

## **Appendix A Framework Scenario Data**

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## OPERATIONAL MEASURES ON I880 (Excluding Ramps)

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total VMT	Rural	234,017	234,017	235,492	235,492	235,492	235,492
	% Difference						
	Residential	1,181,925	1,181,925	1,187,774	1,187,774	1,187,774	1,187,774
	% Difference						
Total	Total	1,415,942	1,415,942	1,423,266	1,423,266	1,423,266	1,423,266
	% Difference						
	Total	300,099	300,099	302,049	302,049	302,049	302,049
	% Difference						
Total Volume	Residential	2,119,026	2,119,026	2,129,268	2,129,268	2,129,268	2,129,268
	% Difference						
	Total	2,419,125	2,419,125	2,431,317	2,431,317	2,431,317	2,431,317
	% Difference						
Average Speed (MPH)	Rural	44.9	42.7	50.3	49.9	49.9	50.0
	% Difference		-4.9%	12.2%	11.3%	11.3%	11.4%
	Residential	47.9	47.5	48.8	48.6	48.6	48.6
	% Difference			1.9%	1.4%	1.4%	1.3%
Total	Total	47.6	47.0	49.0	48.8	48.8	48.7
	% Difference		-1.3%	3.0%	2.5%	2.5%	2.4%
	Total	2,269	2,762	763	804	803	797
	% Difference		21.7%	-66.4%	-64.6%	-64.6%	-64.9%
Total VHD	Residential	3,585	4,012	2,810	2,842	2,835	2,871
	% Difference		11.9%	-21.6%	-20.7%	-20.9%	-19.9%
	Total	5,854	6,774	3,573	3,646	3,638	3,668
	% Difference		15.7%	-39.0%	-37.7%	-37.9%	-37.3%
Total Fuel (Gal)	Rural	3,868	4,052	3,701	3,864	3,870	3,797
	% Difference		4.8%	-4.3%			-1.8%
	Residential	36,487	36,784	37,693	37,720	37,580	37,310
	% Difference			3.3%	3.4%	3.0%	2.3%
Total	Total	40,355	40,836	41,394	41,584	41,450	41,107
	% Difference		1.2%	2.6%	3.0%	2.7%	1.9%

Note: Percent differences are omitted if the value is less than or equal to 1.0%

### SAFETY MEASURES ON I880 (Excluding Ramps)

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total Injury (accidents / million veh mi)	Rural	.0389	.0385	.0386	.0379	.0422	.0415
	% Difference		-1.0%		-2.4%	8.7%	6.7%
	Residential	.4449	.4433	.4707	.4638	.4825	.4628
	% Difference			5.8%	4.2%	4.0%	4.0%
	<b>Total</b>	<b>.4838</b>	<b>.4818</b>	<b>.5092</b>	<b>.5017</b>	<b>.5047</b>	<b>.5043</b>
	<b>% Difference</b>			<b>5.3%</b>	<b>3.7%</b>	<b>4.3%</b>	<b>4.2%</b>
Total PDO (accidents / million veh mi)	Rural	.0646	.0634	.065	.0637	.0704	.0692
	% Difference		-2.0%		-1.4%	8.9%	7.0%
	Residential	.7418	.7431	.7861	.7783	.7755	.774
	% Difference			6.0%	4.9%	4.5%	4.3%
	<b>Total</b>	<b>.8064</b>	<b>.8064</b>	<b>.8512</b>	<b>.8421</b>	<b>.8459</b>	<b>.8432</b>
	<b>% Difference</b>			<b>5.5%</b>	<b>4.4%</b>	<b>4.9%</b>	<b>4.6%</b>
Total Accident (accidents / million veh mi)	Rural	.1035	.1018	.1036	.1017	.1126	.1106
	% Difference		-1.6%		-1.8%	8.8%	6.9%
	Residential	1.1867	1.1864	1.2568	1.2421	1.238	1.2368
	% Difference			5.9%	4.7%	4.3%	4.2%
	<b>Total</b>	<b>1.2902</b>	<b>1.2882</b>	<b>1.3604</b>	<b>1.3438</b>	<b>1.3507</b>	<b>1.3475</b>
	<b>% Difference</b>			<b>5.4%</b>	<b>4.2%</b>	<b>4.7%</b>	<b>4.4%</b>

Note: Percent differences are omitted if the value is less than or equal to 1.0%

## EMISSIONS MEASURES ON I880 (Excluding Ramps)

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total CO {Mobile} (Kg)	Rural	904	1,018	736	768	769	754
	% Difference		12.6%	-18.6%	-15.0%	-15.0%	-16.6%
	Residential	7,646	7,768	7,698	7,695	7,672	7,618
	% Difference		1.6%				
	<b>Total</b>	<b>8,550</b>	<b>8,786</b>	<b>8,434</b>	<b>8,463</b>	<b>8,441</b>	<b>8,372</b>
	% Difference		2.8%	-1.4%	-1.0%	-1.3%	-2.1%
Total CO {EMFAC} (Kg)	Rural	461	520	384	399	399	392
	% Difference		12.9%	-16.6%	-13.4%	-13.3%	-14.9%
	Residential	3,820	3,872	3,894	3,873	3,862	3,832
	% Difference		1.4%	1.9%	1.4%	1.1%	
	<b>Total</b>	<b>4,281</b>	<b>4,392</b>	<b>4,278</b>	<b>4,272</b>	<b>4,262</b>	<b>4,224</b>
	% Difference		2.6%				-1.3%
Total HC {Mobile} (Kg)	Rural	71	80	56	59	59	58
	% Difference		12.9%	-20.3%	-16.7%	-16.6%	-18.2%
	Residential	575	584	575	576	574	570
	% Difference		1.7%				
	<b>Total</b>	<b>645</b>	<b>664</b>	<b>632</b>	<b>635</b>	<b>633</b>	<b>628</b>
	% Difference		2.9%	-2.1%	-1.6%	-1.9%	-2.7%
Total HC {EMFAC} (Kg)	Rural	36	40	29	31	31	30
	% Difference		10.4%	-20.0%	-15.7%	-15.6%	-17.3%
	Residential	305	310	301	304	303	301
	% Difference		1.7%	-1.1%			-1.3%
	<b>Total</b>	<b>341</b>	<b>350</b>	<b>330</b>	<b>334</b>	<b>333</b>	<b>331</b>
	% Difference		2.7%	-3.1%	-2.0%	-2.3%	-3.0%
Total NOx {Mobile} (Kg)	Rural	196	197	215	220	220	216
	% Difference			9.7%	12.4%	12.5%	10.6%
	Residential	1,825	1,825	1,974	1,938	1,935	1,915
	% Difference			8.2%	6.2%	6.0%	4.9%
	<b>Total</b>	<b>2,020</b>	<b>2,022</b>	<b>2,188</b>	<b>2,158</b>	<b>2,155</b>	<b>2,131</b>
	% Difference			8.3%	6.8%	6.7%	5.5%
Total NOx {EMFAC} (Kg)	Rural	90	92	102	104	104	103
	% Difference		1.9%	13.0%	15.4%	15.5%	13.5%
	Residential	870	868	957	935	933	924
	% Difference			10.0%	7.5%	7.3%	6.2%
	<b>Total</b>	<b>960</b>	<b>960</b>	<b>1,059</b>	<b>1,040</b>	<b>1,038</b>	<b>1,026</b>
	% Difference			10.3%	8.3%	8.0%	6.9%

Note: Percent differences are omitted if the value is less than or equal to 1.0%

Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3

## OPERATIONAL MEASURES ON PARALLEL ARTERIALS

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total VMT	Residential	131,195	131,799	130,467	131,176	130,994	130,841
	% Difference						
	OCBD	89,269	90,703	89,187	89,305	90,700	89,047
	% Difference		1.6%			1.6%	
	<b>Total</b>	<b>220,464</b>	<b>222,503</b>	<b>219,655</b>	<b>220,481</b>	<b>221,694</b>	<b>219,888</b>
	% Difference						
Total Volume	Residential	390,205	391,766	387,718	389,857	389,327	389,081
	% Difference						
	OCBD	515,937	523,790	515,732	516,795	523,858	513,827
	% Difference		1.5%			1.5%	
	<b>Total</b>	<b>906,142</b>	<b>915,556</b>	<b>903,450</b>	<b>906,652</b>	<b>913,185</b>	<b>902,908</b>
	% Difference		1.0%				
Average Speed (MPH)	Residential	23.7	24.4	24.0	23.8	24.6	24.8
	% Difference		3.0%	1.5%		3.7%	4.8%
	OCBD	18.4	19.0	18.6	18.5	18.7	19.1
	% Difference		3.5%			1.6%	4.0%
	<b>Total</b>	<b>20.7</b>	<b>21.4</b>	<b>21.0</b>	<b>20.9</b>	<b>21.3</b>	<b>21.7</b>
	% Difference		3.3%	1.2%		2.6%	4.4%
Total VHD	Residential	1,400	1,218	1,230	1,255	1,002	986
	% Difference		-13.0%	-12.1%	-10.4%	-28.5%	-29.6%
	OCBD	2,351	1,730	2,104	2,031	2,051	1,842
	% Difference		-26.4%	-10.5%	-13.6%	-12.8%	-21.7%
	<b>Total</b>	<b>3,752</b>	<b>2,948</b>	<b>3,334</b>	<b>3,285</b>	<b>3,053</b>	<b>2,827</b>
	% Difference		-21.4%	-11.1%	-12.4%	-18.6%	-24.6%
Total Fuel (Gal)	Residential	1,665	1,774	1,448	1,494	1,559	1,524
	% Difference		6.5%	-13.0%	-10.3%	-6.4%	-8.5%
	OCBD	2,265	2,257	2,269	2,296	2,525	2,445
	% Difference				1.4%	11.5%	7.9%
	<b>Total</b>	<b>3,930</b>	<b>4,031</b>	<b>3,717</b>	<b>3,790</b>	<b>4,084</b>	<b>3,969</b>
	% Difference		2.6%	-5.4%	-3.6%	3.9%	

Note: Percent differences are omitted if the value is less than or equal to 1.0%

### SAFETY MEASURES ON PARALLEL ARTERIALS

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total Injury (accidents / million veh mi)	Residential	.0432	.045	.0391	.04	.0414	.0392
	% Difference		4.1%	-9.5%	-7.4%	-4.2%	-9.4%
	OCBD	.0486	.0512	.0481	.0485	.0532	.0518
	% Difference		5.2%	-1.1%		9.4%	6.6%
	<b>Total</b>	<b>.0919</b>	<b>.0962</b>	<b>.0872</b>	<b>.0886</b>	<b>.0946</b>	<b>.091</b>
	<b>% Difference</b>		<b>4.7%</b>	<b>-5.0%</b>	<b>-3.6%</b>	<b>3.0%</b>	
Total PDO (accidents / million veh mi)	Residential	.0601	.0626	.0546	.0562	.059	.0548
	% Difference		4.1%	-9.2%	-6.6%	-1.8%	-8.9%
	OCBD	.0676	.0717	.0669	.0694	.0741	.0739
	% Difference		6.2%	-1.0%	2.7%	9.7%	8.5%
	<b>Total</b>	<b>.1277</b>	<b>.1343</b>	<b>.1214</b>	<b>.1255</b>	<b>.1331</b>	<b>.128</b>
	<b>% Difference</b>		<b>5.2%</b>	<b>-4.9%</b>	<b>-1.7%</b>	<b>4.3%</b>	
Total Accident (accidents / million veh mi)	Residential	.1033	.1076	.0937	.0962	.1004	.0939
	% Difference		4.1%	-9.3%	-6.9%	-2.8%	-9.1%
	OCBD	.1162	.1229	.115	.1179	.1274	.1251
	% Difference		5.8%	-1.0%	1.5%	9.6%	7.7%
	<b>Total</b>	<b>.2195</b>	<b>.2305</b>	<b>.2087</b>	<b>.2141</b>	<b>.2278</b>	<b>.219</b>
	<b>% Difference</b>		<b>5.0%</b>	<b>-4.9%</b>	<b>-2.5%</b>	<b>3.8%</b>	

Note: Percent differences are omitted if the value is less than or equal to 1.0%

## EMISSIONS MEASURES ON PARALLEL ARTERIALS

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total CO {Mobile} (Kg)	Residential	486	517	419	434	447	438
	% Difference		6.4%	-13.8%	-10.7%	-8.0%	-10.0%
	OCBD	761	726	763	769	840	814
	% Difference		-4.6%			10.3%	6.9%
	<b>Total</b>	<b>1,248</b>	<b>1,244</b>	<b>1,182</b>	<b>1,203</b>	<b>1,287</b>	<b>1,252</b>
	% Difference			-5.3%	-3.6%	3.1%	
Total CO {EMFAC} (Kg)	Residential	227	244	195	203	210	204
	% Difference		7.4%	-14.0%	-10.8%	-7.8%	-10.4%
	OCBD	360	342	362	363	397	384
	% Difference		-5.0%			10.2%	6.8%
	<b>Total</b>	<b>587</b>	<b>586</b>	<b>558</b>	<b>565</b>	<b>606</b>	<b>588</b>
	% Difference			-5.0%	-3.7%	3.3%	
Total HC {Mobile} (Kg)	Residential	36	39	31	32	33	33
	% Difference		6.3%	-13.8%	-10.6%	-8.0%	-10.0%
	OCBD	55	53	56	56	61	59
	% Difference		-4.3%		1.0%	10.4%	7.1%
	<b>Total</b>	<b>92</b>	<b>92</b>	<b>87</b>	<b>88</b>	<b>95</b>	<b>92</b>
	% Difference			-5.3%	-3.6%	3.1%	
Total HC {EMFAC} (Kg)	Residential	20	22	17	18	19	18
	% Difference		8.6%	-13.4%	-10.3%	-6.8%	-8.5%
	OCBD	32	30	32	32	35	34
	% Difference		-4.7%			9.8%	6.3%
	<b>Total</b>	<b>51</b>	<b>52</b>	<b>49</b>	<b>49</b>	<b>53</b>	<b>52</b>
	% Difference			-5.0%	-3.8%	3.4%	
Total NOx {Mobile} (Kg)	Residential	52	56	46	48	50	49
	% Difference		6.8%	-11.3%	-9.2%	-4.3%	-6.8%
	OCBD	57	60	56	58	64	62
	% Difference		5.3%		2.0%	12.5%	10.0%
	<b>Total</b>	<b>109</b>	<b>115</b>	<b>103</b>	<b>105</b>	<b>114</b>	<b>111</b>
	% Difference		6.0%	-5.8%	-3.3%	4.5%	1.9%
Total NOx {EMFAC} (Kg)	Residential	24	26	21	22	23	22
	% Difference		6.4%	-12.1%	-9.9%	-5.0%	-8.8%
	OCBD	29	30	29	30	33	32
	% Difference		2.1%		1.9%	12.4%	9.1%
	<b>Total</b>	<b>54</b>	<b>56</b>	<b>51</b>	<b>52</b>	<b>56</b>	<b>54</b>
	% Difference		4.0%	-5.5%	-3.4%	4.5%	1.0%

Note: Percent differences are omitted if the value is less than or equal to 1.0%

**OPERATIONAL MEASURES ON I880 (Including Ramps)**

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total VMT	Rural	241,875	241,875	247,632	247,632	247,632	247,632
	% Difference			2.4%	2.4%	2.4%	2.4%
	Residential	1,215,814	1,215,814	1,234,496	1,234,496	1,234,496	1,234,496
	% Difference			1.5%	1.5%	1.5%	1.5%
	<b>Total</b>	<b>1,457,690</b>	<b>1,457,690</b>	<b>1,482,128</b>	<b>1,482,128</b>	<b>1,482,128</b>	<b>1,482,128</b>
	% Difference			1.7%	1.7%	1.7%	1.7%
Total Volume	Rural	340,059	340,059	367,155	367,155	367,155	367,155
	% Difference			8.0%	8.0%	8.0%	8.0%
	Residential	2,278,326	2,278,326	2,369,028	2,369,028	2,369,028	2,369,028
	% Difference			4.0%	4.0%	4.0%	4.0%
	<b>Total</b>	<b>2,618,385</b>	<b>2,618,385</b>	<b>2,736,183</b>	<b>2,736,183</b>	<b>2,736,183</b>	<b>2,736,183</b>
	% Difference			4.5%	4.5%	4.5%	4.5%
Average Speed (MPH)	Rural	46.4	44.4	51.7	51.4	51.4	51.4
	% Difference		-4.3%	11.5%	10.7%	10.8%	10.9%
	Residential	47.9	47.4	48.6	48.4	48.4	48.3
	% Difference			1.5%	1.1%	1.1%	1.0%
	<b>Total</b>	<b>47.7</b>	<b>47.1</b>	<b>49.0</b>	<b>48.7</b>	<b>48.8</b>	<b>48.7</b>
	% Difference		-1.3%	2.7%	2.1%	2.3%	2.1%
Total VHD	Rural	2,269	2,762	763	804	803	797
	% Difference		21.7%	-66.4%	-64.6%	-64.6%	-64.9%
	Residential	3,669	4,110	2,981	2,987	2,974	3,014
	% Difference		12.0%	-19.3%	-18.6%	-18.9%	-17.8%
	<b>Total</b>	<b>5,938</b>	<b>6,872</b>	<b>3,724</b>	<b>3,791</b>	<b>3,778</b>	<b>3,812</b>
	% Difference		15.7%	-37.3%	-36.2%	-36.4%	-35.8%
Total Fuel (Gal)	Rural	3,913	4,095	3,729	3,891	3,897	3,823
	% Difference		4.7%	-4.7%			-2.3%
	Residential	36,933	37,246	38,178	38,189	38,054	37,770
	% Difference			3.4%	3.4%	3.0%	2.3%
	<b>Total</b>	<b>40,846</b>	<b>41,341</b>	<b>41,907</b>	<b>42,080</b>	<b>41,951</b>	<b>41,593</b>
	% Difference		1.2%	2.6%	3.0%	2.7%	1.8%

Note: Percent differences are omitted if the value is less than or equal to 1.0%

## SAFETY MEASURES ON I880 (Including Ramps)

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total Injury (accidents / million veh mi)	Rural	.0393	.0389	.0388	.0382	.0425	.0417
	% Difference		-1.1%	-1.2%	-2.8%	8.1%	6.2%
	Residential	.4503	.449	.4764	.4693	.468	.4682
	% Difference			5.8%	4.2%	3.9%	4.0%
	<b>Total</b>	<b>.4896</b>	<b>.4879</b>	<b>.5152</b>	<b>.5074</b>	<b>.5105</b>	<b>.51</b>
	% Difference			5.2%	3.7%	4.3%	4.2%
Total PDO (accidents / million veh mi)	Rural	.0653	.064	.0654	.0641	.0708	.0695
	% Difference		-2.0%		-1.8%	8.4%	6.5%
	Residential	.7506	.7524	.7954	.7873	.7845	.7828
	% Difference			6.0%	4.9%	4.5%	4.3%
	<b>Total</b>	<b>.8159</b>	<b>.8164</b>	<b>.8608</b>	<b>.8514</b>	<b>.8553</b>	<b>.8524</b>
	% Difference			5.5%	4.3%	4.8%	4.5%
Total Accident (accidents / million veh mi)	Rural	.1046	.1029	.1042	.1023	.1133	.1113
	% Difference		-1.6%		-2.2%	8.3%	6.4%
	Residential	1.2009	1.2015	1.2718	1.2565	1.2526	1.2511
	% Difference			5.9%	4.6%	4.3%	4.2%
	<b>Total</b>	<b>1.3055</b>	<b>1.3043</b>	<b>1.376</b>	<b>1.3588</b>	<b>1.3658</b>	<b>1.3623</b>
	% Difference			5.4%	4.1%	4.6%	4.4%

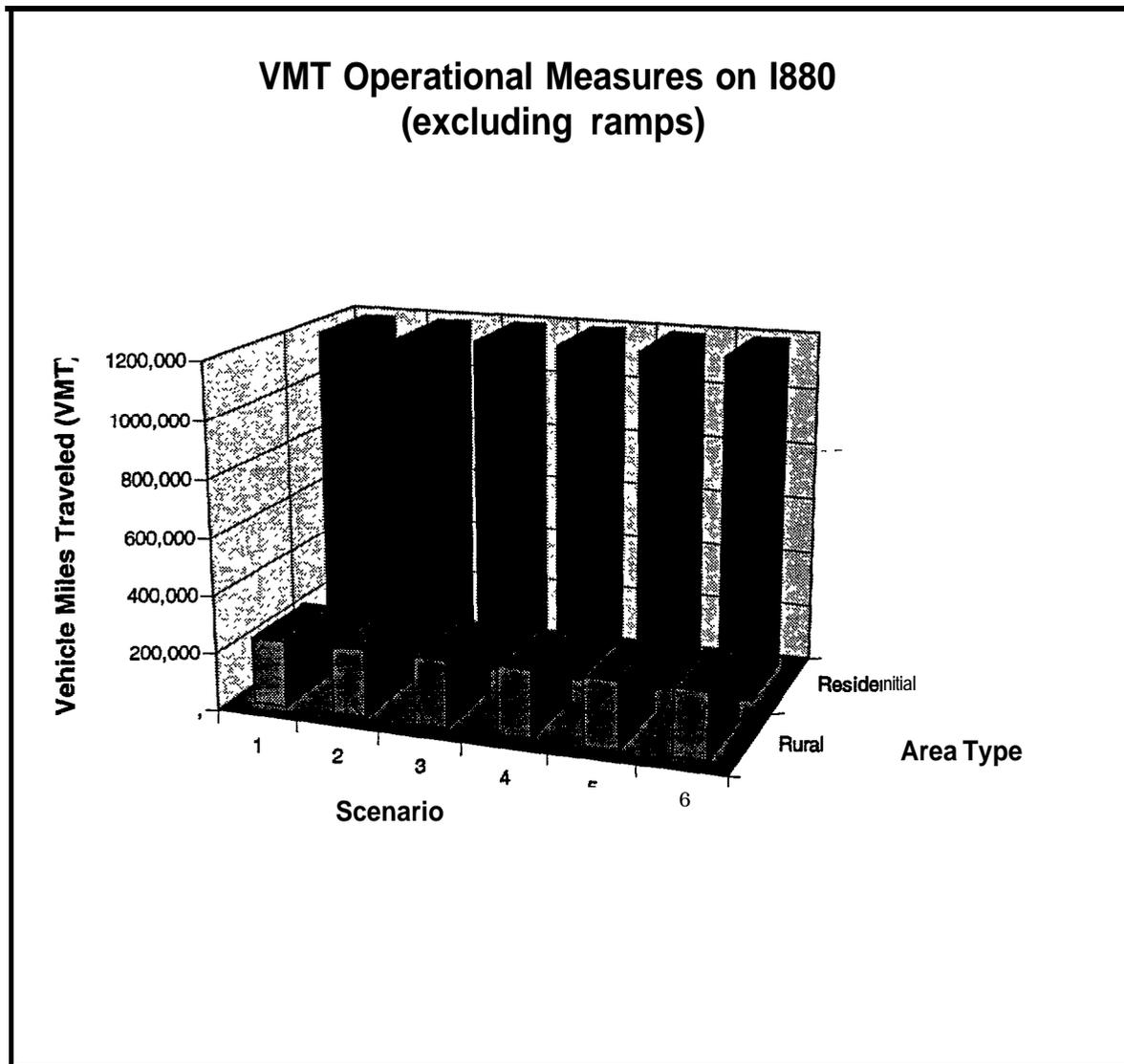
Note: Percent differences are omitted if the value is less than or equal to 1.0%

**EMISSIONS MEASURES ON I880 (Including Ramps)**

MOE	Area Type	SCENARIO					
		#1 Fixed Signal (Baseline)	#2 Dynamic Signal	#3 Fixed Ramp, Fixed Signal	#4 Dynamic Ramp, Fixed Signal	#5 Dynamic Ramp, Dynamic Signal	#6 Fixed Ramp, Dynamic Signal
Total CO {Mobile} (Kg)	Rural	918	1,032	745	776	777	762
	% Difference		12.4%	-18.9%	-15.4%	-15.4%	-17.0%
	Residential	7,741	7,868	7,803	7,797	7,775	7,719
	% Difference		1.6%				
<b>Total</b>		<b>8,659</b>	<b>8,900</b>	<b>8,548</b>	<b>8,574</b>	<b>8,552</b>	<b>8,481</b>
% Difference			2.8%	-1.3%		-1.2%	-2.1%
Total CO {EMFAC} (Kg)	Rural	468	527	388	403	404	396
	% Difference		12.7%	-16.9%	-13.8%	-13.7%	-15.3%
	Residential	3,869	3,923	3,951	3,928	3,918	3,886
	% Difference		1.4%	2.1%	1.5%	1.3%	
<b>Total</b>		<b>4,337</b>	<b>4,450</b>	<b>4,340</b>	<b>4,331</b>	<b>4,322</b>	<b>4,282</b>
% Difference			2.6%				-1.3%
Total HC {Mobile} (Kg)	Rural	71	80	57	59	59	58
	% Difference		12.7%	-20.5%	-16.9%	-16.9%	-18.5%
	Residential	582	582	583	583	582	578
	% Difference		1.7%				
<b>Total</b>		<b>653</b>	<b>672</b>	<b>640</b>	<b>643</b>	<b>641</b>	<b>636</b>
% Difference			2.9%	-2.0%	-1.6%	-1.8%	-2.6%
Total HC {EMFAC} (Kg)	Rural	37	40	29	31	31	30
	% Difference		10.2%	-20.2%	-16.0%	-16.0%	-17.6%
	Residential	309	314	306	308	307	305
	% Difference		1.8%	-1.0%			-1.2%
<b>Total</b>		<b>345</b>	<b>355</b>	<b>335</b>	<b>338</b>	<b>338</b>	<b>335</b>
% Difference			2.7%	-3.0%	-2.0%	-2.3%	-3.0%
Total NOx {Mobile} (Kg)	Rural	199	200	217	222	222	218
	% Difference			8.9%	11.5%	11.6%	9.7%
	Residential	1,847	1,848	2,000	1,963	1,961	1,939
	% Difference			8.3%	6.3%	6.1%	5.0%
<b>Total</b>		<b>2,046</b>	<b>2,048</b>	<b>2,217</b>	<b>2,185</b>	<b>2,183</b>	<b>2,158</b>
% Difference				8.3%	6.8%	6.7%	5.5%
Total NOx {EMFAC} (Kg)	Rural	92	94	103	105	105	104
	% Difference		1.8%	12.0%	14.4%	14.5%	12.5%
	Residential	881	879	970	948	946	936
	% Difference			10.2%	7.6%	7.4%	6.3%
<b>Total</b>		<b>973</b>	<b>972</b>	<b>1,073</b>	<b>1,053</b>	<b>1,051</b>	<b>1,039</b>
% Difference				10.4%	8.3%	8.1%	6.9%

Note: Percent differences are omitted if the value is less than or equal to 1.0%

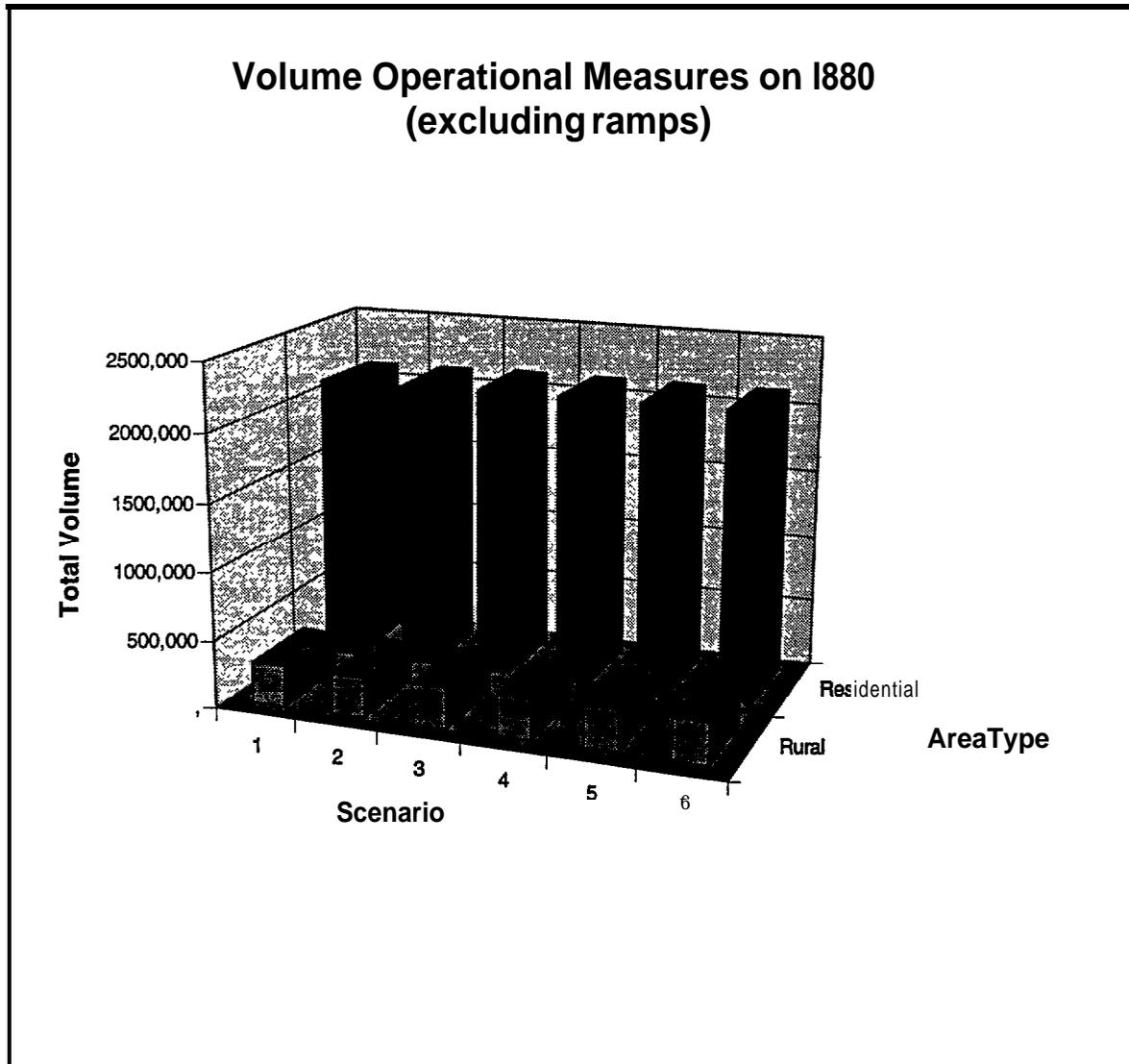
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



VEHICLE MILES TRAVELED BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	234,017	1,181,925
2	234,017	1,181,925
3	235,492	1,187,774
4	235,492	1,187,774
5	235,492	1,187,774
6	235,492	1,187,774

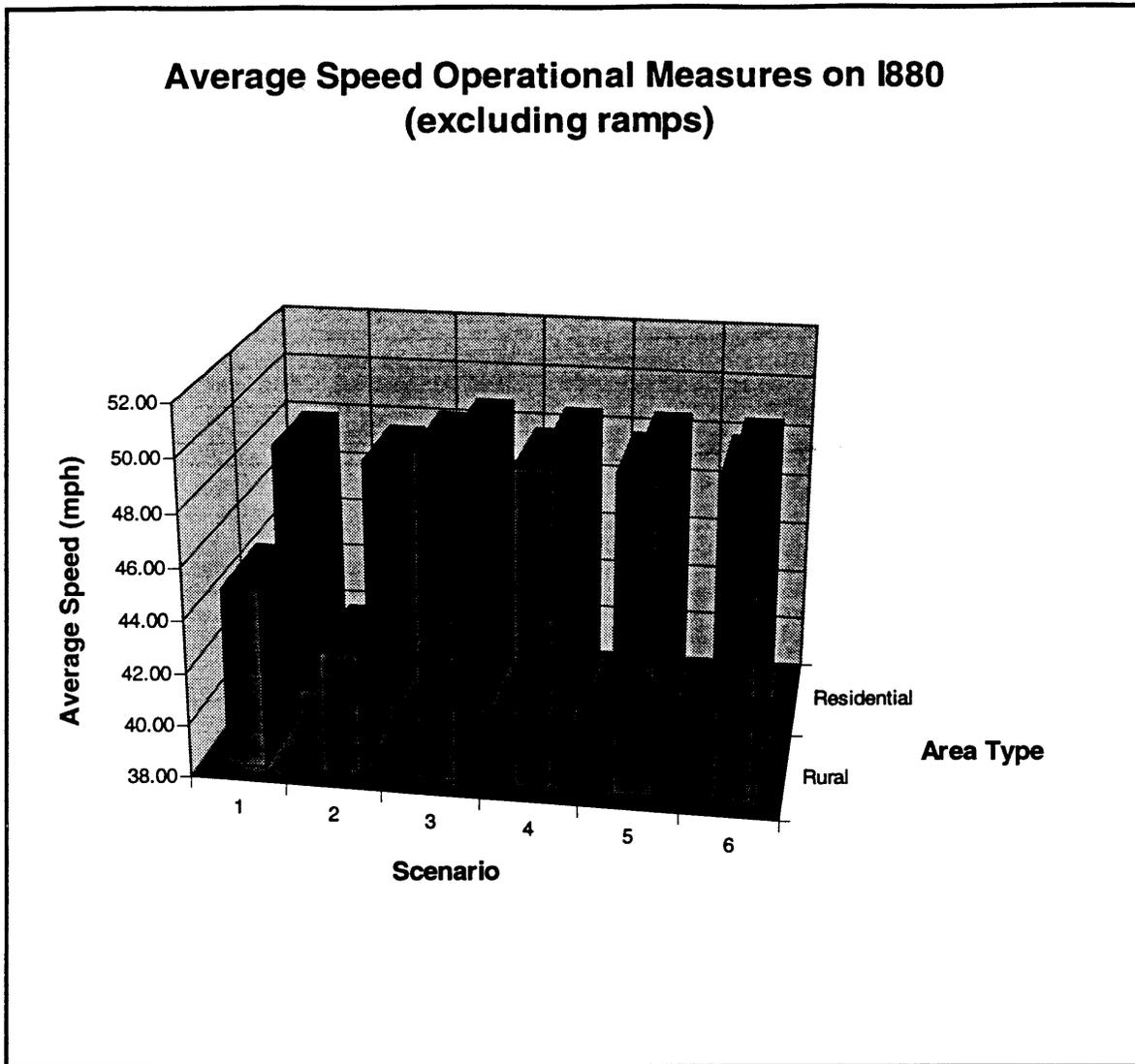
**Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4= P2F1MT2, #5 = P2F1F3T3, #6 = P2F1F2T3**



VOLUME BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	300,099	2,119,026
2	300,099	2,119,026
3	302,049	2,129,268
4	302,049	2,129,268
5	302,049	2,129,268
6	302,049	2,129,268

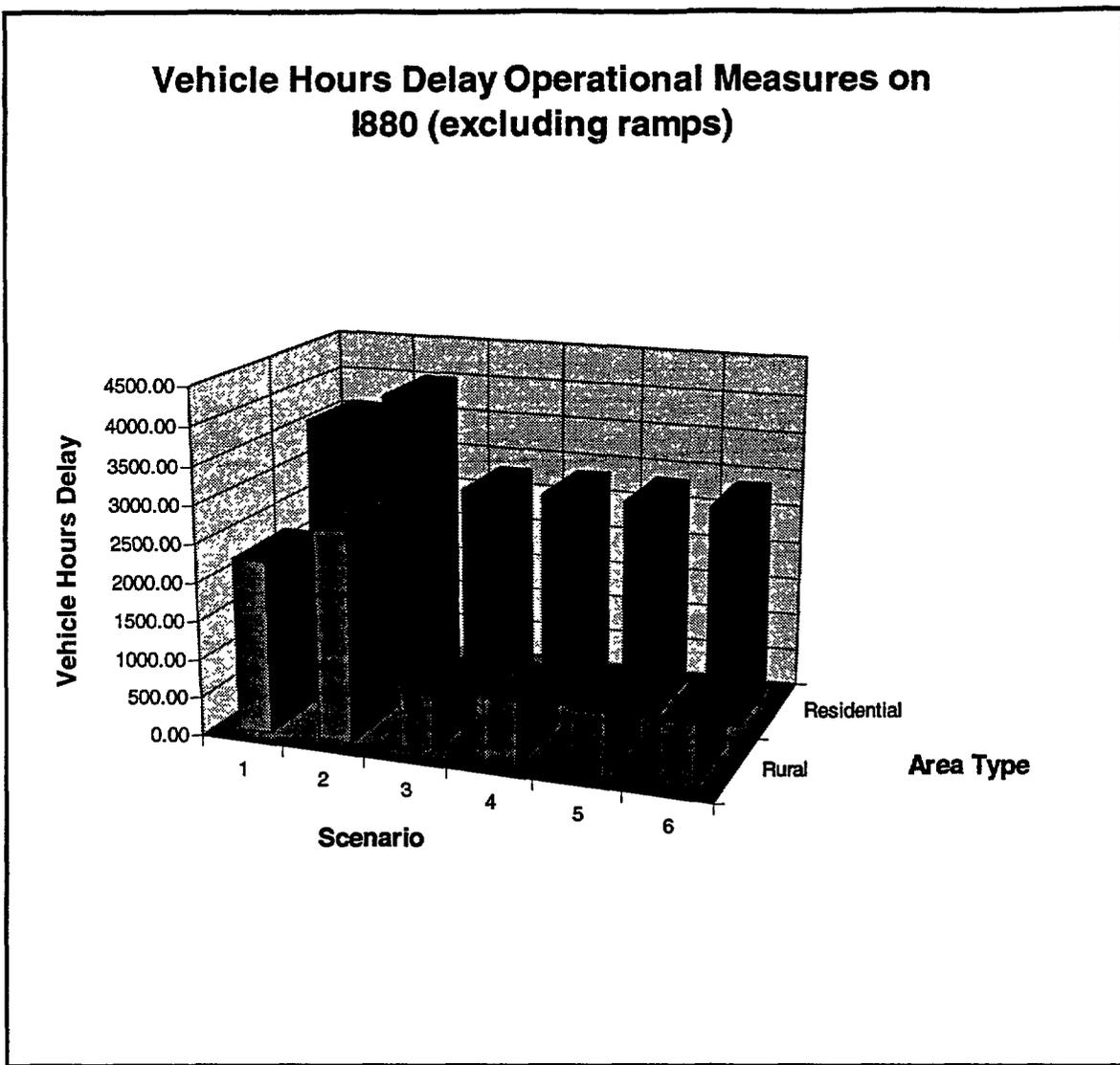
**Scenario: #1 = P1FIT2, #2 = P1FII3, #3 = P2FIF2T2, #4 =P2FIF3T2, #5 = P2FIMT3, #6 = P2FIF2T3**



AVERAGE SPEED BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	44.87	47.94
2	42.66	47.54
3	50.34	48.85
4	49.93	48.62
5	49.94	48.63
6	50.00	48.57

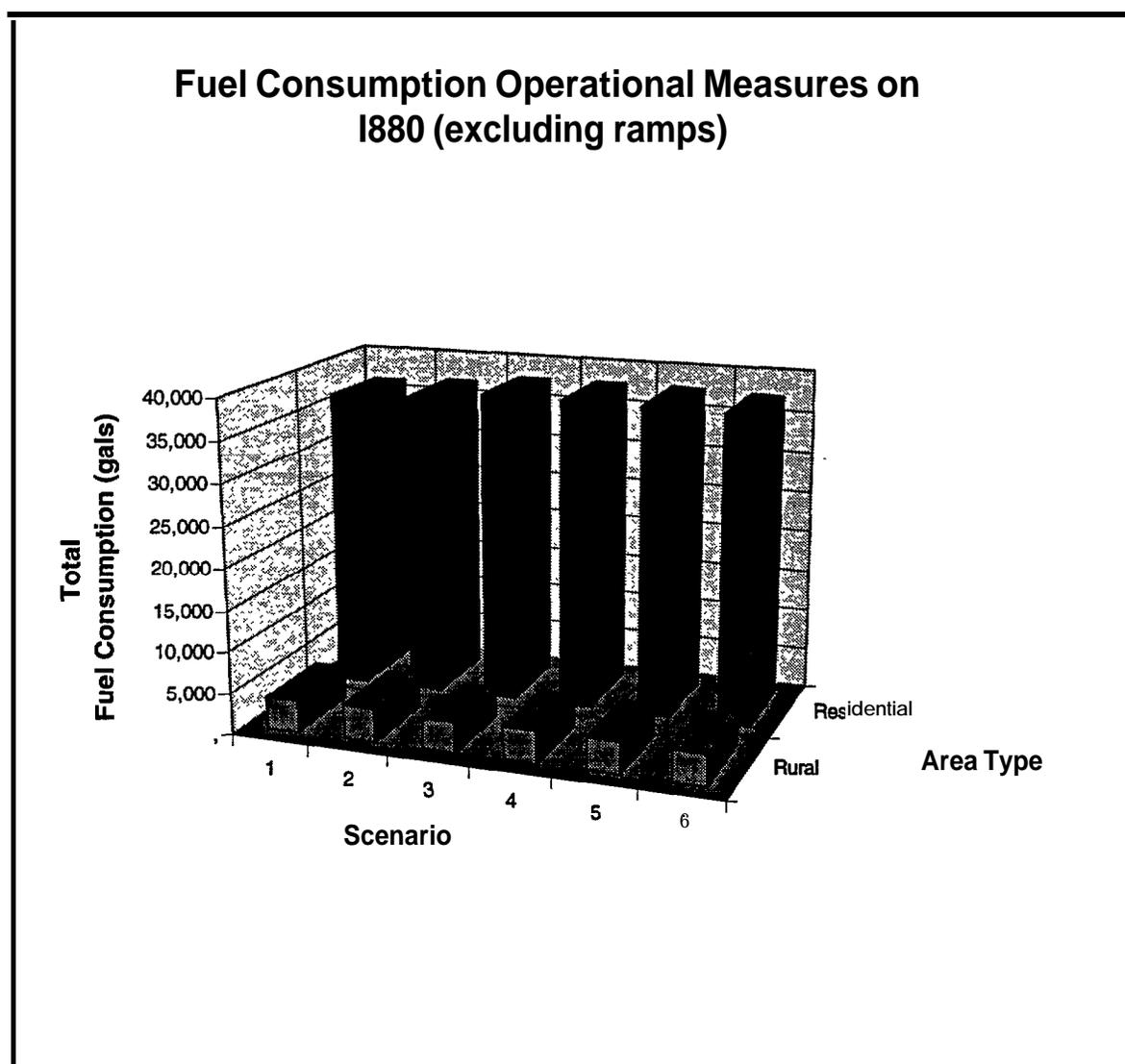
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**VEHICLE HOURS DELAY BY AREA TYPE AND SCENARIO FOR I-880 FREEWAY**

Scenario	Rural	Residential
1	2269.23	3585.01
2	2762.43	4011.75
3	762.76	2810.23
4	804.02	2842.36
5	803.27	2834.91
6	797.14	2871.12

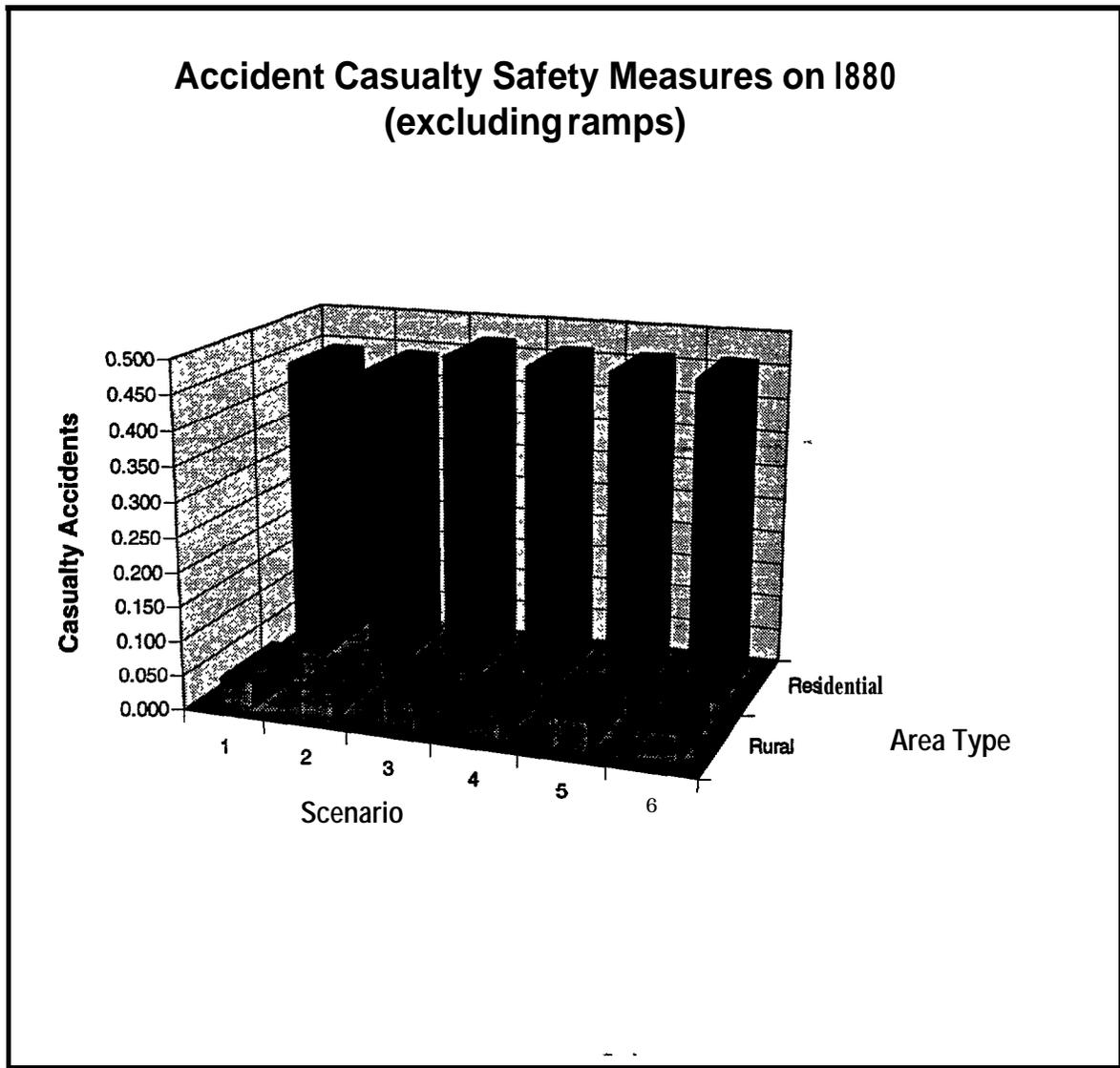
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



FUEL CONSUMPTION (IN GALLONS) BY AREA TYPE AND SCENARIO FOR I-880 FREEWAY

Scenario	Rural	Residential
1	3,868	36,487
2	4,052	36,784
3	3,701	37,693
4	3,864	37,720
5	3,870	37,580
6	3,797	37,310

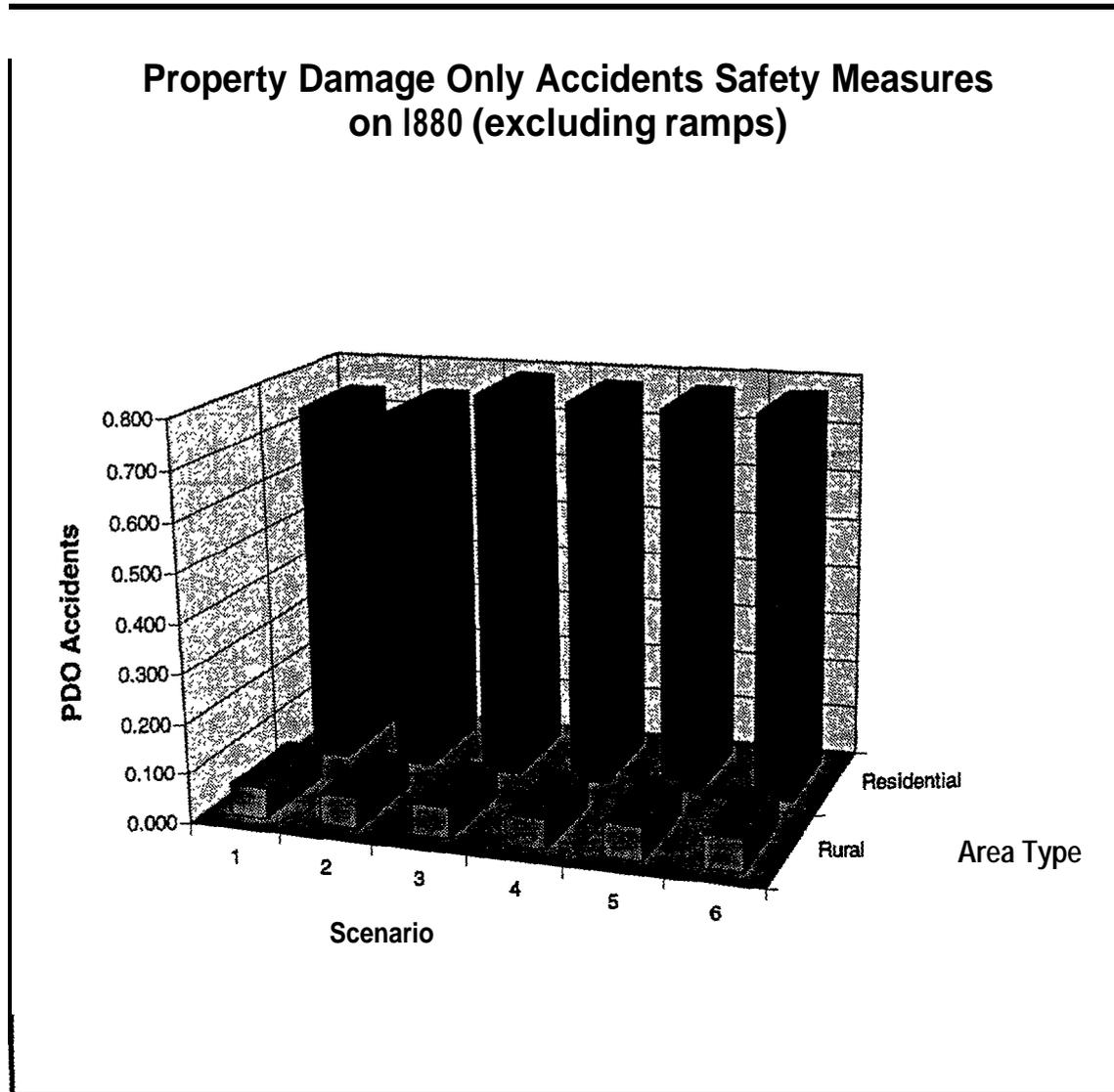
Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIMT3, #6 = P2FIF2T3



ACCIDENT CASUALTY BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	0.039	0.445
2	0.038	0.443
3	0.039	0.471
4	0.038	0.464
5	0.042	0.462
6	0.041	0.463

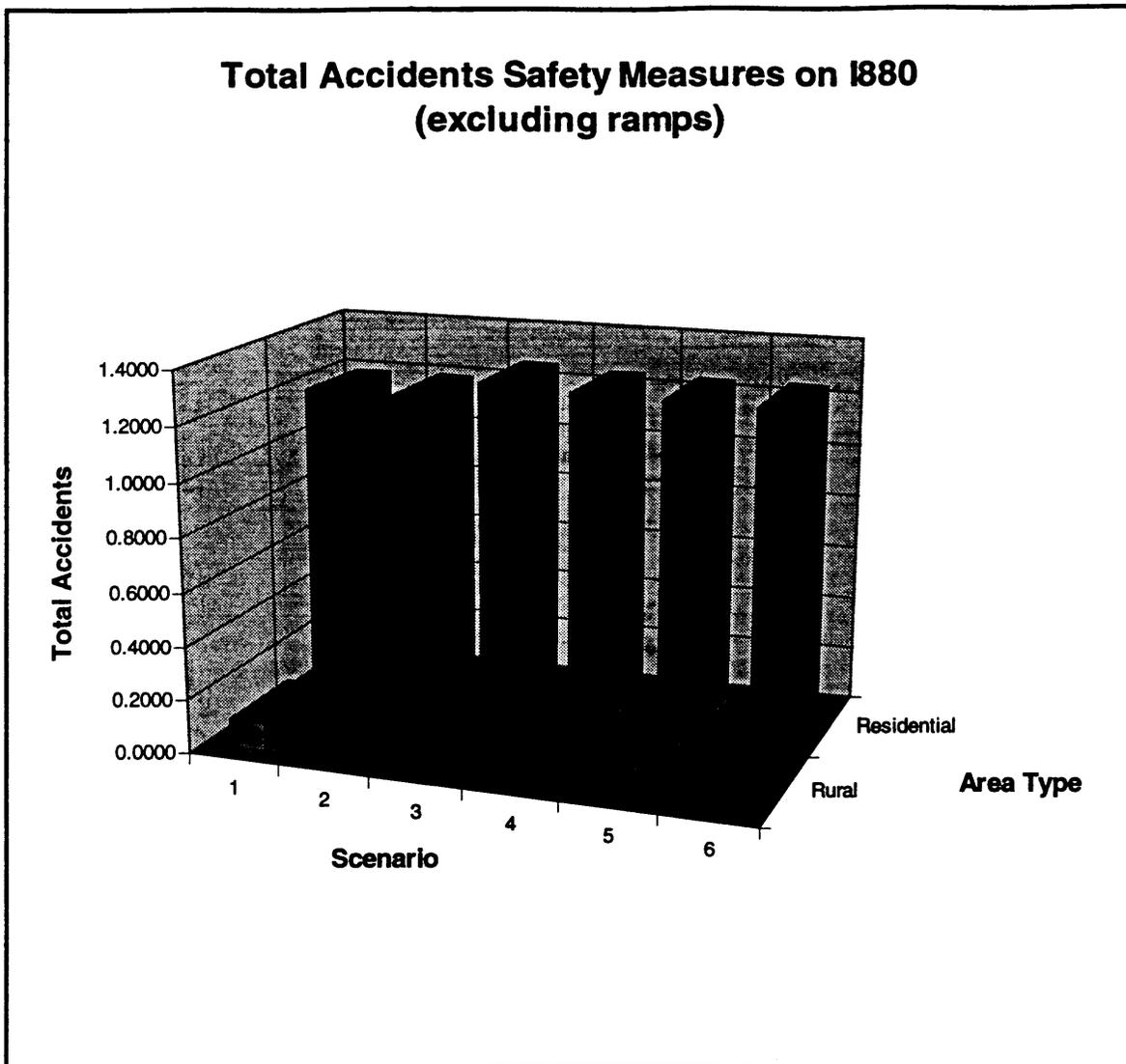
Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3



ACCIDENT RESULTING IN PROPERTY DAMAGE ONLY (PDO)  
BY AREATYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	0.065	0.742
2	0.063	0.743
3	0.065	0.786
4	<b>0.064</b>	0.778
5	0.070	0.776
6	<b>0.069</b>	<b>0.774</b>

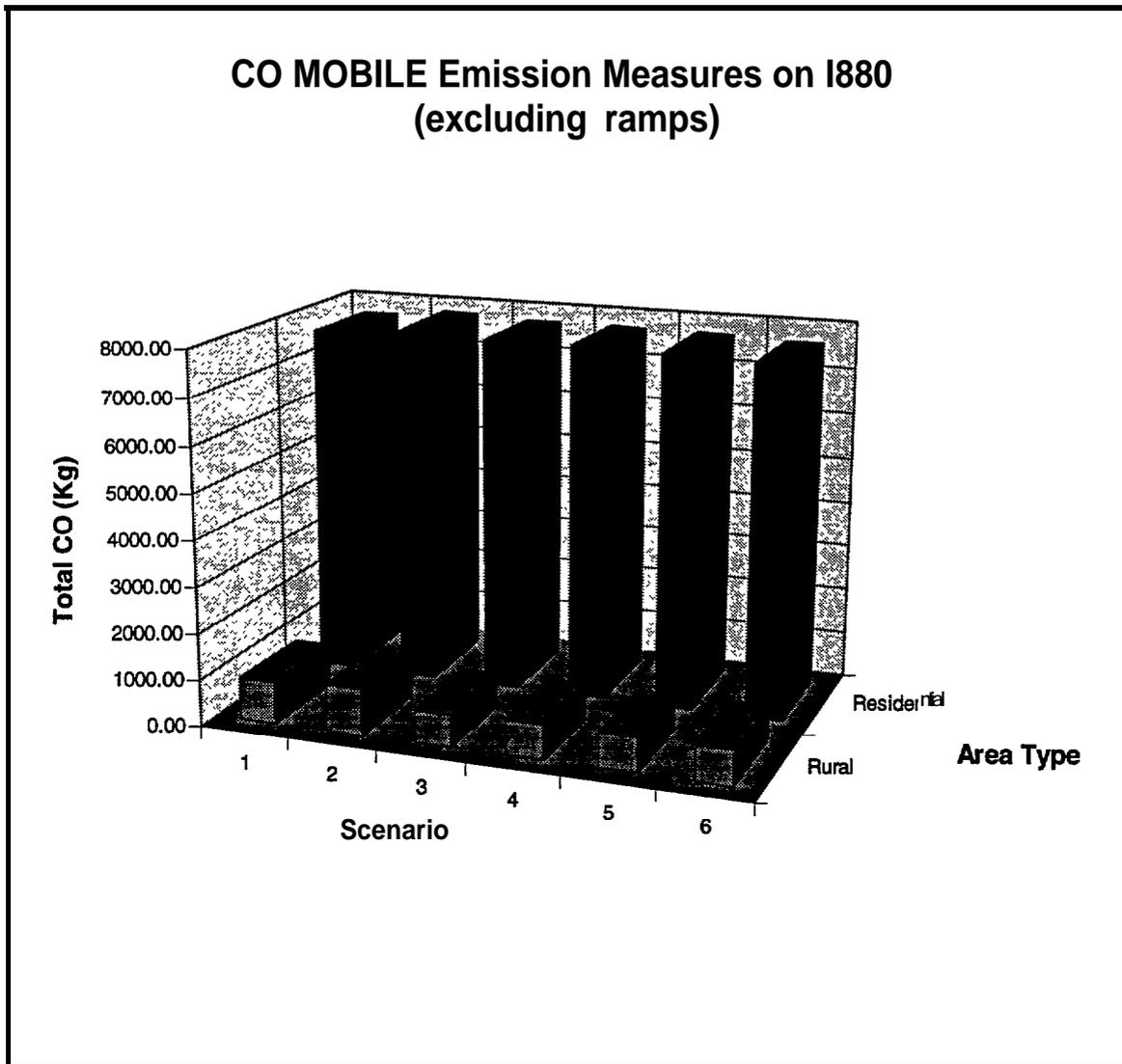
**Scenario: #1= P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3 #6 = P2F1F2T3**



**TOTAL ACCIDENTS (PER MILLION MILES TRAVELED)  
BY AREA TYPE AND SCENARIO  
FOR I880 FREEWAY**

Scenario	Rural	Residential
1	0.1035	1.1867
2	0.1018	1.1864
3	0.1036	1.2568
4	0.1017	1.2421
5	0.1126	1.2380
6	0.1106	1.2368

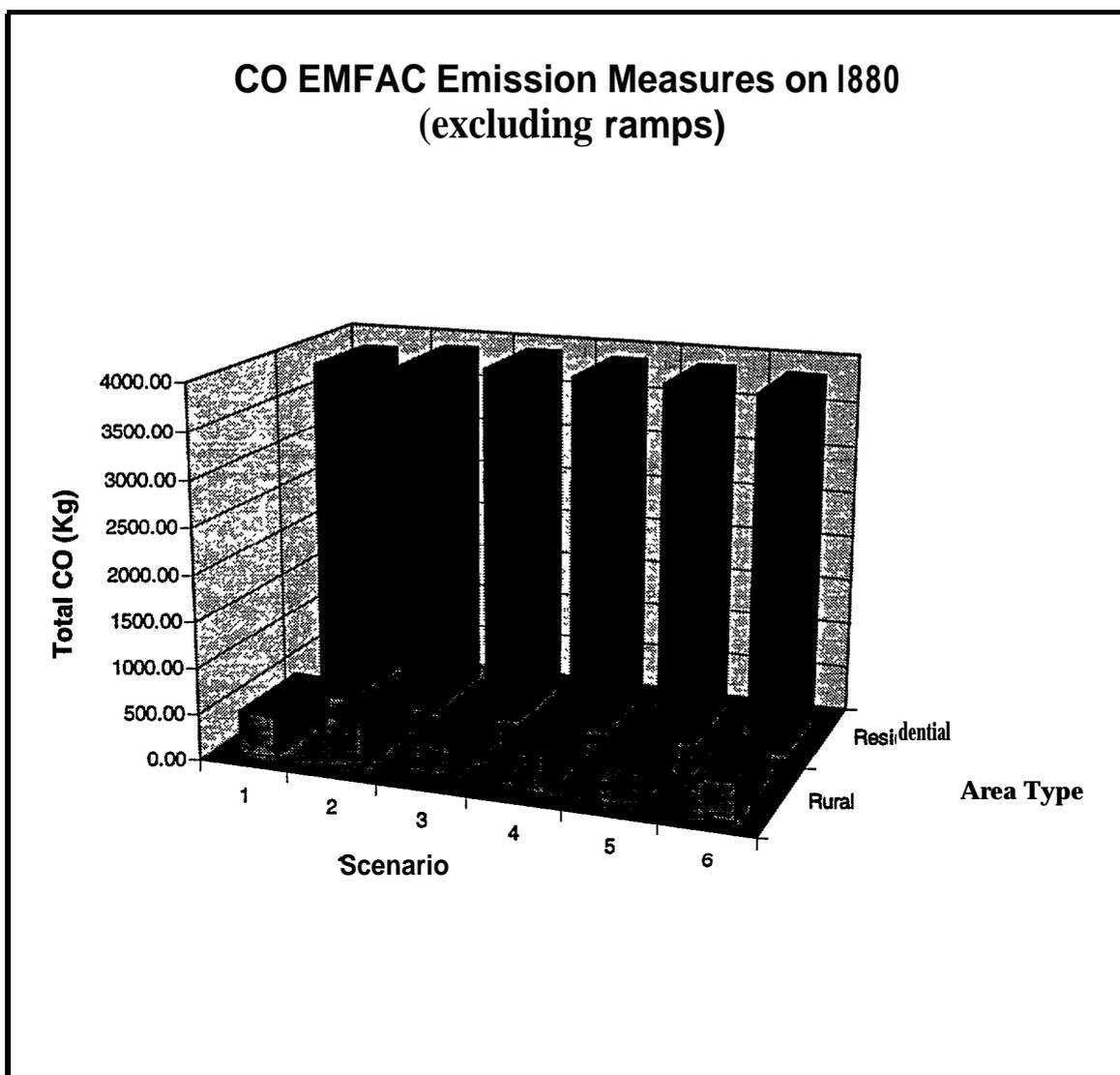
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



MOBILE 5a CO EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	904.06	7,645.6
2	1,018.41	7,768.02
3	736.32	7,697.8
4	768.03	7,694.94
5	768.67	7,672.43
6	753.88	7,618.49

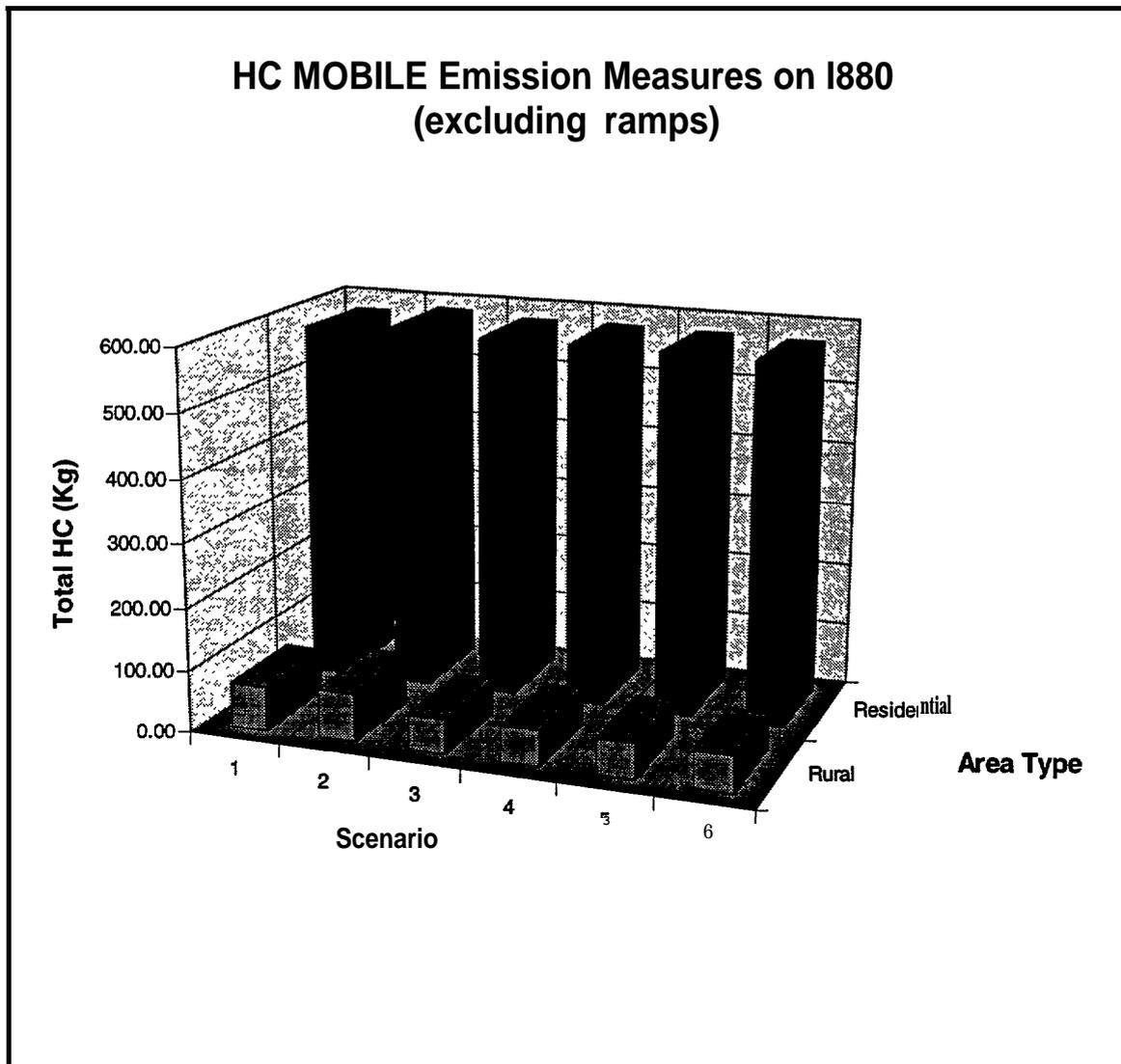
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F1T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



EMFAC 7F CO EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	460.57	3,820.17
2	520.13	3,872.24
3	384.12	3,893.54
4	398.95	3,873.2
5	399.34	3,862.47
6	391.95	3,832.28

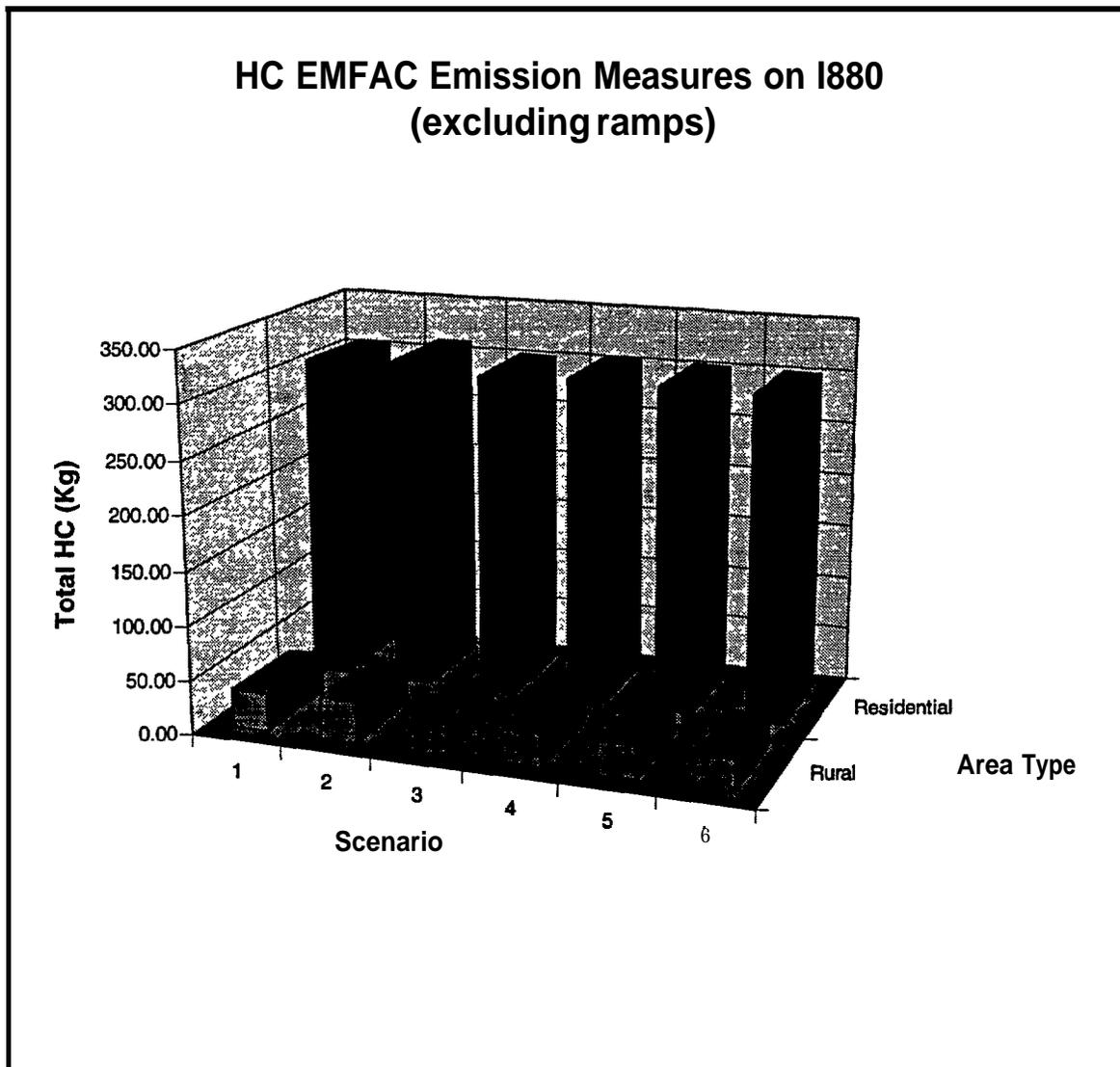
Scenario: #1 = P1FIT2, #2 = P1FIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3



MOBILE 5a HC EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	70.59	574.69
2	79.69	584.46
3	56.26	575.43
4	<b>58.84</b>	575.87
5	58.88	574.26
6	57.75	570.29

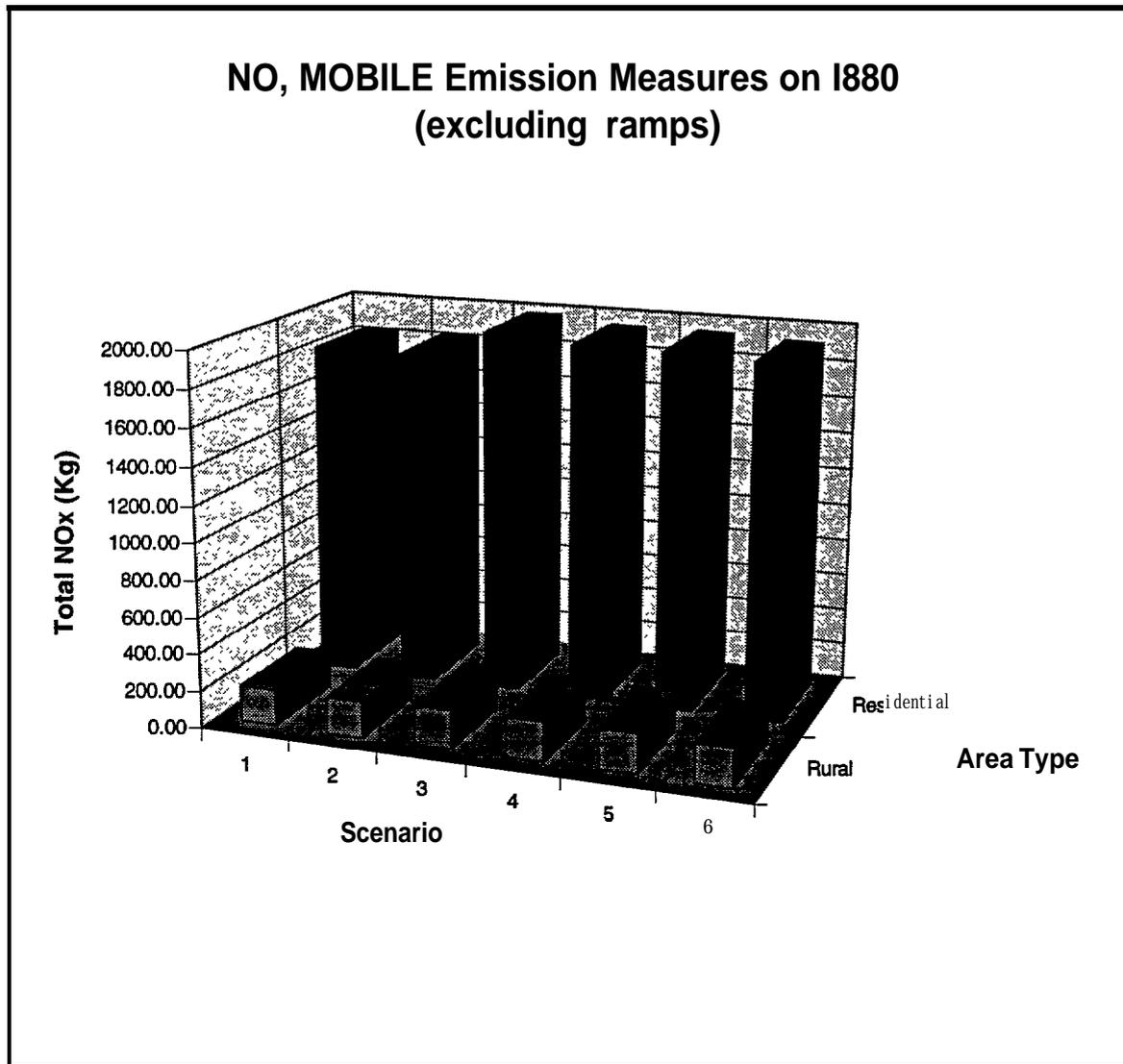
Scenario: #1 = P1FIT2, #2 = P1FIT3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1MT3, #6 = P2F1F2T3



EMFAC 7F HC EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	36.22	304.70
2	39.97	310.00
3	28.98	301.29
4	30.53	303.58
5	30.56	302.57
6	29.96	300.85

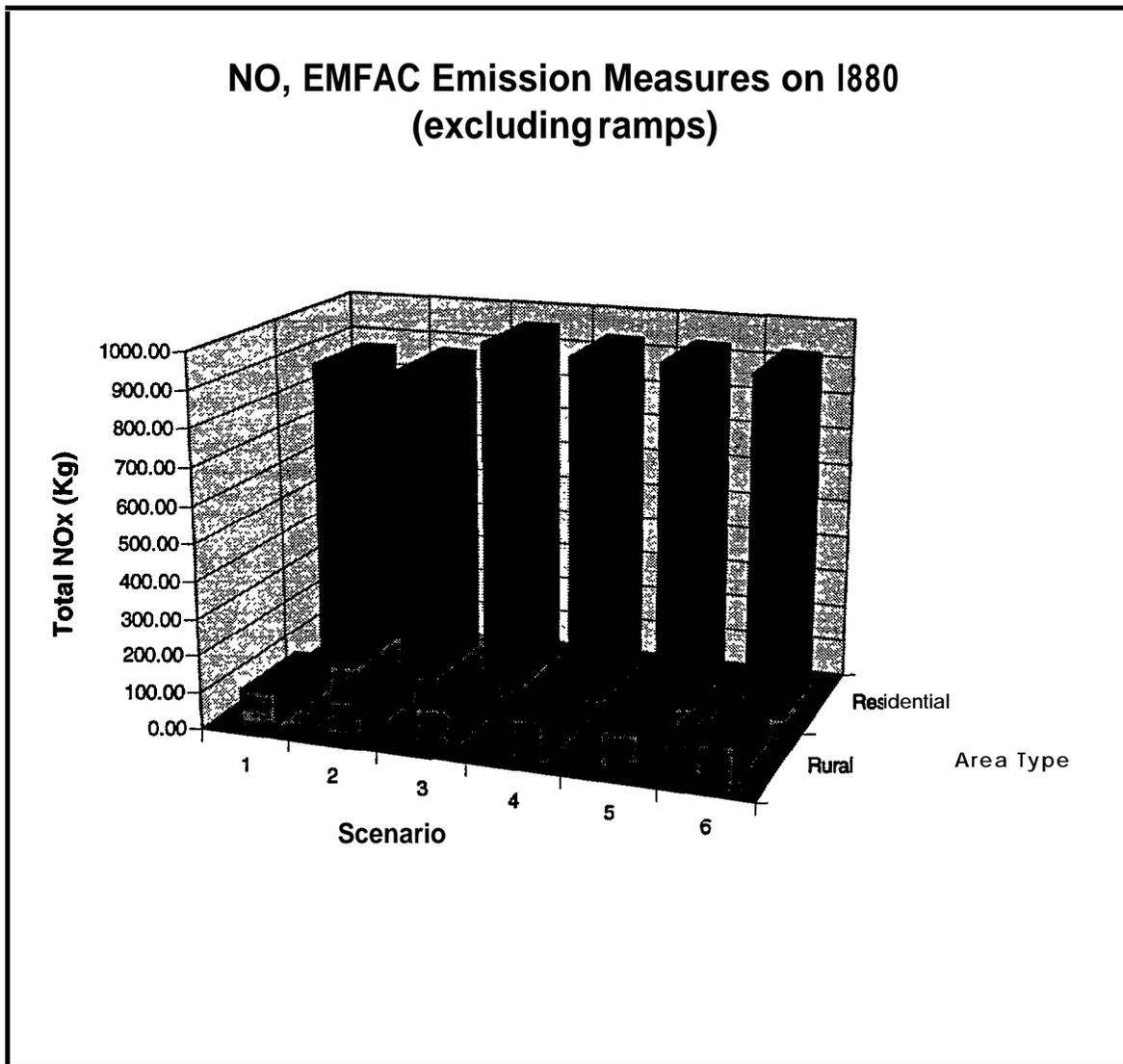
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



MOBILE 5a NOx EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	195.69	1824.56
2	196.81	1825.23
3	214.59	1973.71
4	219.99	1938.48
5	220.15	1934.94
6	216.46	1914.68

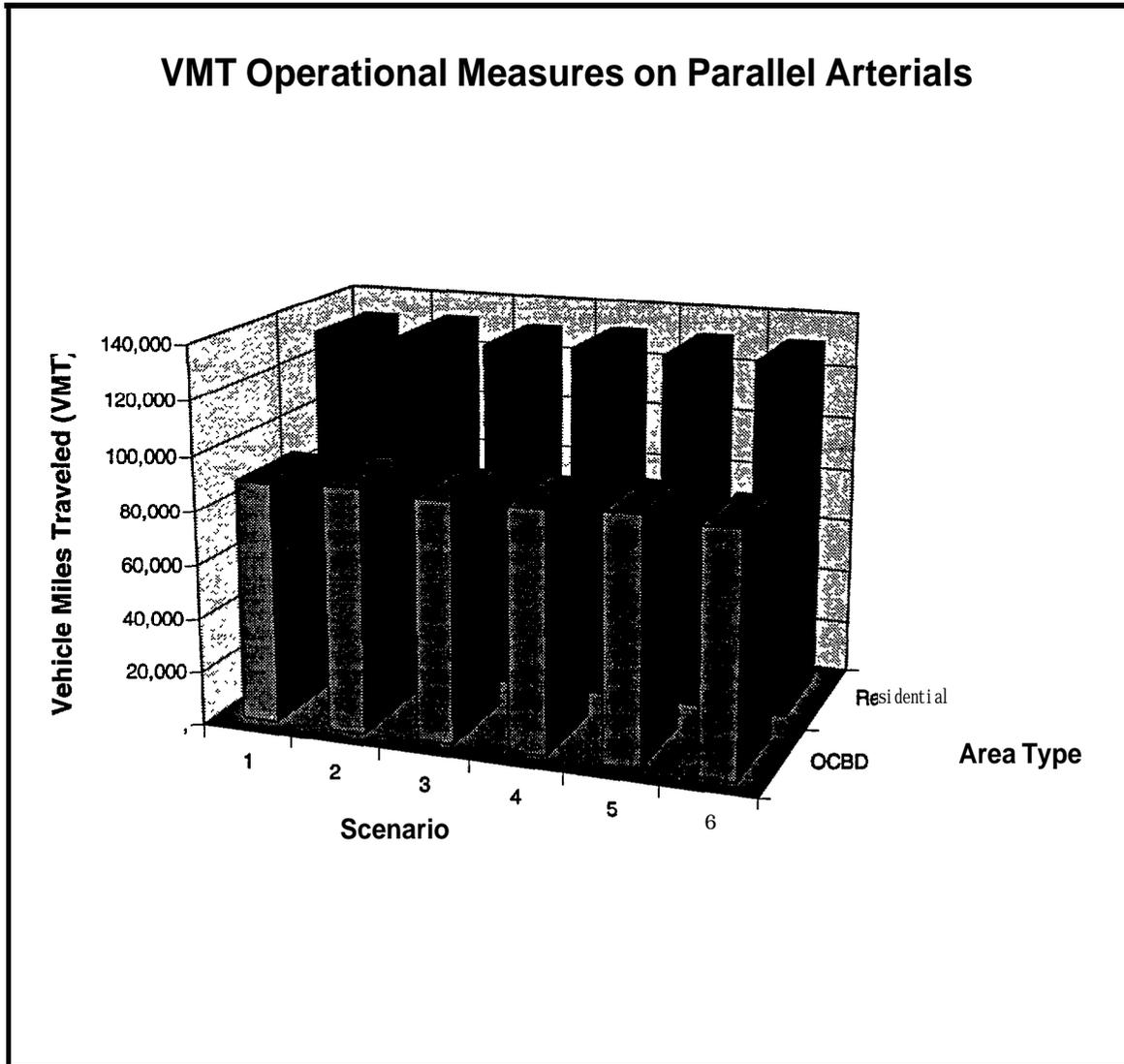
Scenario: #1= P1FIT2, #2 = P1FIT3. #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3



EMFAC 7F NOX EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY

Scenario	Rural	Residential
1	90.39	869.91
2	92.11	867.81
3	102.12	957.06
4	104.28	935.45
5	104.39	933.12
6	102.57	923.61

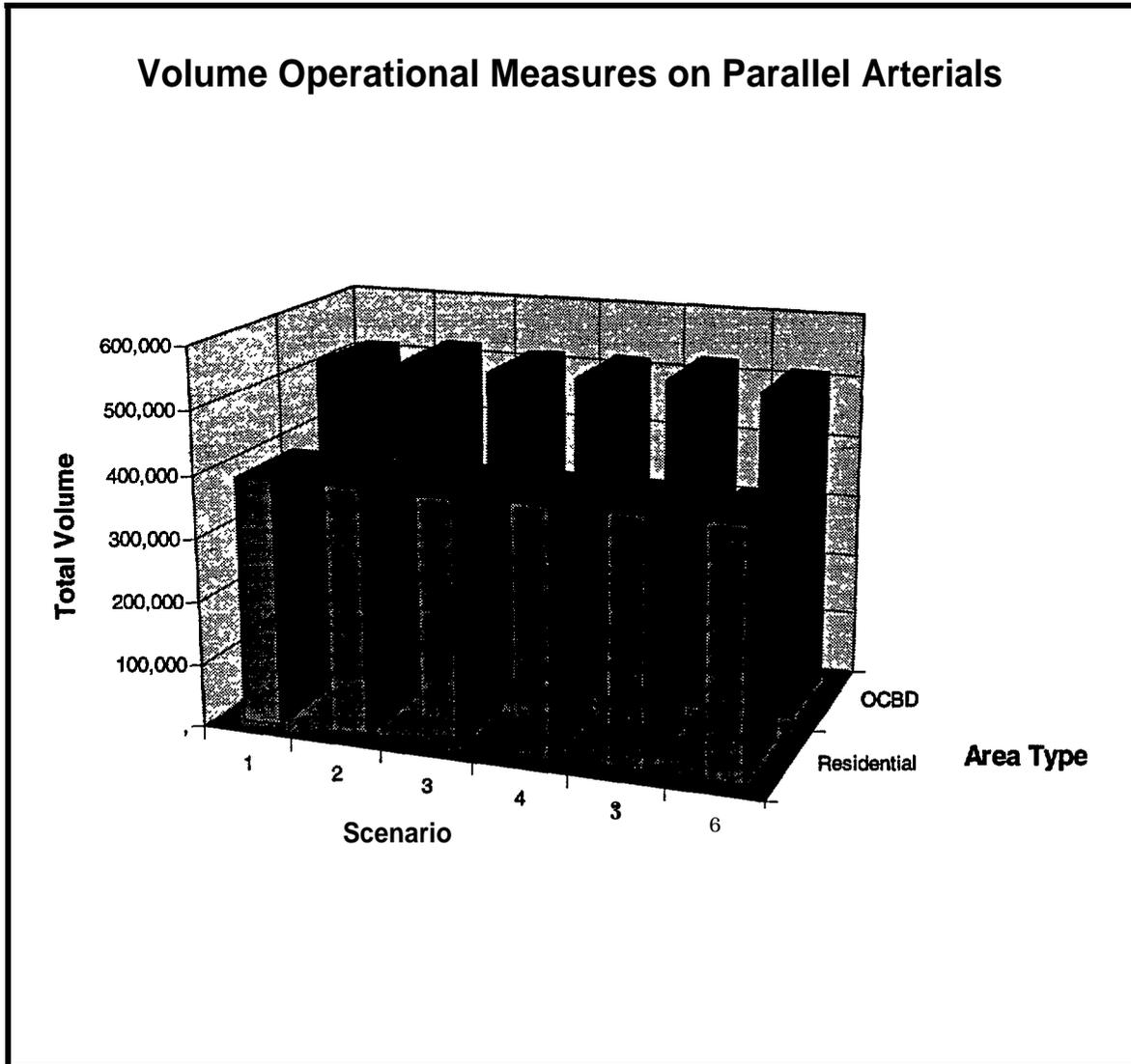
**Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIMT3, #6 = P2FIF2T3**



VEHICLE MILES TRAVELED BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Outlying Central Business District	Residential
1	89,269	131,195
2	90,703	131,799
3	89,187	130,467
4	89,305	131,176
5	90,700	130,994
6	89,047	130,841

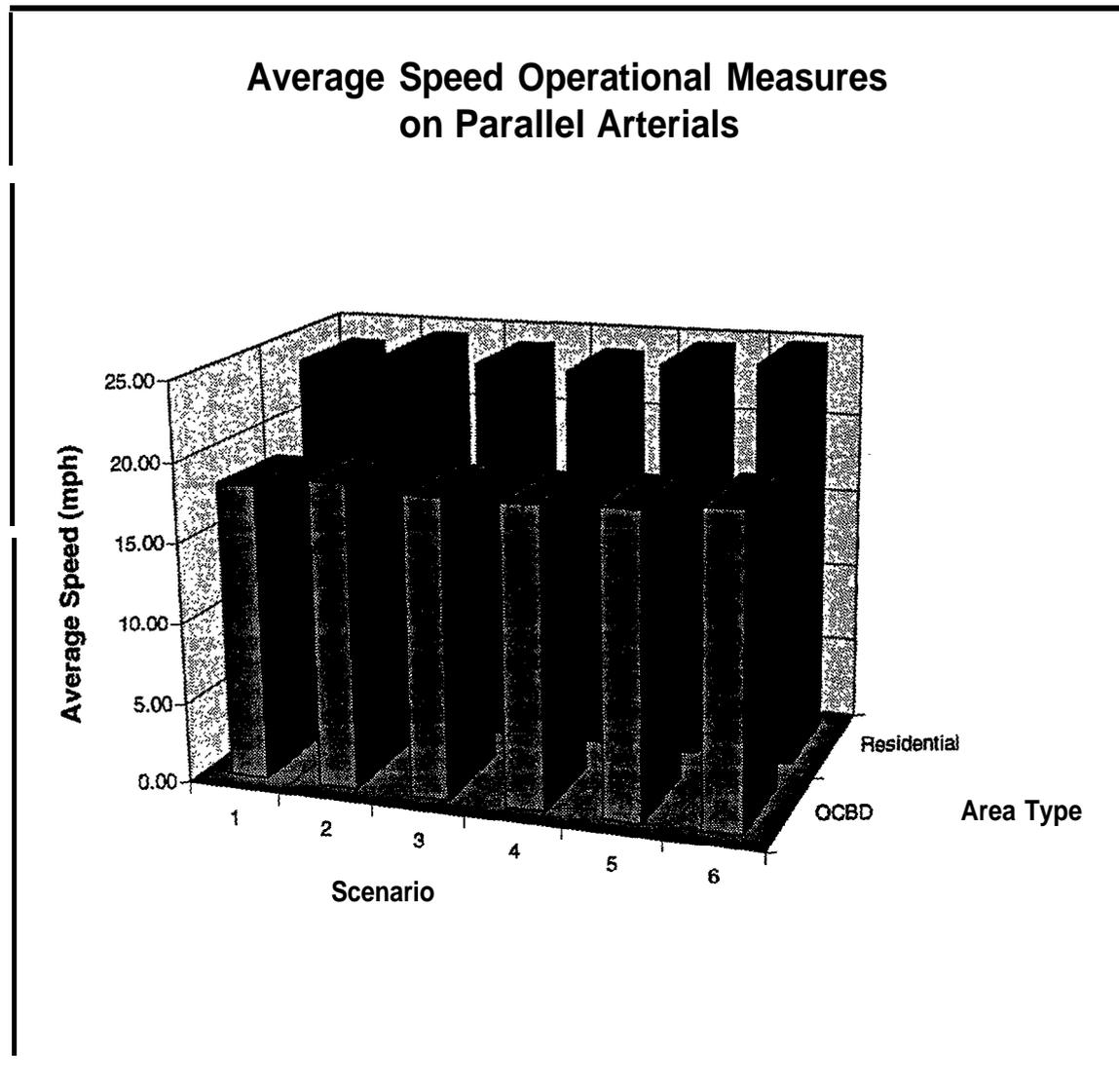
**Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



VOLUME BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Outlying Central Business District	OCBD
1	390,205	515,937
2	391,766	523,790
3	387,718	515,732
4	389,857	516,795
5	389,327	523,858
6	389,081	513,827

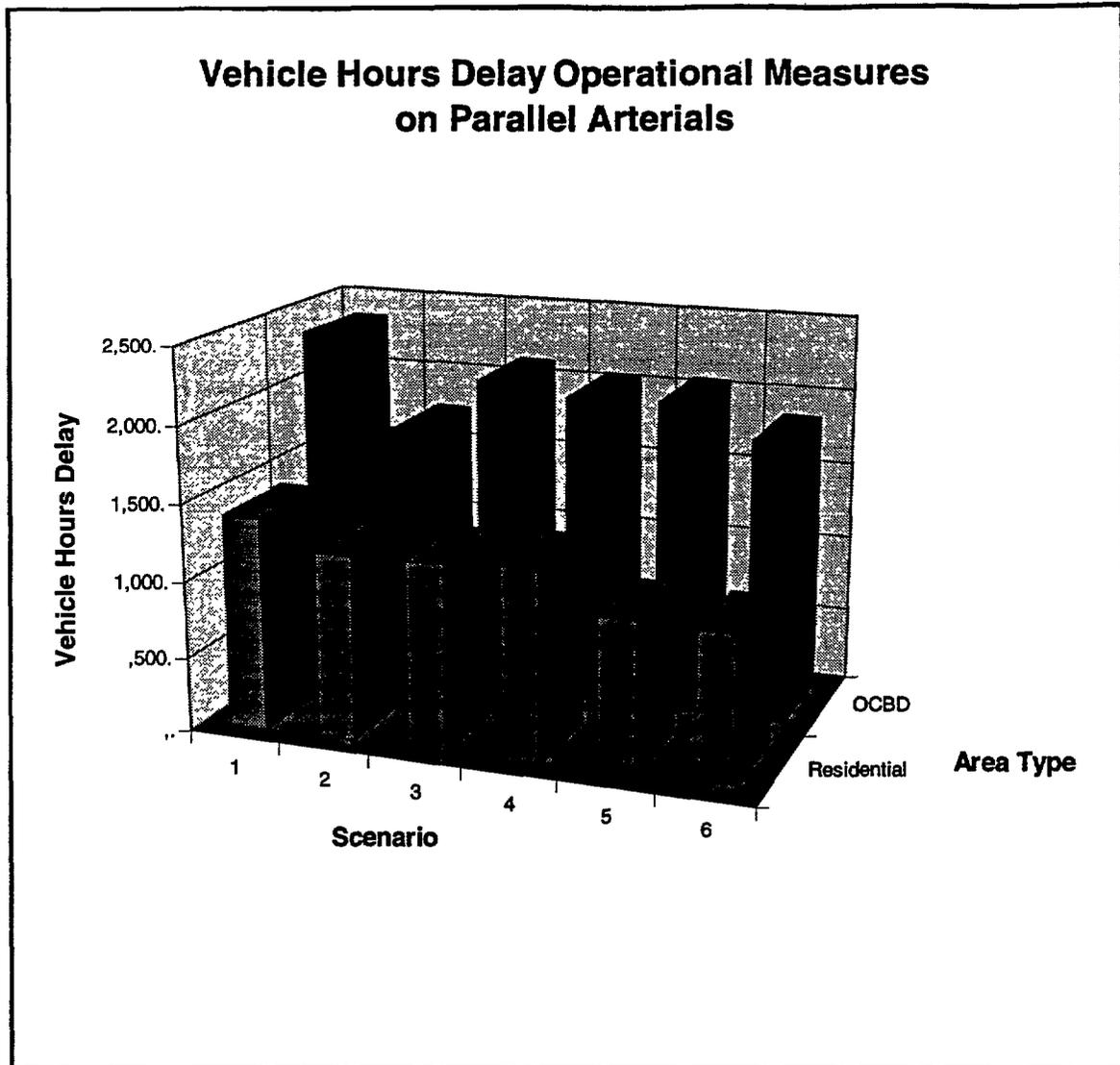
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



AVERAGE SPEED BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Outlying Central Business District	Residential
1	18.40	23.69
2	19.05	24.40
3	18.56	24.05
4	18.50	23.84
5	18.69	24.57
6	19.14	24.82

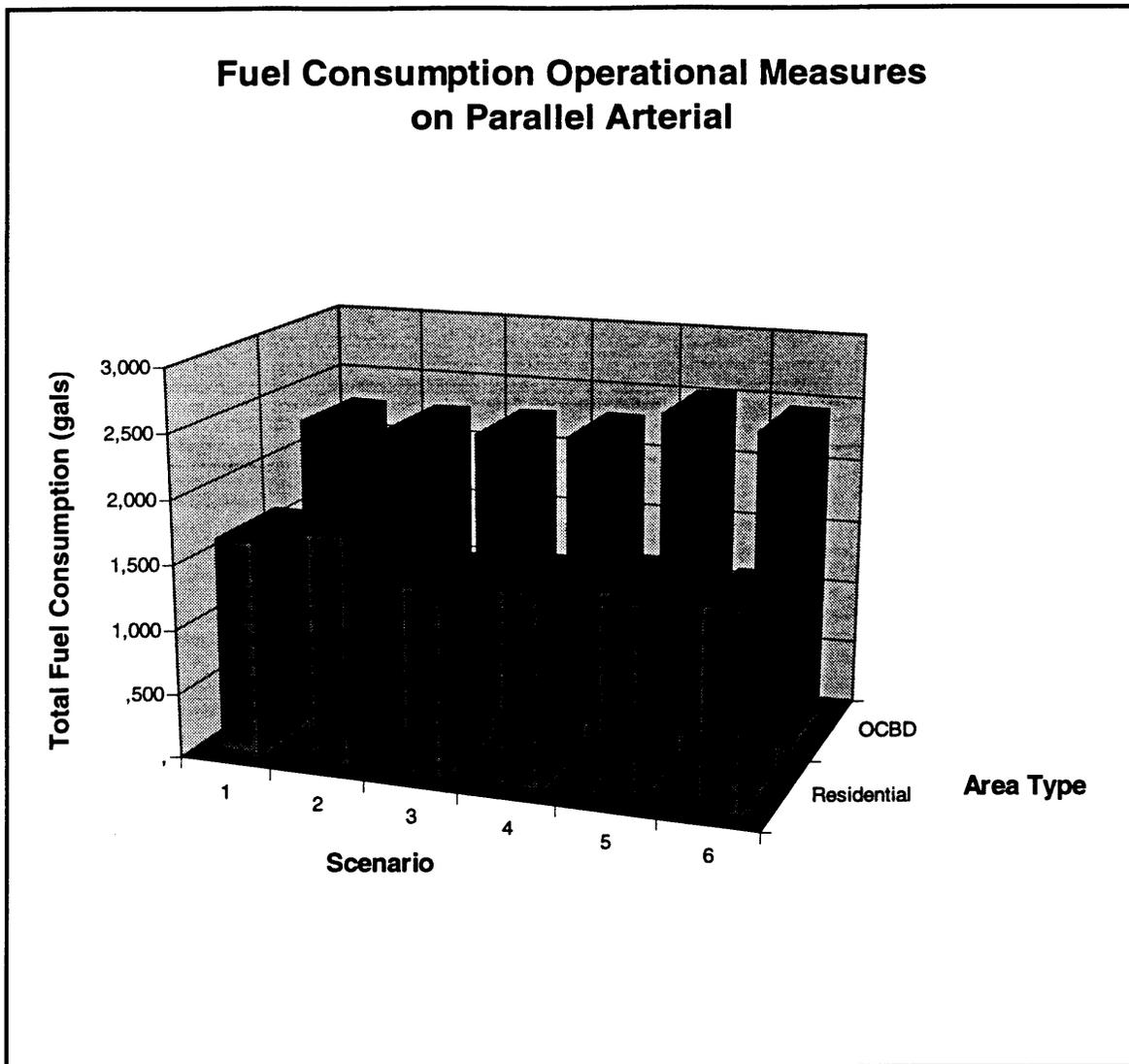
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**VEHICLE HOURS DELAY BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL**

Scenario	Residential	Outlying Central Business District
1	1,400.3	2,351.23
2	1,217.59	1,730.22
3	1,230.44	2,104.04
4	1,254.82	2,030.61
5	1,001.72	2,051.03
6	985.51	1,841.56

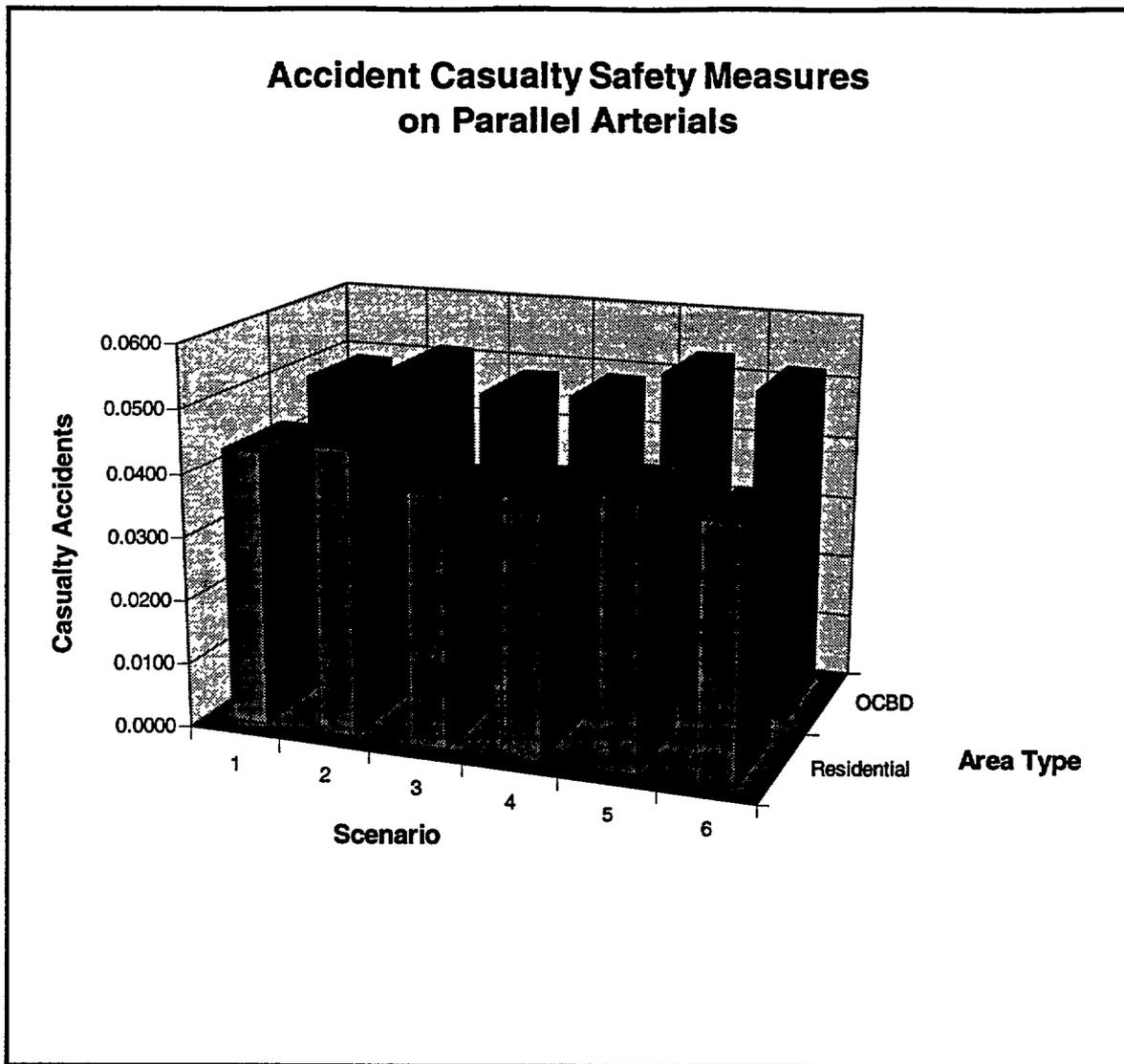
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



FUEL CONSUMPTION (IN GALLONS) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	1,665	2,265
2	1,774	2,257
3	1,448	2,269
4	1,494	2,296
5	1,559	2,525
6	1,524	2,445

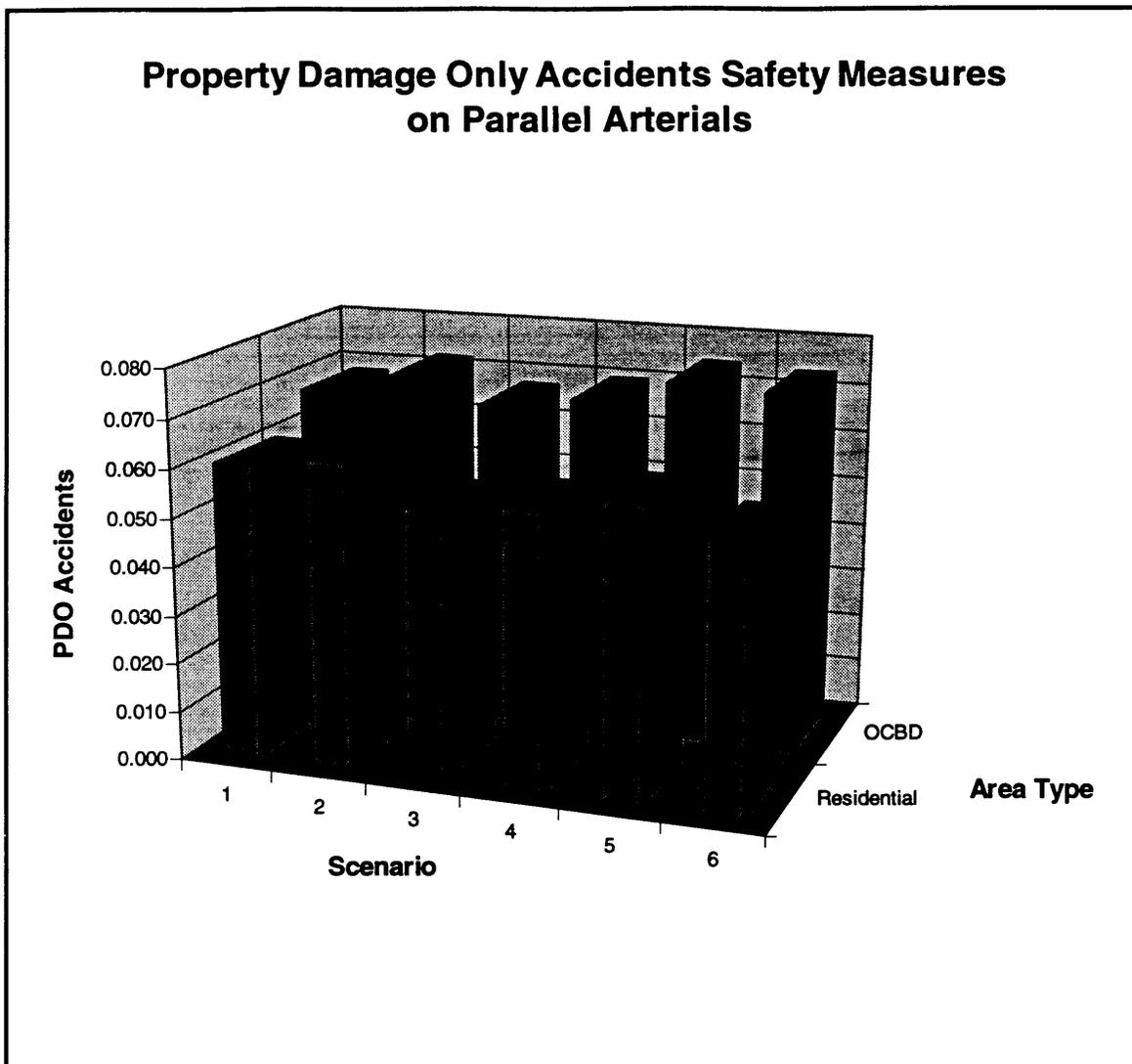
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**ACCIDENT CASUALTY BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL**

Scenario	Residential	Outlying Central Business District
1	0.0432	0.0486
2	0.0450	0.0512
3	0.0391	0.0481
4	0.0400	0.0485
5	0.0414	0.0532
6	0.0392	0.0518

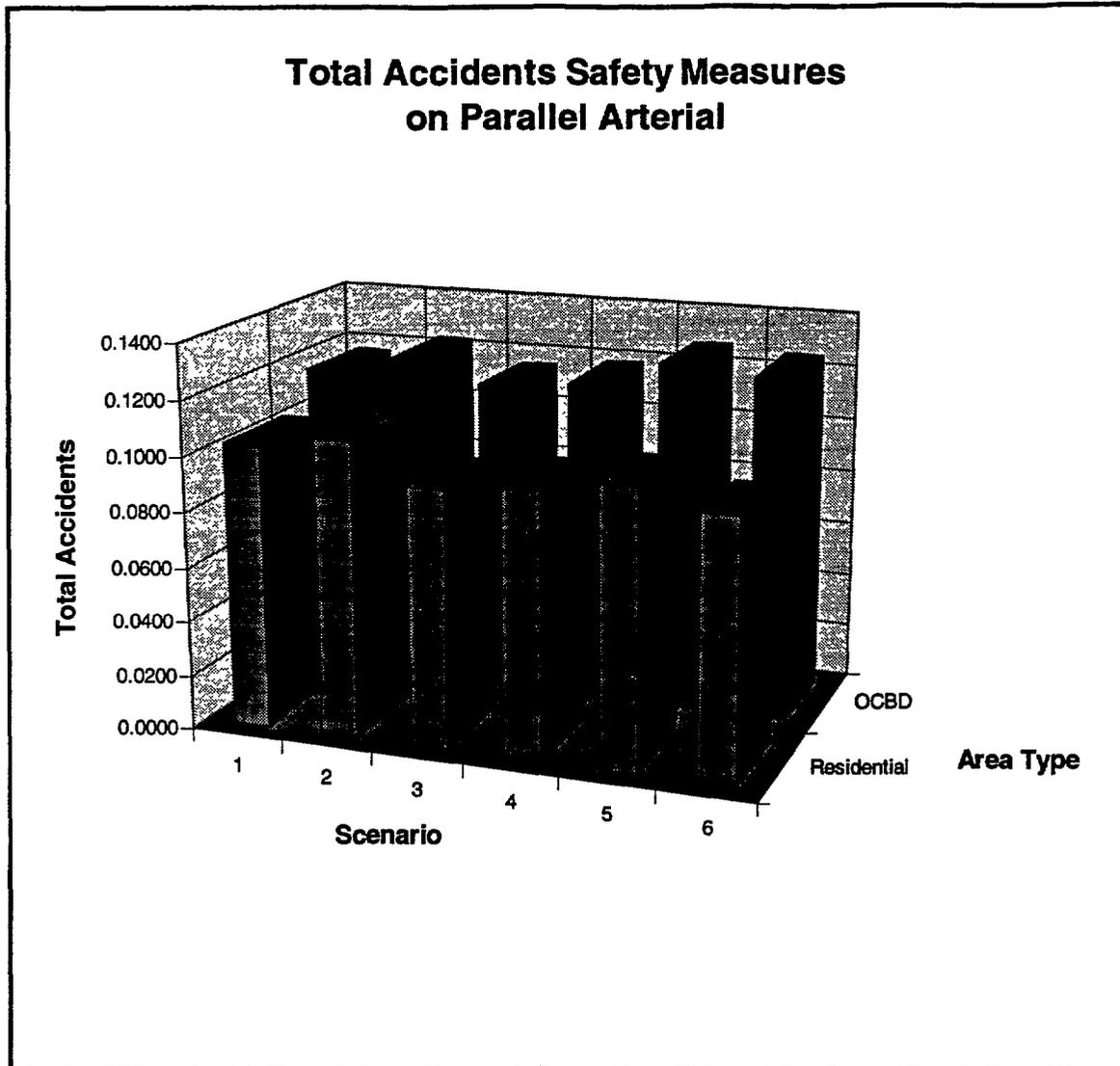
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY (PDO)  
BY AREA TYPE AND SCENARIO FOR PARALLEL ARTERIALS**

Scenario	Residential	Outlying Central Business District
1	0.060	0.068
2	0.063	0.072
3	0.055	0.067
4	0.056	0.069
5	0.059	0.074
6	0.055	0.073

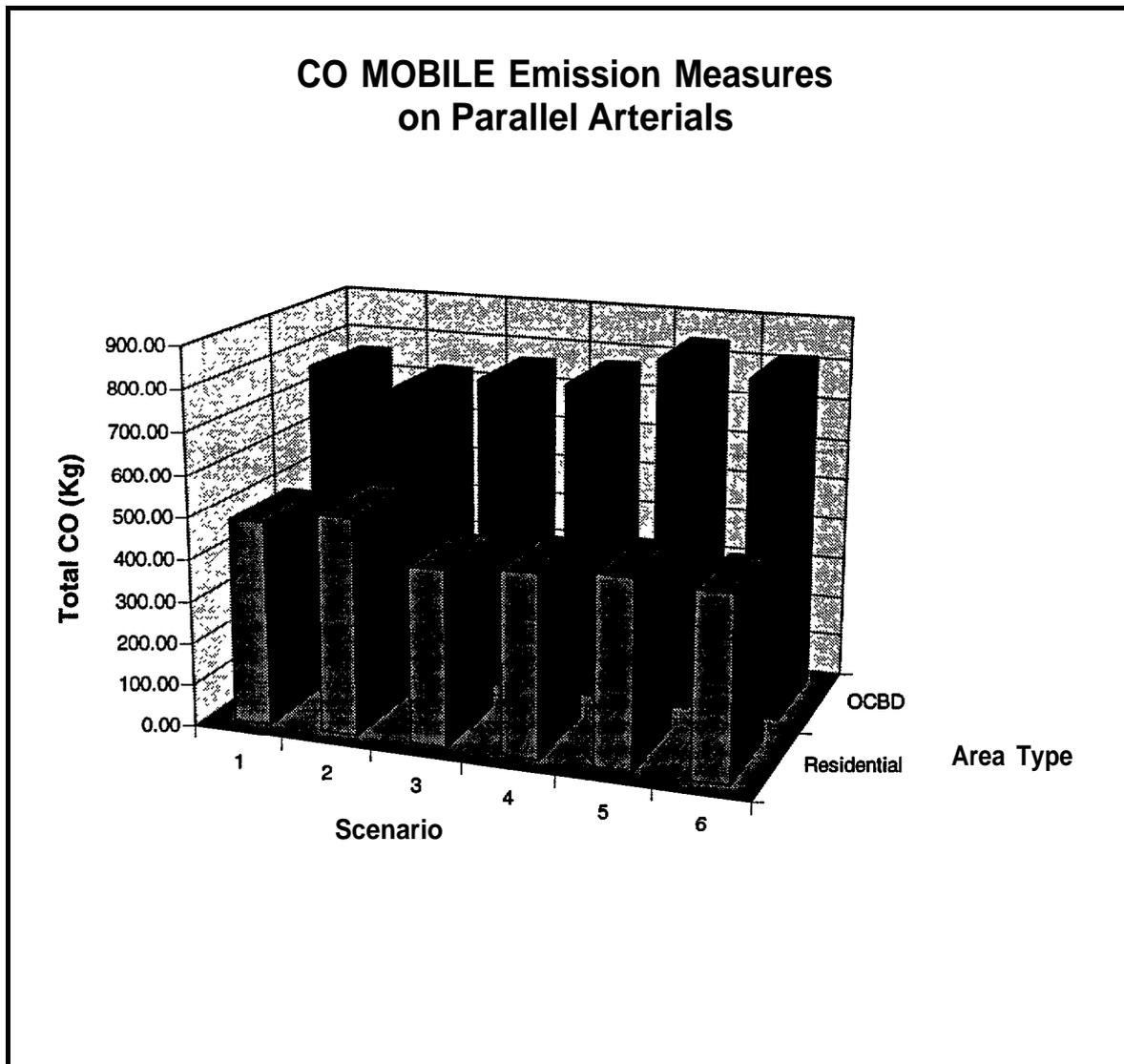
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**TOTAL ACCIDENTS (PER MILLION MILES TRAVELED)  
BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL**

Scenario	Residential	Outlying Central Business District
1	0.1033	0.1162
2	0.1076	0.1229
3	0.0937	0.1150
4	0.0962	0.1179
5	0.1004	0.1274
6	0.0939	0.1251

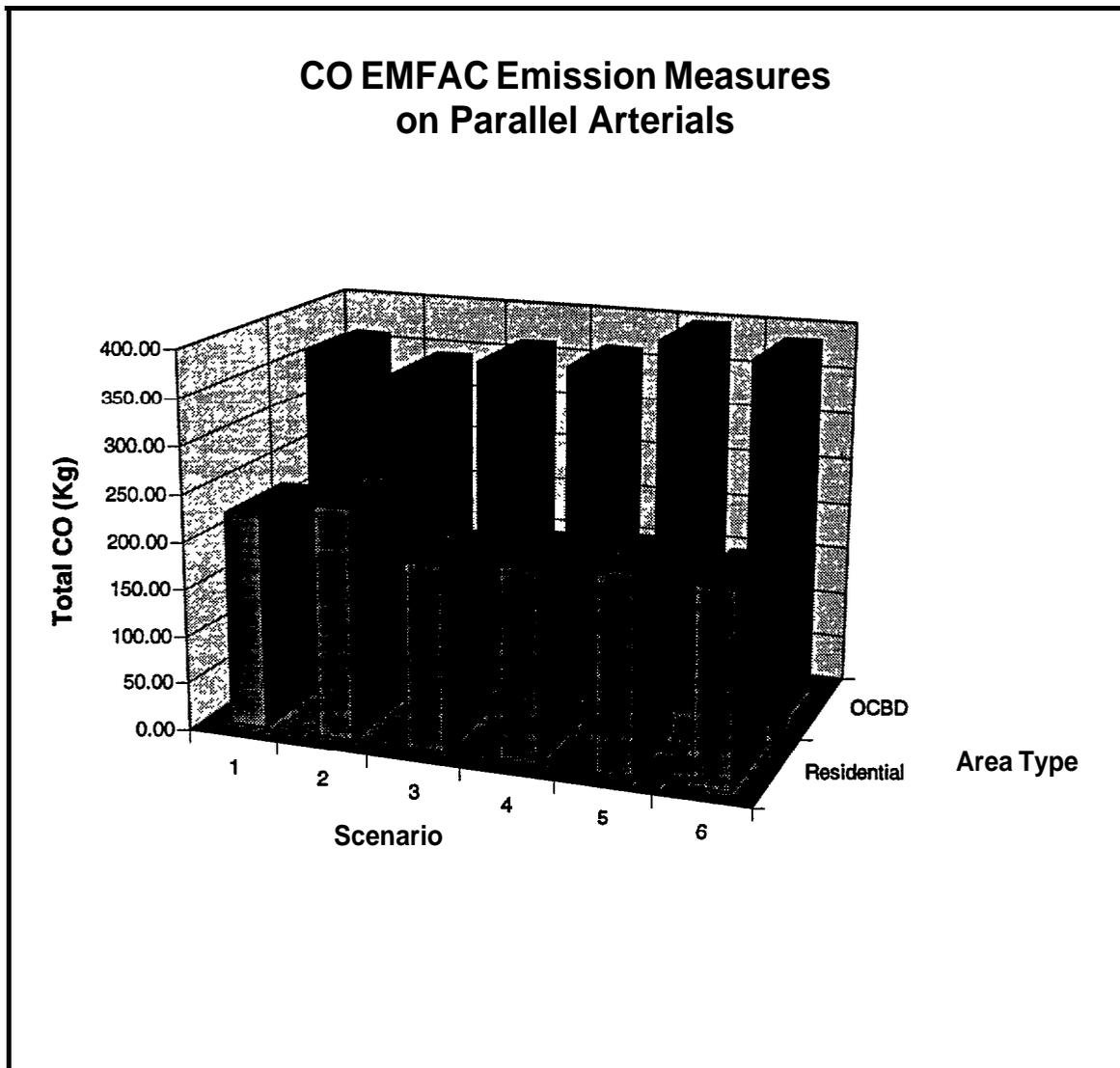
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



MOBILE 5a CO EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	486.40	761.47
2	517.42	726.16
3	419.07	762.65
4	434.46	768.71
5	447.25	839.92
6	437.64	813.99

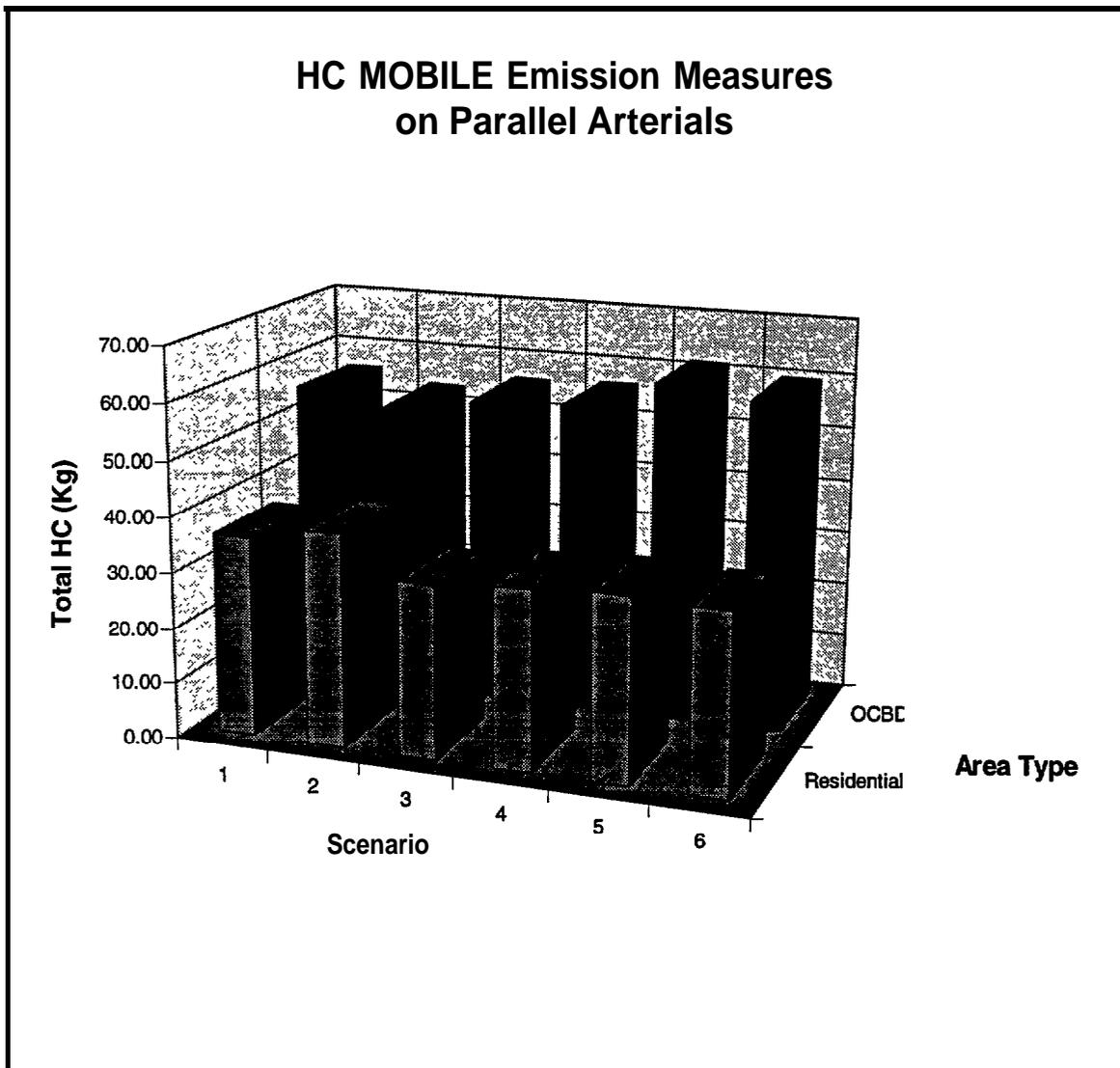
**Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = FZFIF2T3**



EMFAC 7F CO EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	227.25	359.95
2	244.08	342.06
3	195.36	362.41
4	202.60	362.70
5	209.58	396.75
6	203.70	384.40

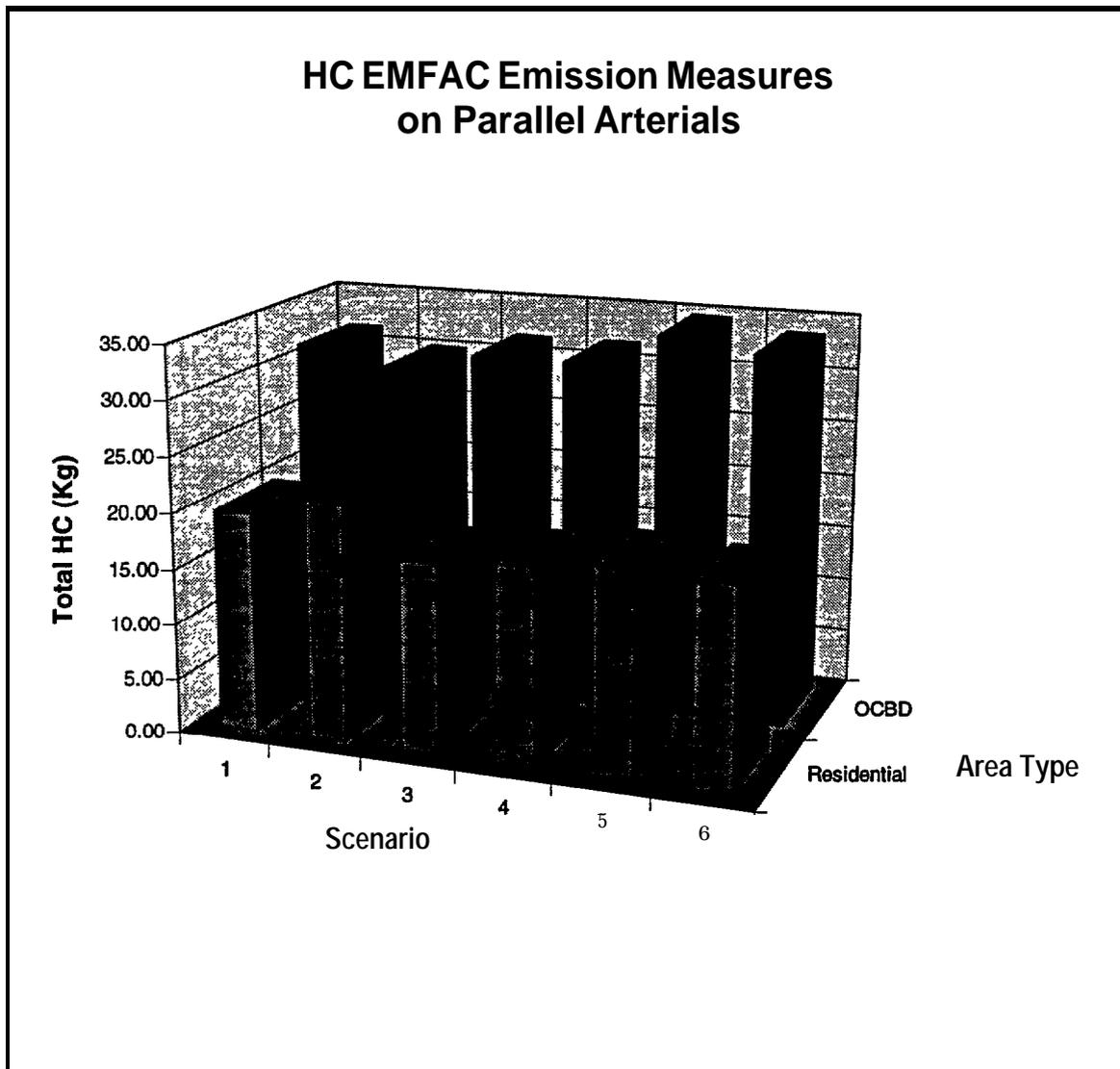
**Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3**



MOBILE 5a HC EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	36.24	55.49
2	38.52	53.12
3	31.24	55.59
4	32.39	56.07
5	33.32	61.27
6	32.61	59.42

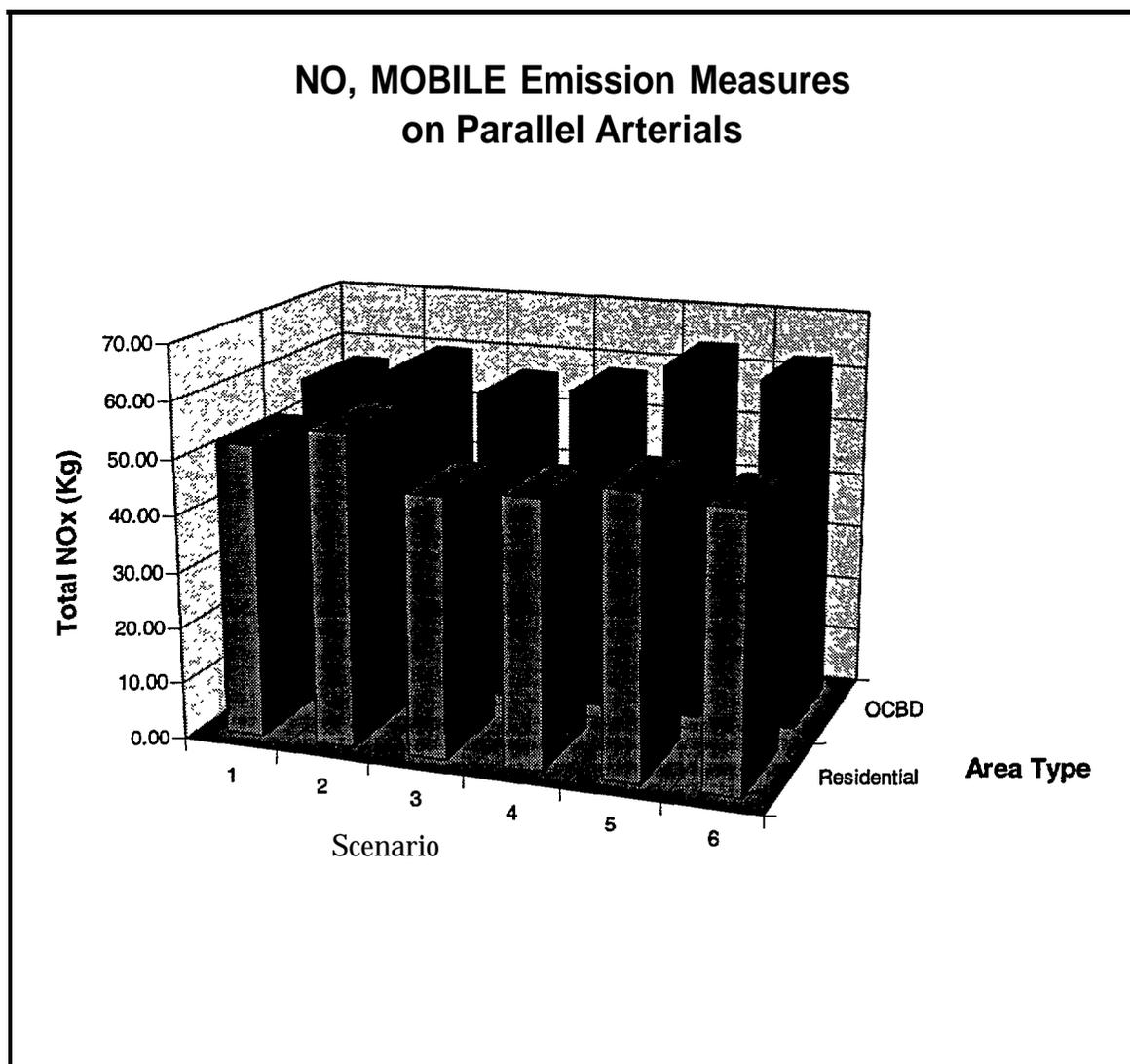
**Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



EMFAC 7F HC EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	19.87	31.53
2	21.58	30.04
3	17.20	31.61
4	17.82	31.65
5	18.52	34.61
6	18.18	33.52

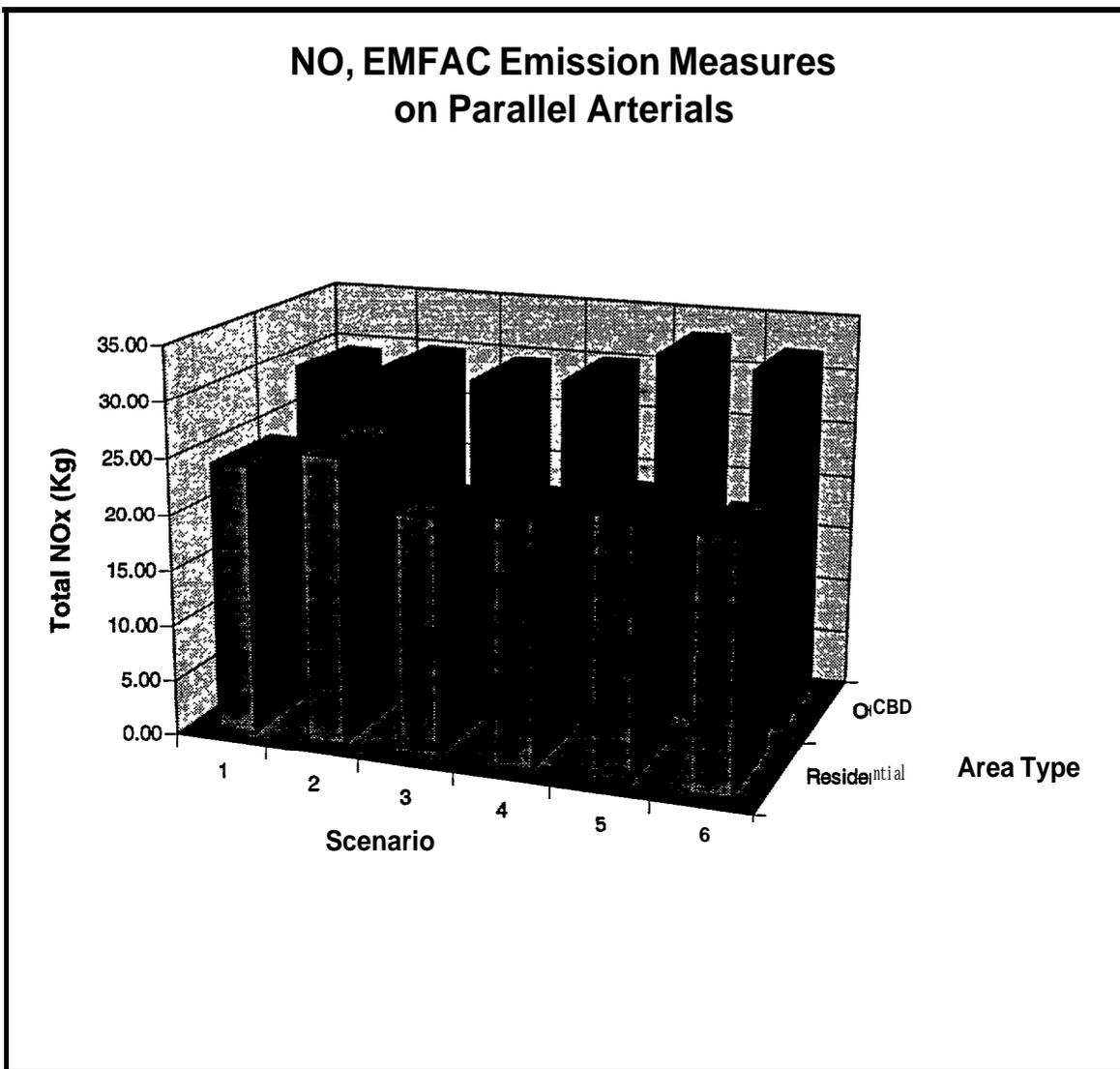
Scenario: #1 = P1FIT2, #2 = P1FIT3, #3 = P2FIF2T2, #4 = P2FIF3T.2, #5 = P2FIF3T3, #6 = P2FIF2T3



MOBILE 5a NOX EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	52.31	56.56
2	55.86	59.55
3	46.38	56.20
4	47.51	57.72
5	50.08	63.66
6	48.75	62.21

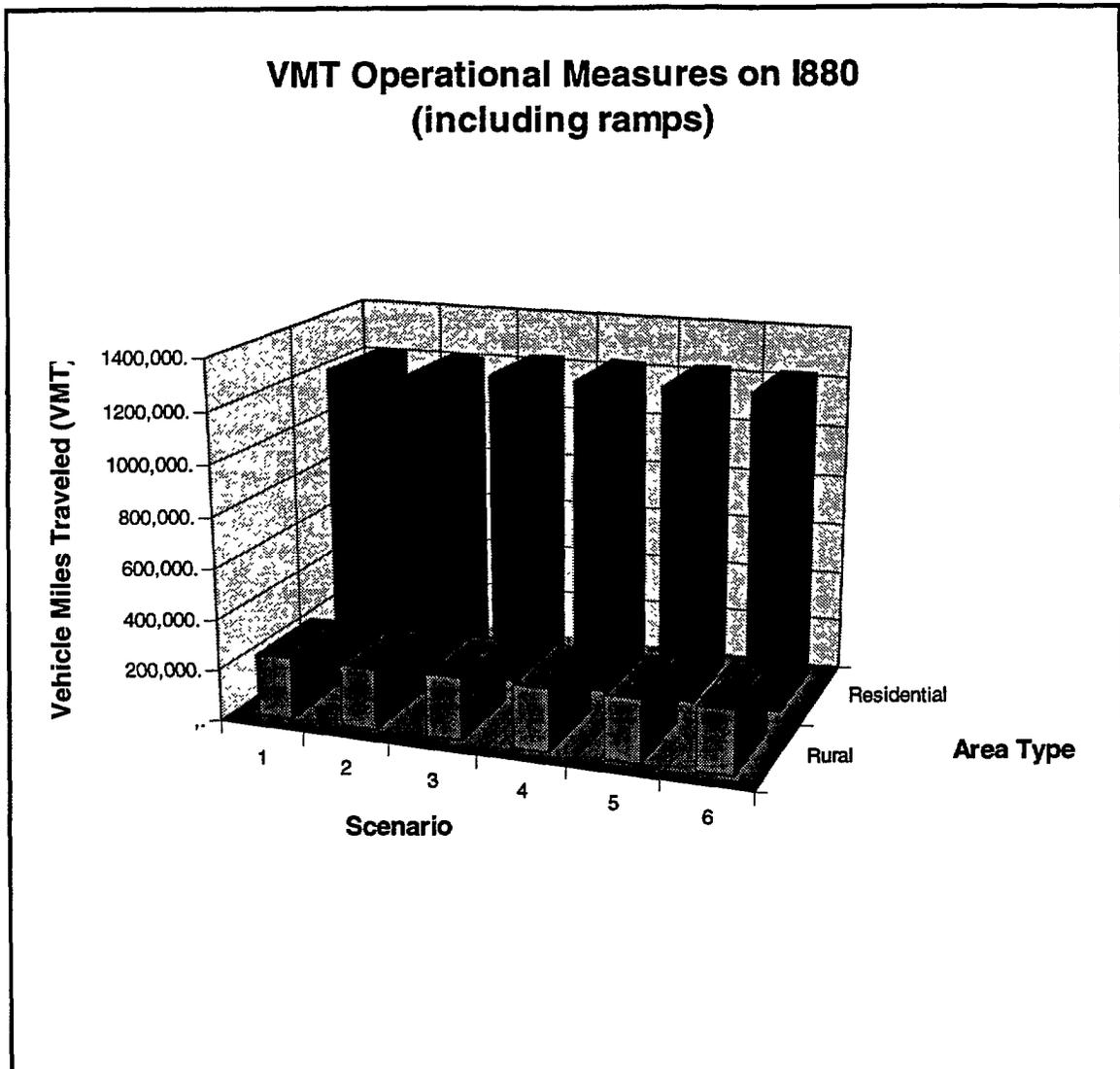
**Scenario: #1 = P1FIT2, #2 = P1FIT3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



EMFAC 7F NOX EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR PARALLEL ARTERIAL

Scenario	Residential	Outlying Central Business District
1	24.21	29.44
2	25.75	30.05
3	21.27	29.43
4	21.82	29.99
5	22.99	33.08
6	22.08	32.11

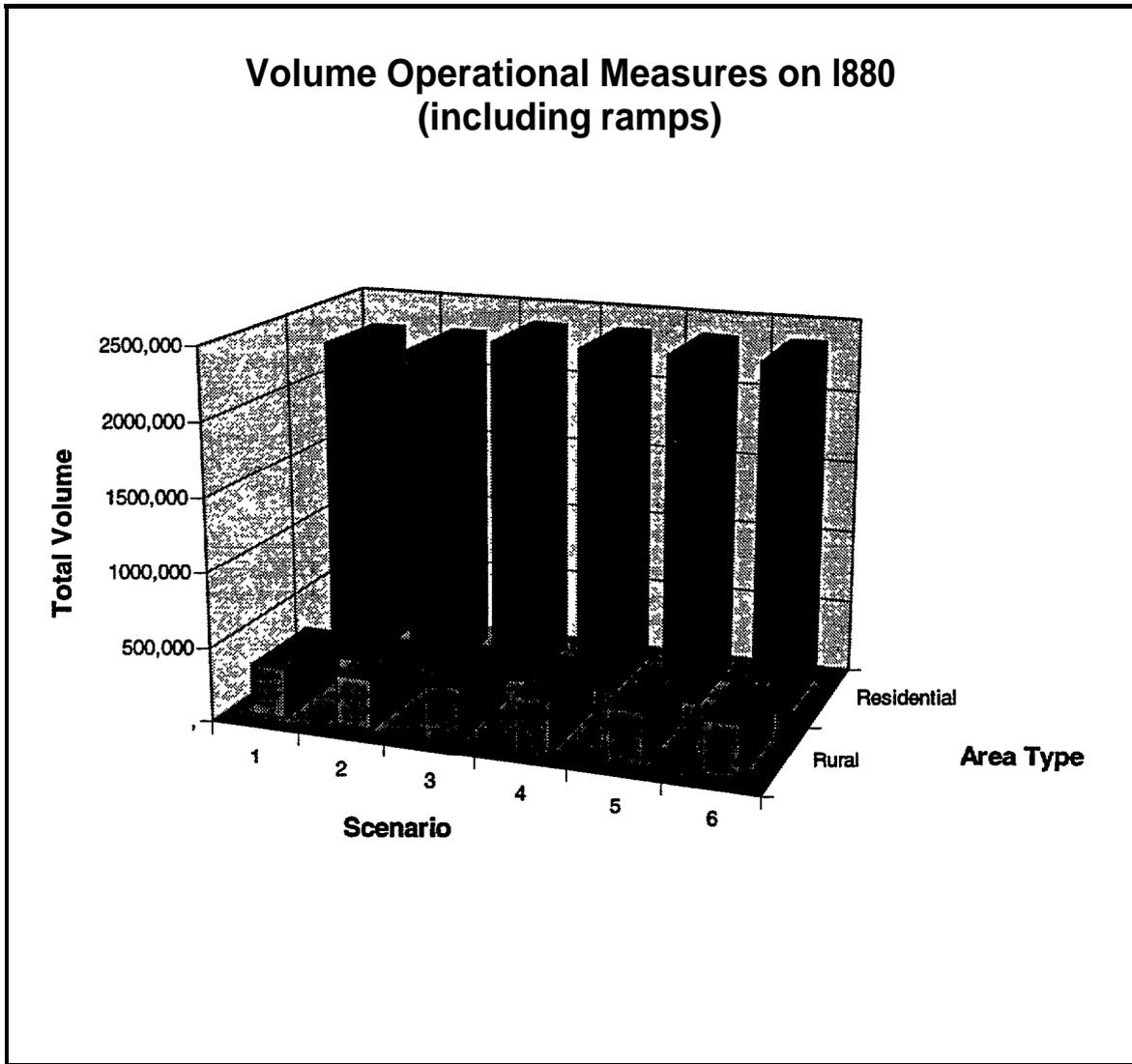
**Scenario: #1 = PIFIT2, #2= PIFIT3, #3 = P2FIF2T2, #4= P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3**



VEHICLE MILES TRAVELLED BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	241,875.12	1,215,814.38
2	241,875.12	1,215,814.38
3	247,632.48	1,234,495.74
4	247,632.48	1,234,495.74
5	247,632.48	1,234,495.74
6	247,632.48	1,234,495.74

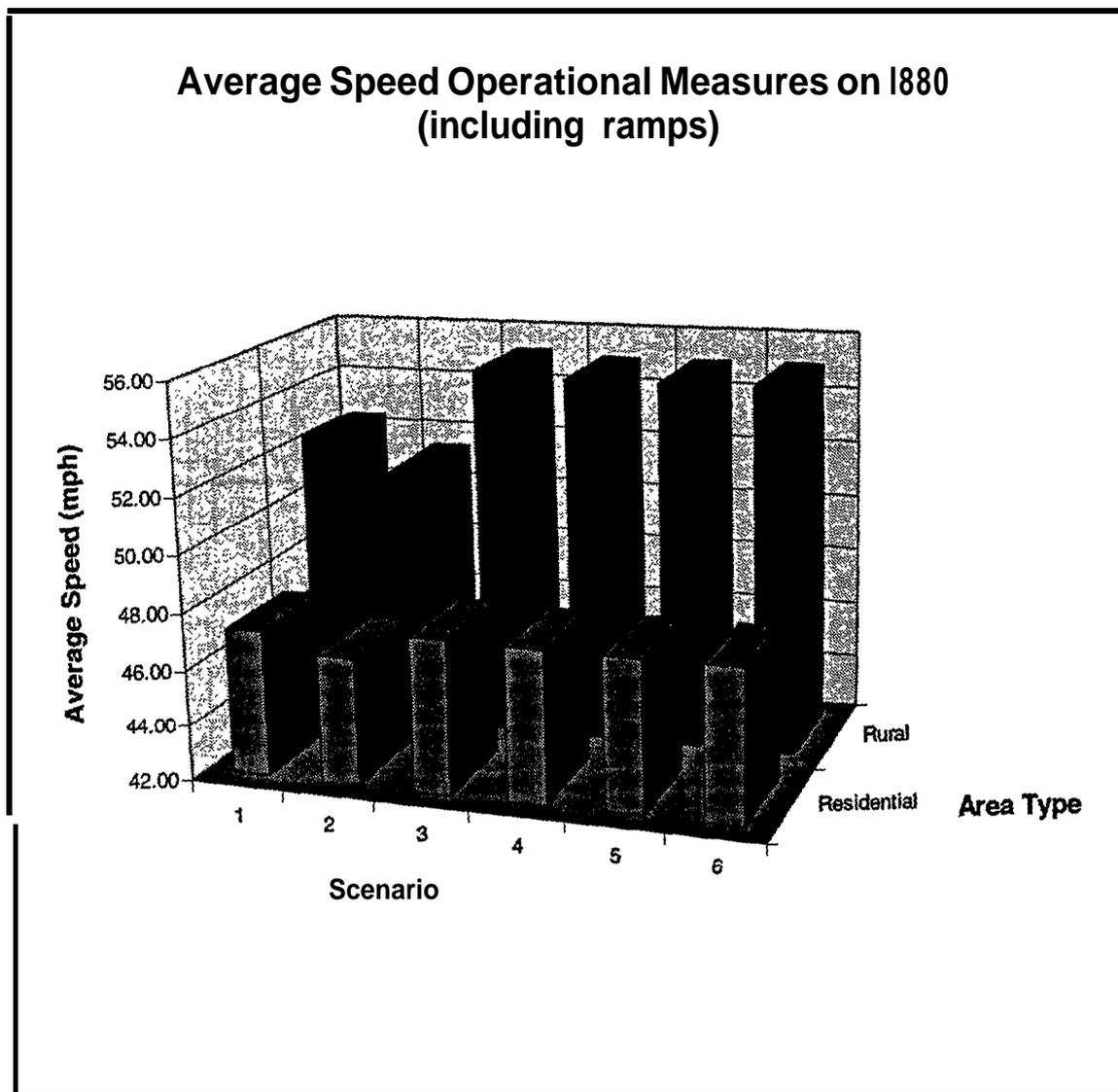
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



VOLUME BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	340,059	2,278,326
2	340,059	2,278,326
3	367,155	2,369,028
4	367,155	2,369,028
5	367,155	2,369,028
6	367,155	2,369,028

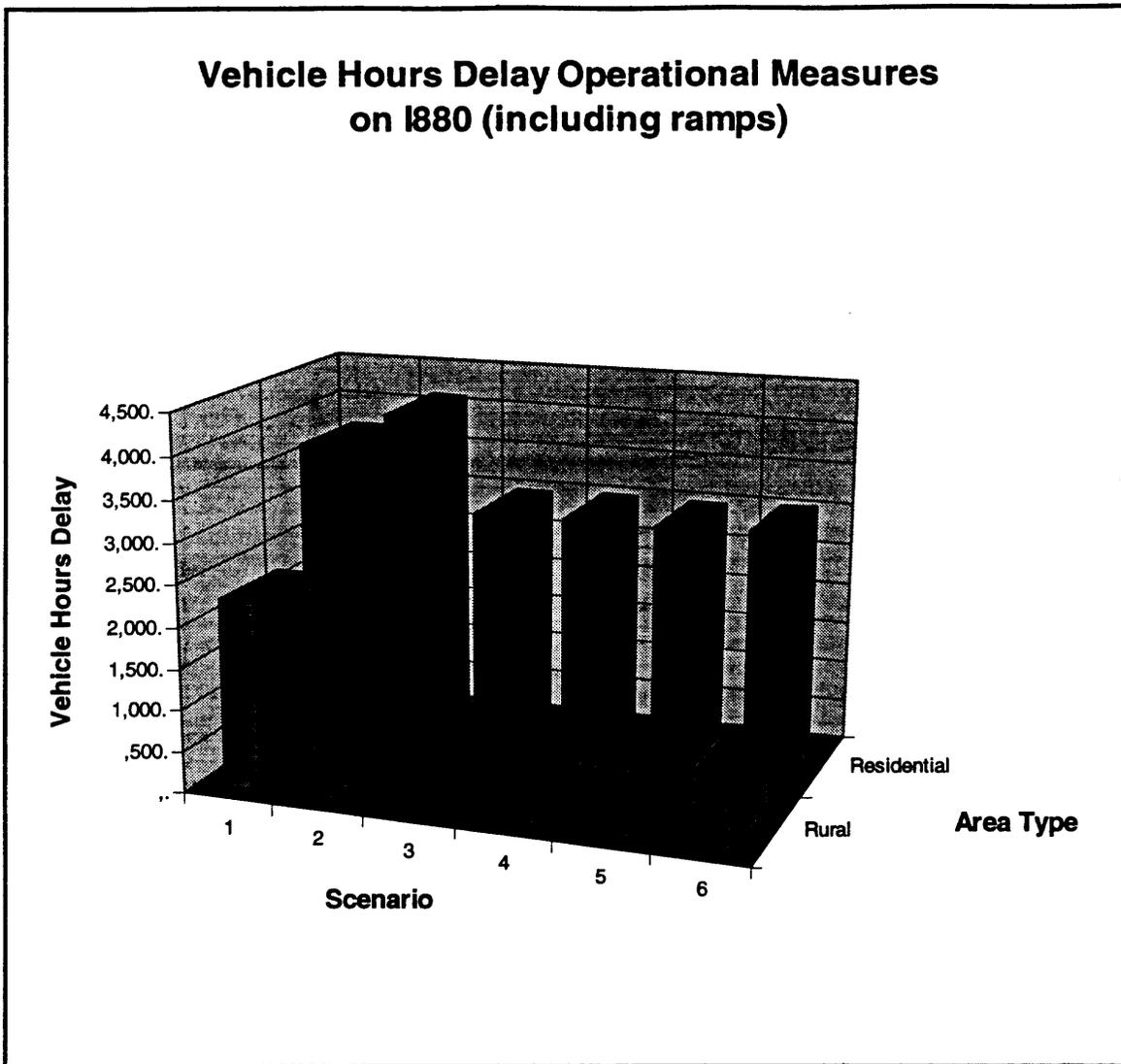
Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3



AVERAGE SPEED BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Residential	Rural
1	47.25	52.44
2	46.57	51.33
3	47.49	55.17
4	41.43	54.97
5	47.42	54.97
6	47.42	55.00

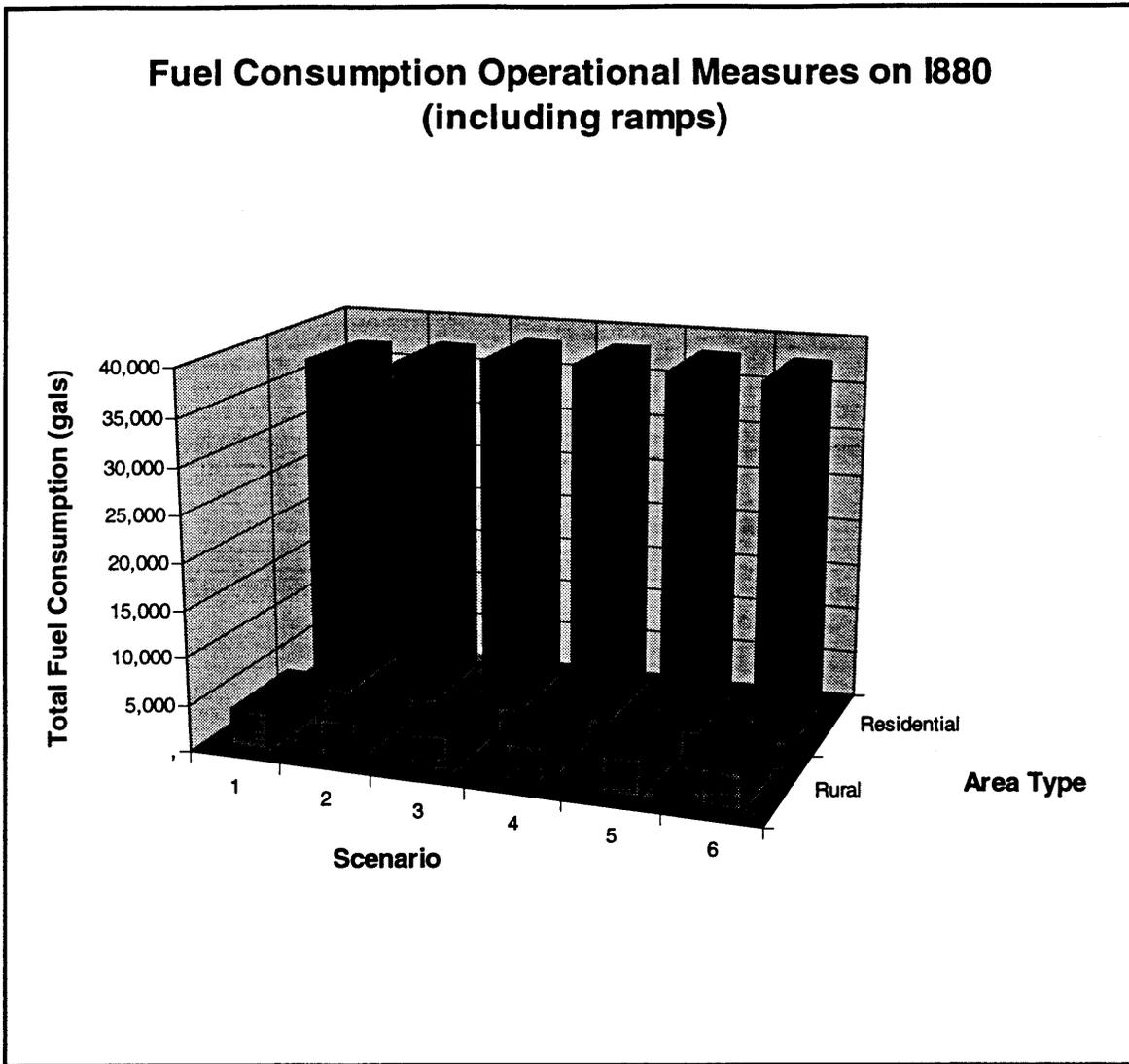
**Scenario: #1= P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



**VEHICLE HOURS DELAY BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS**

Scenario	Rural	Residential
1	2,269.23	3,669.11
2	2,762.43	4,109.94
3	762.76	2,961.42
4	804.02	2,986.96
5	803.27	2,974.25
6	797.14	3,014.38

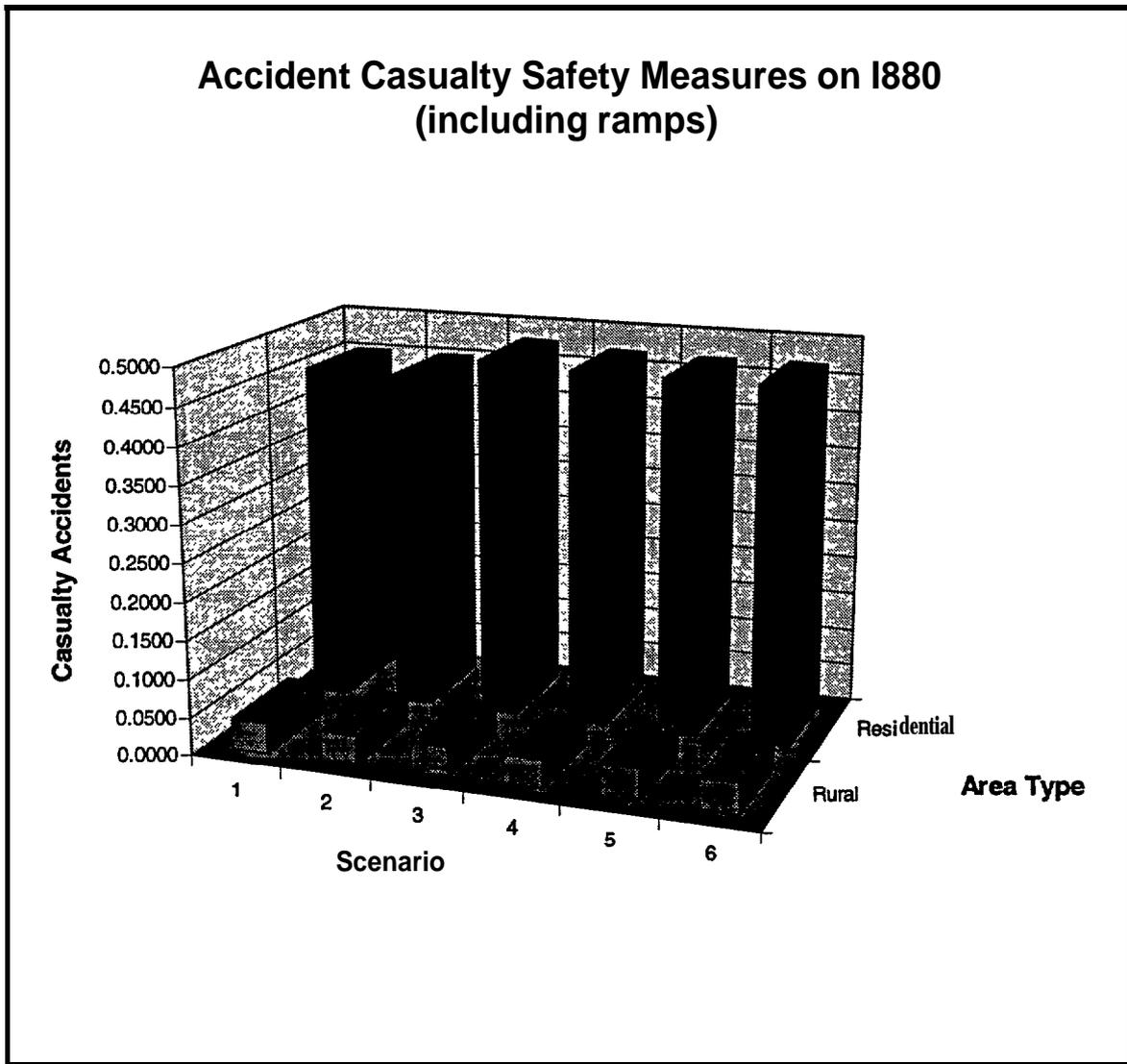
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**FUEL CONSUMPTION (IN GALLONS) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS**

Scenario	Rural	Residential
1	3,913	36,933
2	4,095	37,246
3	3,729	38,178
4	3,891	38,189
5	3,897	38,054
6	3,823	37,770

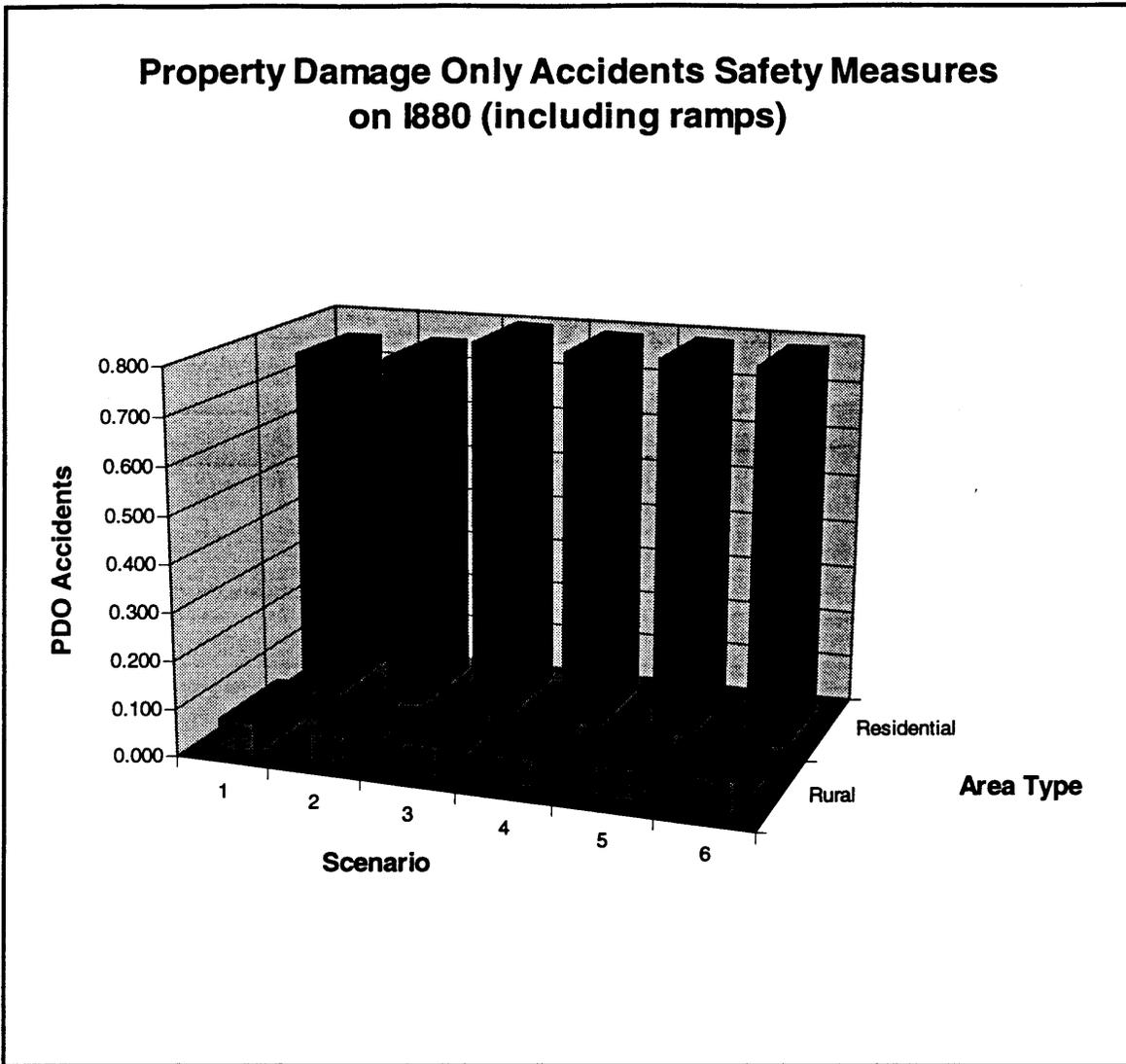
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



ACCIDENT CASUALTY BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	0.0394	0.4504
2	0.0384	0.4488
3	0.0393	0.4767
4	0.0382	0.4695
5	0.0422	0.4675
6	0.0412	0.4684

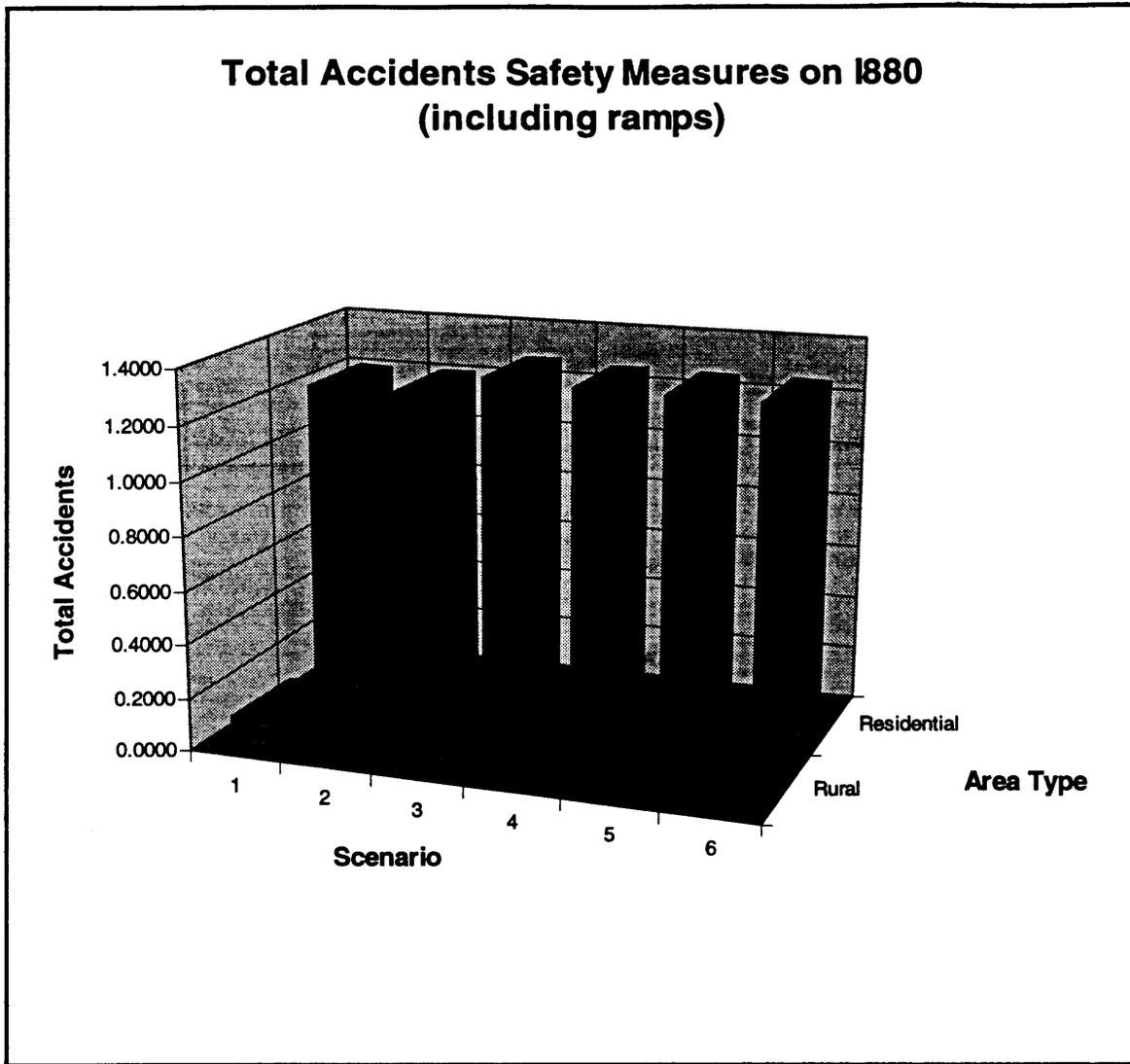
**Scenario: #1 = PIFIT2, #2 = PIFIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3**



**ACCIDENT RESULTING IN PROPERTY DAMAGE ONLY (PDO)  
BY AREA TYPE AND SCENARIO FOR I-880 FREEWAY INCLUDING RAMPS**

Scenario	Rural	Residential
1	0.066	0.751
2	0.064	0.752
3	0.065	0.795
4	0.064	0.787
5	0.070	0.785
6	0.069	0.783

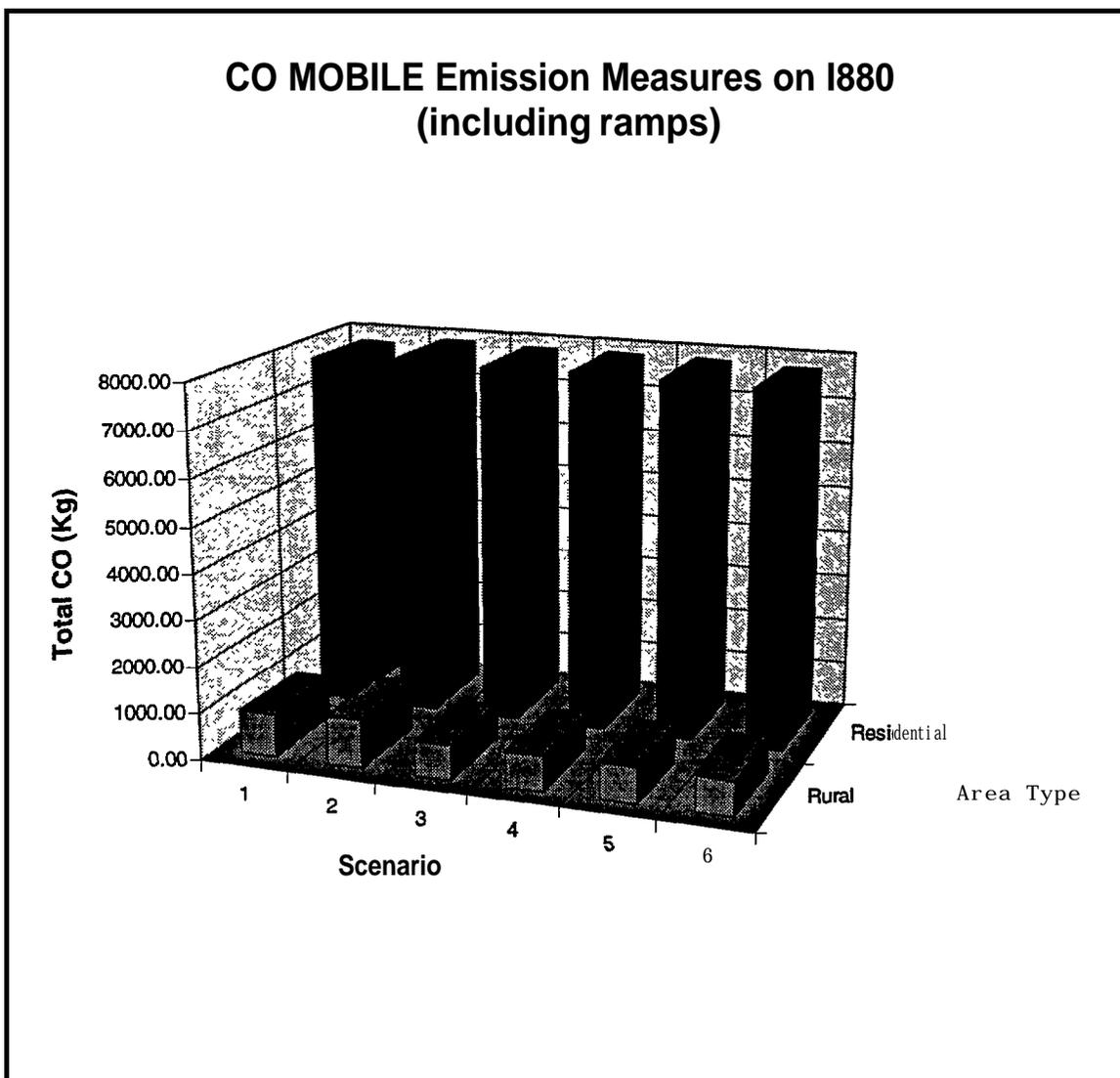
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



**TOTAL ACCIDENTS (PER MILLION MILES TRAVELED)  
BY AREA TYPE AND SCENARIO FOR I880 FREEWAY INCLUDING RAMPS**

Scenario	Rural	Residential
1	0.1046	1.2009
2	0.1029	1.2015
3	0.1043	1.2718
4	0.1023	1.2565
5	0.1132	1.2525
6	0.1112	1.2510

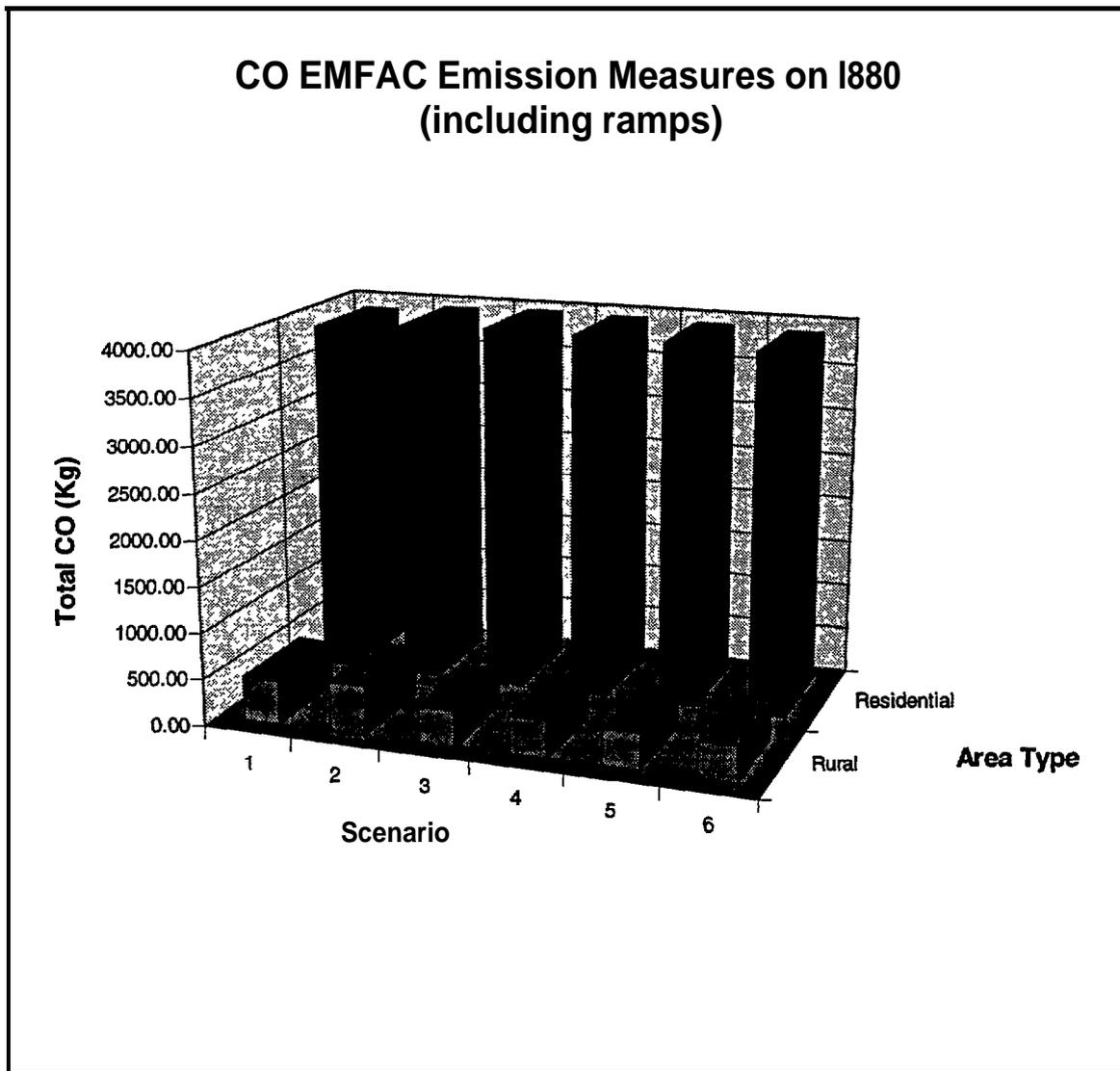
Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



MOBILE 5a CO EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	918.07	7,740.51
2	1,031.93	7,867.74
3	744.84	7,803.42
4	776.34	7,797.22
5	776.97	7,775.22
6	761.85	7,718.8

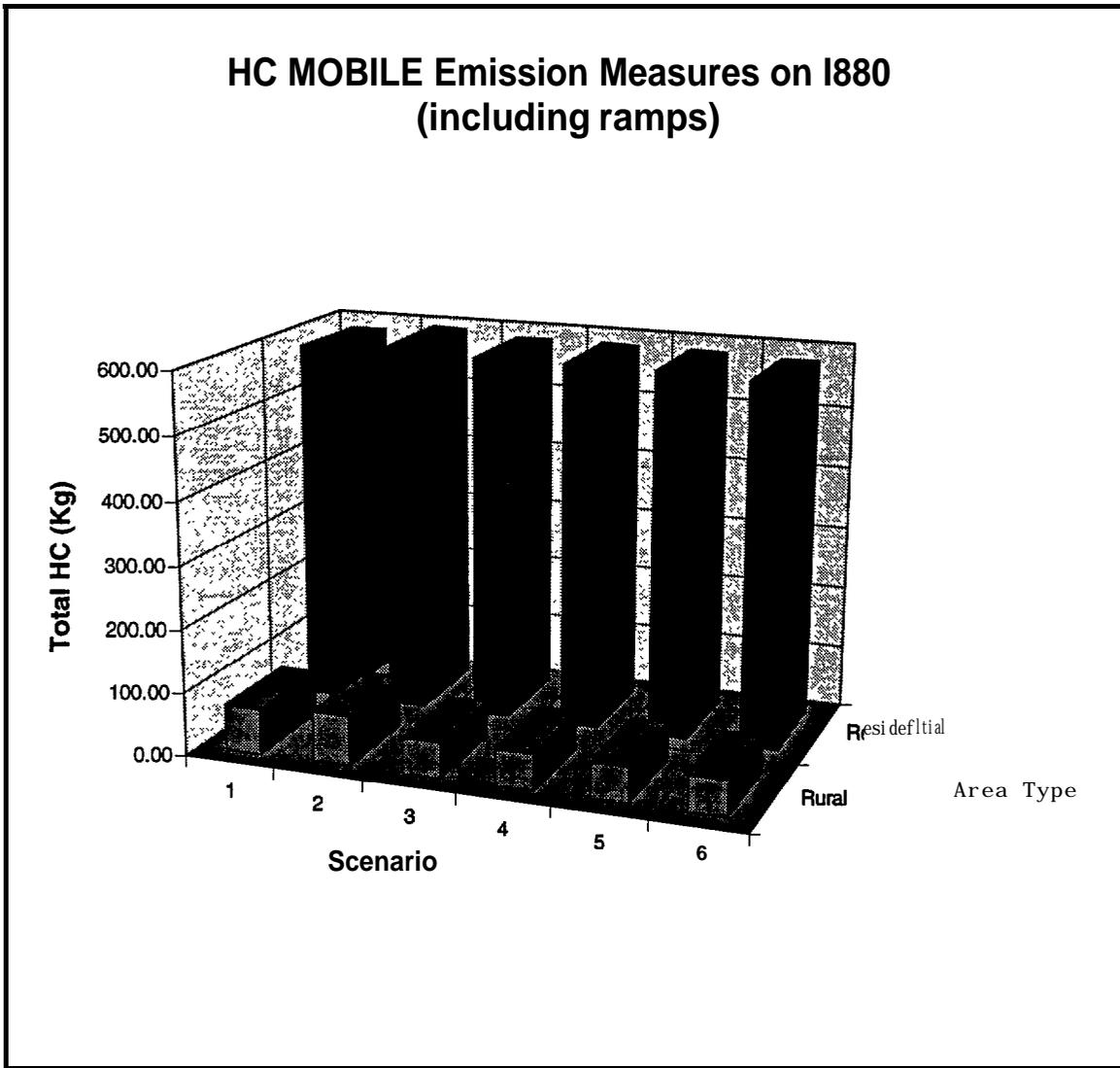
**Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



EMFAC 7F CO EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	467.76	3,868.94
2	527.07	3,923.07
3	388.50	3,951.07
4	403.22	3,927.84
5	403.60	3,917.98
6	396.04	3,885.96

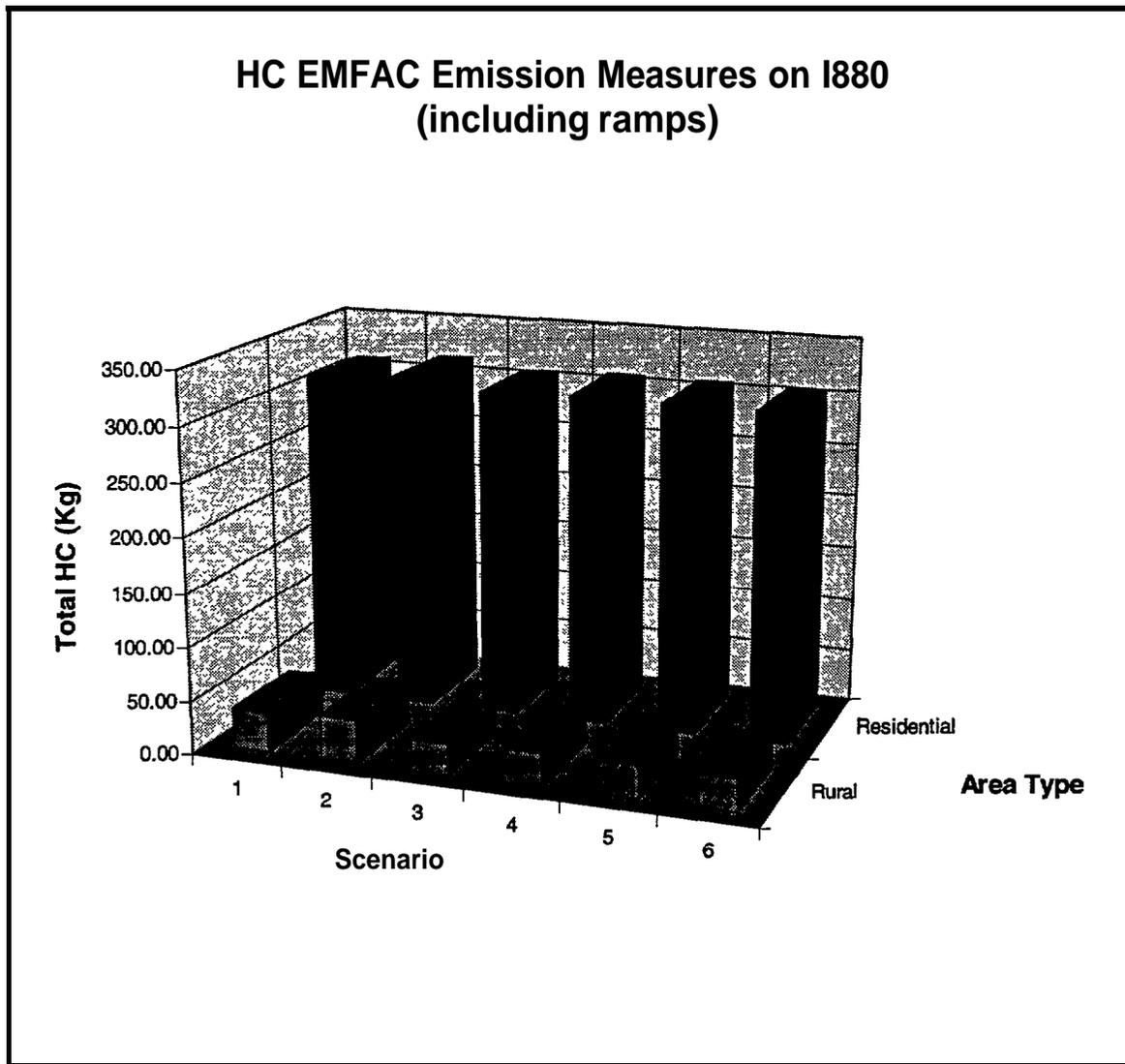
**Scenario: #1 = P1F1T2, #2= P1F1T3 #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



MOBILE 5a HC EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	71.37	581.80
2	80.44	591.95
3	56.74	583.23
4	59.30	583.46
5	59.34	581.87
6	58.19	577.72

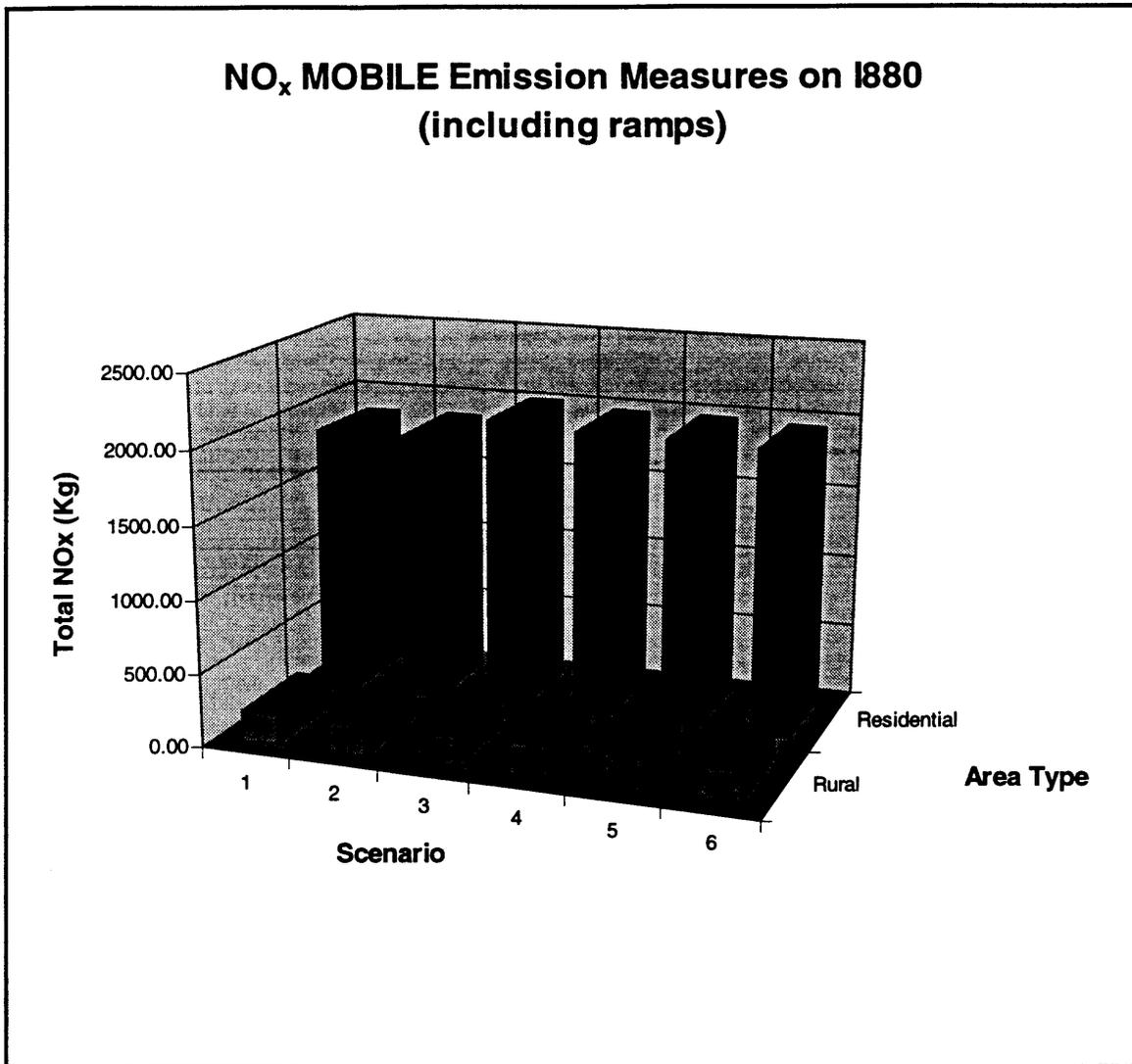
**Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



EMFAC 7F HC EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	36.69	308.62
2	40.42	314.15
3	29.26	305.52
4	30.81	307.67
5	30.84	306.68
6	30.23	304.85

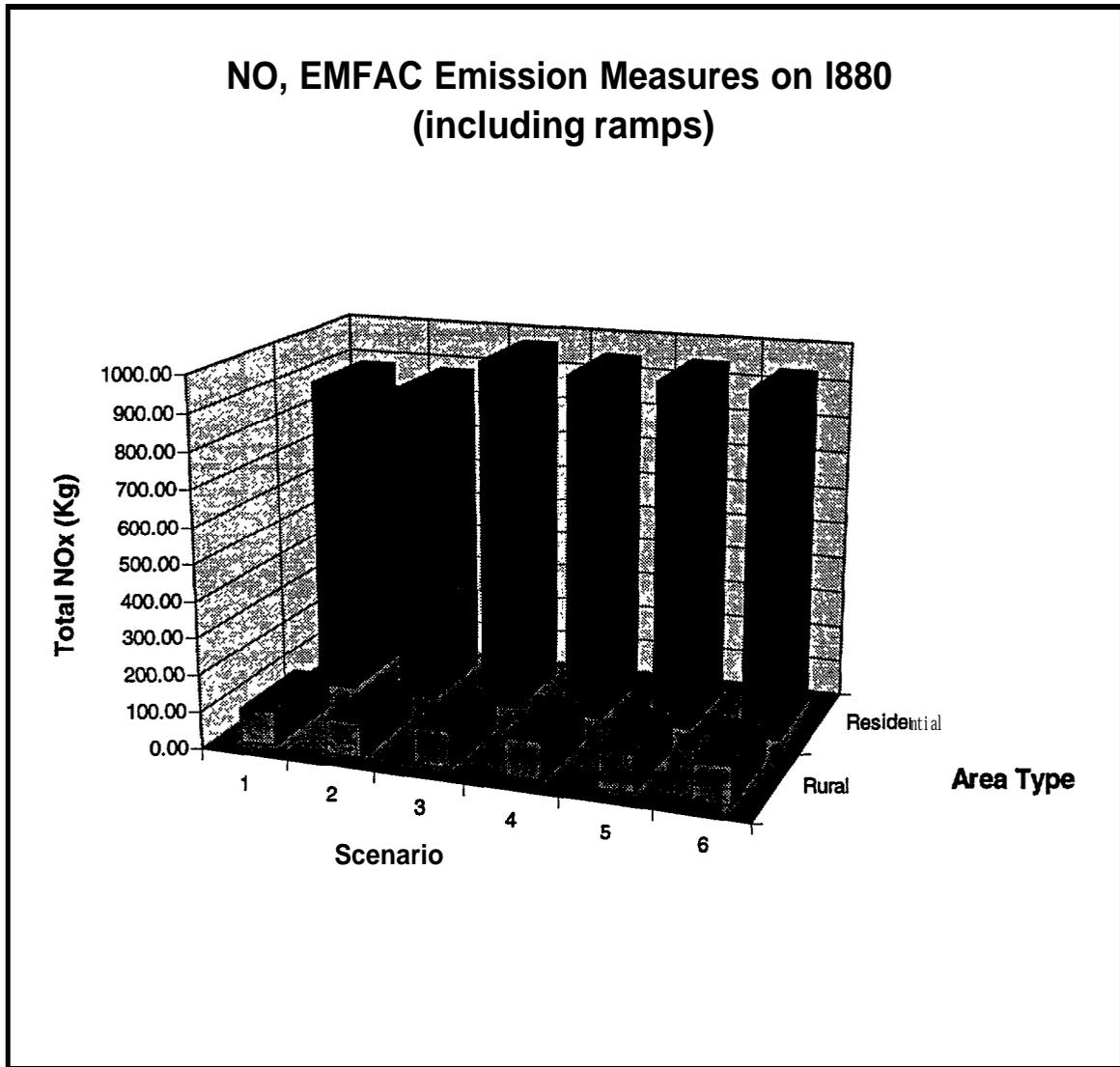
**Scenario: #1 = P1FIT2, #2 = P1FIT3, #3 = P2F1F2I2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3**



**MOBILE 5a NOX EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS**

Scenario	Rural	Residential
1	198.93	1,847.18
2	199.94	1,848.44
3	216.56	2,000.21
4	221.91	1,963.42
5	222.07	1,960.65
6	218.30	1,939.42

Scenario: #1 = P1F1T2, #2 = P1F1T3, #3 = P2F1F2T2, #4 = P2F1F3T2, #5 = P2F1F3T3, #6 = P2F1F2T3



EMFAC 7F NOX EMISSION (IN KG) BY AREA TYPE AND SCENARIO  
FOR I-880 FREEWAY INCLUDING RAMPS

Scenario	Rural	Residential
1	92.03	880.60
2	93.69	878.64
3	103.12	970.21
4	105.25	947.76
5	105.36	945.84
6	103.50	935.85

**Scenario: #1 = P1FIT2, #2 = P1FIT3, #3 = P2FIF2T2, #4 = P2FIF3T2, #5 = P2FIF3T3, #6 = P2FIF2T3**