**CORSIM**

AM Build revised and PM Build.trf

This model was built to examine the Carnegie corridor. The Ontario fly-over was part of this configuration and is not shown as it does not interact with the Carnegie corridor. The East 21st Street on-ramp had not yet been added to the preferred alternative at the time of this analysis. This is not based on Certified Traffic and all intersection configurations and volumes must be verified.

AM Preferred and PM Preferred

This model was constructed on the Preferred Alternative as it stood in November 2005. This is the most complete corridor wide CORSIM model that was developed for the project. Most future efforts were centered on VISSIM. This is not based on Certified Traffic and all intersection configurations and volumes must be verified. This model is based on a two-way Mid-town Connector and does not have East 21st Street in it. This file also contains the With Payne option.

AM No Payne and PM No Payne

This model is the iteration of the above AM Preferred models. The major change is the removal of the Payne connection. This is not based on Certified Traffic and all intersection configurations and volumes must be verified.

Subdirectory Traveltime subdirectory Baseline

These files were used to develop the travel time estimates that were fed into the economic impact study that was done for the Midtown area. These files represent the most up to date version of the CORSIM files for the baseline (existing) condition. This is not based on Certified Traffic and all intersection configurations and volumes must be verified.

Subdirectory Traveltime subdirectory Build

These files were used to develop the travel time estimates that were fed into the economic impact study that was done for the Midtown area. These files represent the most up to date version of the CORSIM files for the build condition. This is not based on Certified Traffic and all intersection configurations and volumes must be verified.

**Synchro**

Optimized intersections am & pm

Optimized build intersections am & pm

These files contain Synchro analyses for many of the cbd intersections covered by the IJS. However this analysis is not based on certified traffic and intersection geometry needs to be verified for all locations.

AM Preferred and PM Preferred

These Synchro files were used to develop optimized signal timings for input into the CORSIM models of the same name detailed above. The same caveats apply.

AM No Payne and PM No Payne

These Synchro files were used to develop optimized signal timings for input into the CORSIM models of the same name detailed above. The same caveats apply.

Subdirectory Traveltime

These Synchro files were used to develop optimized signal timings for input into the CORSIM models of the same name detailed above that were utilized for the travel time study. The same caveats apply.

Subdirectory Intersection Design

These Synchro files were used to help develop intersection configurations for the corridors listed as sub-directories. This was done in support of the initial development of details above the normal level of detail required for Step 6 for these corridors. This analysis is not based on Certified Traffic and all intersection configurations and volumes must be verified.

IJS October 2008

This is the Synchro and SimTraffic work that was done in support of the IJS. These are based on Certified Traffic and intersection configurations should be correct.

**VISSIM**

Avi version for Ontario ramp

This version is not based on Certified Traffic. It was primarily created to create an avi of the operation of the proposed Ontario Street fly-over ramp to show its geometry and operation near the Fire Museum and across Carnegie. All volumes and intersection configurations must be verified. (note: OK through the errors. They are associated with a signal control option that was dropped and do not effect the model)

Preferred Alternative—2035 pm peak-two-way-mid-twon-revised

This version has a two-way Mid Town Connector between Prospect and Carnegie. It also still shows the Ontario ramp as a fly-over. This is not based on Certified Traffic. All volumes and intersection configurations must be verified. (note: OK through the errors. They are associated with a signal control option that was dropped and do not effect the model)

Final (under sub-directory Used for Public Involvement Meeting-Feb 01 2007)

This file was utilized for the Public Involvement presentation that was made 1 Feb 2007. It is not based on Certified Traffic and all intersection configurations and volumes must be verified. This shows the Ontario Street ramp as a fly-over and the Mid-town Connector as a two-way alignment. (note: OK through the errors. They are associated with a signal control option that was dropped and do not effect the model)

AM 30th and PM 30th

These files were created to focus on the Mid-town area. They represent the area of the Innerbelt from Cedar to Chester. The Mid-town Connector is shown as a two-way system. The models are not based on Certified Traffic and all intersection configurations and volumes must be verified. (note: OK through the errors. They are associated with a signal control option that was dropped and do not effect the model)