%	5.96%	64.17	60.92	99.4%	99.4%	5.35%
I-4/SR 400	Polk Pkwy/SR 570	Polk Pkwy/SR 570	64.51	60.92	97.7%	97.8%	5.91%	64.15	60.92	96.4%	96.4%	5.30%
I-4/SR 400	Polk Pkwy/SR 570	US 27/SR 25	64.55	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.31%
I-4/SR 400	US 27/SR 25	Daniel Webster Western Beltway/SR 429	64.53	60.92	97.7%	97.8%	5.93%	64.15	60.92	96.4%	96.4%	5.31%
I-4/SR 400	Daniel Webster Western Beltway/SR 429	US 192/SR 530	64.54	60.92	97.7%	97.8%	5.94%	64.15	60.92	96.4%	96.4%	5.31%
I-4/SR 400	US 192/SR 530	Beach Line Exwy/SR 528	60.82	60.70	98.5%	97.5%	0.21%	46.17	18.84	83.7%	83.7%	145.10%
I-4/SR 400	Beach Line Exwy/SR 528	FLA Turnpike	56.44	60.12	96.3%	93.9%	0.00%	43.35	21.43	75.7%	75.7%	102.23%
I-4/SR 400	FLA Turnpike	EW Expy/SR 408	64.26	60.92	99.8%	99.7%	5.49%	58.61	60.73	96.3%	96.3%	0.00%
I-4/SR 400	EW Expy/SR 408	SR 436/Altamonde Dr	55.85	25.06	94.9%	91.4%	122.90%	37.51	25.03	54.3%	54.3%	49.86%
I-4/SR 400	SR 436/Altamonde Dr	US 17/SR 15/Seminole Blvd	59.81	60.51	98.4%	97.4%	0.00%	37.26	14.47	78.4%	78.4%	157.58%
I-4/SR 400	US 17/SR 15/Seminole Blvd	SR 44/E New York Ave	62.89	59.64	97.5%	97.6%	5.45%	59.40	53.67	94.6%	94.6%	10.68%
I-4/SR 400	SR 44/E New York Ave	I-95/SR 9	60.71	57.20	97.6%	97.8%	6.14%	60.41	57.20	96.4%	96.4%	5.63%
Polk Pkwy/SR 570	I-4/SR 400	US 98/SR 35/Bartow Rd	60.74	57.20	97.6%	97.9%	6.20%	60.42	57.20	75.6%	75.6%	5.63%
Polk Pkwy/SR 570	US 98/SR 35/Bartow Rd	I-4/SR 400	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.5%	5.61%
Beachline Expy/SR 528	I-4/SR 400	FLA Turnpike	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
Beachline Expy/SR 528	FLA Turnpike	SR 436/S Semoran Blvd	62.04	58.48	97.6%	97.8%	6.09%	61.71	58.48	99.4%	99.4%	5.52%
Beachline Expy/SR 528	SR 436/S Semoran Blvd	SR 417/Central Florida Greenway	60.72	57.20	97.6%	97.8%	6.17%	60.42	57.20	99.4%	99.4%	5.63%
Beachline Expy/SR 528	SR 417/Central Florida Greenway	I-95/SR 9	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.63%
Beachline Expy/SR 528	I-95/SR 9	SR A1A/Astronaut Blvd	60.70	57.20	97.6%	97.8%	6.14%	60.41	57.20	96.4%	96.4%	5.63%
East-West Expy/SR 408	FLA Turnpike	I-4/SR 400	61.24	57.70	97.6%	97.8%	6.14%	60.92	57.70	99.4%	99.4%	5.59%
East-West Expy/SR 408	I-4/SR 400	SR 417/Central Florida Grnwy	63.59	59.95	97.7%	97.8%	6.07%	63.25	59.95	99.4%	99.4%	5.51%
East-West Expy/SR 408	SR 417/Central Florida Grnwy	SR 50/W Colonial Dr	60.73	57.20	97.6%	97.8%	6.17%	60.41	57.20	99.4%	99.4%	5.62%
SR 202/JT Butler Blvd	I-95/SR 9	Kernan Blvd S	64.54	60.92	97.7%	97.8%	5.94%	64.15	60.92	99.4%	99.4%	5.31%
SR 202/JT Butler Blvd	Kernan Blvd S	SR A1A/3rd St S	62.79	59.21	97.6%	97.8%	6.05%	62.44	59.21	99.4%	99.4%	5.46%
US 90/Arlington Expy/SR 10A	N Liberty St	US 98/SR 113/Southside Blvd	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	99.4%	99.4%	5.63%
I-295/SR 9A	I-95/SR 9	I-10/SR 8	64.62	60.92	99.7%	99.7%	6.07%	64.28	60.92	99.4%	99.4%	5.52%
I-295/SR 9A	I-10/SR 8	US 1/SR 15/New Kings Rd	60.68	57.20	97.6%	97.8%	6.09%	59.78	57.20	96.0%	96.0%	4.53%
I-295/SR 9A	US 1/SR 15/New Kings Rd	I-95/SR 9	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%

Table 6-1 Preliminary Freeway Facility-Level Travel Time Reliability Results

Facility	From	To	Daily Measures					Peak Hour (5-6PM) Measures				
			Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index	Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index
					% Time	% Trips				% Time	% Trips	
I-10/SR 8	State Line	I-110/SR 8A	58.90	57.20	97.4%	97.3%	2.98%	44.11	8.68	90.4%	90.4%	408.16%
I-10/SR 8	I-110/SR 8A	SR 87	60.70	57.20	97.6%	97.8%	6.12%	60.41	57.20	96.4%	96.4%	5.63%
I-10/SR 8	SR 87	SR 85/S Ferdon Blvd	60.73	57.20	97.6%	97.9%	6.18%	60.41	57.20	75.6%	75.6%	5.62%
I-10/SR 8	SR 85/S Ferdon Blvd	US 331/SR 83	60.74	57.20	97.6%	97.9%	6.20%	60.42	57.20	75.6%	75.7%	5.64%
I-10/SR 8	US 331/SR 83	US 231/SR 75	60.74	57.20	97.6%	97.9%	6.20%	60.42	57.20	75.6%	75.7%	5.63%
I-10/SR 8	US 231/SR 75	SR 263/Capital Circle NW	60.74	57.20	97.6%	97.9%	6.20%	60.42	57.20	75.6%	75.6%	5.63%
I-10/SR 8	SR 263/Capital Circle NW	US 90/SR 10	60.70	57.20	97.6%	97.8%	6.12%	60.42	57.20	96.4%	96.4%	5.63%
I-10/SR 8	US 90/SR 10	US 19/Florida Georgia Pkwy/SR 57	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.63%
I-10/SR 8	US 19/Florida Georgia Pkwy/SR 57	I-75/SR 93	60.74	57.20	97.6%	97.9%	6.20%	60.42	57.20	75.6%	75.7%	5.64%
I-10/SR 8	I-75/SR 93	US 301/SR 200	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.63%
I-10/SR 8	US 301/SR 200	I-295/SR 9A	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
I-10/SR 8	I-295/SR 9A	I-95/SR 9	63.38	60.92	98.5%	98.2%	4.05%	54.55	14.87	94.7%	94.7%	266.99%
I-110 Spur/SR 8A	SR 30/E Chase St	I-10/SR 8	60.70	57.20	97.6%	97.8%	6.12%	60.41	57.20	96.4%	96.4%	5.63%
I-275/SR 93	I-75/SR 93	SR 682/54th Ave S	60.40	62.88	97.6%	97.8%	0.00%	60.09	62.88	96.4%	96.4%	0.00%
I-275/SR 93	SR 682/54 Ave S	I-175/SR 594	64.54	60.92	97.7%	97.8%	5.94%	64.15	60.92	96.4%	96.4%	5.31%
I-275/SR 93	I-175/SR 594	SR 694/Gandy Blvd	61.53	60.40	98.6%	97.7%	1.87%	47.05	18.99	84.6%	84.6%	147.78%
I-275/SR 93	SR 694/Gandy Blvd	SR 688/Ulmerton Rd	64.81	60.92	100.0%	100.0%	6.40%	64.60	60.92	100.0%	100.0%	6.05%
I-275/SR 93	SR 688/Ulmerton Rd	SR 60/Memorial Hwy	58.06	60.50	98.4%	97.3%	0.00%	42.43	13.59	86.2%	86.2%	212.20%
I-275/SR 93	SR 60/Memorial Hwy	I-4/SR 400	50.26	23.76	89.5%	83.3%	111.54%	40.49	30.85	45.7%	45.7%	31.24%
I-275/SR 93	I-4/SR 400	I-75/SR 93	48.96	54.58	94.2%	92.0%	0.00%	26.91	11.59	69.5%	69.5%	132.24%
I-175/SR 594	I-275/SR 93	SR 687/4th St S	60.73	57.20	97.6%	97.8%	6.17%	60.41	57.20	99.4%	99.4%	5.62%
I-375/SR 592	I-275/SR 93	SR 595/4th Ave N	60.73	57.20	97.6%	97.8%	6.17%	60.41	57.20	99.4%	99.4%	5.62%
Veterans Expy/SR 589	SR 60/Courtney Campbell Cwy	Veterans Spur Exwy/SR 568	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
Suncoast Pkwy/SR 589	Veterans Spur Exwy/SR 568	SR 54	60.73	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
Suncoast Pkwy/SR 589	SR 54	SR 50/Cortez Blvd	60.74	57.20	97.6%	97.9%	6.20%	60.42	57.20	75.6%	75.7%	5.64%
Suncoast Pkwy/SR 589	SR 50/Cortez Blvd	US 98/SR 700/Ponce de leon Blvd	60.75	57.20	97.6%	97.9%	6.21%	60.42	57.20	75.6%	75.5%	5.64%
Veterans Spur Expy/SR 568	Veterans Expy/SR 589	SR 597/Dale Mabry Hwy N	60.73	57.20	97.6%	97.8%	6.18%	60.42	57.20	96.4%	96.4%	5.64%

Table 6-1 Preliminary Freeway Facility-Level Travel Time Reliability Results (continued)

Facility	From	To	Daily Measures					Peak Hour (5-6PM) Measures				
			Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index	Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index
					% Time	% Trips				% Time	% Trips	
I-75/SR 93	SR 826/Palmetto Exwy	FLA Turnpike/HEFT	64.80	60.92	100.0%	100.0%	6.37%	64.58	60.92	100.0%	100.0%	6.01%
I-75/SR 93	FLA Turnpike/HEFT	I-595/Port Everglades Expy/SR 862	64.81	60.92	100.0%	100.0%	6.40%	64.60	60.92	100.0%	100.0%	6.05%
I-75/SR 93	I-595/Port Everglades Expy/SR 862	US 27/SR 25	64.61	60.92	99.7%	99.7%	6.07%	64.27	60.92	100.0%	100.0%	5.50%
I-75/SR 93/Alligator Alley	US 27/SR 25	CR 951/Collier Blvd	61.33	57.78	97.6%	97.9%	6.15%	61.01	57.78	75.6%	75.6%	5.59%
I-75/SR 93	CR 951/Collier Blvd	SR 80/Palm Beach Blvd	52.48	54.87	95.0%	92.6%	0.00%	28.77	16.16	57.6%	57.7%	78.06%
I-75/SR 93	SR 80/Palm Beach Blvd	US 17/SR 35	60.73	57.20	97.6%	97.8%	6.18%	60.42	57.20	75.6%	75.6%	5.63%
I-75/SR 93	US 17/SR 35	SR 72/Clark Rd	61.20	57.87	97.6%	97.8%	5.76%	61.09	57.87	75.6%	75.6%	5.57%
I-75/SR 93	SR 72/Clark Rd	SR 70/Oneco Myakka City Rd	61.90	60.11	96.8%	96.0%	2.98%	48.21	20.30	81.6%	81.6%	137.45%
I-75/SR 93	SR 70/Oneco Myakka City Rd	I-275/SR 93	64.51	60.92	97.7%	97.8%	5.90%	64.15	60.92	96.4%	96.4%	5.31%
I-75/SR 93A	I-275/SR 93	Lee Roy Selmon Expy/SR 618	64.59	60.92	99.6%	99.5%	6.03%	64.24	60.92	96.4%	96.4%	5.45%
I-75/SR 93A	Lee Roy Selmon Expy/SR 618	I-4/SR 400	63.92	60.92	97.5%	97.5%	4.93%	58.32	53.67	95.9%	95.9%	8.66%
I-75/SR 93A	I-4/SR 400	I-275/E County Line Rd	44.41	16.04	89.6%	85.5%	176.82%	35.28	19.33	63.5%	63.5%	82.47%
I-75/SR 93	I-275/E County Line Rd	CR 54/Wesley Ch Blvd	61.93	58.37	97.6%	97.8%	6.10%	61.60	58.37	99.4%	99.4%	5.53%
I-75/SR 93	CR 54/Wesley Ch Blvd	US 28/SR 50/Cortez Blvd	60.74	57.20	97.6%	97.9%	6.19%	60.41	57.20	75.6%	75.6%	5.63%
I-75/SR 93	US 28/SR 50/Cortez Blvd	FLA Turnpike	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.63%
I-75/SR 93	FLA Turnpike	SR 200/SW College Rd	64.53	60.92	97.7%	97.8%	5.93%	64.15	60.92	96.4%	96.4%	5.31%
I-75/SR 93	SR 200/SW College Rd	SR 326/W Hwy 326	64.51	60.92	97.7%	97.8%	5.90%	64.15	60.92	96.4%	96.4%	5.30%
I-75/SR 93	SR 326/W Hwy 326	SR 121/SW Williston Rd	64.55	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.31%
I-75/SR 93	SR 121/SW Williston Rd	SR 222/NW 39th Ave	64.51	60.92	97.7%	97.8%	5.90%	64.15	60.92	96.4%	96.4%	5.31%
I-75/SR 93	SR 222/NW 39th Ave	I-10/SR 8	64.55	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.31%
I-75/SR 93	I-10/SR 8	State Line	64.56	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.30%
Daniel Webster West Beltwy/SR 429	Seidel Rd	US 441/SR 500/W Orange Blossom Trail	60.70	57.20	97.6%	97.8%	6.13%	60.41	57.20	96.4%	96.4%	5.63%
Central Florida Greenway/SR 417	I-4/SR 400	Beachline Expy/SR 528	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.3%	5.62%
Central Florida Greenway/SR 417	Beachline Expy/SR 528	EW Expy/SR 408	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
Central Florida Greenway/SR 417	EW Expy/SR 408	I-4/SR 400	61.21	57.67	97.6%	97.8%	6.14%	60.89	57.67	96.4%	96.4%	5.59%
FLA Turnpike /HEFT	US1/SR 5/South Dixie Hwy	Don Shula Expy/SR 874	62.03	58.41	99.7%	99.7%	6.19%	61.73	58.41	99.4%	99.4%	5.68%
FLA Turnpike /HEFT	Don Shula Expy/SR 874	Dophin Expy/SR 836	62.37	60.92	97.0%	96.7%	2.38%	50.53	16.19	87.6%	87.6%	212.14%
FLA Turnpike /HEFT	Dophin Expy/SR 836	US 27/SR 25/Okeechobee Rd	51.93	27.17	91.0%	86.7%	91.17%	35.87	27.14	42.6%	42.5%	32.18%
FLA Turnpike /HEFT	US 27/SR 25/Okeechobee Rd	I-75/SR 93	56.69	57.20	95.6%	94.2%	0.00%	36.83	21.04	63.4%	63.4%	75.06%
FLA Turnpike /HEFT	I-75/SR 93	FLA Turnpike /HEFT	58.31	57.20	97.1%	96.9%	1.94%	43.83	11.14	88.1%	88.1%	293.48%
FLA Turnpike /S. Coin	SR 826/Palmetto Expy	FLA Turnpike /HEFT	64.54	60.92	97.7%	97.8%	5.94%	64.15	60.92	96.4%	96.4%	5.30%
FLA Turnpike /S. Coin	FLA Turnpike /HEFT	I-595/SR 862	64.54	60.92	97.7%	97.8%	5.94%	64.15	60.92	96.4%	96.4%	5.31%
FLA Turnpike /S. Coin	I-595/SR 862	SR 869/Sawgrass Expy	64.54	60.92	97.7%	97.8%	5.95%	64.15	60.92	96.4%	96.4%	5.31%
FLA Turnpike /S. Coin	SR 869/Sawgrass Expy	US 98/SR 80/Southern Blvd	62.94	59.35	97.6%	97.8%	6.04%	62.58	59.35	96.4%	96.4%	5.44%
FLA Turnpike/Ticket	US 98/SR 80/Southern Blvd	SR 710/Bee Line Hwy	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
FLA Turnpike/Ticket	SR 710/Bee Line Hwy	SR 714/SW Martin Hwy	60.73	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.62%
FLA Turnpike/Ticket	SR 714/SW Martin Hwy	SR 70/Okeechobee Rd	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.63%
FLA Turnpike/Ticket	SR 70/Okeechobee Rd	SR 60/Osceola Blvd	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.63%
FLA Turnpike/Ticket	SR 60/Osceola Blvd	CR 525/Kissimmee Park Rd	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.62%
FLA Turnpike/N. Coin	CR 525/Kissimmee Park Rd	Central Florida Greenway/SR 417	60.73	57.20	97.6%	97.8%	6.18%	60.42	57.20	96.4%	96.4%	5.63%
FLA Turnpike/N. Coin	Central Florida Greenway/SR 417	Beachline Expy/SR 528	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
FLA Turnpike/N. Coin	Beachline Expy/SR 528	I-4/SR 400	60.72	57.20	97.6%	97.8%	6.17%	60.42	57.20	96.4%	96.4%	5.63%
FLA Turnpike/N. Coin	I-4/SR 400	E W Expy/SR 408	60.72	57.20	97.6%	97.8%	6.17%	60.41	57.20	96.4%	96.4%	5.63%
FLA Turnpike/N. Coin	E W Expy/SR 408	Daniel Webster Western Beltway/SR 429	62.73	59.15	97.6%	97.8%	6.06%	62.38	59.15	96.4%	96.4%	5.46%
FLA Turnpike/N. Coin	Daniel Webster Western Beltway/SR 429	SR 50/W Colonial Dr	60.74	57.20	97.6%	97.9%	6.19%	60.42	57.20	75.6%	75.6%	5.63%

Table 6-1 Preliminary Freeway Facility-Level Travel Time Reliability Results (continued)

Facility	From	To	Daily Measures					Peak Hour (5-6PM) Measures				
			Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index	Average Weighted Speed	95th% Speed	Avg speed > 10 mph less than FF speed		Buffer Index
					% Time	% Trips				% Time	% Trips	
Palmetto Expy/SR 826	SR 5/US 1/South Dixie Hwy	Don Shula Expwy/SR 874	55.80	58.15	96.3%	95.5%	0.00%	41.52	11.70	88.7%	88.7%	254.87%
Palmetto Expy/SR 826	Don Shula Expwy/SR 874	Dophin Expy/SR 836	55.59	60.69	95.8%	93.0%	0.00%	38.14	21.52	65.3%	65.3%	77.23%
Palmetto Expy/SR 826	Dophin Expy/SR 836	US 27/SR 25/Okeechobee Rd	58.59	60.92	98.0%	96.7%	0.00%	45.86	17.18	85.2%	85.2%	166.88%
Palmetto Expy/SR 826	US 27/SR 25/Okeechobee Rd	I-75/SR 93	62.75	60.92	99.4%	99.0%	3.01%	56.62	16.85	95.1%	95.1%	236.04%
Palmetto Expy/SR 826	I-75/SR 93	I-95/SR 9	52.38	61.13	95.7%	93.4%	0.00%	42.69	17.20	81.7%	81.7%	148.15%
Sawgrass Expy/SR 869	I-595/SR 84	SR 845/Powerline Rd	62.11	58.54	97.6%	97.8%	6.11%	61.78	58.54	96.4%	96.4%	5.55%
I-95/SR 9	SR 5/US 1/South Dixie Hgwy	Dolphin Expy/SR 836	57.11	59.77	97.4%	95.8%	0.00%	40.50	17.08	79.2%	79.2%	137.03%
I-95/SR 9	Dolphin Expy/SR 836	I-195/Aiport Exwy/SR 112	36.28	14.16	81.9%	72.9%	156.27%	32.68	22.87	46.5%	46.5%	42.88%
I-95/SR 9	I-195/Aiport Exwy/SR 112	SR 924/NW 119th St	52.90	21.18	94.9%	92.0%	149.73%	41.77	21.16	73.4%	73.4%	97.41%
I-95/SR 9	SR 924/NW 119th St	FLA Turnpike	54.06	27.39	93.2%	88.8%	97.33%	38.56	27.39	50.3%	50.3%	40.74%
I-95/SR 9	FLA Turnpike	I-595/SR 862	58.52	60.92	96.3%	93.7%	0.00%	39.36	25.22	58.9%	58.9%	56.06%
I-95/SR 9	I-595/SR 862	SR 869/SW 10th St	53.33	28.42	91.4%	85.7%	87.65%	37.88	30.42	37.1%	37.1%	24.52%
I-95/SR 9	SR 869/SW 10th St	US 98/SR 80/Southern Blvd	56.91	60.92	97.2%	95.4%	0.00%	39.20	17.32	76.2%	76.2%	126.28%
I-95/SR 9	US 98/SR 80/Southern Blvd	SR 708/Blue Heron Blvd	54.59	25.97	93.8%	89.9%	110.20%	40.13	25.94	59.2%	59.2%	54.69%
I-95/SR 9	SR 708/Blue Heron Blvd	SR 76/SW Kanner Hwy	64.56	60.92	97.7%	97.9%	5.98%	64.18	60.92	96.4%	96.4%	5.36%
I-95/SR 9	SR 76/SW Kanner Hwy	SR 70/Okeechobee Rd	64.54	60.92	97.7%	97.9%	5.95%	64.15	60.92	96.4%	96.4%	5.31%
I-95/SR 9	SR 70/Okeechobee Rd	SR 60/20th St	61.02	57.48	97.6%	97.8%	6.16%	60.70	57.48	76.6%	76.6%	5.60%
I-95/SR 9	SR 60/20th St	SR 514/Malabar Rd	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.62%
I-95/SR 9	SR 514/Malabar Rd	Beachline Expy/SR 528	60.60	57.20	97.6%	97.7%	5.95%	59.30	57.20	95.6%	95.6%	3.68%
I-95/SR 9	Beachline Expy/SR 528	SR 46/W Main St	60.70	57.20	97.6%	97.8%	6.13%	60.42	57.20	96.4%	96.4%	5.63%
I-95/SR 9	SR 46/W Main St	SR 44/Canal St	60.74	57.20	97.6%	97.9%	6.20%	60.41	57.20	75.6%	75.6%	5.62%
I-95/SR 9	SR 44/Canal St	I-4/SR 400	60.70	57.20	97.6%	97.8%	6.13%	60.41	57.20	96.4%	96.4%	5.63%
I-95/SR 9	I-4/SR 400	SR 40/W Granada Rd	61.82	60.92	97.2%	96.8%	1.49%	42.83	12.84	84.4%	84.4%	233.50%
I-95/SR 9	SR 40/W Granada Rd	SR 207	62.82	59.24	97.6%	97.8%	6.04%	62.47	59.24	96.4%	96.4%	5.45%
I-95/SR 9	SR 207	County Rd 210	64.55	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.31%
I-95/SR 9	County Rd 210	I-295/SR 9A	64.54	60.92	97.7%	97.9%	5.96%	64.15	60.92	96.4%	96.4%	5.30%
I-95/SR 9	I-295/SR 9A	SR 202/JT Bulter Blvd	64.63	60.92	99.7%	99.7%	6.09%	64.29	60.92	100.0%	100.0%	5.54%
I-95/SR 9	SR 202/JT Bulter Blvd	I-10/SR 8	56.90	55.78	96.4%	94.1%	2.01%	40.97	20.59	73.2%	73.2%	98.98%
I-95/SR 9	I-10/SR 8	I-295/SR 9A	62.94	59.52	99.7%	99.6%	5.75%	60.05	59.52	98.6%	98.6%	0.90%
I-95/SR 9	I-295/SR 9A	Pecan Park Rd	64.64	60.92	99.7%	99.7%	6.11%	64.32	60.92	99.4%	99.4%	5.58%
I-95/SR 9	Pecan Park Rd	SR 200/SR A1A	64.55	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.31%
I-95/SR 9	SR 200/SR A1A	State Border	64.55	60.92	97.7%	97.9%	5.97%	64.15	60.92	95.4%	95.4%	5.31%
US 1/Haines St Expy/SR 115	E Church St	E 1st St	60.74	57.20	97.6%	98.0%	6.19%	60.44	57.20	99.4%	99.5%	5.67%
US 1/20th St Expy (M.L.K. Pkwy)/SR 115	I-95/SR 9	US 90/Arlington Exwy/SR 10A	60.72	57.20	97.6%	97.8%	6.17%	60.42	57.20	99.4%	99.4%	5.63%
US 1/Haines St Expy/SR 115	US 90/Arlington Exwy/SR 10A	US 90/SR 228/Beach Blvd	60.73	57.20	97.6%	97.8%	6.17%	60.41	57.20	99.4%	99.4%	5.62%
US 1/Emerson St Expy/SR 228A	Emerson St	Commadore St Expy/SR 228	60.01	71.65	97.6%	97.9%	0.00%	59.71	71.65	99.4%	99.4%	0.00%
SR 9A	SR 9/I-95	SR 202/JT Bulter Blvd	61.60	58.05	97.6%	97.8%	6.12%	61.27	58.05	96.4%	96.4%	5.56%
SR 9A	SR 202/JT Bulter Blvd	I-95/SR 9	60.72	57.20	97.6%	97.8%	6.17%	60.42	57.20	96.4%	96.4%	5.63%

Table 6-1 Preliminary Freeway Facility-Level Travel Time Reliability Results (continued)

7. CONCLUSIONS AND RECOMMENDATIONS

In summary, this project refined the methodology and respective tools for estimating travel time reliability for a freeway section as well as for a freeway network, and applied those tools to estimate various travel time reliability measures for the entire Florida SIS freeway system.

The methodology and example spreadsheets were updated to consider incident durations longer than one hour. Also, various ITS strategies were evaluated and recommendations were formulated on how the impacts of these strategies can be incorporated into the travel time reliability estimation method. The Florida SIS was segmented into sections for travel time reliability analysis, and the CARS database was used to determine incident information by milepost. The refined methodology was applied to the entire Florida SIS freeway system and travel time reliability estimates (both buffer time and on-time arrival related measures) were obtained. The initial results appear reasonable, however additional refinement is necessary to develop smoother travel time profiles and to evaluate the accuracy of the results compared to field data.

The next phase of this project will focus on additional refinements to the travel time reliability model with consideration of section-specific incident and weather information. Other enhancements are:

- Inclusion of performance measures related to freight transport
- Inclusion of other ITS strategies such as use of shoulders during the peak hour, ramp metering, and variable speed limits
- Refinement of hourly distributions
- Capacity adjustments based on the level of congestion of the previous hour(s)
- Daily traffic assignments associated with weekends/weekdays and seasons
- Roadway capacity adjustments related to incidents

The methods and results presented here will also be validated for those portions of the SIS where travel times are available. There is also a need to provide the capability to update the travel time reliability estimates on an annual basis, as a function of annual information for each freeway segment of the SIS.are still in need of refinement. Finally, there is a need to expand the methodology to the arterial portion of the SIS and obtain travel time reliability estimates for those as well.

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APPENDIX A – INCIDENT PROBABILITY BY SIS SEGMENT FROM CARS DATABASE

For Segments 1-6						For Segments 7-10					
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.030%	0.015%	0.015%	0.000%	0.000%	0-1	0.051%	0.051%	0.000%	0.000%	0.000%
1-2	0.044%	0.037%	0.007%	0.000%	0.000%	1-2	0.051%	0.051%	0.000%	0.000%	0.000%
2-3	0.030%	0.030%	0.000%	0.000%	0.000%	2-3	0.026%	0.026%	0.000%	0.000%	0.000%
3-4	0.052%	0.044%	0.007%	0.000%	0.000%	3-4	0.051%	0.026%	0.026%	0.000%	0.000%
4-5	0.074%	0.074%	0.000%	0.000%	0.000%	4-5	0.051%	0.051%	0.000%	0.000%	0.000%
5-6	0.044%	0.044%	0.000%	0.000%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.141%	0.104%	0.030%	0.007%	0.000%	6-7	0.000%	0.000%	0.000%	0.000%	0.000%
7-8	0.163%	0.104%	0.044%	0.015%	0.000%	7-8	0.128%	0.102%	0.026%	0.000%	0.000%
8-9	0.170%	0.156%	0.007%	0.007%	0.000%	8-9	0.205%	0.102%	0.102%	0.000%	0.000%
9-10	0.141%	0.119%	0.015%	0.007%	0.000%	9-10	0.051%	0.051%	0.000%	0.000%	0.000%
10-11	0.067%	0.067%	0.000%	0.000%	0.000%	10-11	0.000%	0.000%	0.000%	0.000%	0.000%
11-12	0.037%	0.037%	0.000%	0.000%	0.000%	11-12	0.051%	0.026%	0.000%	0.026%	0.000%
12-13	0.044%	0.030%	0.007%	0.007%	0.000%	12-13	0.051%	0.051%	0.000%	0.000%	0.000%
13-14	0.074%	0.052%	0.022%	0.000%	0.000%	13-14	0.000%	0.000%	0.000%	0.000%	0.000%
14-15	0.074%	0.044%	0.022%	0.000%	0.007%	14-15	0.000%	0.000%	0.000%	0.000%	0.000%
15-16	0.163%	0.141%	0.022%	0.000%	0.000%	15-16	0.051%	0.026%	0.026%	0.000%	0.000%
16-17	0.133%	0.104%	0.015%	0.007%	0.007%	16-17	0.000%	0.000%	0.000%	0.000%	0.000%
17-18	0.133%	0.119%	0.015%	0.000%	0.000%	17-18	0.154%	0.154%	0.000%	0.000%	0.000%
18-19	0.185%	0.163%	0.022%	0.000%	0.000%	18-19	0.102%	0.077%	0.026%	0.000%	0.000%
19-20	0.133%	0.111%	0.022%	0.000%	0.000%	19-20	0.000%	0.000%	0.000%	0.000%	0.000%
20-21	0.170%	0.141%	0.015%	0.015%	0.000%	20-21	0.000%	0.000%	0.000%	0.000%	0.000%
21-22	0.074%	0.052%	0.022%	0.000%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.082%	0.044%	0.015%	0.007%	0.015%	22-23	0.077%	0.051%	0.026%	0.000%	0.000%
23-24	0.067%	0.044%	0.022%	0.000%	0.000%	23-24	0.026%	0.026%	0.000%	0.000%	0.000%

	For Segments 11-27						For Segments 28-37				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.085%	0.066%	0.018%	0.000%	0.000%	0-1	0.034%	0.034%	0.000%	0.000%	0.000%
1-2	0.078%	0.048%	0.030%	0.000%	0.000%	1-2	0.023%	0.023%	0.000%	0.000%	0.000%
2-3	0.103%	0.081%	0.022%	0.000%	0.000%	2-3	0.023%	0.023%	0.000%	0.000%	0.000%
3-4	0.100%	0.066%	0.033%	0.000%	0.000%	3-4	0.023%	0.011%	0.011%	0.000%	0.000%
4-5	0.166%	0.126%	0.037%	0.004%	0.000%	4-5	0.057%	0.045%	0.011%	0.000%	0.000%
5-6	0.111%	0.078%	0.030%	0.004%	0.000%	5-6	0.091%	0.034%	0.057%	0.000%	0.000%
6-7	0.133%	0.107%	0.026%	0.000%	0.000%	6-7	0.102%	0.102%	0.000%	0.000%	0.000%
7-8	0.192%	0.166%	0.026%	0.000%	0.000%	7-8	0.102%	0.102%	0.000%	0.000%	0.000%
8-9	0.207%	0.196%	0.011%	0.000%	0.000%	8-9	0.114%	0.114%	0.000%	0.000%	0.000%
9-10	0.170%	0.151%	0.018%	0.000%	0.000%	9-10	0.057%	0.045%	0.000%	0.011%	0.000%
10-11	0.196%	0.166%	0.030%	0.000%	0.000%	10-11	0.068%	0.068%	0.000%	0.000%	0.000%
11-12	0.133%	0.111%	0.022%	0.000%	0.000%	11-12	0.102%	0.091%	0.011%	0.000%	0.000%
12-13	0.155%	0.126%	0.026%	0.004%	0.000%	12-13	0.091%	0.091%	0.000%	0.000%	0.000%
13-14	0.133%	0.129%	0.004%	0.000%	0.000%	13-14	0.114%	0.091%	0.023%	0.000%	0.000%
14-15	0.218%	0.192%	0.026%	0.000%	0.000%	14-15	0.114%	0.102%	0.011%	0.000%	0.000%
15-16	0.225%	0.188%	0.037%	0.000%	0.000%	15-16	0.148%	0.148%	0.000%	0.000%	0.000%
16-17	0.295%	0.255%	0.041%	0.000%	0.000%	16-17	0.182%	0.148%	0.034%	0.000%	0.000%
17-18	0.314%	0.288%	0.026%	0.000%	0.000%	17-18	0.148%	0.148%	0.000%	0.000%	0.000%
18-19	0.251%	0.229%	0.022%	0.000%	0.000%	18-19	0.125%	0.114%	0.011%	0.000%	0.000%
19-20	0.295%	0.244%	0.044%	0.007%	0.000%	19-20	0.034%	0.023%	0.011%	0.000%	0.000%
20-21	0.155%	0.137%	0.018%	0.000%	0.000%	20-21	0.011%	0.011%	0.000%	0.000%	0.000%
21-22	0.140%	0.122%	0.015%	0.004%	0.000%	21-22	0.045%	0.045%	0.000%	0.000%	0.000%
22-23	0.118%	0.100%	0.018%	0.000%	0.000%	22-23	0.023%	0.023%	0.000%	0.000%	0.000%
23-24	0.092%	0.066%	0.026%	0.000%	0.000%	23-24	0.045%	0.034%	0.011%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.031%	0.031%	0.000%	0.000%	0.000%	0-1	0.016%	0.016%	0.000%	0.000%	0.000%
1-2	0.010%	0.010%	0.000%	0.000%	0.000%	1-2	0.016%	0.016%	0.000%	0.000%	0.000%
2-3	0.010%	0.010%	0.000%	0.000%	0.000%	2-3	0.000%	0.000%	0.000%	0.000%	0.000%
3-4	0.041%	0.041%	0.000%	0.000%	0.000%	3-4	0.016%	0.008%	0.008%	0.000%	0.000%
4-5	0.031%	0.031%	0.000%	0.000%	0.000%	4-5	0.008%	0.008%	0.000%	0.000%	0.000%
5-6	0.072%	0.051%	0.021%	0.000%	0.000%	5-6	0.016%	0.016%	0.000%	0.000%	0.000%
6-7	0.072%	0.072%	0.000%	0.000%	0.000%	6-7	0.016%	0.016%	0.000%	0.000%	0.000%
7-8	0.092%	0.082%	0.010%	0.000%	0.000%	7-8	0.081%	0.081%	0.000%	0.000%	0.000%
8-9	0.144%	0.144%	0.000%	0.000%	0.000%	8-9	0.073%	0.073%	0.000%	0.000%	0.000%
9-10	0.123%	0.123%	0.000%	0.000%	0.000%	9-10	0.049%	0.041%	0.008%	0.000%	0.000%
10-11	0.062%	0.062%	0.000%	0.000%	0.000%	10-11	0.016%	0.016%	0.000%	0.000%	0.000%
11-12	0.072%	0.062%	0.010%	0.000%	0.000%	11-12	0.033%	0.033%	0.000%	0.000%	0.000%
12-13	0.021%	0.000%	0.021%	0.000%	0.000%	12-13	0.073%	0.041%	0.033%	0.000%	0.000%
13-14	0.031%	0.031%	0.000%	0.000%	0.000%	13-14	0.057%	0.049%	0.008%	0.000%	0.000%
14-15	0.041%	0.031%	0.010%	0.000%	0.000%	14-15	0.024%	0.024%	0.000%	0.000%	0.000%
15-16	0.072%	0.062%	0.010%	0.000%	0.000%	15-16	0.033%	0.016%	0.016%	0.000%	0.000%
16-17	0.123%	0.123%	0.000%	0.000%	0.000%	16-17	0.041%	0.024%	0.016%	0.000%	0.000%
17-18	0.123%	0.113%	0.010%	0.000%	0.000%	17-18	0.024%	0.024%	0.000%	0.000%	0.000%
18-19	0.092%	0.072%	0.021%	0.000%	0.000%	18-19	0.049%	0.033%	0.016%	0.000%	0.000%
19-20	0.072%	0.062%	0.010%	0.000%	0.000%	19-20	0.041%	0.041%	0.000%	0.000%	0.000%
20-21	0.010%	0.010%	0.000%	0.000%	0.000%	20-21	0.041%	0.033%	0.008%	0.000%	0.000%
21-22	0.031%	0.010%	0.021%	0.000%	0.000%	21-22	0.024%	0.016%	0.008%	0.000%	0.000%
22-23	0.000%	0.000%	0.000%	0.000%	0.000%	22-23	0.016%	0.016%	0.000%	0.000%	0.000%
23-24	0.051%	0.041%	0.010%	0.000%	0.000%	23-24	0.016%	0.016%	0.000%	0.000%	0.000%

Header spanning: "For Segments 38-45" (left side) and "For Segments 46-50" (right side)

	For Segments 51-63						For Segments 64-74				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.044%	0.034%	0.009%	0.000%	0.000%	0-1	0.015%	0.015%	0.000%	0.000%	0.000%
1-2	0.031%	0.028%	0.003%	0.000%	0.000%	1-2	0.005%	0.005%	0.000%	0.000%	0.000%
2-3	0.016%	0.013%	0.003%	0.000%	0.000%	2-3	0.015%	0.015%	0.000%	0.000%	0.000%
3-4	0.034%	0.031%	0.003%	0.000%	0.000%	3-4	0.015%	0.015%	0.000%	0.000%	0.000%
4-5	0.041%	0.031%	0.006%	0.000%	0.003%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.028%	0.022%	0.006%	0.000%	0.000%	5-6	0.015%	0.015%	0.000%	0.000%	0.000%
6-7	0.072%	0.066%	0.006%	0.000%	0.000%	6-7	0.039%	0.039%	0.000%	0.000%	0.000%
7-8	0.141%	0.131%	0.009%	0.000%	0.000%	7-8	0.077%	0.073%	0.000%	0.005%	0.000%
8-9	0.169%	0.169%	0.000%	0.000%	0.000%	8-9	0.053%	0.048%	0.005%	0.000%	0.000%
9-10	0.063%	0.056%	0.006%	0.000%	0.000%	9-10	0.048%	0.039%	0.005%	0.005%	0.000%
10-11	0.063%	0.056%	0.006%	0.000%	0.000%	10-11	0.024%	0.019%	0.005%	0.000%	0.000%
11-12	0.081%	0.075%	0.006%	0.000%	0.000%	11-12	0.029%	0.015%	0.015%	0.000%	0.000%
12-13	0.072%	0.072%	0.000%	0.000%	0.000%	12-13	0.019%	0.005%	0.015%	0.000%	0.000%
13-14	0.056%	0.056%	0.000%	0.000%	0.000%	13-14	0.010%	0.005%	0.005%	0.000%	0.000%
14-15	0.078%	0.069%	0.009%	0.000%	0.000%	14-15	0.005%	0.005%	0.000%	0.000%	0.000%
15-16	0.056%	0.053%	0.003%	0.000%	0.000%	15-16	0.015%	0.010%	0.005%	0.000%	0.000%
16-17	0.113%	0.103%	0.009%	0.000%	0.000%	16-17	0.005%	0.005%	0.000%	0.000%	0.000%
17-18	0.131%	0.128%	0.003%	0.000%	0.000%	17-18	0.039%	0.029%	0.010%	0.000%	0.000%
18-19	0.084%	0.069%	0.016%	0.000%	0.000%	18-19	0.015%	0.015%	0.000%	0.000%	0.000%
19-20	0.063%	0.059%	0.003%	0.000%	0.000%	19-20	0.015%	0.015%	0.000%	0.000%	0.000%
20-21	0.041%	0.031%	0.009%	0.000%	0.000%	20-21	0.019%	0.019%	0.000%	0.000%	0.000%
21-22	0.034%	0.031%	0.000%	0.003%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.072%	0.053%	0.009%	0.009%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.050%	0.034%	0.013%	0.003%	0.000%	23-24	0.015%	0.015%	0.000%	0.000%	0.000%

	For Segments 75-88						For Segments 89-98				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.083%	0.076%	0.004%	0.004%	0.000%	0-1	0.011%	0.011%	0.000%	0.000%	0.000%
1-2	0.046%	0.037%	0.009%	0.000%	0.000%	1-2	0.020%	0.018%	0.001%	0.000%	0.000%
2-3	0.056%	0.046%	0.011%	0.000%	0.000%	2-3	0.014%	0.013%	0.001%	0.000%	0.000%
3-4	0.090%	0.076%	0.012%	0.002%	0.000%	3-4	0.016%	0.016%	0.000%	0.000%	0.000%
4-5	0.056%	0.044%	0.012%	0.000%	0.000%	4-5	0.014%	0.014%	0.000%	0.000%	0.000%
5-6	0.053%	0.049%	0.004%	0.000%	0.000%	5-6	0.021%	0.017%	0.004%	0.000%	0.000%
6-7	0.127%	0.107%	0.012%	0.007%	0.000%	6-7	0.035%	0.032%	0.003%	0.000%	0.000%
7-8	0.215%	0.195%	0.018%	0.002%	0.000%	7-8	0.024%	0.024%	0.000%	0.000%	0.000%
8-9	0.238%	0.220%	0.011%	0.007%	0.000%	8-9	0.020%	0.018%	0.001%	0.000%	0.000%
9-10	0.157%	0.130%	0.021%	0.005%	0.000%	9-10	0.023%	0.023%	0.000%	0.000%	0.000%
10-11	0.139%	0.109%	0.025%	0.005%	0.000%	10-11	0.025%	0.023%	0.003%	0.000%	0.000%
11-12	0.146%	0.135%	0.004%	0.007%	0.000%	11-12	0.018%	0.018%	0.000%	0.000%	0.000%
12-13	0.099%	0.083%	0.009%	0.005%	0.002%	12-13	0.031%	0.030%	0.001%	0.000%	0.000%
13-14	0.160%	0.132%	0.019%	0.009%	0.000%	13-14	0.032%	0.023%	0.010%	0.000%	0.000%
14-15	0.178%	0.150%	0.023%	0.005%	0.000%	14-15	0.032%	0.025%	0.007%	0.000%	0.000%
15-16	0.260%	0.208%	0.042%	0.009%	0.002%	15-16	0.041%	0.037%	0.004%	0.000%	0.000%
16-17	0.354%	0.319%	0.030%	0.005%	0.000%	16-17	0.045%	0.035%	0.010%	0.000%	0.000%
17-18	0.359%	0.310%	0.049%	0.000%	0.000%	17-18	0.027%	0.023%	0.004%	0.000%	0.000%
18-19	0.289%	0.236%	0.053%	0.000%	0.000%	18-19	0.030%	0.023%	0.007%	0.000%	0.000%
19-20	0.155%	0.097%	0.053%	0.004%	0.002%	19-20	0.024%	0.014%	0.010%	0.000%	0.000%
20-21	0.083%	0.044%	0.039%	0.000%	0.000%	20-21	0.020%	0.014%	0.006%	0.000%	0.000%
21-22	0.072%	0.040%	0.028%	0.002%	0.002%	21-22	0.011%	0.010%	0.001%	0.000%	0.000%
22-23	0.079%	0.067%	0.009%	0.004%	0.000%	22-23	0.010%	0.010%	0.000%	0.000%	0.000%
23-24	0.067%	0.060%	0.007%	0.000%	0.000%	23-24	0.013%	0.008%	0.004%	0.000%	0.000%

	For Segments 99-101						For Segments 102-112				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.017%	0.017%	0.000%	0.000%	0.000%	0-1	0.043%	0.036%	0.006%	0.001%	0.000%
1-2	0.012%	0.012%	0.000%	0.000%	0.000%	1-2	0.035%	0.033%	0.000%	0.001%	0.000%
2-3	0.012%	0.006%	0.000%	0.006%	0.000%	2-3	0.043%	0.033%	0.009%	0.000%	0.001%
3-4	0.046%	0.046%	0.000%	0.000%	0.000%	3-4	0.049%	0.036%	0.013%	0.000%	0.000%
4-5	0.017%	0.017%	0.000%	0.000%	0.000%	4-5	0.020%	0.013%	0.007%	0.000%	0.000%
5-6	0.035%	0.023%	0.006%	0.006%	0.000%	5-6	0.012%	0.009%	0.003%	0.000%	0.000%
6-7	0.017%	0.017%	0.000%	0.000%	0.000%	6-7	0.043%	0.036%	0.007%	0.000%	0.000%
7-8	0.058%	0.041%	0.012%	0.006%	0.000%	7-8	0.063%	0.059%	0.003%	0.001%	0.000%
8-9	0.029%	0.017%	0.006%	0.006%	0.000%	8-9	0.035%	0.032%	0.003%	0.000%	0.000%
9-10	0.035%	0.035%	0.000%	0.000%	0.000%	9-10	0.036%	0.030%	0.006%	0.000%	0.000%
10-11	0.035%	0.023%	0.006%	0.006%	0.000%	10-11	0.047%	0.045%	0.003%	0.000%	0.000%
11-12	0.052%	0.035%	0.006%	0.012%	0.000%	11-12	0.032%	0.027%	0.003%	0.001%	0.000%
12-13	0.058%	0.052%	0.000%	0.006%	0.000%	12-13	0.045%	0.042%	0.003%	0.000%	0.000%
13-14	0.029%	0.029%	0.000%	0.000%	0.000%	13-14	0.083%	0.070%	0.013%	0.000%	0.000%
14-15	0.046%	0.041%	0.006%	0.000%	0.000%	14-15	0.092%	0.086%	0.006%	0.000%	0.000%
15-16	0.041%	0.035%	0.006%	0.000%	0.000%	15-16	0.135%	0.108%	0.026%	0.001%	0.000%
16-17	0.041%	0.041%	0.000%	0.000%	0.000%	16-17	0.138%	0.108%	0.029%	0.001%	0.000%
17-18	0.035%	0.023%	0.006%	0.006%	0.000%	17-18	0.119%	0.098%	0.022%	0.000%	0.000%
18-19	0.023%	0.006%	0.012%	0.006%	0.000%	18-19	0.099%	0.076%	0.023%	0.000%	0.000%
19-20	0.017%	0.017%	0.000%	0.000%	0.000%	19-20	0.058%	0.039%	0.017%	0.001%	0.000%
20-21	0.000%	0.000%	0.000%	0.000%	0.000%	20-21	0.033%	0.019%	0.014%	0.000%	0.000%
21-22	0.023%	0.017%	0.006%	0.000%	0.000%	21-22	0.037%	0.033%	0.004%	0.000%	0.000%
22-23	0.035%	0.029%	0.006%	0.000%	0.000%	22-23	0.050%	0.035%	0.013%	0.003%	0.000%
23-24	0.023%	0.017%	0.006%	0.000%	0.000%	23-24	0.049%	0.036%	0.013%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.022%	0.019%	0.003%	0.000%	0.000%	0-1	0.021%	0.017%	0.000%	0.004%	0.000%
1-2	0.019%	0.019%	0.000%	0.000%	0.000%	1-2	0.019%	0.013%	0.002%	0.004%	0.000%
2-3	0.030%	0.030%	0.000%	0.000%	0.000%	2-3	0.033%	0.021%	0.000%	0.013%	0.000%
3-4	0.030%	0.025%	0.003%	0.003%	0.000%	3-4	0.029%	0.025%	0.002%	0.002%	0.000%
4-5	0.017%	0.014%	0.003%	0.000%	0.000%	4-5	0.021%	0.013%	0.004%	0.004%	0.000%
5-6	0.022%	0.022%	0.000%	0.000%	0.000%	5-6	0.015%	0.015%	0.000%	0.000%	0.000%
6-7	0.039%	0.036%	0.003%	0.000%	0.000%	6-7	0.017%	0.013%	0.004%	0.000%	0.000%
7-8	0.077%	0.077%	0.000%	0.000%	0.000%	7-8	0.044%	0.029%	0.004%	0.010%	0.000%
8-9	0.044%	0.044%	0.000%	0.000%	0.000%	8-9	0.040%	0.031%	0.004%	0.004%	0.000%
9-10	0.017%	0.011%	0.006%	0.000%	0.000%	9-10	0.021%	0.013%	0.002%	0.006%	0.000%
10-11	0.014%	0.008%	0.006%	0.000%	0.000%	10-11	0.019%	0.015%	0.000%	0.004%	0.000%
11-12	0.028%	0.028%	0.000%	0.000%	0.000%	11-12	0.023%	0.019%	0.002%	0.002%	0.000%
12-13	0.017%	0.017%	0.000%	0.000%	0.000%	12-13	0.029%	0.029%	0.000%	0.000%	0.000%
13-14	0.019%	0.019%	0.000%	0.000%	0.000%	13-14	0.027%	0.023%	0.002%	0.002%	0.000%
14-15	0.022%	0.022%	0.000%	0.000%	0.000%	14-15	0.027%	0.017%	0.006%	0.004%	0.000%
15-16	0.039%	0.036%	0.003%	0.000%	0.000%	15-16	0.048%	0.031%	0.010%	0.006%	0.000%
16-17	0.050%	0.039%	0.011%	0.000%	0.000%	16-17	0.025%	0.019%	0.002%	0.004%	0.000%
17-18	0.047%	0.041%	0.006%	0.000%	0.000%	17-18	0.031%	0.023%	0.006%	0.000%	0.002%
18-19	0.058%	0.041%	0.017%	0.000%	0.000%	18-19	0.023%	0.017%	0.002%	0.004%	0.000%
19-20	0.022%	0.017%	0.006%	0.000%	0.000%	19-20	0.017%	0.015%	0.002%	0.000%	0.000%
20-21	0.017%	0.011%	0.006%	0.000%	0.000%	20-21	0.013%	0.013%	0.000%	0.000%	0.000%
21-22	0.022%	0.022%	0.000%	0.000%	0.000%	21-22	0.029%	0.017%	0.004%	0.006%	0.002%
22-23	0.030%	0.030%	0.000%	0.000%	0.000%	22-23	0.025%	0.017%	0.008%	0.000%	0.000%
23-24	0.039%	0.028%	0.011%	0.000%	0.000%	23-24	0.019%	0.013%	0.002%	0.004%	0.000%

For Segments 113-116 / For Segments 117-123

For Segments 124-137						For Segments 138-143					
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.006%	0.000%	0.000%	0.006%	0.000%	0-1	0.016%	0.016%	0.000%	0.000%	0.000%
1-2	0.003%	0.003%	0.000%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.033%	0.033%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.024%	0.024%	0.000%	0.000%	0.000%
4-5	0.003%	0.000%	0.000%	0.003%	0.000%	4-5	0.016%	0.016%	0.000%	0.000%	0.000%
5-6	0.000%	0.000%	0.000%	0.000%	0.000%	5-6	0.016%	0.016%	0.000%	0.000%	0.000%
6-7	0.000%	0.000%	0.000%	0.000%	0.000%	6-7	0.033%	0.033%	0.000%	0.000%	0.000%
7-8	0.020%	0.011%	0.003%	0.006%	0.000%	7-8	0.065%	0.065%	0.000%	0.000%	0.000%
8-9	0.006%	0.006%	0.000%	0.000%	0.000%	8-9	0.057%	0.041%	0.008%	0.008%	0.000%
9-10	0.003%	0.003%	0.000%	0.000%	0.000%	9-10	0.008%	0.008%	0.000%	0.000%	0.000%
10-11	0.006%	0.006%	0.000%	0.000%	0.000%	10-11	0.041%	0.033%	0.000%	0.008%	0.000%
11-12	0.011%	0.011%	0.000%	0.000%	0.000%	11-12	0.008%	0.008%	0.000%	0.000%	0.000%
12-13	0.003%	0.000%	0.000%	0.000%	0.003%	12-13	0.016%	0.016%	0.000%	0.000%	0.000%
13-14	0.006%	0.006%	0.000%	0.000%	0.000%	13-14	0.024%	0.024%	0.000%	0.000%	0.000%
14-15	0.008%	0.006%	0.000%	0.003%	0.000%	14-15	0.024%	0.024%	0.000%	0.000%	0.000%
15-16	0.011%	0.006%	0.000%	0.003%	0.003%	15-16	0.033%	0.024%	0.008%	0.000%	0.000%
16-17	0.008%	0.008%	0.000%	0.000%	0.000%	16-17	0.081%	0.049%	0.024%	0.008%	0.000%
17-18	0.020%	0.011%	0.008%	0.000%	0.000%	17-18	0.114%	0.098%	0.016%	0.000%	0.000%
18-19	0.000%	0.000%	0.000%	0.000%	0.000%	18-19	0.065%	0.049%	0.008%	0.008%	0.000%
19-20	0.003%	0.000%	0.003%	0.000%	0.000%	19-20	0.016%	0.016%	0.000%	0.000%	0.000%
20-21	0.000%	0.000%	0.000%	0.000%	0.000%	20-21	0.016%	0.008%	0.000%	0.008%	0.000%
21-22	0.003%	0.003%	0.000%	0.000%	0.000%	21-22	0.016%	0.008%	0.008%	0.000%	0.000%
22-23	0.003%	0.003%	0.000%	0.000%	0.000%	22-23	0.016%	0.016%	0.000%	0.000%	0.000%
23-24	0.008%	0.008%	0.000%	0.000%	0.000%	23-24	0.024%	0.024%	0.000%	0.000%	0.000%

	For Segments 144-149						For Segment 150				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.047%	0.041%	0.006%	0.000%	0.000%	0-1	0.000%	0.000%	0.000%	0.000%	0.000%
1-2	0.041%	0.038%	0.000%	0.003%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.035%	0.035%	0.000%	0.000%	0.000%	2-3	0.000%	0.000%	0.000%	0.000%	0.000%
3-4	0.023%	0.023%	0.000%	0.000%	0.000%	3-4	0.014%	0.000%	0.014%	0.000%	0.000%
4-5	0.006%	0.003%	0.000%	0.003%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.029%	0.029%	0.000%	0.000%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.049%	0.049%	0.000%	0.000%	0.000%	6-7	0.000%	0.000%	0.000%	0.000%	0.000%
7-8	0.052%	0.049%	0.003%	0.000%	0.000%	7-8	0.028%	0.014%	0.014%	0.000%	0.000%
8-9	0.096%	0.096%	0.000%	0.000%	0.000%	8-9	0.014%	0.014%	0.000%	0.000%	0.000%
9-10	0.052%	0.049%	0.003%	0.000%	0.000%	9-10	0.000%	0.000%	0.000%	0.000%	0.000%
10-11	0.029%	0.026%	0.003%	0.000%	0.000%	10-11	0.000%	0.000%	0.000%	0.000%	0.000%
11-12	0.032%	0.032%	0.000%	0.000%	0.000%	11-12	0.055%	0.014%	0.041%	0.000%	0.000%
12-13	0.067%	0.067%	0.000%	0.000%	0.000%	12-13	0.000%	0.000%	0.000%	0.000%	0.000%
13-14	0.064%	0.058%	0.006%	0.000%	0.000%	13-14	0.028%	0.028%	0.000%	0.000%	0.000%
14-15	0.078%	0.061%	0.017%	0.000%	0.000%	14-15	0.000%	0.000%	0.000%	0.000%	0.000%
15-16	0.105%	0.090%	0.012%	0.003%	0.000%	15-16	0.014%	0.000%	0.014%	0.000%	0.000%
16-17	0.096%	0.093%	0.003%	0.000%	0.000%	16-17	0.014%	0.014%	0.000%	0.000%	0.000%
17-18	0.096%	0.084%	0.012%	0.000%	0.000%	17-18	0.028%	0.028%	0.000%	0.000%	0.000%
18-19	0.093%	0.070%	0.023%	0.000%	0.000%	18-19	0.014%	0.014%	0.000%	0.000%	0.000%
19-20	0.078%	0.067%	0.009%	0.000%	0.003%	19-20	0.000%	0.000%	0.000%	0.000%	0.000%
20-21	0.078%	0.067%	0.009%	0.003%	0.000%	20-21	0.000%	0.000%	0.000%	0.000%	0.000%
21-22	0.055%	0.047%	0.006%	0.003%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.055%	0.049%	0.003%	0.003%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.052%	0.044%	0.009%	0.000%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

For Segments 151-155						For Segments 156-159					
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.004%	0.004%	0.000%	0.000%	0.000%	0-1	0.000%	0.000%	0.000%	0.000%	0.000%
1-2	0.004%	0.004%	0.000%	0.000%	0.000%	1-2	0.014%	0.014%	0.000%	0.000%	0.000%
2-3	0.008%	0.008%	0.000%	0.000%	0.000%	2-3	0.014%	0.014%	0.000%	0.000%	0.000%
3-4	0.004%	0.004%	0.000%	0.000%	0.000%	3-4	0.014%	0.014%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.004%	0.004%	0.000%	0.000%	0.000%	5-6	0.014%	0.000%	0.014%	0.000%	0.000%
6-7	0.000%	0.000%	0.000%	0.000%	0.000%	6-7	0.000%	0.000%	0.000%	0.000%	0.000%
7-8	0.000%	0.000%	0.000%	0.000%	0.000%	7-8	0.014%	0.014%	0.000%	0.000%	0.000%
8-9	0.004%	0.004%	0.000%	0.000%	0.000%	8-9	0.027%	0.027%	0.000%	0.000%	0.000%
9-10	0.008%	0.004%	0.004%	0.000%	0.000%	9-10	0.027%	0.027%	0.000%	0.000%	0.000%
10-11	0.004%	0.004%	0.000%	0.000%	0.000%	10-11	0.054%	0.054%	0.000%	0.000%	0.000%
11-12	0.004%	0.004%	0.000%	0.000%	0.000%	11-12	0.000%	0.000%	0.000%	0.000%	0.000%
12-13	0.008%	0.008%	0.000%	0.000%	0.000%	12-13	0.041%	0.041%	0.000%	0.000%	0.000%
13-14	0.004%	0.004%	0.000%	0.000%	0.000%	13-14	0.027%	0.027%	0.000%	0.000%	0.000%
14-15	0.000%	0.000%	0.000%	0.000%	0.000%	14-15	0.027%	0.027%	0.000%	0.000%	0.000%
15-16	0.004%	0.004%	0.000%	0.000%	0.000%	15-16	0.000%	0.000%	0.000%	0.000%	0.000%
16-17	0.015%	0.015%	0.000%	0.000%	0.000%	16-17	0.000%	0.000%	0.000%	0.000%	0.000%
17-18	0.012%	0.012%	0.000%	0.000%	0.000%	17-18	0.014%	0.014%	0.000%	0.000%	0.000%
18-19	0.015%	0.015%	0.000%	0.000%	0.000%	18-19	0.041%	0.041%	0.000%	0.000%	0.000%
19-20	0.000%	0.000%	0.000%	0.000%	0.000%	19-20	0.014%	0.014%	0.000%	0.000%	0.000%
20-21	0.012%	0.008%	0.004%	0.000%	0.000%	20-21	0.014%	0.014%	0.000%	0.000%	0.000%
21-22	0.008%	0.008%	0.000%	0.000%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.012%	0.012%	0.000%	0.000%	0.000%	22-23	0.027%	0.027%	0.000%	0.000%	0.000%
23-24	0.004%	0.004%	0.000%	0.000%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

	For Segments 160-167						For Segments 168-171				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.029%	0.024%	0.000%	0.004%	0.000%	0-1	0.022%	0.022%	0.000%	0.000%	0.000%
1-2	0.037%	0.029%	0.004%	0.000%	0.004%	1-2	0.022%	0.022%	0.000%	0.000%	0.000%
2-3	0.020%	0.020%	0.000%	0.000%	0.000%	2-3	0.044%	0.044%	0.000%	0.000%	0.000%
3-4	0.024%	0.012%	0.000%	0.004%	0.008%	3-4	0.022%	0.022%	0.000%	0.000%	0.000%
4-5	0.016%	0.016%	0.000%	0.000%	0.000%	4-5	0.033%	0.033%	0.000%	0.000%	0.000%
5-6	0.016%	0.016%	0.000%	0.000%	0.000%	5-6	0.011%	0.011%	0.000%	0.000%	0.000%
6-7	0.082%	0.057%	0.008%	0.012%	0.004%	6-7	0.011%	0.011%	0.000%	0.000%	0.000%
7-8	0.139%	0.122%	0.004%	0.012%	0.000%	7-8	0.044%	0.044%	0.000%	0.000%	0.000%
8-9	0.135%	0.122%	0.004%	0.008%	0.000%	8-9	0.066%	0.066%	0.000%	0.000%	0.000%
9-10	0.131%	0.106%	0.000%	0.024%	0.000%	9-10	0.011%	0.011%	0.000%	0.000%	0.000%
10-11	0.078%	0.073%	0.000%	0.004%	0.000%	10-11	0.022%	0.011%	0.011%	0.000%	0.000%
11-12	0.106%	0.102%	0.000%	0.004%	0.000%	11-12	0.033%	0.033%	0.000%	0.000%	0.000%
12-13	0.106%	0.082%	0.000%	0.024%	0.000%	12-13	0.011%	0.011%	0.000%	0.000%	0.000%
13-14	0.057%	0.053%	0.004%	0.000%	0.000%	13-14	0.000%	0.000%	0.000%	0.000%	0.000%
14-15	0.082%	0.073%	0.004%	0.000%	0.004%	14-15	0.022%	0.022%	0.000%	0.000%	0.000%
15-16	0.094%	0.073%	0.008%	0.012%	0.000%	15-16	0.011%	0.000%	0.011%	0.000%	0.000%
16-17	0.114%	0.078%	0.029%	0.004%	0.004%	16-17	0.033%	0.022%	0.011%	0.000%	0.000%
17-18	0.139%	0.106%	0.020%	0.008%	0.004%	17-18	0.077%	0.055%	0.022%	0.000%	0.000%
18-19	0.106%	0.086%	0.012%	0.004%	0.004%	18-19	0.055%	0.033%	0.022%	0.000%	0.000%
19-20	0.057%	0.045%	0.012%	0.000%	0.000%	19-20	0.044%	0.033%	0.011%	0.000%	0.000%
20-21	0.037%	0.029%	0.008%	0.000%	0.000%	20-21	0.022%	0.022%	0.000%	0.000%	0.000%
21-22	0.033%	0.016%	0.004%	0.008%	0.004%	21-22	0.044%	0.044%	0.000%	0.000%	0.000%
22-23	0.016%	0.016%	0.000%	0.000%	0.000%	22-23	0.033%	0.033%	0.000%	0.000%	0.000%
23-24	0.041%	0.033%	0.008%	0.000%	0.000%	23-24	0.022%	0.022%	0.000%	0.000%	0.000%

	For Segments 172-179						For Segments 180-183				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.020%	0.012%	0.004%	0.000%	0.004%	0-1	0.133%	0.109%	0.024%	0.000%	0.000%
1-2	0.004%	0.000%	0.000%	0.004%	0.000%	1-2	0.109%	0.085%	0.000%	0.024%	0.000%
2-3	0.040%	0.032%	0.000%	0.008%	0.000%	2-3	0.206%	0.194%	0.000%	0.012%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.048%	0.048%	0.000%	0.000%	0.000%
4-5	0.008%	0.008%	0.000%	0.000%	0.000%	4-5	0.024%	0.024%	0.000%	0.000%	0.000%
5-6	0.004%	0.004%	0.000%	0.000%	0.000%	5-6	0.073%	0.073%	0.000%	0.000%	0.000%
6-7	0.032%	0.016%	0.004%	0.012%	0.000%	6-7	0.145%	0.109%	0.036%	0.000%	0.000%
7-8	0.055%	0.040%	0.012%	0.004%	0.000%	7-8	0.194%	0.182%	0.012%	0.000%	0.000%
8-9	0.063%	0.051%	0.012%	0.000%	0.000%	8-9	0.218%	0.218%	0.000%	0.000%	0.000%
9-10	0.044%	0.032%	0.004%	0.008%	0.000%	9-10	0.170%	0.170%	0.000%	0.000%	0.000%
10-11	0.024%	0.016%	0.004%	0.000%	0.004%	10-11	0.182%	0.158%	0.024%	0.000%	0.000%
11-12	0.024%	0.024%	0.000%	0.000%	0.000%	11-12	0.194%	0.158%	0.024%	0.012%	0.000%
12-13	0.024%	0.012%	0.008%	0.004%	0.000%	12-13	0.376%	0.364%	0.012%	0.000%	0.000%
13-14	0.032%	0.028%	0.004%	0.000%	0.000%	13-14	0.376%	0.315%	0.061%	0.000%	0.000%
14-15	0.032%	0.028%	0.004%	0.000%	0.000%	14-15	0.303%	0.255%	0.024%	0.024%	0.000%
15-16	0.051%	0.040%	0.012%	0.000%	0.000%	15-16	0.412%	0.376%	0.024%	0.000%	0.012%
16-17	0.047%	0.047%	0.000%	0.000%	0.000%	16-17	0.376%	0.327%	0.048%	0.000%	0.000%
17-18	0.059%	0.051%	0.008%	0.000%	0.000%	17-18	0.339%	0.291%	0.048%	0.000%	0.000%
18-19	0.036%	0.032%	0.000%	0.004%	0.000%	18-19	0.279%	0.206%	0.073%	0.000%	0.000%
19-20	0.036%	0.024%	0.000%	0.008%	0.004%	19-20	0.109%	0.073%	0.036%	0.000%	0.000%
20-21	0.016%	0.008%	0.000%	0.008%	0.000%	20-21	0.206%	0.170%	0.036%	0.000%	0.000%
21-22	0.028%	0.016%	0.012%	0.000%	0.000%	21-22	0.242%	0.206%	0.024%	0.012%	0.000%
22-23	0.028%	0.016%	0.008%	0.004%	0.000%	22-23	0.255%	0.206%	0.036%	0.012%	0.000%
23-24	0.047%	0.028%	0.016%	0.004%	0.000%	23-24	0.145%	0.109%	0.012%	0.012%	0.012%

	For Segments 184-197						For Segments 198-205				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.020%	0.014%	0.004%	0.001%	0.000%	0-1	0.008%	0.008%	0.000%	0.000%	0.000%
1-2	0.013%	0.012%	0.001%	0.000%	0.000%	1-2	0.012%	0.008%	0.004%	0.000%	0.000%
2-3	0.023%	0.022%	0.001%	0.000%	0.000%	2-3	0.017%	0.012%	0.004%	0.000%	0.000%
3-4	0.023%	0.020%	0.003%	0.000%	0.000%	3-4	0.029%	0.025%	0.004%	0.000%	0.000%
4-5	0.012%	0.010%	0.000%	0.001%	0.000%	4-5	0.008%	0.004%	0.004%	0.000%	0.000%
5-6	0.016%	0.010%	0.004%	0.001%	0.000%	5-6	0.021%	0.008%	0.008%	0.004%	0.000%
6-7	0.052%	0.037%	0.013%	0.001%	0.000%	6-7	0.021%	0.021%	0.000%	0.000%	0.000%
7-8	0.063%	0.056%	0.007%	0.000%	0.000%	7-8	0.046%	0.037%	0.000%	0.004%	0.004%
8-9	0.046%	0.039%	0.007%	0.000%	0.000%	8-9	0.021%	0.012%	0.004%	0.004%	0.000%
9-10	0.030%	0.027%	0.003%	0.000%	0.000%	9-10	0.021%	0.017%	0.000%	0.004%	0.000%
10-11	0.048%	0.035%	0.012%	0.001%	0.000%	10-11	0.012%	0.008%	0.000%	0.004%	0.000%
11-12	0.030%	0.029%	0.001%	0.000%	0.000%	11-12	0.033%	0.021%	0.004%	0.004%	0.004%
12-13	0.035%	0.027%	0.006%	0.001%	0.000%	12-13	0.062%	0.037%	0.004%	0.021%	0.000%
13-14	0.046%	0.025%	0.022%	0.000%	0.000%	13-14	0.021%	0.012%	0.004%	0.004%	0.000%
14-15	0.052%	0.036%	0.012%	0.003%	0.001%	14-15	0.054%	0.021%	0.017%	0.008%	0.008%
15-16	0.058%	0.049%	0.007%	0.001%	0.000%	15-16	0.033%	0.029%	0.000%	0.000%	0.004%
16-17	0.066%	0.055%	0.009%	0.001%	0.001%	16-17	0.029%	0.012%	0.008%	0.008%	0.000%
17-18	0.081%	0.075%	0.006%	0.000%	0.000%	17-18	0.037%	0.025%	0.008%	0.004%	0.000%
18-19	0.068%	0.058%	0.007%	0.001%	0.001%	18-19	0.017%	0.008%	0.008%	0.000%	0.000%
19-20	0.039%	0.032%	0.006%	0.001%	0.000%	19-20	0.017%	0.012%	0.000%	0.004%	0.000%
20-21	0.023%	0.020%	0.003%	0.000%	0.000%	20-21	0.012%	0.012%	0.000%	0.000%	0.000%
21-22	0.030%	0.026%	0.003%	0.000%	0.001%	21-22	0.012%	0.012%	0.000%	0.000%	0.000%
22-23	0.030%	0.026%	0.001%	0.003%	0.000%	22-23	0.025%	0.017%	0.008%	0.000%	0.000%
23-24	0.017%	0.013%	0.001%	0.003%	0.000%	23-24	0.025%	0.021%	0.004%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
		For Segments 206-211						For Segments 212-213			
0-1	0.005%	0.005%	0.000%	0.000%	0.000%	0-1	0.000%	0.000%	0.000%	0.000%	0.000%
1-2	0.008%	0.005%	0.003%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.003%	0.003%	0.000%	0.000%	0.000%	2-3	0.006%	0.006%	0.000%	0.000%	0.000%
3-4	0.008%	0.003%	0.005%	0.000%	0.000%	3-4	0.006%	0.003%	0.003%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.006%	0.003%	0.003%	0.000%	0.000%
5-6	0.013%	0.013%	0.000%	0.000%	0.000%	5-6	0.006%	0.003%	0.003%	0.000%	0.000%
6-7	0.013%	0.003%	0.011%	0.000%	0.000%	6-7	0.006%	0.003%	0.003%	0.000%	0.000%
7-8	0.021%	0.013%	0.005%	0.003%	0.000%	7-8	0.011%	0.006%	0.006%	0.000%	0.000%
8-9	0.011%	0.005%	0.003%	0.000%	0.003%	8-9	0.003%	0.003%	0.000%	0.000%	0.000%
9-10	0.013%	0.011%	0.000%	0.003%	0.000%	9-10	0.014%	0.011%	0.003%	0.000%	0.000%
10-11	0.011%	0.005%	0.003%	0.000%	0.003%	10-11	0.000%	0.000%	0.000%	0.000%	0.000%
11-12	0.008%	0.008%	0.000%	0.000%	0.000%	11-12	0.003%	0.003%	0.000%	0.000%	0.000%
12-13	0.011%	0.008%	0.003%	0.000%	0.000%	12-13	0.011%	0.008%	0.003%	0.000%	0.000%
13-14	0.013%	0.011%	0.000%	0.000%	0.003%	13-14	0.006%	0.006%	0.000%	0.000%	0.000%
14-15	0.013%	0.011%	0.003%	0.000%	0.000%	14-15	0.011%	0.008%	0.003%	0.000%	0.000%
15-16	0.021%	0.011%	0.003%	0.005%	0.003%	15-16	0.011%	0.006%	0.006%	0.000%	0.000%
16-17	0.021%	0.019%	0.003%	0.000%	0.000%	16-17	0.017%	0.003%	0.014%	0.000%	0.000%
17-18	0.016%	0.011%	0.005%	0.000%	0.000%	17-18	0.011%	0.006%	0.006%	0.000%	0.000%
18-19	0.024%	0.021%	0.000%	0.000%	0.003%	18-19	0.008%	0.003%	0.006%	0.000%	0.000%
19-20	0.011%	0.005%	0.005%	0.000%	0.000%	19-20	0.003%	0.000%	0.003%	0.000%	0.000%
20-21	0.011%	0.008%	0.003%	0.000%	0.000%	20-21	0.008%	0.003%	0.006%	0.000%	0.000%
21-22	0.005%	0.005%	0.000%	0.000%	0.000%	21-22	0.011%	0.006%	0.006%	0.000%	0.000%
22-23	0.003%	0.003%	0.000%	0.000%	0.000%	22-23	0.003%	0.003%	0.000%	0.000%	0.000%
23-24	0.011%	0.008%	0.003%	0.000%	0.000%	23-24	0.006%	0.003%	0.003%	0.000%	0.000%

	For Segments 214-216						For Segments 217-220				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.010%	0.007%	0.002%	0.000%	0.000%	0-1	0.004%	0.004%	0.000%	0.000%	0.000%
1-2	0.000%	0.000%	0.000%	0.000%	0.000%	1-2	0.004%	0.004%	0.000%	0.000%	0.000%
2-3	0.002%	0.002%	0.000%	0.000%	0.000%	2-3	0.000%	0.000%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.004%	0.004%	0.000%	0.000%	0.000%
4-5	0.005%	0.005%	0.000%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.002%	0.002%	0.000%	0.000%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.007%	0.002%	0.005%	0.000%	0.000%	6-7	0.009%	0.009%	0.000%	0.000%	0.000%
7-8	0.002%	0.002%	0.000%	0.000%	0.000%	7-8	0.009%	0.009%	0.000%	0.000%	0.000%
8-9	0.002%	0.000%	0.002%	0.000%	0.000%	8-9	0.009%	0.009%	0.000%	0.000%	0.000%
9-10	0.000%	0.000%	0.000%	0.000%	0.000%	9-10	0.000%	0.000%	0.000%	0.000%	0.000%
10-11	0.007%	0.002%	0.005%	0.000%	0.000%	10-11	0.004%	0.000%	0.004%	0.000%	0.000%
11-12	0.005%	0.005%	0.000%	0.000%	0.000%	11-12	0.000%	0.000%	0.000%	0.000%	0.000%
12-13	0.005%	0.002%	0.002%	0.000%	0.000%	12-13	0.000%	0.000%	0.000%	0.000%	0.000%
13-14	0.015%	0.010%	0.005%	0.000%	0.000%	13-14	0.009%	0.009%	0.000%	0.000%	0.000%
14-15	0.012%	0.010%	0.002%	0.000%	0.000%	14-15	0.004%	0.000%	0.004%	0.000%	0.000%
15-16	0.007%	0.007%	0.000%	0.000%	0.000%	15-16	0.004%	0.000%	0.004%	0.000%	0.000%
16-17	0.015%	0.007%	0.007%	0.000%	0.000%	16-17	0.009%	0.009%	0.000%	0.000%	0.000%
17-18	0.000%	0.000%	0.000%	0.000%	0.000%	17-18	0.004%	0.000%	0.004%	0.000%	0.000%
18-19	0.007%	0.005%	0.002%	0.000%	0.000%	18-19	0.004%	0.004%	0.000%	0.000%	0.000%
19-20	0.007%	0.007%	0.000%	0.000%	0.000%	19-20	0.004%	0.000%	0.004%	0.000%	0.000%
20-21	0.010%	0.002%	0.007%	0.000%	0.000%	20-21	0.013%	0.009%	0.004%	0.000%	0.000%
21-22	0.007%	0.007%	0.000%	0.000%	0.000%	21-22	0.004%	0.004%	0.000%	0.000%	0.000%
22-23	0.005%	0.000%	0.005%	0.000%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.002%	0.002%	0.000%	0.000%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
	For Segments 221-224						For Segments 225-232				
0-1	0.000%	0.000%	0.000%	0.000%	0.000%	0-1	0.004%	0.002%	0.000%	0.002%	0.000%
1-2	0.004%	0.004%	0.000%	0.000%	0.000%	1-2	0.008%	0.004%	0.002%	0.002%	0.000%
2-3	0.004%	0.004%	0.000%	0.000%	0.000%	2-3	0.002%	0.002%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.004%	0.004%	0.000%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.004%	0.004%	0.000%	0.000%	0.000%	5-6	0.002%	0.002%	0.000%	0.000%	0.000%
6-7	0.008%	0.008%	0.000%	0.000%	0.000%	6-7	0.004%	0.002%	0.000%	0.000%	0.002%
7-8	0.008%	0.008%	0.000%	0.000%	0.000%	7-8	0.006%	0.006%	0.000%	0.000%	0.000%
8-9	0.008%	0.008%	0.000%	0.000%	0.000%	8-9	0.008%	0.002%	0.002%	0.002%	0.002%
9-10	0.004%	0.004%	0.000%	0.000%	0.000%	9-10	0.002%	0.002%	0.000%	0.000%	0.000%
10-11	0.000%	0.000%	0.000%	0.000%	0.000%	10-11	0.008%	0.006%	0.002%	0.000%	0.000%
11-12	0.000%	0.000%	0.000%	0.000%	0.000%	11-12	0.000%	0.000%	0.000%	0.000%	0.000%
12-13	0.000%	0.000%	0.000%	0.000%	0.000%	12-13	0.012%	0.008%	0.002%	0.002%	0.000%
13-14	0.004%	0.000%	0.004%	0.000%	0.000%	13-14	0.006%	0.002%	0.000%	0.004%	0.000%
14-15	0.008%	0.004%	0.004%	0.000%	0.000%	14-15	0.010%	0.004%	0.004%	0.000%	0.002%
15-16	0.020%	0.012%	0.008%	0.000%	0.000%	15-16	0.008%	0.008%	0.000%	0.000%	0.000%
16-17	0.004%	0.004%	0.000%	0.000%	0.000%	16-17	0.010%	0.008%	0.000%	0.002%	0.000%
17-18	0.004%	0.004%	0.000%	0.000%	0.000%	17-18	0.019%	0.012%	0.004%	0.002%	0.000%
18-19	0.008%	0.000%	0.008%	0.000%	0.000%	18-19	0.004%	0.004%	0.000%	0.000%	0.000%
19-20	0.008%	0.004%	0.004%	0.000%	0.000%	19-20	0.006%	0.006%	0.000%	0.000%	0.000%
20-21	0.008%	0.008%	0.000%	0.000%	0.000%	20-21	0.004%	0.000%	0.002%	0.000%	0.002%
21-22	0.008%	0.008%	0.000%	0.000%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.000%	0.000%	0.000%	0.000%	0.000%	22-23	0.010%	0.008%	0.002%	0.000%	0.000%
23-24	0.000%	0.000%	0.000%	0.000%	0.000%	23-24	0.004%	0.002%	0.000%	0.002%	0.000%

Hour	For Segments 233-237					Hour	For Segments 238-242				
	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)		Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.008%	0.006%	0.002%	0.000%	0.000%	0-1	0.009%	0.003%	0.003%	0.003%	0.000%
1-2	0.004%	0.002%	0.002%	0.000%	0.000%	1-2	0.006%	0.003%	0.000%	0.003%	0.000%
2-3	0.004%	0.004%	0.000%	0.000%	0.000%	2-3	0.025%	0.015%	0.003%	0.006%	0.000%
3-4	0.008%	0.006%	0.002%	0.000%	0.000%	3-4	0.006%	0.006%	0.000%	0.000%	0.000%
4-5	0.002%	0.000%	0.002%	0.000%	0.000%	4-5	0.006%	0.003%	0.000%	0.003%	0.000%
5-6	0.008%	0.008%	0.000%	0.000%	0.000%	5-6	0.012%	0.012%	0.000%	0.000%	0.000%
6-7	0.002%	0.002%	0.000%	0.000%	0.000%	6-7	0.037%	0.025%	0.000%	0.012%	0.000%
7-8	0.012%	0.002%	0.010%	0.000%	0.000%	7-8	0.043%	0.028%	0.000%	0.015%	0.000%
8-9	0.010%	0.008%	0.002%	0.000%	0.000%	8-9	0.037%	0.019%	0.006%	0.012%	0.000%
9-10	0.012%	0.010%	0.002%	0.000%	0.000%	9-10	0.025%	0.012%	0.003%	0.009%	0.000%
10-11	0.004%	0.004%	0.000%	0.000%	0.000%	10-11	0.028%	0.012%	0.000%	0.012%	0.003%
11-12	0.010%	0.010%	0.000%	0.000%	0.000%	11-12	0.022%	0.015%	0.000%	0.006%	0.000%
12-13	0.006%	0.006%	0.000%	0.000%	0.000%	12-13	0.034%	0.022%	0.000%	0.012%	0.000%
13-14	0.012%	0.006%	0.006%	0.000%	0.000%	13-14	0.031%	0.009%	0.006%	0.015%	0.000%
14-15	0.020%	0.012%	0.008%	0.000%	0.000%	14-15	0.022%	0.006%	0.000%	0.015%	0.000%
15-16	0.027%	0.014%	0.012%	0.000%	0.000%	15-16	0.034%	0.025%	0.003%	0.003%	0.003%
16-17	0.012%	0.006%	0.006%	0.000%	0.000%	16-17	0.059%	0.028%	0.006%	0.025%	0.000%
17-18	0.029%	0.012%	0.016%	0.000%	0.000%	17-18	0.056%	0.031%	0.003%	0.019%	0.003%
18-19	0.012%	0.008%	0.004%	0.000%	0.000%	18-19	0.028%	0.015%	0.006%	0.006%	0.000%
19-20	0.014%	0.008%	0.006%	0.000%	0.000%	19-20	0.009%	0.006%	0.000%	0.000%	0.003%
20-21	0.012%	0.006%	0.006%	0.000%	0.000%	20-21	0.037%	0.025%	0.000%	0.012%	0.000%
21-22	0.002%	0.002%	0.000%	0.000%	0.000%	21-22	0.034%	0.012%	0.003%	0.015%	0.003%
22-23	0.008%	0.008%	0.000%	0.000%	0.000%	22-23	0.022%	0.012%	0.000%	0.009%	0.000%
23-24	0.006%	0.004%	0.002%	0.000%	0.000%	23-24	0.028%	0.012%	0.000%	0.015%	0.000%

	For Segments 243-246						For Segments 247-251				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.004%	0.004%	0.000%	0.000%	0.000%	0-1	0.002%	0.002%	0.000%	0.000%	0.000%
1-2	0.007%	0.007%	0.000%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.007%	0.004%	0.004%	0.000%	0.000%	2-3	0.002%	0.002%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.004%	0.004%	0.000%	0.000%	0.000%
4-5	0.004%	0.004%	0.000%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.007%	0.007%	0.000%	0.000%	0.000%	5-6	0.006%	0.006%	0.000%	0.000%	0.000%
6-7	0.004%	0.004%	0.000%	0.000%	0.000%	6-7	0.002%	0.002%	0.000%	0.000%	0.000%
7-8	0.018%	0.018%	0.000%	0.000%	0.000%	7-8	0.006%	0.004%	0.002%	0.000%	0.000%
8-9	0.011%	0.011%	0.000%	0.000%	0.000%	8-9	0.008%	0.008%	0.000%	0.000%	0.000%
9-10	0.018%	0.018%	0.000%	0.000%	0.000%	9-10	0.010%	0.008%	0.002%	0.000%	0.000%
10-11	0.004%	0.004%	0.000%	0.000%	0.000%	10-11	0.015%	0.015%	0.000%	0.000%	0.000%
11-12	0.007%	0.007%	0.000%	0.000%	0.000%	11-12	0.008%	0.008%	0.000%	0.000%	0.000%
12-13	0.004%	0.004%	0.000%	0.000%	0.000%	12-13	0.010%	0.010%	0.000%	0.000%	0.000%
13-14	0.021%	0.021%	0.000%	0.000%	0.000%	13-14	0.012%	0.012%	0.000%	0.000%	0.000%
14-15	0.007%	0.000%	0.007%	0.000%	0.000%	14-15	0.015%	0.012%	0.002%	0.000%	0.000%
15-16	0.014%	0.014%	0.000%	0.000%	0.000%	15-16	0.017%	0.012%	0.004%	0.000%	0.000%
16-17	0.021%	0.018%	0.004%	0.000%	0.000%	16-17	0.019%	0.012%	0.006%	0.000%	0.000%
17-18	0.021%	0.018%	0.004%	0.000%	0.000%	17-18	0.017%	0.012%	0.004%	0.000%	0.000%
18-19	0.021%	0.018%	0.004%	0.000%	0.000%	18-19	0.017%	0.010%	0.004%	0.002%	0.000%
19-20	0.007%	0.007%	0.000%	0.000%	0.000%	19-20	0.019%	0.015%	0.004%	0.000%	0.000%
20-21	0.011%	0.007%	0.004%	0.000%	0.000%	20-21	0.015%	0.010%	0.004%	0.000%	0.000%
21-22	0.000%	0.000%	0.000%	0.000%	0.000%	21-22	0.004%	0.004%	0.000%	0.000%	0.000%
22-23	0.007%	0.004%	0.004%	0.000%	0.000%	22-23	0.006%	0.006%	0.000%	0.000%	0.000%
23-24	0.007%	0.007%	0.000%	0.000%	0.000%	23-24	0.006%	0.006%	0.000%	0.000%	0.000%

| For Segments 252-255 | | | | | | For Segments 255-260 | | | | | |
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.003%	0.003%	0.000%	0.000%	0.000%	0-1	0.003%	0.003%	0.000%	0.000%	0.000%
1-2	0.003%	0.003%	0.000%	0.000%	0.000%	1-2	0.010%	0.003%	0.007%	0.000%	0.000%
2-3	0.003%	0.003%	0.000%	0.000%	0.000%	2-3	0.010%	0.000%	0.010%	0.000%	0.000%
3-4	0.003%	0.003%	0.000%	0.000%	0.000%	3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.010%	0.003%	0.007%	0.000%	0.000%
5-6	0.005%	0.005%	0.000%	0.000%	0.000%	5-6	0.017%	0.007%	0.003%	0.007%	0.000%
6-7	0.003%	0.003%	0.000%	0.000%	0.000%	6-7	0.003%	0.003%	0.000%	0.000%	0.000%
7-8	0.000%	0.000%	0.000%	0.000%	0.000%	7-8	0.007%	0.003%	0.003%	0.000%	0.000%
8-9	0.005%	0.005%	0.000%	0.000%	0.000%	8-9	0.003%	0.003%	0.000%	0.000%	0.000%
9-10	0.008%	0.008%	0.000%	0.000%	0.000%	9-10	0.003%	0.000%	0.003%	0.000%	0.000%
10-11	0.013%	0.013%	0.000%	0.000%	0.000%	10-11	0.013%	0.013%	0.000%	0.000%	0.000%
11-12	0.008%	0.005%	0.003%	0.000%	0.000%	11-12	0.003%	0.003%	0.000%	0.000%	0.000%
12-13	0.013%	0.011%	0.003%	0.000%	0.000%	12-13	0.000%	0.000%	0.000%	0.000%	0.000%
13-14	0.008%	0.008%	0.000%	0.000%	0.000%	13-14	0.017%	0.007%	0.010%	0.000%	0.000%
14-15	0.013%	0.011%	0.003%	0.000%	0.000%	14-15	0.007%	0.003%	0.003%	0.000%	0.000%
15-16	0.016%	0.016%	0.000%	0.000%	0.000%	15-16	0.017%	0.010%	0.007%	0.000%	0.000%
16-17	0.016%	0.011%	0.003%	0.003%	0.000%	16-17	0.010%	0.007%	0.003%	0.000%	0.000%
17-18	0.003%	0.000%	0.000%	0.003%	0.000%	17-18	0.013%	0.003%	0.007%	0.003%	0.000%
18-19	0.013%	0.011%	0.003%	0.000%	0.000%	18-19	0.017%	0.010%	0.003%	0.003%	0.000%
19-20	0.005%	0.005%	0.000%	0.000%	0.000%	19-20	0.007%	0.000%	0.003%	0.000%	0.003%
20-21	0.011%	0.011%	0.000%	0.000%	0.000%	20-21	0.000%	0.000%	0.000%	0.000%	0.000%
21-22	0.008%	0.005%	0.000%	0.000%	0.003%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.008%	0.008%	0.000%	0.000%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.003%	0.003%	0.000%	0.000%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

	For Segments 261-268						For Segments 269-279				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.013%	0.008%	0.005%	0.000%	0.000%	0-1	0.008%	0.008%	0.000%	0.000%	0.000%
1-2	0.003%	0.003%	0.000%	0.000%	0.000%	1-2	0.013%	0.013%	0.000%	0.000%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.016%	0.011%	0.003%	0.003%	0.000%
3-4	0.003%	0.003%	0.000%	0.000%	0.000%	3-4	0.013%	0.005%	0.005%	0.003%	0.000%
4-5	0.008%	0.005%	0.003%	0.000%	0.000%	4-5	0.024%	0.018%	0.005%	0.000%	0.000%
5-6	0.011%	0.005%	0.003%	0.003%	0.000%	5-6	0.024%	0.024%	0.000%	0.000%	0.000%
6-7	0.008%	0.005%	0.003%	0.000%	0.000%	6-7	0.055%	0.045%	0.005%	0.005%	0.000%
7-8	0.013%	0.013%	0.000%	0.000%	0.000%	7-8	0.079%	0.063%	0.013%	0.000%	0.003%
8-9	0.011%	0.008%	0.003%	0.000%	0.000%	8-9	0.092%	0.087%	0.003%	0.003%	0.000%
9-10	0.013%	0.011%	0.000%	0.003%	0.000%	9-10	0.045%	0.032%	0.013%	0.000%	0.000%
10-11	0.021%	0.016%	0.003%	0.003%	0.000%	10-11	0.016%	0.013%	0.003%	0.000%	0.000%
11-12	0.011%	0.003%	0.003%	0.005%	0.000%	11-12	0.032%	0.021%	0.011%	0.000%	0.000%
12-13	0.003%	0.003%	0.000%	0.000%	0.000%	12-13	0.042%	0.032%	0.008%	0.003%	0.000%
13-14	0.008%	0.005%	0.003%	0.000%	0.000%	13-14	0.021%	0.016%	0.003%	0.003%	0.000%
14-15	0.013%	0.008%	0.005%	0.000%	0.000%	14-15	0.032%	0.024%	0.008%	0.000%	0.000%
15-16	0.019%	0.016%	0.003%	0.000%	0.000%	15-16	0.040%	0.032%	0.000%	0.005%	0.003%
16-17	0.013%	0.013%	0.000%	0.000%	0.000%	16-17	0.045%	0.040%	0.003%	0.003%	0.000%
17-18	0.005%	0.003%	0.000%	0.003%	0.000%	17-18	0.063%	0.053%	0.008%	0.003%	0.000%
18-19	0.016%	0.016%	0.000%	0.000%	0.000%	18-19	0.037%	0.034%	0.003%	0.000%	0.000%
19-20	0.008%	0.003%	0.005%	0.000%	0.000%	19-20	0.029%	0.013%	0.016%	0.000%	0.000%
20-21	0.016%	0.016%	0.000%	0.000%	0.000%	20-21	0.016%	0.013%	0.000%	0.003%	0.000%
21-22	0.005%	0.005%	0.000%	0.000%	0.000%	21-22	0.013%	0.013%	0.000%	0.000%	0.000%
22-23	0.005%	0.005%	0.000%	0.000%	0.000%	22-23	0.021%	0.018%	0.003%	0.000%	0.000%
23-24	0.003%	0.003%	0.000%	0.000%	0.000%	23-24	0.026%	0.021%	0.005%	0.000%	0.000%

	For Segments 280-283						For Segments 284-286				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.065%	0.054%	0.000%	0.011%	0.000%	0-1	0.030%	0.030%	0.000%	0.000%	0.000%
1-2	0.032%	0.011%	0.000%	0.022%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.022%	0.022%	0.000%	0.000%	0.000%	2-3	0.000%	0.000%	0.000%	0.000%	0.000%
3-4	0.022%	0.011%	0.000%	0.011%	0.000%	3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.022%	0.011%	0.000%	0.011%	0.000%	4-5	0.015%	0.015%	0.000%	0.000%	0.000%
5-6	0.011%	0.000%	0.000%	0.011%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.011%	0.011%	0.000%	0.000%	0.000%	6-7	0.000%	0.000%	0.000%	0.000%	0.000%
7-8	0.065%	0.022%	0.011%	0.032%	0.000%	7-8	0.000%	0.000%	0.000%	0.000%	0.000%
8-9	0.032%	0.022%	0.000%	0.011%	0.000%	8-9	0.015%	0.015%	0.000%	0.000%	0.000%
9-10	0.011%	0.000%	0.000%	0.011%	0.000%	9-10	0.030%	0.030%	0.000%	0.000%	0.000%
10-11	0.000%	0.000%	0.000%	0.000%	0.000%	10-11	0.030%	0.030%	0.000%	0.000%	0.000%
11-12	0.065%	0.043%	0.011%	0.011%	0.000%	11-12	0.030%	0.030%	0.000%	0.000%	0.000%
12-13	0.022%	0.000%	0.011%	0.011%	0.000%	12-13	0.000%	0.000%	0.000%	0.000%	0.000%
13-14	0.000%	0.000%	0.000%	0.000%	0.000%	13-14	0.000%	0.000%	0.000%	0.000%	0.000%
14-15	0.022%	0.011%	0.011%	0.000%	0.000%	14-15	0.000%	0.000%	0.000%	0.000%	0.000%
15-16	0.011%	0.011%	0.000%	0.000%	0.000%	15-16	0.030%	0.030%	0.000%	0.000%	0.000%
16-17	0.054%	0.032%	0.011%	0.000%	0.011%	16-17	0.015%	0.015%	0.000%	0.000%	0.000%
17-18	0.097%	0.065%	0.000%	0.032%	0.000%	17-18	0.030%	0.015%	0.015%	0.000%	0.000%
18-19	0.032%	0.011%	0.022%	0.000%	0.000%	18-19	0.000%	0.000%	0.000%	0.000%	0.000%
19-20	0.032%	0.022%	0.000%	0.011%	0.000%	19-20	0.015%	0.015%	0.000%	0.000%	0.000%
20-21	0.011%	0.011%	0.000%	0.000%	0.000%	20-21	0.015%	0.015%	0.000%	0.000%	0.000%
21-22	0.011%	0.011%	0.000%	0.000%	0.000%	21-22	0.030%	0.030%	0.000%	0.000%	0.000%
22-23	0.032%	0.011%	0.011%	0.011%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.011%	0.000%	0.000%	0.011%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

	For Segments 287-288						For Segments 289-300				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.000%	0.000%	0.000%	0.000%	0.000%	0-1	0.044%	0.037%	0.008%	0.000%	0.000%
1-2	0.000%	0.000%	0.000%	0.000%	0.000%	1-2	0.025%	0.021%	0.002%	0.002%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.029%	0.025%	0.004%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.033%	0.029%	0.002%	0.002%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.015%	0.014%	0.002%	0.000%	0.000%
5-6	0.016%	0.016%	0.000%	0.000%	0.000%	5-6	0.012%	0.010%	0.002%	0.000%	0.000%
6-7	0.016%	0.016%	0.000%	0.000%	0.000%	6-7	0.041%	0.033%	0.008%	0.000%	0.000%
7-8	0.000%	0.000%	0.000%	0.000%	0.000%	7-8	0.112%	0.071%	0.041%	0.000%	0.000%
8-9	0.000%	0.000%	0.000%	0.000%	0.000%	8-9	0.102%	0.087%	0.015%	0.000%	0.000%
9-10	0.008%	0.008%	0.000%	0.000%	0.000%	9-10	0.056%	0.044%	0.012%	0.000%	0.000%
10-11	0.000%	0.000%	0.000%	0.000%	0.000%	10-11	0.052%	0.041%	0.012%	0.000%	0.000%
11-12	0.000%	0.000%	0.000%	0.000%	0.000%	11-12	0.039%	0.031%	0.008%	0.000%	0.000%
12-13	0.000%	0.000%	0.000%	0.000%	0.000%	12-13	0.066%	0.054%	0.012%	0.000%	0.000%
13-14	0.000%	0.000%	0.000%	0.000%	0.000%	13-14	0.077%	0.058%	0.019%	0.000%	0.000%
14-15	0.008%	0.008%	0.000%	0.000%	0.000%	14-15	0.077%	0.056%	0.021%	0.000%	0.000%
15-16	0.000%	0.000%	0.000%	0.000%	0.000%	15-16	0.083%	0.069%	0.012%	0.002%	0.000%
16-17	0.000%	0.000%	0.000%	0.000%	0.000%	16-17	0.077%	0.069%	0.008%	0.000%	0.000%
17-18	0.008%	0.008%	0.000%	0.000%	0.000%	17-18	0.104%	0.087%	0.017%	0.000%	0.000%
18-19	0.024%	0.016%	0.008%	0.000%	0.000%	18-19	0.050%	0.042%	0.008%	0.000%	0.000%
19-20	0.008%	0.008%	0.000%	0.000%	0.000%	19-20	0.041%	0.027%	0.014%	0.000%	0.000%
20-21	0.000%	0.000%	0.000%	0.000%	0.000%	20-21	0.027%	0.017%	0.010%	0.000%	0.000%
21-22	0.008%	0.008%	0.000%	0.000%	0.000%	21-22	0.058%	0.041%	0.008%	0.010%	0.000%
22-23	0.000%	0.000%	0.000%	0.000%	0.000%	22-23	0.050%	0.037%	0.010%	0.004%	0.000%
23-24	0.008%	0.008%	0.000%	0.000%	0.000%	23-24	0.025%	0.023%	0.002%	0.000%	0.000%

For Segments 301-310						For Segments 311-321					
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.264%	0.241%	0.011%	0.011%	0.000%	0-1	0.046%	0.046%	0.000%	0.000%	0.000%
1-2	0.146%	0.118%	0.028%	0.000%	0.000%	1-2	0.043%	0.036%	0.003%	0.003%	0.000%
2-3	0.180%	0.146%	0.034%	0.000%	0.000%	2-3	0.039%	0.039%	0.000%	0.000%	0.000%
3-4	0.286%	0.241%	0.039%	0.006%	0.000%	3-4	0.043%	0.033%	0.010%	0.000%	0.000%
4-5	0.180%	0.140%	0.039%	0.000%	0.000%	4-5	0.026%	0.026%	0.000%	0.000%	0.000%
5-6	0.168%	0.157%	0.011%	0.000%	0.000%	5-6	0.046%	0.039%	0.003%	0.003%	0.000%
6-7	0.404%	0.342%	0.039%	0.022%	0.000%	6-7	0.131%	0.124%	0.007%	0.000%	0.000%
7-8	0.685%	0.623%	0.056%	0.006%	0.000%	7-8	0.255%	0.226%	0.029%	0.000%	0.000%
8-9	0.758%	0.701%	0.034%	0.022%	0.000%	8-9	0.272%	0.272%	0.000%	0.000%	0.000%
9-10	0.499%	0.415%	0.067%	0.017%	0.000%	9-10	0.111%	0.108%	0.003%	0.000%	0.000%
10-11	0.443%	0.348%	0.079%	0.017%	0.000%	10-11	0.098%	0.085%	0.013%	0.000%	0.000%
11-12	0.466%	0.432%	0.011%	0.022%	0.000%	11-12	0.046%	0.039%	0.007%	0.000%	0.000%
12-13	0.314%	0.264%	0.028%	0.017%	0.006%	12-13	0.079%	0.065%	0.013%	0.000%	0.000%
13-14	0.511%	0.421%	0.062%	0.028%	0.000%	13-14	0.111%	0.095%	0.013%	0.003%	0.000%
14-15	0.567%	0.477%	0.073%	0.017%	0.000%	14-15	0.115%	0.098%	0.013%	0.003%	0.000%
15-16	0.831%	0.662%	0.135%	0.028%	0.006%	15-16	0.193%	0.177%	0.013%	0.003%	0.000%
16-17	1.128%	1.016%	0.095%	0.017%	0.000%	16-17	0.242%	0.206%	0.036%	0.000%	0.000%
17-18	1.145%	0.988%	0.157%	0.000%	0.000%	17-18	0.275%	0.242%	0.033%	0.000%	0.000%
18-19	0.920%	0.752%	0.168%	0.000%	0.000%	18-19	0.177%	0.151%	0.026%	0.000%	0.000%
19-20	0.494%	0.309%	0.168%	0.011%	0.006%	19-20	0.105%	0.079%	0.023%	0.003%	0.000%
20-21	0.264%	0.140%	0.123%	0.000%	0.000%	20-21	0.059%	0.046%	0.013%	0.000%	0.000%
21-22	0.230%	0.129%	0.090%	0.006%	0.006%	21-22	0.052%	0.043%	0.010%	0.000%	0.000%
22-23	0.253%	0.213%	0.028%	0.011%	0.000%	22-23	0.052%	0.036%	0.016%	0.000%	0.000%
23-24	0.213%	0.191%	0.022%	0.000%	0.000%	23-24	0.039%	0.033%	0.003%	0.003%	0.000%

For Segments 322-325						For Segments 326-337				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.027%	0.027%	0.000%	0.000%	0.000%	0-1	0.013%	0.009%	0.000%	0.004%	0.000%
1-2	0.055%	0.055%	0.000%	0.000%	0.000%	1-2	0.030%	0.030%	0.000%	0.000%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.013%	0.013%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.009%	0.009%	0.000%	0.000%	0.000%
4-5	0.027%	0.027%	0.000%	0.000%	0.000%	4-5	0.017%	0.009%	0.000%	0.009%	0.000%
5-6	0.000%	0.000%	0.000%	0.000%	0.000%	5-6	0.017%	0.017%	0.000%	0.000%	0.000%
6-7	0.027%	0.027%	0.000%	0.000%	0.000%	6-7	0.064%	0.051%	0.009%	0.004%	0.000%
7-8	0.027%	0.027%	0.000%	0.000%	0.000%	7-8	0.128%	0.119%	0.004%	0.004%	0.000%
8-9	0.027%	0.027%	0.000%	0.000%	0.000%	8-9	0.111%	0.111%	0.000%	0.000%	0.000%
9-10	0.000%	0.000%	0.000%	0.000%	0.000%	9-10	0.085%	0.077%	0.004%	0.004%	0.000%
10-11	0.027%	0.000%	0.027%	0.000%	0.000%	10-11	0.043%	0.026%	0.013%	0.000%	0.004%
11-12	0.055%	0.027%	0.027%	0.000%	0.000%	11-12	0.030%	0.026%	0.000%	0.000%	0.004%
12-13	0.027%	0.027%	0.000%	0.000%	0.000%	12-13	0.051%	0.030%	0.017%	0.004%	0.000%
13-14	0.027%	0.027%	0.000%	0.000%	0.000%	13-14	0.030%	0.021%	0.009%	0.000%	0.000%
14-15	0.027%	0.027%	0.000%	0.000%	0.000%	14-15	0.038%	0.013%	0.021%	0.004%	0.000%
15-16	0.082%	0.082%	0.000%	0.000%	0.000%	15-16	0.026%	0.013%	0.013%	0.000%	0.000%
16-17	0.027%	0.027%	0.000%	0.000%	0.000%	16-17	0.060%	0.051%	0.009%	0.000%	0.000%
17-18	0.027%	0.000%	0.027%	0.000%	0.000%	17-18	0.111%	0.081%	0.021%	0.004%	0.004%
18-19	0.055%	0.027%	0.000%	0.027%	0.000%	18-19	0.055%	0.043%	0.013%	0.000%	0.000%
19-20	0.027%	0.027%	0.000%	0.000%	0.000%	19-20	0.047%	0.030%	0.009%	0.004%	0.004%
20-21	0.000%	0.000%	0.000%	0.000%	0.000%	20-21	0.026%	0.017%	0.009%	0.000%	0.000%
21-22	0.027%	0.027%	0.000%	0.000%	0.000%	21-22	0.026%	0.013%	0.013%	0.000%	0.000%
22-23	0.082%	0.082%	0.000%	0.000%	0.000%	22-23	0.026%	0.017%	0.009%	0.000%	0.000%
23-24	0.000%	0.000%	0.000%	0.000%	0.000%	23-24	0.026%	0.021%	0.004%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.003%	0.003%	0.000%	0.000%	0.000%	0-1	0.007%	0.007%	0.000%	0.000%	0.000%
1-2	0.014%	0.014%	0.000%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.003%	0.003%	0.000%	0.000%	0.000%	2-3	0.003%	0.003%	0.000%	0.000%	0.000%
3-4	0.003%	0.000%	0.003%	0.000%	0.000%	3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.003%	0.000%	0.003%	0.000%	0.000%	4-5	0.003%	0.003%	0.000%	0.000%	0.000%
5-6	0.000%	0.000%	0.000%	0.000%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.007%	0.007%	0.000%	0.000%	0.000%	6-7	0.007%	0.007%	0.000%	0.000%	0.000%
7-8	0.017%	0.014%	0.003%	0.000%	0.000%	7-8	0.000%	0.000%	0.000%	0.000%	0.000%
8-9	0.003%	0.000%	0.003%	0.000%	0.000%	8-9	0.003%	0.003%	0.000%	0.000%	0.000%
9-10	0.007%	0.007%	0.000%	0.000%	0.000%	9-10	0.000%	0.000%	0.000%	0.000%	0.000%
10-11	0.007%	0.007%	0.000%	0.000%	0.000%	10-11	0.003%	0.003%	0.000%	0.000%	0.000%
11-12	0.003%	0.003%	0.000%	0.000%	0.000%	11-12	0.000%	0.000%	0.000%	0.000%	0.000%
12-13	0.010%	0.010%	0.000%	0.000%	0.000%	12-13	0.000%	0.000%	0.000%	0.000%	0.000%
13-14	0.007%	0.007%	0.000%	0.000%	0.000%	13-14	0.000%	0.000%	0.000%	0.000%	0.000%
14-15	0.014%	0.007%	0.007%	0.000%	0.000%	14-15	0.007%	0.007%	0.000%	0.000%	0.000%
15-16	0.007%	0.007%	0.000%	0.000%	0.000%	15-16	0.007%	0.000%	0.007%	0.000%	0.000%
16-17	0.010%	0.010%	0.000%	0.000%	0.000%	16-17	0.003%	0.003%	0.000%	0.000%	0.000%
17-18	0.017%	0.017%	0.000%	0.000%	0.000%	17-18	0.007%	0.003%	0.003%	0.000%	0.000%
18-19	0.007%	0.003%	0.003%	0.000%	0.000%	18-19	0.010%	0.010%	0.000%	0.000%	0.000%
19-20	0.003%	0.003%	0.000%	0.000%	0.000%	19-20	0.003%	0.003%	0.000%	0.000%	0.000%
20-21	0.003%	0.003%	0.000%	0.000%	0.000%	20-21	0.000%	0.000%	0.000%	0.000%	0.000%
21-22	0.000%	0.000%	0.000%	0.000%	0.000%	21-22	0.003%	0.000%	0.003%	0.000%	0.000%
22-23	0.007%	0.007%	0.000%	0.000%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.000%	0.000%	0.000%	0.000%	0.000%	23-24	0.003%	0.000%	0.003%	0.000%	0.000%

For Segments 338-340 (left) | For Segments 341-345 (right)

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
			For Segments 346-350						For Segments 351-360		
0-1	0.019%	0.013%	0.006%	0.000%	0.000%	0-1	0.007%	0.007%	0.000%	0.000%	0.000%
1-2	0.013%	0.006%	0.006%	0.000%	0.000%	1-2	0.011%	0.008%	0.001%	0.002%	0.000%
2-3	0.013%	0.013%	0.000%	0.000%	0.000%	2-3	0.010%	0.009%	0.001%	0.000%	0.000%
3-4	0.025%	0.025%	0.000%	0.000%	0.000%	3-4	0.009%	0.007%	0.001%	0.001%	0.000%
4-5	0.013%	0.013%	0.000%	0.000%	0.000%	4-5	0.012%	0.010%	0.002%	0.000%	0.000%
5-6	0.032%	0.025%	0.006%	0.000%	0.000%	5-6	0.011%	0.009%	0.002%	0.000%	0.000%
6-7	0.051%	0.045%	0.006%	0.000%	0.000%	6-7	0.020%	0.015%	0.005%	0.000%	0.000%
7-8	0.089%	0.076%	0.013%	0.000%	0.000%	7-8	0.014%	0.013%	0.001%	0.000%	0.000%
8-9	0.076%	0.076%	0.000%	0.000%	0.000%	8-9	0.019%	0.018%	0.000%	0.001%	0.000%
9-10	0.076%	0.057%	0.019%	0.000%	0.000%	9-10	0.020%	0.018%	0.002%	0.000%	0.000%
10-11	0.076%	0.064%	0.013%	0.000%	0.000%	10-11	0.011%	0.010%	0.001%	0.000%	0.000%
11-12	0.070%	0.064%	0.006%	0.000%	0.000%	11-12	0.018%	0.017%	0.000%	0.001%	0.000%
12-13	0.038%	0.038%	0.000%	0.000%	0.000%	12-13	0.018%	0.015%	0.003%	0.000%	0.000%
13-14	0.057%	0.032%	0.025%	0.000%	0.000%	13-14	0.032%	0.028%	0.003%	0.001%	0.000%
14-15	0.051%	0.045%	0.006%	0.000%	0.000%	14-15	0.015%	0.010%	0.004%	0.001%	0.000%
15-16	0.051%	0.045%	0.006%	0.000%	0.000%	15-16	0.014%	0.008%	0.005%	0.001%	0.000%
16-17	0.045%	0.038%	0.006%	0.000%	0.000%	16-17	0.013%	0.011%	0.002%	0.000%	0.000%
17-18	0.051%	0.038%	0.013%	0.000%	0.000%	17-18	0.024%	0.018%	0.005%	0.001%	0.000%
18-19	0.070%	0.064%	0.006%	0.000%	0.000%	18-19	0.020%	0.014%	0.006%	0.000%	0.000%
19-20	0.076%	0.070%	0.006%	0.000%	0.000%	19-20	0.011%	0.009%	0.002%	0.000%	0.000%
20-21	0.045%	0.025%	0.019%	0.000%	0.000%	20-21	0.012%	0.007%	0.005%	0.000%	0.000%
21-22	0.013%	0.013%	0.000%	0.000%	0.000%	21-22	0.012%	0.009%	0.003%	0.000%	0.000%
22-23	0.045%	0.025%	0.019%	0.000%	0.000%	22-23	0.013%	0.011%	0.002%	0.000%	0.000%
23-24	0.019%	0.019%	0.000%	0.000%	0.000%	23-24	0.010%	0.008%	0.001%	0.001%	0.000%

	For Segments 361-366						For Segments 367-376				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.009%	0.009%	0.000%	0.000%	0.000%	0-1	0.014%	0.010%	0.002%	0.002%	0.000%
1-2	0.010%	0.010%	0.000%	0.000%	0.000%	1-2	0.016%	0.016%	0.000%	0.000%	0.000%
2-3	0.005%	0.005%	0.000%	0.000%	0.000%	2-3	0.014%	0.014%	0.000%	0.000%	0.000%
3-4	0.006%	0.005%	0.000%	0.001%	0.000%	3-4	0.008%	0.006%	0.000%	0.002%	0.000%
4-5	0.009%	0.009%	0.000%	0.000%	0.000%	4-5	0.006%	0.006%	0.000%	0.000%	0.000%
5-6	0.009%	0.009%	0.000%	0.000%	0.000%	5-6	0.008%	0.008%	0.000%	0.000%	0.000%
6-7	0.011%	0.011%	0.000%	0.000%	0.000%	6-7	0.038%	0.030%	0.004%	0.004%	0.000%
7-8	0.012%	0.012%	0.000%	0.000%	0.000%	7-8	0.044%	0.044%	0.000%	0.000%	0.000%
8-9	0.012%	0.012%	0.000%	0.000%	0.000%	8-9	0.030%	0.030%	0.000%	0.000%	0.000%
9-10	0.011%	0.010%	0.001%	0.000%	0.000%	9-10	0.018%	0.016%	0.002%	0.000%	0.000%
10-11	0.015%	0.015%	0.000%	0.000%	0.000%	10-11	0.030%	0.028%	0.000%	0.002%	0.000%
11-12	0.010%	0.006%	0.001%	0.002%	0.000%	11-12	0.038%	0.036%	0.002%	0.000%	0.000%
12-13	0.011%	0.010%	0.001%	0.000%	0.000%	12-13	0.038%	0.036%	0.000%	0.002%	0.000%
13-14	0.012%	0.009%	0.001%	0.002%	0.000%	13-14	0.050%	0.050%	0.000%	0.000%	0.000%
14-15	0.016%	0.014%	0.002%	0.000%	0.000%	14-15	0.030%	0.030%	0.000%	0.000%	0.000%
15-16	0.023%	0.018%	0.002%	0.002%	0.000%	15-16	0.072%	0.062%	0.008%	0.002%	0.000%
16-17	0.025%	0.018%	0.003%	0.003%	0.000%	16-17	0.078%	0.052%	0.022%	0.004%	0.000%
17-18	0.010%	0.010%	0.000%	0.000%	0.000%	17-18	0.060%	0.048%	0.012%	0.000%	0.000%
18-19	0.014%	0.014%	0.000%	0.000%	0.000%	18-19	0.044%	0.040%	0.004%	0.000%	0.000%
19-20	0.008%	0.004%	0.003%	0.000%	0.000%	19-20	0.022%	0.018%	0.004%	0.000%	0.000%
20-21	0.019%	0.015%	0.003%	0.001%	0.000%	20-21	0.022%	0.016%	0.006%	0.000%	0.000%
21-22	0.011%	0.010%	0.001%	0.000%	0.000%	21-22	0.032%	0.024%	0.006%	0.002%	0.000%
22-23	0.014%	0.013%	0.001%	0.000%	0.000%	22-23	0.022%	0.016%	0.002%	0.004%	0.000%
23-24	0.009%	0.006%	0.000%	0.002%	0.000%	23-24	0.016%	0.014%	0.002%	0.000%	0.000%

For Segments 377-382						For Segments 383-392					
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.006%	0.006%	0.000%	0.000%	0.000%	0-1	0.006%	0.006%	0.000%	0.000%	0.000%
1-2	0.000%	0.000%	0.000%	0.000%	0.000%	1-2	0.007%	0.004%	0.001%	0.001%	0.000%
2-3	0.006%	0.006%	0.000%	0.000%	0.000%	2-3	0.007%	0.004%	0.003%	0.000%	0.000%
3-4	0.003%	0.003%	0.000%	0.000%	0.000%	3-4	0.010%	0.006%	0.001%	0.003%	0.000%
4-5	0.006%	0.003%	0.003%	0.000%	0.000%	4-5	0.012%	0.012%	0.000%	0.000%	0.000%
5-6	0.012%	0.012%	0.000%	0.000%	0.000%	5-6	0.017%	0.015%	0.000%	0.001%	0.000%
6-7	0.021%	0.021%	0.000%	0.000%	0.000%	6-7	0.022%	0.021%	0.000%	0.001%	0.000%
7-8	0.018%	0.018%	0.000%	0.000%	0.000%	7-8	0.040%	0.035%	0.001%	0.004%	0.000%
8-9	0.015%	0.015%	0.000%	0.000%	0.000%	8-9	0.032%	0.029%	0.003%	0.000%	0.000%
9-10	0.021%	0.021%	0.000%	0.000%	0.000%	9-10	0.025%	0.024%	0.001%	0.000%	0.000%
10-11	0.015%	0.015%	0.000%	0.000%	0.000%	10-11	0.015%	0.015%	0.000%	0.000%	0.000%
11-12	0.015%	0.015%	0.000%	0.000%	0.000%	11-12	0.026%	0.022%	0.004%	0.000%	0.000%
12-13	0.021%	0.018%	0.003%	0.000%	0.000%	12-13	0.021%	0.021%	0.000%	0.000%	0.000%
13-14	0.015%	0.012%	0.003%	0.000%	0.000%	13-14	0.030%	0.028%	0.003%	0.000%	0.000%
14-15	0.015%	0.012%	0.003%	0.000%	0.000%	14-15	0.029%	0.024%	0.004%	0.001%	0.000%
15-16	0.018%	0.012%	0.006%	0.000%	0.000%	15-16	0.040%	0.033%	0.006%	0.001%	0.000%
16-17	0.015%	0.012%	0.003%	0.000%	0.000%	16-17	0.035%	0.022%	0.010%	0.003%	0.000%
17-18	0.021%	0.015%	0.006%	0.000%	0.000%	17-18	0.028%	0.026%	0.001%	0.000%	0.000%
18-19	0.024%	0.021%	0.003%	0.000%	0.000%	18-19	0.017%	0.012%	0.004%	0.000%	0.000%
19-20	0.015%	0.009%	0.006%	0.000%	0.000%	19-20	0.035%	0.025%	0.010%	0.000%	0.000%
20-21	0.015%	0.015%	0.000%	0.000%	0.000%	20-21	0.017%	0.014%	0.003%	0.000%	0.000%
21-22	0.012%	0.009%	0.003%	0.000%	0.000%	21-22	0.015%	0.011%	0.003%	0.001%	0.000%
22-23	0.009%	0.009%	0.000%	0.000%	0.000%	22-23	0.017%	0.012%	0.003%	0.001%	0.000%
23-24	0.006%	0.006%	0.000%	0.000%	0.000%	23-24	0.010%	0.008%	0.000%	0.001%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
		For Segments 393-398						For Segments 399-411			
0-1	0.016%	0.013%	0.002%	0.000%	0.000%	0-1	0.029%	0.028%	0.000%	0.001%	0.000%
1-2	0.009%	0.007%	0.002%	0.000%	0.000%	1-2	0.019%	0.016%	0.001%	0.001%	0.000%
2-3	0.013%	0.013%	0.000%	0.000%	0.000%	2-3	0.022%	0.020%	0.001%	0.001%	0.000%
3-4	0.004%	0.004%	0.000%	0.000%	0.000%	3-4	0.020%	0.015%	0.002%	0.002%	0.000%
4-5	0.007%	0.007%	0.000%	0.000%	0.000%	4-5	0.016%	0.016%	0.000%	0.000%	0.000%
5-6	0.002%	0.002%	0.000%	0.000%	0.000%	5-6	0.020%	0.018%	0.002%	0.000%	0.000%
6-7	0.016%	0.016%	0.000%	0.000%	0.000%	6-7	0.069%	0.056%	0.009%	0.004%	0.000%
7-8	0.018%	0.018%	0.000%	0.000%	0.000%	7-8	0.096%	0.088%	0.005%	0.004%	0.000%
8-9	0.020%	0.016%	0.004%	0.000%	0.000%	8-9	0.084%	0.079%	0.002%	0.004%	0.000%
9-10	0.011%	0.011%	0.000%	0.000%	0.000%	9-10	0.056%	0.048%	0.006%	0.002%	0.000%
10-11	0.018%	0.013%	0.004%	0.000%	0.000%	10-11	0.054%	0.047%	0.007%	0.000%	0.000%
11-12	0.013%	0.013%	0.000%	0.000%	0.000%	11-12	0.045%	0.040%	0.004%	0.001%	0.000%
12-13	0.024%	0.022%	0.002%	0.000%	0.000%	12-13	0.052%	0.045%	0.006%	0.001%	0.000%
13-14	0.038%	0.033%	0.004%	0.000%	0.000%	13-14	0.059%	0.053%	0.006%	0.000%	0.000%
14-15	0.018%	0.016%	0.002%	0.000%	0.000%	14-15	0.072%	0.056%	0.014%	0.001%	0.000%
15-16	0.020%	0.018%	0.002%	0.000%	0.000%	15-16	0.084%	0.063%	0.019%	0.002%	0.000%
16-17	0.022%	0.022%	0.000%	0.000%	0.000%	16-17	0.103%	0.084%	0.015%	0.002%	0.001%
17-18	0.040%	0.031%	0.009%	0.000%	0.000%	17-18	0.156%	0.131%	0.018%	0.007%	0.000%
18-19	0.033%	0.029%	0.004%	0.000%	0.000%	18-19	0.105%	0.090%	0.012%	0.002%	0.001%
19-20	0.013%	0.011%	0.002%	0.000%	0.000%	19-20	0.053%	0.032%	0.020%	0.001%	0.000%
20-21	0.011%	0.011%	0.000%	0.000%	0.000%	20-21	0.030%	0.023%	0.007%	0.000%	0.000%
21-22	0.022%	0.013%	0.009%	0.000%	0.000%	21-22	0.046%	0.032%	0.013%	0.001%	0.000%
22-23	0.013%	0.007%	0.007%	0.000%	0.000%	22-23	0.034%	0.022%	0.007%	0.004%	0.001%
23-24	0.009%	0.009%	0.000%	0.000%	0.000%	23-24	0.022%	0.020%	0.001%	0.001%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
	For Segments 412-417						For Segments 418-421				
0-1	0.035%	0.035%	0.000%	0.000%	0.000%	0-1	0.042%	0.042%	0.000%	0.000%	0.000%
1-2	0.006%	0.003%	0.003%	0.000%	0.000%	1-2	0.006%	0.006%	0.000%	0.000%	0.000%
2-3	0.013%	0.013%	0.000%	0.000%	0.000%	2-3	0.012%	0.006%	0.006%	0.000%	0.000%
3-4	0.013%	0.010%	0.003%	0.000%	0.000%	3-4	0.012%	0.012%	0.000%	0.000%	0.000%
4-5	0.019%	0.019%	0.000%	0.000%	0.000%	4-5	0.012%	0.012%	0.000%	0.000%	0.000%
5-6	0.016%	0.016%	0.000%	0.000%	0.000%	5-6	0.018%	0.000%	0.018%	0.000%	0.000%
6-7	0.055%	0.052%	0.003%	0.000%	0.000%	6-7	0.012%	0.012%	0.000%	0.000%	0.000%
7-8	0.058%	0.048%	0.010%	0.000%	0.000%	7-8	0.036%	0.036%	0.000%	0.000%	0.000%
8-9	0.039%	0.032%	0.006%	0.000%	0.000%	8-9	0.024%	0.018%	0.006%	0.000%	0.000%
9-10	0.032%	0.026%	0.006%	0.000%	0.000%	9-10	0.024%	0.018%	0.006%	0.000%	0.000%
10-11	0.058%	0.048%	0.010%	0.000%	0.000%	10-11	0.042%	0.036%	0.006%	0.000%	0.000%
11-12	0.029%	0.026%	0.003%	0.000%	0.000%	11-12	0.030%	0.018%	0.012%	0.000%	0.000%
12-13	0.071%	0.068%	0.003%	0.000%	0.000%	12-13	0.018%	0.012%	0.006%	0.000%	0.000%
13-14	0.055%	0.039%	0.016%	0.000%	0.000%	13-14	0.042%	0.036%	0.006%	0.000%	0.000%
14-15	0.055%	0.048%	0.006%	0.000%	0.000%	14-15	0.024%	0.024%	0.000%	0.000%	0.000%
15-16	0.071%	0.064%	0.006%	0.000%	0.000%	15-16	0.054%	0.036%	0.018%	0.000%	0.000%
16-17	0.064%	0.058%	0.006%	0.000%	0.000%	16-17	0.024%	0.006%	0.018%	0.000%	0.000%
17-18	0.074%	0.061%	0.013%	0.000%	0.000%	17-18	0.030%	0.012%	0.018%	0.000%	0.000%
18-19	0.068%	0.039%	0.029%	0.000%	0.000%	18-19	0.042%	0.024%	0.018%	0.000%	0.000%
19-20	0.023%	0.013%	0.010%	0.000%	0.000%	19-20	0.048%	0.012%	0.036%	0.000%	0.000%
20-21	0.032%	0.019%	0.013%	0.000%	0.000%	20-21	0.036%	0.024%	0.012%	0.000%	0.000%
21-22	0.035%	0.023%	0.010%	0.003%	0.000%	21-22	0.018%	0.012%	0.006%	0.000%	0.000%
22-23	0.023%	0.019%	0.003%	0.000%	0.000%	22-23	0.054%	0.036%	0.018%	0.000%	0.000%
23-24	0.019%	0.019%	0.000%	0.000%	0.000%	23-24	0.018%	0.018%	0.000%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
	For Segments 422-425						For Segments 426-431				
0-1	0.011%	0.006%	0.004%	0.000%	0.000%	0-1	0.010%	0.010%	0.000%	0.000%	0.000%
1-2	0.011%	0.006%	0.004%	0.000%	0.000%	1-2	0.005%	0.005%	0.000%	0.000%	0.000%
2-3	0.008%	0.006%	0.002%	0.000%	0.000%	2-3	0.007%	0.006%	0.001%	0.000%	0.000%
3-4	0.008%	0.006%	0.002%	0.000%	0.000%	3-4	0.016%	0.010%	0.006%	0.000%	0.000%
4-5	0.015%	0.011%	0.004%	0.000%	0.000%	4-5	0.008%	0.006%	0.002%	0.000%	0.000%
5-6	0.006%	0.006%	0.000%	0.000%	0.000%	5-6	0.011%	0.008%	0.001%	0.001%	0.000%
6-7	0.019%	0.013%	0.006%	0.000%	0.000%	6-7	0.018%	0.016%	0.001%	0.001%	0.000%
7-8	0.019%	0.015%	0.004%	0.000%	0.000%	7-8	0.024%	0.020%	0.001%	0.002%	0.000%
8-9	0.008%	0.008%	0.000%	0.000%	0.000%	8-9	0.013%	0.013%	0.000%	0.000%	0.000%
9-10	0.025%	0.017%	0.008%	0.000%	0.000%	9-10	0.011%	0.011%	0.000%	0.000%	0.000%
10-11	0.032%	0.027%	0.004%	0.000%	0.000%	10-11	0.032%	0.027%	0.004%	0.001%	0.000%
11-12	0.032%	0.032%	0.000%	0.000%	0.000%	11-12	0.029%	0.026%	0.002%	0.000%	0.000%
12-13	0.046%	0.036%	0.011%	0.000%	0.000%	12-13	0.035%	0.024%	0.006%	0.001%	0.004%
13-14	0.050%	0.036%	0.015%	0.000%	0.000%	13-14	0.026%	0.023%	0.004%	0.000%	0.000%
14-15	0.048%	0.038%	0.011%	0.000%	0.000%	14-15	0.030%	0.029%	0.001%	0.000%	0.000%
15-16	0.048%	0.034%	0.015%	0.000%	0.000%	15-16	0.031%	0.025%	0.006%	0.000%	0.000%
16-17	0.044%	0.034%	0.011%	0.000%	0.000%	16-17	0.030%	0.020%	0.008%	0.001%	0.000%
17-18	0.038%	0.013%	0.025%	0.000%	0.000%	17-18	0.045%	0.030%	0.014%	0.000%	0.001%
18-19	0.029%	0.021%	0.008%	0.000%	0.000%	18-19	0.016%	0.014%	0.001%	0.000%	0.000%
19-20	0.027%	0.017%	0.011%	0.000%	0.000%	19-20	0.025%	0.014%	0.010%	0.000%	0.001%
20-21	0.032%	0.021%	0.011%	0.000%	0.000%	20-21	0.027%	0.021%	0.006%	0.000%	0.000%
21-22	0.017%	0.013%	0.004%	0.000%	0.000%	21-22	0.013%	0.011%	0.001%	0.001%	0.000%
22-23	0.011%	0.008%	0.002%	0.000%	0.000%	22-23	0.008%	0.004%	0.004%	0.001%	0.000%
23-24	0.011%	0.011%	0.000%	0.000%	0.000%	23-24	0.010%	0.005%	0.005%	0.000%	0.000%

	For Segments 432-443						For Segments 444-450				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.014%	0.009%	0.005%	0.000%	0.000%	0-1	0.004%	0.003%	0.001%	0.000%	0.000%
1-2	0.014%	0.008%	0.006%	0.000%	0.000%	1-2	0.012%	0.010%	0.001%	0.000%	0.000%
2-3	0.014%	0.013%	0.001%	0.000%	0.000%	2-3	0.004%	0.003%	0.001%	0.000%	0.000%
3-4	0.014%	0.012%	0.003%	0.000%	0.000%	3-4	0.003%	0.001%	0.001%	0.000%	0.000%
4-5	0.004%	0.004%	0.000%	0.000%	0.000%	4-5	0.001%	0.001%	0.000%	0.000%	0.000%
5-6	0.014%	0.010%	0.004%	0.000%	0.000%	5-6	0.009%	0.006%	0.003%	0.000%	0.000%
6-7	0.013%	0.010%	0.003%	0.000%	0.000%	6-7	0.004%	0.003%	0.001%	0.000%	0.000%
7-8	0.038%	0.029%	0.009%	0.000%	0.000%	7-8	0.006%	0.004%	0.001%	0.000%	0.000%
8-9	0.023%	0.018%	0.005%	0.000%	0.000%	8-9	0.018%	0.010%	0.006%	0.001%	0.000%
9-10	0.038%	0.032%	0.005%	0.000%	0.000%	9-10	0.012%	0.012%	0.000%	0.000%	0.000%
10-11	0.025%	0.018%	0.006%	0.000%	0.000%	10-11	0.006%	0.004%	0.001%	0.000%	0.000%
11-12	0.025%	0.022%	0.003%	0.000%	0.000%	11-12	0.009%	0.007%	0.001%	0.000%	0.000%
12-13	0.035%	0.031%	0.004%	0.000%	0.000%	12-13	0.019%	0.018%	0.001%	0.000%	0.000%
13-14	0.060%	0.048%	0.012%	0.000%	0.000%	13-14	0.013%	0.013%	0.000%	0.000%	0.000%
14-15	0.048%	0.032%	0.016%	0.000%	0.000%	14-15	0.012%	0.007%	0.004%	0.000%	0.000%
15-16	0.047%	0.032%	0.014%	0.000%	0.000%	15-16	0.015%	0.015%	0.000%	0.000%	0.000%
16-17	0.066%	0.038%	0.029%	0.000%	0.000%	16-17	0.018%	0.016%	0.001%	0.000%	0.000%
17-18	0.038%	0.027%	0.010%	0.000%	0.000%	17-18	0.009%	0.004%	0.004%	0.000%	0.000%
18-19	0.029%	0.019%	0.009%	0.000%	0.000%	18-19	0.012%	0.009%	0.003%	0.000%	0.000%
19-20	0.017%	0.014%	0.003%	0.000%	0.000%	19-20	0.010%	0.007%	0.003%	0.000%	0.000%
20-21	0.027%	0.016%	0.012%	0.000%	0.000%	20-21	0.003%	0.003%	0.000%	0.000%	0.000%
21-22	0.025%	0.013%	0.012%	0.000%	0.000%	21-22	0.013%	0.010%	0.003%	0.000%	0.000%
22-23	0.014%	0.008%	0.006%	0.000%	0.000%	22-23	0.012%	0.010%	0.001%	0.000%	0.000%
23-24	0.022%	0.018%	0.004%	0.000%	0.000%	23-24	0.009%	0.009%	0.000%	0.000%	0.000%

	For Segments 451-452						For Segments 453-456				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.000%	0.000%	0.000%	0.000%	0.000%	0-1	0.003%	0.002%	0.002%	0.000%	0.000%
1-2	0.012%	0.012%	0.000%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.002%	0.002%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.002%	0.002%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.000%	0.000%	0.000%	0.000%	0.000%	5-6	0.011%	0.010%	0.002%	0.000%	0.000%
6-7	0.025%	0.025%	0.000%	0.000%	0.000%	6-7	0.002%	0.002%	0.000%	0.000%	0.000%
7-8	0.000%	0.000%	0.000%	0.000%	0.000%	7-8	0.003%	0.003%	0.000%	0.000%	0.000%
8-9	0.025%	0.012%	0.012%	0.000%	0.000%	8-9	0.006%	0.006%	0.000%	0.000%	0.000%
9-10	0.000%	0.000%	0.000%	0.000%	0.000%	9-10	0.002%	0.002%	0.000%	0.000%	0.000%
10-11	0.000%	0.000%	0.000%	0.000%	0.000%	10-11	0.006%	0.005%	0.002%	0.000%	0.000%
11-12	0.012%	0.012%	0.000%	0.000%	0.000%	11-12	0.003%	0.003%	0.000%	0.000%	0.000%
12-13	0.012%	0.012%	0.000%	0.000%	0.000%	12-13	0.005%	0.005%	0.000%	0.000%	0.000%
13-14	0.000%	0.000%	0.000%	0.000%	0.000%	13-14	0.003%	0.002%	0.002%	0.000%	0.000%
14-15	0.012%	0.012%	0.000%	0.000%	0.000%	14-15	0.010%	0.006%	0.003%	0.000%	0.000%
15-16	0.000%	0.000%	0.000%	0.000%	0.000%	15-16	0.003%	0.003%	0.000%	0.000%	0.000%
16-17	0.025%	0.000%	0.025%	0.000%	0.000%	16-17	0.008%	0.006%	0.002%	0.000%	0.000%
17-18	0.000%	0.000%	0.000%	0.000%	0.000%	17-18	0.002%	0.000%	0.002%	0.000%	0.000%
18-19	0.012%	0.012%	0.000%	0.000%	0.000%	18-19	0.013%	0.013%	0.000%	0.000%	0.000%
19-20	0.012%	0.000%	0.012%	0.000%	0.000%	19-20	0.003%	0.003%	0.000%	0.000%	0.000%
20-21	0.000%	0.000%	0.000%	0.000%	0.000%	20-21	0.002%	0.002%	0.000%	0.000%	0.000%
21-22	0.000%	0.000%	0.000%	0.000%	0.000%	21-22	0.010%	0.010%	0.000%	0.000%	0.000%
22-23	0.000%	0.000%	0.000%	0.000%	0.000%	22-23	0.002%	0.002%	0.000%	0.000%	0.000%
23-24	0.012%	0.012%	0.000%	0.000%	0.000%	23-24	0.005%	0.005%	0.000%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
	For Segments 457-459						For Segments 460-463				
0-1	0.003%	0.003%	0.000%	0.000%	0.000%	0-1	0.013%	0.000%	0.013%	0.000%	0.000%
1-2	0.006%	0.006%	0.000%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.006%	0.006%	0.000%	0.000%	0.000%	2-3	0.000%	0.000%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.003%	0.003%	0.000%	0.000%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.006%	0.006%	0.000%	0.000%	0.000%	6-7	0.000%	0.000%	0.000%	0.000%	0.000%
7-8	0.019%	0.019%	0.000%	0.000%	0.000%	7-8	0.000%	0.000%	0.000%	0.000%	0.000%
8-9	0.009%	0.009%	0.000%	0.000%	0.000%	8-9	0.000%	0.000%	0.000%	0.000%	0.000%
9-10	0.012%	0.012%	0.000%	0.000%	0.000%	9-10	0.000%	0.000%	0.000%	0.000%	0.000%
10-11	0.016%	0.016%	0.000%	0.000%	0.000%	10-11	0.013%	0.013%	0.000%	0.000%	0.000%
11-12	0.012%	0.006%	0.006%	0.000%	0.000%	11-12	0.013%	0.013%	0.000%	0.000%	0.000%
12-13	0.006%	0.003%	0.003%	0.000%	0.000%	12-13	0.000%	0.000%	0.000%	0.000%	0.000%
13-14	0.006%	0.006%	0.000%	0.000%	0.000%	13-14	0.000%	0.000%	0.000%	0.000%	0.000%
14-15	0.003%	0.003%	0.000%	0.000%	0.000%	14-15	0.000%	0.000%	0.000%	0.000%	0.000%
15-16	0.016%	0.009%	0.006%	0.000%	0.000%	15-16	0.013%	0.013%	0.000%	0.000%	0.000%
16-17	0.009%	0.003%	0.006%	0.000%	0.000%	16-17	0.000%	0.000%	0.000%	0.000%	0.000%
17-18	0.006%	0.003%	0.003%	0.000%	0.000%	17-18	0.027%	0.027%	0.000%	0.000%	0.000%
18-19	0.012%	0.012%	0.000%	0.000%	0.000%	18-19	0.013%	0.013%	0.000%	0.000%	0.000%
19-20	0.006%	0.006%	0.000%	0.000%	0.000%	19-20	0.013%	0.013%	0.000%	0.000%	0.000%
20-21	0.009%	0.006%	0.003%	0.000%	0.000%	20-21	0.000%	0.000%	0.000%	0.000%	0.000%
21-22	0.009%	0.009%	0.000%	0.000%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.000%	0.000%	0.000%	0.000%	0.000%	22-23	0.013%	0.013%	0.000%	0.000%	0.000%
23-24	0.009%	0.009%	0.000%	0.000%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

	For Segments 464-469						For Segments 470-472				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.010%	0.010%	0.000%	0.000%	0.000%	0-1	0.016%	0.016%	0.000%	0.000%	0.000%
1-2	0.000%	0.000%	0.000%	0.000%	0.000%	1-2	0.005%	0.005%	0.000%	0.000%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.005%	0.005%	0.000%	0.000%	0.000%
3-4	0.003%	0.003%	0.000%	0.000%	0.000%	3-4	0.005%	0.005%	0.000%	0.000%	0.000%
4-5	0.003%	0.003%	0.000%	0.000%	0.000%	4-5	0.005%	0.005%	0.000%	0.000%	0.000%
5-6	0.007%	0.007%	0.000%	0.000%	0.000%	5-6	0.005%	0.005%	0.000%	0.000%	0.000%
6-7	0.021%	0.014%	0.007%	0.000%	0.000%	6-7	0.032%	0.032%	0.000%	0.000%	0.000%
7-8	0.024%	0.024%	0.000%	0.000%	0.000%	7-8	0.021%	0.021%	0.000%	0.000%	0.000%
8-9	0.017%	0.017%	0.000%	0.000%	0.000%	8-9	0.032%	0.032%	0.000%	0.000%	0.000%
9-10	0.014%	0.014%	0.000%	0.000%	0.000%	9-10	0.021%	0.021%	0.000%	0.000%	0.000%
10-11	0.014%	0.014%	0.000%	0.000%	0.000%	10-11	0.016%	0.016%	0.000%	0.000%	0.000%
11-12	0.007%	0.007%	0.000%	0.000%	0.000%	11-12	0.021%	0.016%	0.005%	0.000%	0.000%
12-13	0.010%	0.007%	0.003%	0.000%	0.000%	12-13	0.011%	0.011%	0.000%	0.000%	0.000%
13-14	0.010%	0.010%	0.000%	0.000%	0.000%	13-14	0.026%	0.026%	0.000%	0.000%	0.000%
14-15	0.014%	0.010%	0.003%	0.000%	0.000%	14-15	0.048%	0.048%	0.000%	0.000%	0.000%
15-16	0.010%	0.010%	0.000%	0.000%	0.000%	15-16	0.026%	0.016%	0.011%	0.000%	0.000%
16-17	0.014%	0.014%	0.000%	0.000%	0.000%	16-17	0.026%	0.016%	0.011%	0.000%	0.000%
17-18	0.014%	0.014%	0.000%	0.000%	0.000%	17-18	0.032%	0.021%	0.011%	0.000%	0.000%
18-19	0.014%	0.007%	0.007%	0.000%	0.000%	18-19	0.053%	0.042%	0.011%	0.000%	0.000%
19-20	0.007%	0.007%	0.000%	0.000%	0.000%	19-20	0.026%	0.021%	0.005%	0.000%	0.000%
20-21	0.003%	0.003%	0.000%	0.000%	0.000%	20-21	0.016%	0.011%	0.005%	0.000%	0.000%
21-22	0.007%	0.007%	0.000%	0.000%	0.000%	21-22	0.011%	0.005%	0.005%	0.000%	0.000%
22-23	0.010%	0.010%	0.000%	0.000%	0.000%	22-23	0.005%	0.005%	0.000%	0.000%	0.000%
23-24	0.003%	0.003%	0.000%	0.000%	0.000%	23-24	0.021%	0.021%	0.000%	0.000%	0.000%

	For Segments 473-480						For Segments 481-501				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.016%	0.016%	0.000%	0.000%	0.000%	0-1	0.021%	0.015%	0.007%	0.000%	0.000%
1-2	0.004%	0.004%	0.000%	0.000%	0.000%	1-2	0.031%	0.020%	0.009%	0.001%	0.000%
2-3	0.012%	0.012%	0.000%	0.000%	0.000%	2-3	0.028%	0.024%	0.004%	0.000%	0.000%
3-4	0.004%	0.004%	0.000%	0.000%	0.000%	3-4	0.020%	0.020%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.027%	0.024%	0.003%	0.000%	0.000%
5-6	0.004%	0.004%	0.000%	0.000%	0.000%	5-6	0.037%	0.027%	0.011%	0.000%	0.000%
6-7	0.020%	0.020%	0.000%	0.000%	0.000%	6-7	0.072%	0.057%	0.015%	0.000%	0.000%
7-8	0.020%	0.016%	0.004%	0.000%	0.000%	7-8	0.093%	0.084%	0.009%	0.000%	0.000%
8-9	0.016%	0.016%	0.000%	0.000%	0.000%	8-9	0.085%	0.072%	0.013%	0.000%	0.000%
9-10	0.004%	0.004%	0.000%	0.000%	0.000%	9-10	0.046%	0.042%	0.001%	0.003%	0.000%
10-11	0.016%	0.016%	0.000%	0.000%	0.000%	10-11	0.056%	0.044%	0.012%	0.000%	0.000%
11-12	0.020%	0.016%	0.004%	0.000%	0.000%	11-12	0.057%	0.044%	0.013%	0.000%	0.000%
12-13	0.016%	0.016%	0.000%	0.000%	0.000%	12-13	0.048%	0.040%	0.007%	0.001%	0.000%
13-14	0.027%	0.027%	0.000%	0.000%	0.000%	13-14	0.060%	0.046%	0.012%	0.001%	0.000%
14-15	0.012%	0.012%	0.000%	0.000%	0.000%	14-15	0.040%	0.031%	0.009%	0.000%	0.000%
15-16	0.020%	0.020%	0.000%	0.000%	0.000%	15-16	0.061%	0.046%	0.015%	0.000%	0.000%
16-17	0.020%	0.012%	0.008%	0.000%	0.000%	16-17	0.058%	0.044%	0.013%	0.001%	0.000%
17-18	0.016%	0.004%	0.012%	0.000%	0.000%	17-18	0.085%	0.070%	0.015%	0.000%	0.000%
18-19	0.012%	0.008%	0.004%	0.000%	0.000%	18-19	0.061%	0.046%	0.015%	0.000%	0.000%
19-20	0.008%	0.008%	0.000%	0.000%	0.000%	19-20	0.061%	0.054%	0.007%	0.000%	0.000%
20-21	0.004%	0.004%	0.000%	0.000%	0.000%	20-21	0.041%	0.036%	0.005%	0.000%	0.000%
21-22	0.008%	0.008%	0.000%	0.000%	0.000%	21-22	0.048%	0.041%	0.005%	0.001%	0.000%
22-23	0.004%	0.004%	0.000%	0.000%	0.000%	22-23	0.033%	0.023%	0.009%	0.001%	0.000%
23-24	0.008%	0.004%	0.004%	0.000%	0.000%	23-24	0.031%	0.024%	0.007%	0.000%	0.000%

	For Segments 502-504						For Segments 505-507				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.036%	0.027%	0.009%	0.000%	0.000%	0-1	0.014%	0.014%	0.000%	0.000%	0.000%
1-2	0.018%	0.018%	0.000%	0.000%	0.000%	1-2	0.000%	0.000%	0.000%	0.000%	0.000%
2-3	0.027%	0.018%	0.009%	0.000%	0.000%	2-3	0.014%	0.014%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.000%	0.000%	0.000%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.041%	0.027%	0.014%	0.000%	0.000%
5-6	0.036%	0.036%	0.000%	0.000%	0.000%	5-6	0.055%	0.055%	0.000%	0.000%	0.000%
6-7	0.036%	0.036%	0.000%	0.000%	0.000%	6-7	0.164%	0.123%	0.041%	0.000%	0.000%
7-8	0.027%	0.018%	0.009%	0.000%	0.000%	7-8	0.137%	0.096%	0.041%	0.000%	0.000%
8-9	0.071%	0.071%	0.000%	0.000%	0.000%	8-9	0.191%	0.178%	0.014%	0.000%	0.000%
9-10	0.044%	0.036%	0.009%	0.000%	0.000%	9-10	0.055%	0.041%	0.014%	0.000%	0.000%
10-11	0.027%	0.027%	0.000%	0.000%	0.000%	10-11	0.082%	0.041%	0.041%	0.000%	0.000%
11-12	0.027%	0.027%	0.000%	0.000%	0.000%	11-12	0.068%	0.068%	0.000%	0.000%	0.000%
12-13	0.044%	0.018%	0.027%	0.000%	0.000%	12-13	0.068%	0.068%	0.000%	0.000%	0.000%
13-14	0.044%	0.018%	0.027%	0.000%	0.000%	13-14	0.096%	0.068%	0.027%	0.000%	0.000%
14-15	0.062%	0.053%	0.009%	0.000%	0.000%	14-15	0.082%	0.068%	0.014%	0.000%	0.000%
15-16	0.036%	0.036%	0.000%	0.000%	0.000%	15-16	0.082%	0.068%	0.014%	0.000%	0.000%
16-17	0.089%	0.053%	0.036%	0.000%	0.000%	16-17	0.123%	0.109%	0.014%	0.000%	0.000%
17-18	0.027%	0.009%	0.018%	0.000%	0.000%	17-18	0.055%	0.041%	0.014%	0.000%	0.000%
18-19	0.062%	0.044%	0.018%	0.000%	0.000%	18-19	0.041%	0.027%	0.014%	0.000%	0.000%
19-20	0.044%	0.036%	0.009%	0.000%	0.000%	19-20	0.014%	0.014%	0.000%	0.000%	0.000%
20-21	0.036%	0.027%	0.009%	0.000%	0.000%	20-21	0.082%	0.082%	0.000%	0.000%	0.000%
21-22	0.018%	0.018%	0.000%	0.000%	0.000%	21-22	0.041%	0.041%	0.000%	0.000%	0.000%
22-23	0.027%	0.018%	0.009%	0.000%	0.000%	22-23	0.041%	0.027%	0.014%	0.000%	0.000%
23-24	0.009%	0.009%	0.000%	0.000%	0.000%	23-24	0.055%	0.041%	0.014%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
For Segments 508-518						For Segments 519-529					
0-1	0.041%	0.026%	0.014%	0.000%	0.000%	0-1	0.028%	0.015%	0.011%	0.001%	0.001%
1-2	0.037%	0.021%	0.011%	0.004%	0.002%	1-2	0.011%	0.011%	0.000%	0.000%	0.000%
2-3	0.018%	0.014%	0.004%	0.000%	0.000%	2-3	0.011%	0.009%	0.001%	0.000%	0.000%
3-4	0.030%	0.026%	0.004%	0.000%	0.000%	3-4	0.015%	0.008%	0.005%	0.001%	0.000%
4-5	0.025%	0.019%	0.005%	0.000%	0.000%	4-5	0.013%	0.009%	0.003%	0.001%	0.000%
5-6	0.037%	0.026%	0.009%	0.000%	0.002%	5-6	0.031%	0.017%	0.013%	0.000%	0.000%
6-7	0.056%	0.042%	0.012%	0.002%	0.000%	6-7	0.049%	0.037%	0.008%	0.004%	0.000%
7-8	0.122%	0.100%	0.011%	0.011%	0.000%	7-8	0.081%	0.069%	0.008%	0.004%	0.000%
8-9	0.106%	0.093%	0.007%	0.005%	0.000%	8-9	0.081%	0.063%	0.009%	0.008%	0.001%
9-10	0.083%	0.063%	0.007%	0.012%	0.000%	9-10	0.048%	0.043%	0.004%	0.001%	0.000%
10-11	0.048%	0.037%	0.009%	0.002%	0.000%	10-11	0.043%	0.035%	0.007%	0.000%	0.001%
11-12	0.056%	0.048%	0.004%	0.005%	0.000%	11-12	0.055%	0.041%	0.008%	0.005%	0.000%
12-13	0.065%	0.044%	0.014%	0.005%	0.002%	12-13	0.044%	0.029%	0.011%	0.001%	0.003%
13-14	0.039%	0.035%	0.002%	0.000%	0.002%	13-14	0.040%	0.035%	0.004%	0.001%	0.000%
14-15	0.069%	0.053%	0.014%	0.000%	0.002%	14-15	0.048%	0.036%	0.009%	0.003%	0.000%
15-16	0.070%	0.044%	0.021%	0.005%	0.000%	15-16	0.072%	0.057%	0.011%	0.003%	0.001%
16-17	0.092%	0.062%	0.023%	0.007%	0.000%	16-17	0.090%	0.064%	0.017%	0.008%	0.001%
17-18	0.092%	0.070%	0.011%	0.011%	0.000%	17-18	0.094%	0.073%	0.020%	0.001%	0.000%
18-19	0.107%	0.085%	0.011%	0.011%	0.002%	18-19	0.076%	0.052%	0.016%	0.007%	0.001%
19-20	0.076%	0.046%	0.025%	0.004%	0.002%	19-20	0.040%	0.029%	0.011%	0.000%	0.000%
20-21	0.056%	0.032%	0.012%	0.009%	0.004%	20-21	0.023%	0.015%	0.007%	0.001%	0.000%
21-22	0.030%	0.023%	0.007%	0.000%	0.000%	21-22	0.025%	0.020%	0.004%	0.001%	0.000%
22-23	0.042%	0.030%	0.009%	0.002%	0.002%	22-23	0.023%	0.012%	0.009%	0.001%	0.000%
23-24	0.026%	0.019%	0.004%	0.004%	0.000%	23-24	0.024%	0.011%	0.008%	0.004%	0.001%

	For Segments 530-531						For Segments 532-535				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.010%	0.003%	0.007%	0.000%	0.000%	0-1	0.010%	0.008%	0.000%	0.002%	0.000%
1-2	0.010%	0.010%	0.000%	0.000%	0.000%	1-2	0.008%	0.006%	0.002%	0.000%	0.000%
2-3	0.007%	0.007%	0.000%	0.000%	0.000%	2-3	0.004%	0.004%	0.000%	0.000%	0.000%
3-4	0.003%	0.003%	0.000%	0.000%	0.000%	3-4	0.006%	0.002%	0.004%	0.000%	0.000%
4-5	0.007%	0.000%	0.007%	0.000%	0.000%	4-5	0.000%	0.000%	0.000%	0.000%	0.000%
5-6	0.000%	0.000%	0.000%	0.000%	0.000%	5-6	0.008%	0.006%	0.002%	0.000%	0.000%
6-7	0.027%	0.020%	0.007%	0.000%	0.000%	6-7	0.018%	0.004%	0.012%	0.002%	0.000%
7-8	0.020%	0.017%	0.003%	0.000%	0.000%	7-8	0.020%	0.012%	0.008%	0.000%	0.000%
8-9	0.034%	0.024%	0.010%	0.000%	0.000%	8-9	0.033%	0.020%	0.012%	0.002%	0.000%
9-10	0.017%	0.010%	0.007%	0.000%	0.000%	9-10	0.006%	0.004%	0.000%	0.000%	0.002%
10-11	0.024%	0.014%	0.010%	0.000%	0.000%	10-11	0.016%	0.016%	0.000%	0.000%	0.000%
11-12	0.020%	0.010%	0.010%	0.000%	0.000%	11-12	0.025%	0.021%	0.004%	0.000%	0.000%
12-13	0.024%	0.007%	0.017%	0.000%	0.000%	12-13	0.025%	0.021%	0.002%	0.000%	0.002%
13-14	0.024%	0.014%	0.010%	0.000%	0.000%	13-14	0.025%	0.016%	0.010%	0.000%	0.000%
14-15	0.037%	0.024%	0.014%	0.000%	0.000%	14-15	0.049%	0.033%	0.012%	0.000%	0.004%
15-16	0.041%	0.027%	0.014%	0.000%	0.000%	15-16	0.029%	0.021%	0.008%	0.000%	0.000%
16-17	0.024%	0.007%	0.017%	0.000%	0.000%	16-17	0.029%	0.023%	0.006%	0.000%	0.000%
17-18	0.030%	0.010%	0.020%	0.000%	0.000%	17-18	0.025%	0.018%	0.008%	0.000%	0.000%
18-19	0.041%	0.030%	0.010%	0.000%	0.000%	18-19	0.021%	0.010%	0.010%	0.000%	0.002%
19-20	0.014%	0.010%	0.003%	0.000%	0.000%	19-20	0.041%	0.029%	0.010%	0.000%	0.002%
20-21	0.010%	0.003%	0.007%	0.000%	0.000%	20-21	0.018%	0.014%	0.004%	0.000%	0.000%
21-22	0.020%	0.014%	0.007%	0.000%	0.000%	21-22	0.012%	0.010%	0.002%	0.000%	0.000%
22-23	0.034%	0.020%	0.014%	0.000%	0.000%	22-23	0.014%	0.014%	0.000%	0.000%	0.000%
23-24	0.014%	0.010%	0.003%	0.000%	0.000%	23-24	0.010%	0.008%	0.002%	0.000%	0.000%

	For Segments 536-539						For Segments 540-546				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.016%	0.016%	0.000%	0.000%	0.000%	0-1	0.004%	0.004%	0.000%	0.000%	0.000%
1-2	0.008%	0.008%	0.000%	0.000%	0.000%	1-2	0.008%	0.008%	0.000%	0.000%	0.000%
2-3	0.000%	0.000%	0.000%	0.000%	0.000%	2-3	0.000%	0.000%	0.000%	0.000%	0.000%
3-4	0.004%	0.004%	0.000%	0.000%	0.000%	3-4	0.015%	0.004%	0.004%	0.008%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.011%	0.011%	0.000%	0.000%	0.000%
5-6	0.012%	0.012%	0.000%	0.000%	0.000%	5-6	0.004%	0.004%	0.000%	0.000%	0.000%
6-7	0.016%	0.016%	0.000%	0.000%	0.000%	6-7	0.000%	0.000%	0.000%	0.000%	0.000%
7-8	0.016%	0.016%	0.000%	0.000%	0.000%	7-8	0.011%	0.011%	0.000%	0.000%	0.000%
8-9	0.008%	0.008%	0.000%	0.000%	0.000%	8-9	0.011%	0.011%	0.000%	0.000%	0.000%
9-10	0.008%	0.008%	0.000%	0.000%	0.000%	9-10	0.015%	0.011%	0.000%	0.004%	0.000%
10-11	0.020%	0.020%	0.000%	0.000%	0.000%	10-11	0.011%	0.008%	0.004%	0.000%	0.000%
11-12	0.008%	0.004%	0.004%	0.000%	0.000%	11-12	0.011%	0.011%	0.000%	0.000%	0.000%
12-13	0.008%	0.004%	0.004%	0.000%	0.000%	12-13	0.008%	0.008%	0.000%	0.000%	0.000%
13-14	0.016%	0.008%	0.008%	0.000%	0.000%	13-14	0.015%	0.011%	0.000%	0.004%	0.000%
14-15	0.012%	0.012%	0.000%	0.000%	0.000%	14-15	0.030%	0.023%	0.004%	0.004%	0.000%
15-16	0.027%	0.027%	0.000%	0.000%	0.000%	15-16	0.023%	0.019%	0.004%	0.000%	0.000%
16-17	0.024%	0.016%	0.008%	0.000%	0.000%	16-17	0.026%	0.026%	0.000%	0.000%	0.000%
17-18	0.004%	0.004%	0.000%	0.000%	0.000%	17-18	0.015%	0.004%	0.011%	0.000%	0.000%
18-19	0.020%	0.016%	0.004%	0.000%	0.000%	18-19	0.019%	0.019%	0.000%	0.000%	0.000%
19-20	0.020%	0.016%	0.004%	0.000%	0.000%	19-20	0.011%	0.011%	0.000%	0.000%	0.000%
20-21	0.012%	0.008%	0.004%	0.000%	0.000%	20-21	0.004%	0.004%	0.000%	0.000%	0.000%
21-22	0.004%	0.004%	0.000%	0.000%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.027%	0.027%	0.000%	0.000%	0.000%	22-23	0.000%	0.000%	0.000%	0.000%	0.000%
23-24	0.008%	0.008%	0.000%	0.000%	0.000%	23-24	0.008%	0.004%	0.004%	0.000%	0.000%

	For Segments 547-554						For Segments 555-558				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.040%	0.035%	0.005%	0.000%	0.000%	0-1	0.011%	0.011%	0.000%	0.000%	0.000%
1-2	0.008%	0.003%	0.000%	0.005%	0.000%	1-2	0.011%	0.011%	0.000%	0.000%	0.000%
2-3	0.024%	0.016%	0.000%	0.008%	0.000%	2-3	0.006%	0.003%	0.003%	0.000%	0.000%
3-4	0.024%	0.019%	0.003%	0.003%	0.000%	3-4	0.011%	0.011%	0.000%	0.000%	0.000%
4-5	0.016%	0.013%	0.003%	0.000%	0.000%	4-5	0.011%	0.011%	0.000%	0.000%	0.000%
5-6	0.022%	0.019%	0.000%	0.003%	0.000%	5-6	0.017%	0.017%	0.000%	0.000%	0.000%
6-7	0.056%	0.040%	0.008%	0.003%	0.005%	6-7	0.009%	0.009%	0.000%	0.000%	0.000%
7-8	0.062%	0.048%	0.011%	0.003%	0.000%	7-8	0.017%	0.017%	0.000%	0.000%	0.000%
8-9	0.065%	0.048%	0.011%	0.005%	0.000%	8-9	0.006%	0.003%	0.003%	0.000%	0.000%
9-10	0.048%	0.040%	0.003%	0.005%	0.000%	9-10	0.014%	0.011%	0.003%	0.000%	0.000%
10-11	0.046%	0.040%	0.003%	0.003%	0.000%	10-11	0.017%	0.017%	0.000%	0.000%	0.000%
11-12	0.056%	0.056%	0.000%	0.000%	0.000%	11-12	0.014%	0.014%	0.000%	0.000%	0.000%
12-13	0.040%	0.030%	0.005%	0.005%	0.000%	12-13	0.014%	0.014%	0.000%	0.000%	0.000%
13-14	0.046%	0.035%	0.003%	0.005%	0.003%	13-14	0.023%	0.023%	0.000%	0.000%	0.000%
14-15	0.051%	0.030%	0.016%	0.003%	0.003%	14-15	0.017%	0.017%	0.000%	0.000%	0.000%
15-16	0.081%	0.046%	0.019%	0.013%	0.003%	15-16	0.029%	0.026%	0.003%	0.000%	0.000%
16-17	0.075%	0.046%	0.022%	0.005%	0.003%	16-17	0.026%	0.026%	0.000%	0.000%	0.000%
17-18	0.102%	0.075%	0.016%	0.005%	0.005%	17-18	0.020%	0.020%	0.000%	0.000%	0.000%
18-19	0.075%	0.046%	0.024%	0.000%	0.005%	18-19	0.017%	0.017%	0.000%	0.000%	0.000%
19-20	0.054%	0.016%	0.035%	0.000%	0.003%	19-20	0.003%	0.003%	0.000%	0.000%	0.000%
20-21	0.030%	0.022%	0.008%	0.000%	0.000%	20-21	0.006%	0.003%	0.003%	0.000%	0.000%
21-22	0.038%	0.022%	0.005%	0.008%	0.003%	21-22	0.020%	0.017%	0.003%	0.000%	0.000%
22-23	0.032%	0.022%	0.008%	0.003%	0.000%	22-23	0.006%	0.006%	0.000%	0.000%	0.000%
23-24	0.013%	0.013%	0.000%	0.000%	0.000%	23-24	0.011%	0.009%	0.003%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.000%	0.000%	0.000%	0.000%	0.000%	0-1	0.086%	0.057%	0.028%	0.002%	0.000%
1-2	0.006%	0.006%	0.000%	0.000%	0.000%	1-2	0.047%	0.025%	0.019%	0.003%	0.000%
2-3	0.026%	0.019%	0.006%	0.000%	0.000%	2-3	0.044%	0.038%	0.003%	0.003%	0.000%
3-4	0.013%	0.013%	0.000%	0.000%	0.000%	3-4	0.042%	0.033%	0.008%	0.000%	0.002%
4-5	0.006%	0.006%	0.000%	0.000%	0.000%	4-5	0.061%	0.041%	0.013%	0.006%	0.002%
5-6	0.013%	0.006%	0.006%	0.000%	0.000%	5-6	0.075%	0.044%	0.022%	0.006%	0.003%
6-7	0.013%	0.013%	0.000%	0.000%	0.000%	6-7	0.134%	0.097%	0.025%	0.009%	0.002%
7-8	0.013%	0.013%	0.000%	0.000%	0.000%	7-8	0.126%	0.118%	0.008%	0.000%	0.000%
8-9	0.000%	0.000%	0.000%	0.000%	0.000%	8-9	0.165%	0.151%	0.014%	0.000%	0.000%
9-10	0.000%	0.000%	0.000%	0.000%	0.000%	9-10	0.119%	0.108%	0.006%	0.005%	0.000%
10-11	0.006%	0.006%	0.000%	0.000%	0.000%	10-11	0.141%	0.121%	0.014%	0.006%	0.000%
11-12	0.026%	0.026%	0.000%	0.000%	0.000%	11-12	0.143%	0.126%	0.011%	0.006%	0.000%
12-13	0.013%	0.013%	0.000%	0.000%	0.000%	12-13	0.151%	0.123%	0.011%	0.016%	0.002%
13-14	0.013%	0.013%	0.000%	0.000%	0.000%	13-14	0.171%	0.141%	0.009%	0.019%	0.002%
14-15	0.019%	0.019%	0.000%	0.000%	0.000%	14-15	0.157%	0.135%	0.017%	0.005%	0.000%
15-16	0.013%	0.013%	0.000%	0.000%	0.000%	15-16	0.152%	0.129%	0.022%	0.002%	0.000%
16-17	0.000%	0.000%	0.000%	0.000%	0.000%	16-17	0.159%	0.138%	0.013%	0.006%	0.002%
17-18	0.013%	0.006%	0.006%	0.000%	0.000%	17-18	0.187%	0.159%	0.024%	0.005%	0.000%
18-19	0.013%	0.006%	0.006%	0.000%	0.000%	18-19	0.209%	0.171%	0.025%	0.011%	0.002%
19-20	0.000%	0.000%	0.000%	0.000%	0.000%	19-20	0.178%	0.137%	0.036%	0.005%	0.000%
20-21	0.006%	0.006%	0.000%	0.000%	0.000%	20-21	0.116%	0.086%	0.027%	0.002%	0.002%
21-22	0.019%	0.006%	0.013%	0.000%	0.000%	21-22	0.108%	0.093%	0.016%	0.000%	0.000%
22-23	0.006%	0.006%	0.000%	0.000%	0.000%	22-23	0.121%	0.088%	0.027%	0.006%	0.000%
23-24	0.000%	0.000%	0.000%	0.000%	0.000%	23-24	0.075%	0.053%	0.016%	0.006%	0.000%

For Segments 559-560 (left) / For Segments 561-625 (right)

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Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
			For Segments 626-637						For Segments 638-692		
0-1	0.016%	0.016%	0.000%	0.000%	0.000%	0-1	0.085%	0.061%	0.024%	0.000%	0.000%
1-2	0.008%	0.008%	0.000%	0.000%	0.000%	1-2	0.082%	0.052%	0.030%	0.000%	0.000%
2-3	0.016%	0.013%	0.000%	0.000%	0.003%	2-3	0.082%	0.056%	0.024%	0.002%	0.000%
3-4	0.008%	0.005%	0.003%	0.000%	0.000%	3-4	0.076%	0.058%	0.019%	0.000%	0.000%
4-5	0.013%	0.008%	0.003%	0.003%	0.000%	4-5	0.102%	0.078%	0.024%	0.000%	0.000%
5-6	0.010%	0.008%	0.003%	0.000%	0.000%	5-6	0.117%	0.085%	0.032%	0.000%	0.000%
6-7	0.028%	0.013%	0.013%	0.003%	0.000%	6-7	0.161%	0.117%	0.043%	0.002%	0.000%
7-8	0.080%	0.044%	0.016%	0.018%	0.003%	7-8	0.206%	0.180%	0.026%	0.000%	0.000%
8-9	0.124%	0.101%	0.010%	0.013%	0.000%	8-9	0.221%	0.206%	0.015%	0.000%	0.000%
9-10	0.049%	0.039%	0.008%	0.003%	0.000%	9-10	0.171%	0.161%	0.009%	0.000%	0.000%
10-11	0.028%	0.023%	0.005%	0.000%	0.000%	10-11	0.130%	0.117%	0.013%	0.000%	0.000%
11-12	0.039%	0.031%	0.005%	0.003%	0.000%	11-12	0.139%	0.119%	0.017%	0.004%	0.000%
12-13	0.049%	0.041%	0.005%	0.003%	0.000%	12-13	0.152%	0.141%	0.011%	0.000%	0.000%
13-14	0.034%	0.026%	0.005%	0.003%	0.000%	13-14	0.156%	0.148%	0.006%	0.002%	0.000%
14-15	0.062%	0.039%	0.016%	0.008%	0.000%	14-15	0.178%	0.156%	0.020%	0.002%	0.000%
15-16	0.065%	0.047%	0.013%	0.005%	0.000%	15-16	0.226%	0.197%	0.028%	0.002%	0.000%
16-17	0.054%	0.047%	0.003%	0.003%	0.003%	16-17	0.249%	0.234%	0.015%	0.000%	0.000%
17-18	0.070%	0.036%	0.023%	0.008%	0.003%	17-18	0.193%	0.174%	0.019%	0.000%	0.000%
18-19	0.039%	0.034%	0.000%	0.000%	0.005%	18-19	0.184%	0.156%	0.028%	0.000%	0.000%
19-20	0.041%	0.031%	0.008%	0.003%	0.000%	19-20	0.141%	0.119%	0.020%	0.000%	0.002%
20-21	0.039%	0.036%	0.003%	0.000%	0.000%	20-21	0.113%	0.098%	0.015%	0.000%	0.000%
21-22	0.023%	0.016%	0.005%	0.000%	0.003%	21-22	0.085%	0.058%	0.026%	0.002%	0.000%
22-23	0.023%	0.016%	0.005%	0.000%	0.003%	22-23	0.087%	0.067%	0.019%	0.002%	0.000%
23-24	0.026%	0.018%	0.005%	0.003%	0.000%	23-24	0.098%	0.082%	0.013%	0.002%	0.002%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.064%	0.053%	0.009%	0.002%	0.000%	0-1	0.047%	0.034%	0.006%	0.004%	0.003%
1-2	0.056%	0.048%	0.008%	0.001%	0.000%	1-2	0.035%	0.024%	0.006%	0.002%	0.002%
2-3	0.050%	0.044%	0.006%	0.000%	0.000%	2-3	0.030%	0.017%	0.009%	0.003%	0.000%
3-4	0.059%	0.045%	0.013%	0.000%	0.000%	3-4	0.043%	0.036%	0.003%	0.003%	0.001%
4-5	0.064%	0.051%	0.013%	0.000%	0.000%	4-5	0.035%	0.024%	0.006%	0.003%	0.001%
5-6	0.070%	0.054%	0.015%	0.000%	0.000%	5-6	0.052%	0.037%	0.007%	0.006%	0.002%
6-7	0.098%	0.086%	0.012%	0.000%	0.000%	6-7	0.092%	0.071%	0.006%	0.013%	0.002%
7-8	0.146%	0.135%	0.009%	0.002%	0.000%	7-8	0.107%	0.078%	0.010%	0.014%	0.004%
8-9	0.194%	0.182%	0.010%	0.002%	0.000%	8-9	0.125%	0.098%	0.011%	0.013%	0.003%
9-10	0.109%	0.105%	0.004%	0.000%	0.000%	9-10	0.056%	0.043%	0.006%	0.006%	0.001%
10-11	0.092%	0.083%	0.008%	0.001%	0.000%	10-11	0.049%	0.039%	0.004%	0.004%	0.002%
11-12	0.097%	0.087%	0.009%	0.001%	0.000%	11-12	0.053%	0.039%	0.005%	0.008%	0.001%
12-13	0.097%	0.093%	0.003%	0.000%	0.001%	12-13	0.072%	0.048%	0.007%	0.014%	0.002%
13-14	0.115%	0.105%	0.010%	0.000%	0.000%	13-14	0.088%	0.070%	0.011%	0.006%	0.000%
14-15	0.107%	0.097%	0.010%	0.000%	0.000%	14-15	0.100%	0.084%	0.009%	0.004%	0.002%
15-16	0.112%	0.094%	0.018%	0.000%	0.000%	15-16	0.133%	0.104%	0.018%	0.010%	0.001%
16-17	0.122%	0.113%	0.009%	0.000%	0.000%	16-17	0.141%	0.110%	0.023%	0.006%	0.002%
17-18	0.178%	0.170%	0.007%	0.001%	0.000%	17-18	0.159%	0.132%	0.017%	0.009%	0.000%
18-19	0.150%	0.145%	0.006%	0.000%	0.000%	18-19	0.122%	0.096%	0.017%	0.006%	0.002%
19-20	0.087%	0.075%	0.012%	0.000%	0.000%	19-20	0.069%	0.058%	0.009%	0.001%	0.000%
20-21	0.103%	0.087%	0.014%	0.001%	0.000%	20-21	0.062%	0.044%	0.015%	0.002%	0.001%
21-22	0.096%	0.084%	0.007%	0.006%	0.000%	21-22	0.086%	0.054%	0.020%	0.007%	0.005%
22-23	0.107%	0.093%	0.012%	0.002%	0.000%	22-23	0.079%	0.054%	0.017%	0.007%	0.002%
23-24	0.092%	0.075%	0.012%	0.004%	0.000%	23-24	0.060%	0.040%	0.014%	0.005%	0.001%

For Segments 693-711 | For Segments 712-736

For Segments 737-741						For Segments 742-748					
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.026%	0.020%	0.006%	0.000%	0.000%	0-1	0.015%	0.010%	0.006%	0.000%	0.000%
1-2	0.017%	0.013%	0.004%	0.000%	0.000%	1-2	0.012%	0.010%	0.002%	0.000%	0.000%
2-3	0.011%	0.011%	0.000%	0.000%	0.000%	2-3	0.010%	0.010%	0.000%	0.000%	0.000%
3-4	0.011%	0.009%	0.002%	0.000%	0.000%	3-4	0.006%	0.006%	0.000%	0.000%	0.000%
4-5	0.011%	0.011%	0.000%	0.000%	0.000%	4-5	0.010%	0.006%	0.004%	0.000%	0.000%
5-6	0.017%	0.011%	0.006%	0.000%	0.000%	5-6	0.012%	0.008%	0.004%	0.000%	0.000%
6-7	0.028%	0.024%	0.004%	0.000%	0.000%	6-7	0.027%	0.019%	0.008%	0.000%	0.000%
7-8	0.033%	0.026%	0.007%	0.000%	0.000%	7-8	0.021%	0.017%	0.004%	0.000%	0.000%
8-9	0.026%	0.018%	0.007%	0.000%	0.000%	8-9	0.035%	0.031%	0.004%	0.000%	0.000%
9-10	0.011%	0.007%	0.004%	0.000%	0.000%	9-10	0.010%	0.008%	0.002%	0.000%	0.000%
10-11	0.018%	0.017%	0.002%	0.000%	0.000%	10-11	0.021%	0.013%	0.008%	0.000%	0.000%
11-12	0.017%	0.013%	0.004%	0.000%	0.000%	11-12	0.023%	0.021%	0.002%	0.000%	0.000%
12-13	0.018%	0.015%	0.004%	0.000%	0.000%	12-13	0.021%	0.019%	0.002%	0.000%	0.000%
13-14	0.033%	0.022%	0.011%	0.000%	0.000%	13-14	0.048%	0.021%	0.027%	0.000%	0.000%
14-15	0.035%	0.026%	0.007%	0.002%	0.000%	14-15	0.058%	0.033%	0.023%	0.002%	0.000%
15-16	0.040%	0.029%	0.011%	0.000%	0.000%	15-16	0.050%	0.025%	0.025%	0.000%	0.000%
16-17	0.040%	0.031%	0.009%	0.000%	0.000%	16-17	0.021%	0.013%	0.008%	0.000%	0.000%
17-18	0.022%	0.018%	0.004%	0.000%	0.000%	17-18	0.036%	0.021%	0.015%	0.000%	0.000%
18-19	0.037%	0.017%	0.020%	0.000%	0.000%	18-19	0.029%	0.015%	0.013%	0.000%	0.000%
19-20	0.031%	0.028%	0.004%	0.000%	0.000%	19-20	0.025%	0.015%	0.010%	0.000%	0.000%
20-21	0.020%	0.011%	0.009%	0.000%	0.000%	20-21	0.033%	0.019%	0.010%	0.004%	0.000%
21-22	0.024%	0.022%	0.002%	0.000%	0.000%	21-22	0.021%	0.013%	0.008%	0.000%	0.000%
22-23	0.020%	0.017%	0.004%	0.000%	0.000%	22-23	0.017%	0.013%	0.004%	0.000%	0.000%
23-24	0.022%	0.013%	0.009%	0.000%	0.000%	23-24	0.008%	0.004%	0.002%	0.002%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
	For Segments 749-751						For Segments 752-755				
0-1	0.007%	0.007%	0.000%	0.000%	0.000%	0-1	0.012%	0.007%	0.003%	0.002%	0.000%
1-2	0.004%	0.004%	0.000%	0.000%	0.000%	1-2	0.010%	0.005%	0.000%	0.005%	0.000%
2-3	0.018%	0.014%	0.004%	0.000%	0.000%	2-3	0.012%	0.008%	0.002%	0.002%	0.000%
3-4	0.007%	0.007%	0.000%	0.000%	0.000%	3-4	0.018%	0.015%	0.002%	0.002%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.017%	0.013%	0.000%	0.003%	0.000%
5-6	0.004%	0.004%	0.000%	0.000%	0.000%	5-6	0.017%	0.010%	0.003%	0.000%	0.003%
6-7	0.036%	0.032%	0.004%	0.000%	0.000%	6-7	0.023%	0.013%	0.003%	0.007%	0.000%
7-8	0.025%	0.014%	0.011%	0.000%	0.000%	7-8	0.036%	0.026%	0.003%	0.007%	0.000%
8-9	0.018%	0.014%	0.004%	0.000%	0.000%	8-9	0.023%	0.015%	0.003%	0.005%	0.000%
9-10	0.021%	0.018%	0.004%	0.000%	0.000%	9-10	0.020%	0.018%	0.000%	0.002%	0.000%
10-11	0.011%	0.011%	0.000%	0.000%	0.000%	10-11	0.020%	0.018%	0.000%	0.002%	0.000%
11-12	0.014%	0.011%	0.004%	0.000%	0.000%	11-12	0.040%	0.025%	0.013%	0.000%	0.002%
12-13	0.014%	0.011%	0.004%	0.000%	0.000%	12-13	0.023%	0.020%	0.002%	0.002%	0.000%
13-14	0.021%	0.021%	0.000%	0.000%	0.000%	13-14	0.043%	0.028%	0.012%	0.002%	0.002%
14-15	0.046%	0.046%	0.000%	0.000%	0.000%	14-15	0.033%	0.023%	0.005%	0.005%	0.000%
15-16	0.029%	0.018%	0.011%	0.000%	0.000%	15-16	0.033%	0.020%	0.008%	0.005%	0.000%
16-17	0.054%	0.025%	0.029%	0.000%	0.000%	16-17	0.033%	0.025%	0.007%	0.002%	0.000%
17-18	0.039%	0.029%	0.011%	0.000%	0.000%	17-18	0.046%	0.030%	0.013%	0.003%	0.000%
18-19	0.032%	0.032%	0.000%	0.000%	0.000%	18-19	0.031%	0.025%	0.003%	0.003%	0.000%
19-20	0.018%	0.014%	0.004%	0.000%	0.000%	19-20	0.025%	0.012%	0.007%	0.005%	0.002%
20-21	0.036%	0.021%	0.014%	0.000%	0.000%	20-21	0.026%	0.020%	0.007%	0.000%	0.000%
21-22	0.021%	0.021%	0.000%	0.000%	0.000%	21-22	0.025%	0.013%	0.003%	0.007%	0.002%
22-23	0.021%	0.014%	0.007%	0.000%	0.000%	22-23	0.025%	0.020%	0.002%	0.002%	0.002%
23-24	0.014%	0.011%	0.004%	0.000%	0.000%	23-24	0.012%	0.008%	0.000%	0.003%	0.000%

	For Segments 756-759						For Segments 760-769				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.015%	0.011%	0.000%	0.000%	0.004%	0-1	0.014%	0.010%	0.003%	0.001%	0.000%
1-2	0.031%	0.022%	0.000%	0.009%	0.000%	1-2	0.015%	0.013%	0.003%	0.000%	0.000%
2-3	0.013%	0.011%	0.000%	0.002%	0.000%	2-3	0.015%	0.013%	0.003%	0.000%	0.000%
3-4	0.009%	0.002%	0.002%	0.004%	0.000%	3-4	0.015%	0.010%	0.005%	0.000%	0.000%
4-5	0.000%	0.000%	0.000%	0.000%	0.000%	4-5	0.008%	0.008%	0.000%	0.000%	0.000%
5-6	0.024%	0.018%	0.004%	0.002%	0.000%	5-6	0.011%	0.004%	0.008%	0.000%	0.000%
6-7	0.029%	0.015%	0.004%	0.009%	0.000%	6-7	0.015%	0.014%	0.001%	0.000%	0.000%
7-8	0.020%	0.018%	0.000%	0.002%	0.000%	7-8	0.018%	0.011%	0.006%	0.000%	0.000%
8-9	0.031%	0.026%	0.000%	0.004%	0.000%	8-9	0.015%	0.013%	0.003%	0.000%	0.000%
9-10	0.009%	0.004%	0.000%	0.004%	0.000%	9-10	0.016%	0.011%	0.005%	0.000%	0.000%
10-11	0.020%	0.015%	0.000%	0.000%	0.004%	10-11	0.020%	0.019%	0.001%	0.000%	0.000%
11-12	0.018%	0.013%	0.004%	0.000%	0.000%	11-12	0.024%	0.018%	0.006%	0.000%	0.000%
12-13	0.018%	0.011%	0.002%	0.004%	0.000%	12-13	0.030%	0.030%	0.000%	0.000%	0.000%
13-14	0.024%	0.015%	0.004%	0.002%	0.002%	13-14	0.016%	0.015%	0.001%	0.000%	0.000%
14-15	0.026%	0.004%	0.013%	0.000%	0.009%	14-15	0.024%	0.018%	0.004%	0.003%	0.000%
15-16	0.035%	0.029%	0.004%	0.000%	0.002%	15-16	0.021%	0.016%	0.004%	0.001%	0.000%
16-17	0.029%	0.011%	0.018%	0.000%	0.000%	16-17	0.026%	0.020%	0.006%	0.000%	0.000%
17-18	0.018%	0.007%	0.009%	0.002%	0.000%	17-18	0.019%	0.014%	0.003%	0.001%	0.001%
18-19	0.024%	0.020%	0.004%	0.000%	0.000%	18-19	0.014%	0.011%	0.003%	0.000%	0.000%
19-20	0.022%	0.018%	0.002%	0.000%	0.002%	19-20	0.010%	0.008%	0.001%	0.001%	0.000%
20-21	0.015%	0.011%	0.002%	0.002%	0.000%	20-21	0.015%	0.009%	0.006%	0.000%	0.000%
21-22	0.013%	0.007%	0.002%	0.002%	0.002%	21-22	0.010%	0.009%	0.000%	0.001%	0.000%
22-23	0.022%	0.015%	0.000%	0.004%	0.002%	22-23	0.015%	0.011%	0.004%	0.000%	0.000%
23-24	0.011%	0.007%	0.000%	0.002%	0.002%	23-24	0.009%	0.008%	0.001%	0.000%	0.000%

Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
			For Segments 770-771						For Segments 772-778		
0-1	0.022%	0.015%	0.004%	0.004%	0.000%	0-1	0.009%	0.009%	0.000%	0.000%	0.000%
1-2	0.011%	0.007%	0.000%	0.004%	0.000%	1-2	0.010%	0.008%	0.003%	0.000%	0.000%
2-3	0.018%	0.015%	0.000%	0.000%	0.004%	2-3	0.004%	0.004%	0.000%	0.000%	0.000%
3-4	0.004%	0.004%	0.000%	0.000%	0.000%	3-4	0.014%	0.014%	0.000%	0.000%	0.000%
4-5	0.026%	0.015%	0.004%	0.007%	0.000%	4-5	0.008%	0.008%	0.000%	0.000%	0.000%
5-6	0.007%	0.007%	0.000%	0.000%	0.000%	5-6	0.005%	0.005%	0.000%	0.000%	0.000%
6-7	0.029%	0.022%	0.000%	0.000%	0.007%	6-7	0.017%	0.013%	0.004%	0.000%	0.000%
7-8	0.011%	0.007%	0.000%	0.000%	0.004%	7-8	0.013%	0.010%	0.003%	0.000%	0.000%
8-9	0.022%	0.018%	0.004%	0.000%	0.000%	8-9	0.022%	0.020%	0.003%	0.000%	0.000%
9-10	0.011%	0.004%	0.000%	0.004%	0.004%	9-10	0.014%	0.014%	0.000%	0.000%	0.000%
10-11	0.044%	0.015%	0.004%	0.026%	0.000%	10-11	0.021%	0.020%	0.001%	0.000%	0.000%
11-12	0.048%	0.026%	0.004%	0.015%	0.004%	11-12	0.016%	0.013%	0.003%	0.000%	0.000%
12-13	0.055%	0.037%	0.000%	0.018%	0.000%	12-13	0.018%	0.017%	0.001%	0.000%	0.000%
13-14	0.044%	0.018%	0.004%	0.022%	0.000%	13-14	0.013%	0.013%	0.000%	0.000%	0.000%
14-15	0.040%	0.026%	0.000%	0.015%	0.000%	14-15	0.024%	0.016%	0.008%	0.000%	0.000%
15-16	0.044%	0.022%	0.004%	0.015%	0.004%	15-16	0.033%	0.029%	0.004%	0.000%	0.000%
16-17	0.040%	0.022%	0.007%	0.011%	0.000%	16-17	0.022%	0.014%	0.008%	0.000%	0.000%
17-18	0.037%	0.007%	0.000%	0.026%	0.004%	17-18	0.020%	0.014%	0.004%	0.001%	0.000%
18-19	0.022%	0.015%	0.004%	0.000%	0.004%	18-19	0.021%	0.016%	0.005%	0.000%	0.000%
19-20	0.007%	0.004%	0.004%	0.000%	0.000%	19-20	0.012%	0.010%	0.001%	0.000%	0.000%
20-21	0.018%	0.018%	0.000%	0.000%	0.000%	20-21	0.009%	0.007%	0.003%	0.000%	0.000%
21-22	0.022%	0.011%	0.000%	0.011%	0.000%	21-22	0.008%	0.008%	0.000%	0.000%	0.000%
22-23	0.018%	0.007%	0.000%	0.011%	0.000%	22-23	0.013%	0.009%	0.004%	0.000%	0.000%
23-24	0.022%	0.004%	0.000%	0.018%	0.000%	23-24	0.018%	0.016%	0.003%	0.000%	0.000%

	For Segments 779-787						For Segments 788-798				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.010%	0.005%	0.005%	0.000%	0.000%	0-1	0.028%	0.016%	0.012%	0.000%	0.000%
1-2	0.013%	0.013%	0.000%	0.000%	0.000%	1-2	0.044%	0.024%	0.004%	0.012%	0.004%
2-3	0.026%	0.018%	0.008%	0.000%	0.000%	2-3	0.036%	0.032%	0.000%	0.004%	0.000%
3-4	0.016%	0.016%	0.000%	0.000%	0.000%	3-4	0.040%	0.012%	0.012%	0.016%	0.000%
4-5	0.008%	0.005%	0.003%	0.000%	0.000%	4-5	0.016%	0.012%	0.004%	0.000%	0.000%
5-6	0.005%	0.003%	0.000%	0.003%	0.000%	5-6	0.036%	0.020%	0.012%	0.000%	0.004%
6-7	0.016%	0.013%	0.003%	0.000%	0.000%	6-7	0.071%	0.040%	0.020%	0.012%	0.000%
7-8	0.041%	0.039%	0.003%	0.000%	0.000%	7-8	0.095%	0.052%	0.020%	0.020%	0.004%
8-9	0.031%	0.021%	0.010%	0.000%	0.000%	8-9	0.075%	0.055%	0.012%	0.004%	0.004%
9-10	0.023%	0.018%	0.005%	0.000%	0.000%	9-10	0.071%	0.044%	0.008%	0.020%	0.000%
10-11	0.026%	0.021%	0.005%	0.000%	0.000%	10-11	0.095%	0.059%	0.016%	0.016%	0.004%
11-12	0.036%	0.026%	0.010%	0.000%	0.000%	11-12	0.147%	0.083%	0.012%	0.044%	0.008%
12-13	0.047%	0.026%	0.021%	0.000%	0.000%	12-13	0.103%	0.075%	0.012%	0.016%	0.000%
13-14	0.049%	0.036%	0.013%	0.000%	0.000%	13-14	0.107%	0.079%	0.012%	0.016%	0.000%
14-15	0.036%	0.016%	0.021%	0.000%	0.000%	14-15	0.159%	0.087%	0.020%	0.032%	0.020%
15-16	0.052%	0.026%	0.026%	0.000%	0.000%	15-16	0.190%	0.111%	0.055%	0.020%	0.004%
16-17	0.070%	0.044%	0.026%	0.000%	0.000%	16-17	0.162%	0.103%	0.036%	0.024%	0.000%
17-18	0.073%	0.057%	0.016%	0.000%	0.000%	17-18	0.143%	0.091%	0.036%	0.012%	0.004%
18-19	0.057%	0.034%	0.023%	0.000%	0.000%	18-19	0.095%	0.063%	0.012%	0.016%	0.004%
19-20	0.047%	0.026%	0.021%	0.000%	0.000%	19-20	0.063%	0.040%	0.016%	0.004%	0.004%
20-21	0.010%	0.008%	0.003%	0.000%	0.000%	20-21	0.063%	0.036%	0.008%	0.020%	0.000%
21-22	0.018%	0.016%	0.003%	0.000%	0.000%	21-22	0.052%	0.036%	0.004%	0.012%	0.000%
22-23	0.021%	0.021%	0.000%	0.000%	0.000%	22-23	0.059%	0.028%	0.008%	0.020%	0.004%
23-24	0.013%	0.010%	0.003%	0.000%	0.000%	23-24	0.024%	0.016%	0.004%	0.004%	0.000%

	For Segments 799-802						For Segments 803-805				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.013%	0.013%	0.000%	0.000%	0.000%	0-1	0.007%	0.007%	0.000%	0.000%	0.000%
1-2	0.000%	0.000%	0.000%	0.000%	0.000%	1-2	0.007%	0.007%	0.000%	0.000%	0.000%
2-3	0.004%	0.004%	0.000%	0.000%	0.000%	2-3	0.015%	0.015%	0.000%	0.000%	0.000%
3-4	0.000%	0.000%	0.000%	0.000%	0.000%	3-4	0.007%	0.007%	0.000%	0.000%	0.000%
4-5	0.009%	0.009%	0.000%	0.000%	0.000%	4-5	0.007%	0.007%	0.000%	0.000%	0.000%
5-6	0.009%	0.000%	0.009%	0.000%	0.000%	5-6	0.000%	0.000%	0.000%	0.000%	0.000%
6-7	0.031%	0.027%	0.000%	0.004%	0.000%	6-7	0.011%	0.004%	0.007%	0.000%	0.000%
7-8	0.013%	0.004%	0.000%	0.009%	0.000%	7-8	0.007%	0.004%	0.004%	0.000%	0.000%
8-9	0.027%	0.027%	0.000%	0.000%	0.000%	8-9	0.004%	0.004%	0.000%	0.000%	0.000%
9-10	0.022%	0.018%	0.000%	0.004%	0.000%	9-10	0.000%	0.000%	0.000%	0.000%	0.000%
10-11	0.018%	0.009%	0.004%	0.004%	0.000%	10-11	0.004%	0.004%	0.000%	0.000%	0.000%
11-12	0.027%	0.013%	0.000%	0.009%	0.004%	11-12	0.015%	0.015%	0.000%	0.000%	0.000%
12-13	0.022%	0.013%	0.004%	0.004%	0.000%	12-13	0.007%	0.007%	0.000%	0.000%	0.000%
13-14	0.031%	0.027%	0.004%	0.000%	0.000%	13-14	0.019%	0.015%	0.004%	0.000%	0.000%
14-15	0.013%	0.004%	0.009%	0.000%	0.000%	14-15	0.011%	0.011%	0.000%	0.000%	0.000%
15-16	0.053%	0.027%	0.018%	0.009%	0.000%	15-16	0.004%	0.004%	0.000%	0.000%	0.000%
16-17	0.040%	0.031%	0.000%	0.009%	0.000%	16-17	0.015%	0.015%	0.000%	0.000%	0.000%
17-18	0.018%	0.009%	0.004%	0.004%	0.000%	17-18	0.007%	0.004%	0.004%	0.000%	0.000%
18-19	0.027%	0.027%	0.000%	0.000%	0.000%	18-19	0.007%	0.007%	0.000%	0.000%	0.000%
19-20	0.004%	0.004%	0.000%	0.000%	0.000%	19-20	0.007%	0.007%	0.000%	0.000%	0.000%
20-21	0.009%	0.009%	0.000%	0.000%	0.000%	20-21	0.004%	0.004%	0.000%	0.000%	0.000%
21-22	0.009%	0.004%	0.000%	0.004%	0.000%	21-22	0.000%	0.000%	0.000%	0.000%	0.000%
22-23	0.027%	0.009%	0.004%	0.009%	0.004%	22-23	0.004%	0.004%	0.000%	0.000%	0.000%
23-24	0.018%	0.009%	0.004%	0.004%	0.000%	23-24	0.000%	0.000%	0.000%	0.000%	0.000%

	For Segments 806-815						For Segments 816-825				
Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)	Hour	Probability of Incident/ lane mile	Probability of Incident/ lane mile (no rain, no workzone)	Probability of Incident/ lane mile (rain, no workzone)	Probability of Incident/ lane mile (no rain, workzone)	Probability of Incident/ lane mile (rain, workzone)
0-1	0.034%	0.020%	0.013%	0.000%	0.000%	0-1	0.017%	0.011%	0.006%	0.000%	0.000%
1-2	0.027%	0.027%	0.000%	0.000%	0.000%	1-2	0.011%	0.011%	0.000%	0.000%	0.000%
2-3	0.047%	0.040%	0.007%	0.000%	0.000%	2-3	0.031%	0.025%	0.006%	0.000%	0.000%
3-4	0.020%	0.013%	0.007%	0.000%	0.000%	3-4	0.011%	0.008%	0.003%	0.000%	0.000%
4-5	0.007%	0.007%	0.000%	0.000%	0.000%	4-5	0.014%	0.008%	0.003%	0.003%	0.000%
5-6	0.000%	0.000%	0.000%	0.000%	0.000%	5-6	0.022%	0.020%	0.003%	0.000%	0.000%
6-7	0.034%	0.013%	0.020%	0.000%	0.000%	6-7	0.022%	0.022%	0.000%	0.000%	0.000%
7-8	0.047%	0.047%	0.000%	0.000%	0.000%	7-8	0.062%	0.042%	0.020%	0.000%	0.000%
8-9	0.047%	0.047%	0.000%	0.000%	0.000%	8-9	0.039%	0.028%	0.011%	0.000%	0.000%
9-10	0.054%	0.047%	0.007%	0.000%	0.000%	9-10	0.034%	0.025%	0.008%	0.000%	0.000%
10-11	0.047%	0.034%	0.013%	0.000%	0.000%	10-11	0.034%	0.022%	0.011%	0.000%	0.000%
11-12	0.061%	0.054%	0.007%	0.000%	0.000%	11-12	0.036%	0.034%	0.003%	0.000%	0.000%
12-13	0.061%	0.054%	0.007%	0.000%	0.000%	12-13	0.034%	0.022%	0.011%	0.000%	0.000%
13-14	0.061%	0.061%	0.000%	0.000%	0.000%	13-14	0.020%	0.014%	0.006%	0.000%	0.000%
14-15	0.074%	0.061%	0.013%	0.000%	0.000%	14-15	0.045%	0.039%	0.006%	0.000%	0.000%
15-16	0.148%	0.121%	0.027%	0.000%	0.000%	15-16	0.036%	0.025%	0.008%	0.003%	0.000%
16-17	0.094%	0.081%	0.013%	0.000%	0.000%	16-17	0.053%	0.045%	0.008%	0.000%	0.000%
17-18	0.067%	0.054%	0.013%	0.000%	0.000%	17-18	0.053%	0.042%	0.011%	0.000%	0.000%
18-19	0.047%	0.034%	0.013%	0.000%	0.000%	18-19	0.034%	0.031%	0.003%	0.000%	0.000%
19-20	0.020%	0.013%	0.007%	0.000%	0.000%	19-20	0.014%	0.011%	0.003%	0.000%	0.000%
20-21	0.020%	0.013%	0.007%	0.000%	0.000%	20-21	0.020%	0.020%	0.000%	0.000%	0.000%
21-22	0.040%	0.027%	0.013%	0.000%	0.000%	21-22	0.025%	0.017%	0.006%	0.003%	0.000%
22-23	0.020%	0.007%	0.013%	0.000%	0.000%	22-23	0.025%	0.020%	0.003%	0.003%	0.000%
23-24	0.047%	0.034%	0.013%	0.000%	0.000%	23-24	0.039%	0.031%	0.008%	0.000%	0.000%